



**AGENDA**  
**ZONING HEARING**  
**MONDAY, JANUARY 13, 2020 – 7:00 PM**  
*(Immediately following the Local Planning Agency Meeting)*  
**VILLAGE HALL COUNCIL CHAMBERS**  
**9705 E. HIBISCUS STREET, PALMETTO BAY, FLORIDA**

ANY PERSON MAKING IMPERTINENT OR SLANDEROUS REMARKS OR WHO BECOMES BOISTEROUS WHILE ADDRESSING THE VILLAGE OF PALMETTO BAY COUNCIL SHALL BE BARRED FROM FURTHER AUDIENCE BEFORE THE VILLAGE OF PALMETTO BAY COUNCIL BY THE PRESIDING OFFICER, UNLESS PERMISSION TO CONTINUE OR AGAIN ADDRESS THE COUNCIL BE GRANTED BY THE MAJORITY VOTE OF THE COUNCIL MEMBERS PRESENT.

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1. CALL TO ORDER, ROLL CALL, INVOCATION, PLEDGE OF ALLEGIANCE, AND DECORUM STATEMENT, IN THAT ORDER.
  2. REQUESTS, PETITIONS, AND PUBLIC COMMENT
  3. APPROVAL OF MINUTES:
    - A. Zoning Hearing (November 18, 2019)
  4. PUBLIC HEARING ITEMS:

**Item 1:** The following item is being considered pursuant to Section(s) 30-50.23, 30-30.5, and 30-30.6 of the Village's Land Development Code:

**Applicant:** Franjo Medical Offices, LLC  
**Folio(s):** 33-5032-007-0630; 33-5032-007-0650; 33-5032-007-0620; 33-5032-007-0660  
**File No.:** VPB-19-005  
**Location:** 18320 Franjo Road; 18330 Franjo Road; 9700 SW 183<sup>rd</sup> Street; 9720 SW 183<sup>rd</sup> Street  
**Request:** REQUEST FOR APPROVAL OF A SITE PLAN AND PARKING VARIANCE FOR A MIXED-USE MEDICAL OFFICE BUILDING ON FOUR ADJOINING PARCELS AT 18330 FRANJO ROAD ZONED DOWNTOWN URBAN VILLAGE (DUV), URBAN VILLAGE (UV) SECTOR, PURSUANT TO SECTION 30-50.23

DUV ZONING DISTRICT; SECTION 30-30.5, SITE PLAN APPROVAL, AND SECTION 30-30.6 VARIANCES.

**Item 2:** The following item is being considered pursuant to Section(s) 30-50.23 and 30-30.5 Village's Land Development Code:

**Applicant:** South Dade Imports, LLC  
**Folio(s):** 33-5032-004-2480, 33-5032-004-2490, 33-5032-004-2500, 33-5032-004-2520, 33-5032-004-2530  
**File No.:** VPB-16-017  
**Location:** 17400 SW 97<sup>th</sup> Avenue, 17414 SW 97<sup>th</sup> Avenue, 17405 South Dixie Highway, 17407 South Dixie Highway, 17409 South Dixie Highway, 17411 South Dixie Highway, 17413 South Dixie Highway  
**Request:** REQUEST FOR APPROVAL OF A SITE PLAN MODIFICATION WITH DESIGN CONSIDERATIONS FOR A NEW AUTO SALES CENTER WITH SALES AND SERVICE FACILITIES AND A RETAIL COMPONENT AT SOUTH DIXIE HIGHWAY AND BANYAN ROAD, ZONED DOWNTOWN URBAN VILLAGE (DUV), DOWNTOWN GENERAL (DG) SECTOR, PURSUANT TO SECTION 30-50.23 DUV ZONING DISTRICT; AND SECTION 30-30.5, SITE PLAN APPROVAL.

**Item 3:** The following item is being considered pursuant to Section(s) 30-50.23, 30-30.5, and 30-120.1 of the Village's Land Development Code:

**Applicant:** Dream Starts, LLC  
**Folio(s):** 33-5033-004-0100  
**File No.:** VPB-18-004  
**Location:** 16999 South Dixie Highway  
**Request:** REQUEST FOR APPROVAL OF A SITE PLAN FOR A MIXED-USE BUILDING ON THREE ADJOINING PARCELS ZONED DOWNTOWN URBAN VILLAGE (DUV), DOWNTOWN GENERAL SECTOR (DG), WITH GROUND-FLOOR COMERCIAL USE, AND OFFICE COMPONENT, A RESIDENTIAL COMPONENT, AND A SCHOOL COMPONENT, PURSUANT TO SECTION 30-50.23 DUV ZONING DISTRICT; SECTION 30-30.5, SITE PLAN APPROVAL; AND SECTION 30-120.1 PUBLIC CHARTER SCHOOL FACILITIES.

**5. COUNCIL COMMENTS**

**6. ADJOURNMENT**

**WE, THE VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, HEREBY COMMIT OURSELVES TO MAINTAINING CIVILITY IN OUR PUBLIC AND POLITICAL DISCOURSE AND PLEDGE TO THE FOLLOWING PRINCIPLES:**

- **We will respect the right of all citizens in our community to hold different opinions;**
  - **We will avoid rhetoric intended to humiliate or question the wisdom of those whose opinions are different from ours;**
  - **We will strive to understand differing perspectives;**
  - **We will choose our words carefully;**
  - **We will speak truthfully without accusation and we will avoid distortion;**
  - **We will speak out against violence, prejudice, and incivility in all of their forms, whenever and wherever they occur.**
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**NOTICE OF APPEAL RIGHTS**

Decisions of the Village of Palmetto Bay Council (VPB) are appealed to the Circuit Court. Appeals to Circuit Court must be filed within 30 days of the execution of the Village of Palmetto Bay resolution. Pursuant to Florida Statutes 286.0105, the Village hereby advises the public that if a person decides to appeal any decision made by this Council with respect to any matter considered at its meeting or hearing, he or she will need a record of the proceedings, and that for such purpose, the affected person may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. This notice does not constitute consent by the Village for the introduction or admission of otherwise inadmissible or irrelevant evidence, nor does it authorize challenges or appeals not otherwise allowed by law. Further information and assistance may be obtained by contacting the Village Clerk at (305) 259-1234. For filing or status of Appeals to Circuit Court, you may call the Clerk of the Circuit Court at (305) 375-5955.



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**MINUTES  
ZONING HEARING  
MONDAY, NOVEMBER 18, 2019 – 7:00 PM  
VILLAGE HALL COUNCIL CHAMBERS  
9705 E. HIBISCUS STREET, PALMETTO BAY, FLORIDA**

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**1. CALL TO ORDER, ROLL CALL, INVOCATION, PLEDGE OF ALLEGIANCE, AND DECORUM STATEMENT, IN THAT ORDER.**

The Zoning Hearing was called to order at approximately 7:02 p.m.

The following members of the Village Council were present during roll call:

- Mayor Karyn Cunningham
- Vice Mayor John DuBois
- Councilmember Patrick Fiore
- Councilmember David Singer
- Councilmember Marsha Matson

The following Charter Officials were in attendance:

- Village Attorney John C. Dellagloria
- Village Manager Edward Silva
- Village Clerk Missy Arocha

The Invocation was led by Councilmember Patrick Fiore.

The pledge of allegiance was led by Vice Mayor John DuBois

Mayor Cunningham disposed the decorum statement.

**2. REQUESTS, PETITIONS, AND PUBLIC COMMENT**

The following members of the public addressed the Village Council during public comments:

- Eric Tullberg (7884 SW 179<sup>th</sup> Terrace) – reported that a lot of problems exist with the existing construction of the Franjo Road project and requested the Council to seek the least amount of damage as possible. He also urged that the site plan be consistent with the construction of appropriate bike lanes.
- Steve Kreisher (18201 SW 98<sup>th</sup> Avenue) – questioned the code sections that relate to the existing items on the agenda and urged the Council to approve the DUV.

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- Helen Gage (10203 SW 169<sup>th</sup> Terrace) – reported she has several existing issues with Issac’s Roofing, a current business owner of the Village. She sought a recommendation on how she may proceed with the Village to have her issues resolved with Issac’s Roofing.
- Timothy McHarris, owner of Morningside Apartments (9785 SW 181<sup>st</sup> Terrace) – urged the Council not to downzone his property during the considerations of the DUV process.
- Charles Ness (7500 SW 73<sup>rd</sup> Street) – spoke in favor of the proposed commercial office building proposed on the zoning hearing agenda, including the mixed-use building. He urged the Council to work with developers to move project forward in the Downtown Urban Village area.

**3. VILLAGE MANAGER’S UPDATE ON FRANJO ROAD PROJECT (SACYR CONSTRUCTION USA, LLC)**

Manager Edward Silva provided a report on the Franjo Road Project between the Village of Palmetto Bay and Sacyr Construction USA, LLC. During his report, he spoke of existing credits with the consultant and open change orders and stated that the Village has 30-days to review it, release of liens were pending for payment, commitment from contractor is that they will be doing their first phase of asphalt work depending on existing weather. Following Manager Silva’s report, he answered questions raised by the Council on the matter and stated that he will provide another update at the next regularly scheduled Council Meeting.

Following the Village Manager’s update on the Franjo Road Project, Attorney Dellagloria reported that pursuant to his legal review of the matters scheduled on the Zoning Hearing, he recommended that several of the items be deferred to the next Zoning Hearing.

Attorney Dellagloria explained the quasi-judicial proceeding process to the Council and the public.

Clerk Arocha swore in all the witnesses that wished to be heard during the quasi-judicial proceeding for the zoning hearing.

Councilmember Singer ***motioned*** to hear item 5 out of order. The motion was ***seconded*** by Councilmember Fiore. ***All voted in favor (5-0). The motion passed unanimously.***

**4. RESOLUTIONS WITH PUBLIC COMMENT:**

**Item 5:** The following item is being considered pursuant to Section(s) 30-110 and 30-30.23 of the Village’s Land Development Code:

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**Applicant:** Little Steps Pre-K of 17925 SW 97 Avenue  
**Folio(s):** 33-5033-000-0890  
**File No.:** VPB-19-009  
**Location:** 17917 Franjo Road (SW 97<sup>th</sup> Avenue)  
**Request:** Request to relocate an existing preschool/daycare facility to 17917 Franjo Road, zoned Downtown Urban Village (DUV), Downtown General (DG) Sector, pursuant to Division 30-110 religious facilities, private schools, child care facilities, and other non-governmental public assembly uses; and Section 30-50.23 DUV zoning district.

Item 5 was moved by Councilmember Singer. Seconded by Councilmember Fiore.

All the members of the Village Council provided their disclosures and ex-parte communications regarding the item.

Mark Alvarez provided the staff report. He presented a PowerPoint presentation that illustrated the location of the proposed project, including its relocation. During the presentation, he explained the site plan, criteria, and recommendation to approve the day care use. He answered questions raised by the Council on the item.

Marilyn Correa whom stated she is a community activist spoke on behalf of the applicant, Susana Lamas. She explained that as of a result of new ownership investment by Scott Silver, the property owner, the applicant was asked to surrender property since lease expired and Mr. Silver is anticipates upgrading the shopping mall with new retail tenants. She also explained that Mr. Silver asked the applicant to vacate the property no later than November 25<sup>th</sup>. She reported that applicant provides day care services for 40 children that comply with all state and local licenses regarding the laws pertaining to children and daycare. Approval of the request to relocate the existing preschool/daycare facility to 17917 Franjo Road is being sought.

The Mayor opened the public hearing for item 5 and the following individuals spoke in support of the application:

- Eric Tullberg (7884 SW 179<sup>th</sup> Terrace) – urged the Village to sort out the problem with the drop-off issue at the daycare facility.
- Leanne Tellam (14625 SW 83<sup>rd</sup> Avenue) – reported that she has spoken with many families and that a shortage of daycare facilities in the Village exists. She urged the Council to approve the item.

No speakers spoke in opposition to item 5.

Mayor Cunningham closed the public hearing.

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2 All members of the Village Council spoke in support of the application.

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4 Mayor Cunningham called the question in support of item 5. **All voted in favor**  
5 **(5-0). The item passed unanimously.**  
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8 **Item 1:** The following item is being considered pursuant to Section(s) 30-  
9 50.23, 30-30.5, and 30-110 of the Village's Land Development Code:

10  
11 **Applicant:** Dream Starts, LLC

12 **Folio:** 33-5033-004-0100

13 **File No.:** VPB-18-004

14 **Location:** 16999 South Dixie Highway

15 **Request:** Request for approval of a site plan for a mixed-use building on  
16 three adjoining parcels zoned Downtown Urban Village (DUV), Downtown  
17 General Sector (DG), with ground-floor commercial use, and office  
18 component, a residential component, and a school component, pursuant to  
19 Section 30-50.23 DUV Zoning District; Section 30-30.5, site plan approval; and  
20 Section 30-110 religious facilities, private schools, child care facilities, and  
21 other non-governmental public assembly uses.  
22

23 Councilmember Singer **motioned** to continue item 1 to the January 27, 2020  
24 Zoning Hearing. The motion was **seconded** by Councilmember Fiore. **All**  
25 **voted in favor (5-0). The motion passed unanimously.**  
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28 **Item 6:** The following item is being considered pursuant to Section(s) 30-  
29 50.23 and 30-30.5 of the Village's Land Development Code:

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31 **Applicant:** South Dade Imports, LLC

32 **Folio(s):** 33-5032-004-2480, 33-5032-004-2490, 33-5032-004-2500, 33-  
33 5032-004-2520, 33-5032-004-2530

34 **File No.:** VPB-16-017

35 **Location:** 17400 SW 97<sup>th</sup> Avenue, 17414 SW 97<sup>th</sup> Avenue, 17405 South  
36 Dixie Highway, 17407 South Dixie Highway, 17409 South Dixie  
37 Highway, 17411 South Dixie Highway, 17413 South Dixie  
38 Highway

39 **Request:** Request for approval of a site plan modification with design  
40 considerations for a new auto sales center with sales and service facilities and  
41 a retail component at South Dixie Highway and Banyan Road, zoned  
42 Downtown Urban Village (DUV), Downtown General (DG) sector, pursuant to  
43 Section 30-50.23 DUV zoning district; and Section 30-30.5; site plan approval.  
44

45 Councilmember Singer **motioned** to continue item 6 and add an additional  
46 Zoning Hearing for the month of January 2020; date of Zoning Hearing to be  
47 January 13, 2020 Zoning Hearing. The motion was **seconded** by

1 Councilmember Fiore. **All voted in favor (5-0). The motion passed**  
2 **unanimously.**

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5 **Item 4:** The following item is being considered pursuant to Section(s) 30-  
6 30.5 and 30-60.30 of the Village's Land Development Code:

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8 **Applicant:** Eco-Site II, LLC

9 **Folio(s):** 33-5028-025-0010

10 **File No.:** VPB-19-008

11 **Location:** 16051 South Dixie Highway

12 **Request:** Request for approval of a site plan for the installation of a  
13 camouflaged 115-foot wireless communication monotower, on a 2,441 square  
14 feet parcel located in the southeast portion of the 17.92-acre shopping center  
15 located at 16051 South Dixie Highway, zoned business district special (B-2)  
16 pursuant to Section 30-30.5 site plan approval; and Section 30-60.30  
17 telecommunication towers, antennas and satellite dishes.

18  
19 Vice Mayor DuBois **motioned** to hear item 4 out of order. The motion was  
20 **seconded** by Councilmember Fiore. **All voted in favor (5-0). The motion**  
21 **passed unanimously.**

22  
23 Item 4 was moved by Vice Mayor DuBois. Seconded by Councilmember Fiore.

24  
25 All members of the Council provided their disclosures and ex-parte  
26 communications regarding the item.

27  
28 Mark Alvarez provided the staff report. He presented a PowerPoint  
29 presentation that illustrated the location of the proposed project. During his  
30 presentation he explained the proposal, siting criteria, protected residential  
31 area, visual impacts – balloon test, criteria, and recommendation to approve  
32 the conditional use of the application.

33  
34 Following his presentation, he answered questions raised by the Council on  
35 the item relating to the criteria for the code requirements.

36  
37 Applicants presentation: Deborah Martohue, Esq., spoke on behalf of the  
38 builder and owner of the proposed tower. She presented a PowerPoint  
39 presentation on the proposed tower and explained that Eco-Site is a  
40 nationwide tower company that works with all wireless carriers for collocation  
41 of their antenna facilities. The presentation illustrated an overview of the  
42 property, conditional use zoning request, camouflaging and shared use plan,  
43 setbacks, landscape, and site development regulations. She explained that  
44 the proposed tower facility in the Village will be available for collocation by  
45 other wireless providers by Eco-Site, and Eco-Site's successors. She also  
46 explained that the applicant will provide space on the tower for this purpose  
47 with reasonable terms and conditions.

1 Ms. Patrick Key, a representative for T-Mobile and network engineer spoke  
2 and explained the T-Mobile predictive wireless coverage (before without WCF  
3 and after WCF). Current improvements are not enough with demand that  
4 exists today's.

5  
6 Following the applicant's presentation, Deborah Martohue and Mark Alvarez  
7 answered questions raised by the Council regarding the application.

8  
9 Subsequently, Vice Mayor DuBois ***motioned*** to defer item 4 to the Zoning  
10 Hearing of January 27, 2020 including for the application to bring back  
11 information to the Village Council regarding the applications' green space. The  
12 motion was ***seconded*** by Councilmember Singer.

13  
14 After Council discussion, Councilmember Matson ***motioned*** that the applicant  
15 must provide all application materials in ADA format.

16  
17 Attorney Dellagloria reported that the basic of any hearing is public notice;  
18 however, if the Council wished to amend the code to incorporate that all  
19 applicant materials must be in ADA format, that the code must be amended by  
20 Ordinance. He reported that he would proposed an Ordinance on first reading  
21 to amend the code.

22  
23 Councilwoman Matson ***withdrew her motion.***

24  
25 **Mayor Cunningham called the question in favor of Vice Mayor DuBouis'**  
26 ***motion. All voted in favor (5-0). The motion passed unanimously.***

27  
28 The public hearing was opened and the following individuals spoke in  
29 opposition to item 4:

- 30
- 31 • Ginnie Smith (16244 SW 92<sup>nd</sup> Avenue) – reported that the world health  
32 organization has labeled 5G towers as electromagnetic radiation and  
33 carcinogen hazards to the environment.
  - 34
  - 35 • Eric Tullberg (7884 SW 179<sup>th</sup> Terrace) – stated that it would be wise for  
36 the Village to check the area and stay within 500 feet of the tower and  
37 find if anyone has a VHF antenna; get an opinion as to whether it would  
38 interfere with reception.
  - 39
  - 40 • Leanne Tellam (14625 SW 83<sup>rd</sup> Avenue) – stated that on page 12 of 29  
41 of the staff report, the applicant chose a site on their property that is not  
42 consistent with the analysis.
  - 43
  - 44 • Josephine Gallaher (16232 SW 92<sup>nd</sup> Avenue) – stated that the tower is  
45 a safety hazard to the environment.
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1 **Item 2:** The following item is being considered pursuant to Section(s) 30-  
2 50.23 and 30-30.5 of the Village's Land Development Code:  
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4 **Applicant:** South Dade Development, Inc.

5 **Folio(s):** 33-5032-007-122; 33-5032-007-1121; 33-5032-007-1120

6 **File No.:** VPB-18-005

7 **Location:** 18320 SW 98<sup>th</sup> Avenue, 18300 SW 98<sup>th</sup> Avenue, and  
8 9810 SW 183<sup>rd</sup> Street

9 **Request:** Request for approval of a site plan for a mixed-use multiple  
10 family residential building on three adjoining parcels zoned Downtown Urban  
11 Village (DUV), Neighborhood Village (NV) sector, pursuant to Section 30-  
12 50.23 DUV Zoning district; and Section 30-30.5, site plan approval.  
13

14 Item 2 was moved by Vice Mayor DuBois. Seconded by Councilmember Fiore.

15  
16 All members of the Council provided their disclosures and ex-parte  
17 communications regarding the item.  
18

19 The following members spoke in support of item 2 during the public hearing:  
20

- 21 • Timothy McHarris (9785 SW 181<sup>st</sup> Terrace) – urged the Council to  
22 approved the design for the application.  
23

24 The following members spoke in opposition of item 2 during the public hearing:  
25

- 26 • Jeremoney Snowden (9801 SW 183<sup>rd</sup> Street) – urged the Council not to  
27 approve the item.  
28
- 29 • Beverly Gerald (14271 SW 74<sup>th</sup> Court) – spoke in opposition to the  
30 design.  
31
- 32 • Steve Kreisher (18201 SW 98<sup>th</sup> Avenue) – reported that he lives two  
33 houses away from the proposed project and that he would be impacted  
34 tremendously. He urged the Council to approve the DUV prior to the  
35 development of the project.  
36
- 37 • Beatrice Herrmann (17251 SW 86<sup>th</sup> Avenue) – reported that additional  
38 development creates additional traffic to the Village and spoke in  
39 opposition to the design of the project.  
40
- 41 • Joe Bier (13801 SW 84<sup>th</sup> Avenue) – reported that the proposed project  
42 is not consistent with the vision of the residential neighborhood.  
43

44 At approximately 10:50 p.m., Vice Mayor DuBois ***motioned*** to extend the  
45 zoning hearing to midnight. The motion was ***seconded*** by Councilmember  
46 Singer. ***All voted in favor (5-0). The motion passed unanimously.***  
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48 Following the public hearing, the applicant held their rebuttal.

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Vice Mayor DuBois ***motioned*** to amend the applicants’ application, consented to the amendment to make sure the first floor multi-use units include an exterior door on the side of each of the 8-units with the 5<sup>th</sup> floor facing SW 183<sup>rd</sup> – no residential units facing SW 183<sup>rd</sup>; effective setback of 4-stories on that side, edge of the street. The motion was ***seconded*** by Councilmember Singer. ***The motion passed (4-1)***; Councilmember Matson voting in opposition.

Mayor Cunningham called the question in favor of the amended Resolution in favor of the application. ***The amended-Resolution passed (3-2)***; Councilmember(s) Fiore and Matson voting in opposition.

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**Item 3:** The following item is being considered pursuant to Section(s) 30-50.23 and 30-30.5 of the Village’s Land Development Code:

- Applicant:** Franjo Medical Offices, LLC  
**Folio(s):** 33-5032-007-0630; 33-5032-007-0650; 33-5032-007-0620; 33-5032-007-0660  
**File No.:** VPB-19-005  
**Location:** 18320 Franjo Road; 18330 Franjo Road; 9700 SW 183<sup>rd</sup> Street; 9720 SW 183<sup>rd</sup> Street  
**Request:** Request for approval of a site plan for a mixed-use medical office building on four adjoining parcels at 18330 Franjo Road zoned Downtown Urban Village (DUV), Urban Village (UV) sector, pursuant to Section 30-50.23 DUV zoning district; and Section 30-30.5, site plan approval.

Councilmember Singer ***motioned*** to defer item 3 to the Zoning Hearing of January 13, 2020. The motion was ***seconded*** by Vice Mayor DuBois. ***All voted in favor (5-0). The motion passed unanimously.***

**5. COUNCIL COMMENTS**

There were no Council comments.

**6. ADJOURNMENT**

Councilmember Fiore ***motioned*** to adjourn the Zoning Hearing at approximately 11:40 p.m. The motion was ***seconded*** by Singer. ***All voted in favor (5-0). The motion passed unanimously.***

The meeting was adjourned at 11:40 p.m.

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**The minutes were approved on this 13<sup>th</sup> day of January 2020.**

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**Missy Arocha, Village Clerk**

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**Karyn Cunningham, Mayor**



# ITEM 1

MEMO



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To: Honorable Mayor and Village Council

Date: November 18, 2019

From: Edward Silva, Village Manager

Re: Conditional Use Approval

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**REQUEST FOR APPROVAL OF A SITE PLAN AND PARKING VARIANCE FOR A MIXED-USE MEDICAL OFFICE BUILDING ON FOUR ADJOINING PARCELS AT 18330 FRANJO ROAD ZONED DOWNTOWN URBAN VILLAGE (DUV), URBAN VILLAGE (UV) SECTOR, PURSUANT TO SECTION 30-50.23 DUV ZONING DISTRICT; SECTION 30-30.5, SITE PLAN APPROVAL, AND SECTION 30-30.6. VARIANCES**

**BACKGROUND AND ANALYSIS:**

The request is to approve a site plan for a mixed-use medical office building on four adjoining parcels in the Downtown Urban Village (DUV), with 3 parcels in the Urban Village (UV) Sector and 1 in the Neighborhood Village (NV) Sector. Sector. building each. The proposed site plan is for a five-story mixed use office building including ground-floor retail space, medical office space above and a 2,400 s.f. public plaza. The facades meet the design criteria of the DUV with transparent retail space under a continuous arcade along Franjo Road. The project promotes walkability along Franjo Road, with 20-foot sidewalk and shaded areas to rest. The applicant does not request any bonuses that are applicable to provision of the open space.

The request includes a non-use parking variance to permit 102 on-site parking spaces where 152 are required, for which the applicant proffers substantial alternative transportation services with no cost to the Village, including demand-responsive transit connections between area locations as well as the Dadeland South MetroRail Station, of which the applicant proffers to permit public use by Palmetto Bay residents.

The proposal the criteria established in Section 30-50.23, *DUV Zoning District*, are met with two design considerations: 1) to accept that private open space is provided at 14.74% where 15% is required; and 2) to accept a 10½ -ft. high ground floor where the DUV standards require a 14-ft. minimum. The overall height of the building meets overall height requirements, and a similar design consideration has been granted by Council.

**FISCAL IMPACT:**

A positive fiscal impact is expected from the Village portion of the ad-valorem property tax on the 72,402 square feet of office space as well as 4,626 square feet of ground-floor retail space.

**RECOMMENDATION:**

Staff recommendation is to approve the site plan with the design consideration and approve the non-use parking variance subject to a covenant to provide proffered in-lieu transit and transportation services.

## RESOLUTION

1 RESOLUTION NO. \_\_\_\_\_

2  
3 ZONING APPLICATION VPB-19-005

4  
5 REQUEST FOR APPROVAL OF A SITE PLAN AND PARKING  
6 VARIANCE FOR A MIXED-USE MEDICAL OFFICE BUILDING ON  
7 FOUR ADJOINING PARCELS AT 18330 FRANJO ROAD ZONED  
8 DOWNTOWN URBAN VILLAGE (DUV), URBAN VILLAGE (UV)  
9 SECTOR, PURSUANT TO SECTION 30-50.23 DUV ZONING DISTRICT;  
10 SECTION 30-30.5, SITE PLAN APPROVAL, AND SECTION 30-30.6.  
11 VARIANCES  
12

13 WHEREAS, The applicant, Dr. Boris Nikolov of the “Franjo Medical Offices, LLC” filed an  
14 application, accepted by the Village of Palmetto Bay on June 13, 2019, for a mixed use development  
15 including 72,402 square feet of office space on upper floors and 4,626 square feet of ground-floor  
16 retail space with which the applicant request a parking variance for the amount of parking required;  
17 and  
18

19 WHEREAS, the application accepted by the Village was for a 0.95 acre site that includes folios  
20 33-5032-007-0630, 33-5032-007-0620, 33-5032-007-0650, and 33-5032-007-0660; and  
21

22 WHEREAS, the Village Council of the Village of Palmetto Bay conducted a quasi-judicial  
23 hearing on the application at Village Hall, 9705 East Hibiscus Street on November 18, 2019; and  
24

25 WHEREAS, the Mayor and Village Council finds, based on substantial competent evidence in  
26 the record, that the application for the site plan is consistent with the Village of Palmetto Bay  
27 Comprehensive Plan and the applicable Land Development Regulations; and  
28

29 WHEREAS, based on the foregoing finding, the Mayor and Village Council determined to  
30 grant the application, as provided in this resolution.  
31

32 NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND VILLAGE  
33 COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, AS FOLLOWS:  
34

35 **Section 1.** A public hearing on the present application was held on November 18, 2019 and  
36 continued to January 13, 2020, in accordance with the Village's “Quasi-judicial Hearing Procedures”.  
37 Pursuant to the testimony and evidence presented during the hearing, the Village Council makes the  
38 following findings of fact, conclusions of law and final order.  
39

40 **Section 2. Findings of fact.**

41  
42 1. The requested site plan is consistent with the Village's Comprehensive Plan, as further  
43 specified in the Analysis Section of the Village's Staff report.  
44

1 2. The rules that govern the conditions upon which such uses are permitted to be constructed  
2 and operated are principally at Section 30-30.5 Site Plan Approval, Section 30-50.23 Downtown  
3 Urban Village (DUV) and Section 30-30.6 Variances of the Village's Land Development Code. A  
4 review of the Code, as evidenced in the Village staff analysis which is incorporated by reference into  
5 this resolution, and after hearing the applicant and applicant's experts, the Village Council found the  
6 site plan request consistent with those standards; and  
7

8 3. The Village Council accepted the findings of Village Staff as it relates to compliance with the  
9 following provisions of the Village's Code: Sections 30-30.5, 30-50.23 and 30-30.6, and the accepted  
10 the findings of the traffic study.  
11

12 4. The Village adopts and incorporates by reference the Planning & Zoning Division staff  
13 report, which expert report is considered competent substantial evidence.  
14

15 5. The Village Council has provided substantive disclosures regarding ex-parte communications  
16 and the applicant raised no objections as to the form or content of any disclosures by the Council.  
17

18 **Section 3. Conclusions of law.**  
19

20 The site plan and companion non-use variance request for the specific use was reviewed  
21 pursuant to Sections 30-30.5, 30-30.6 and 30-50.23, of Palmetto Bay's Code of Ordinances, and was  
22 found to be consistent with conditions.  
23

24 **Section 4. Order.**  
25

26 The Village Council grants the site plan approval request and the parking variance request as it  
27 would be in keeping with the applicable Land Development Regulations with the Village's  
28 Comprehensive Plan. The Village Council, pursuant to Section 30-30.5(j)(1), 30-50.23 and 30-30.6  
29 approves the plans entitled "Franjo Medical Office Building" as prepared by Florida Building Plans  
30 by Victor R. Vega Sanabria, RA consisting of 6 sheets, date-stamped received September 13, 2019  
31 and as presented to Village Council on November 18, 2019, together with design considerations and  
32 conditions listed in this section. The applicant has agreed to the conditions in the section entitled  
33 Order.  
34

35 Conditions:

- 36 1) Upon approval, transit proffers for demand-responsive transit commitments are maintained  
37 sufficient to offset parking shortfall based on the use and parking requirements pursuant to  
38 this development order are to be assured by a covenant or other long-term instrument  
39 running with the land.  
40
- 41 2) Any scrivener's errors or omissions in site plan that have not been recommended for Design  
42 Considerations, must conform to applicable code sections for permitting review.  
43
- 44 3) The project shall comply with all Village Public Services Department comments and the  
45 Village's traffic engineer.

1       **This is a final order.**

2  
3       **Section 5. Record.**

4  
5       The record shall consist of the notice of hearing, the Village of Palmetto Bay Staff Report, the  
6 applications, documents submitted by the applicant and the applicants' representatives to the Village  
7 of Palmetto Bay Division of Planning and Zoning in connection with the applications, the testimony  
8 of sworn witnesses and documents presented at the quasi-judicial hearing, and the tape and minutes  
9 of the hearing. The record shall be maintained by the Village Clerk.

10  
11       **Section 6.** This resolution shall take effect immediately upon approval.

12  
13       PASSED and ADOPTED this \_\_\_\_\_ day of January, 2020.

14  
15  
16    Attest: \_\_\_\_\_  
17           Missy Arocha  
18           Village Clerk

\_\_\_\_\_

Karyn Cunningham  
Mayor

19  
20    APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE  
21    USE AND RELIANCE OF THE VILLAGE OF PALMETTO BAY ONLY:

22  
23    \_\_\_\_\_  
24    John Dellagloria  
25    Village Attorney

26  
27    FINAL VOTE AT ADOPTION:

28  
29    Council Member Patrick Fiore        \_\_\_\_\_  
30  
31    Council Member David Singer        \_\_\_\_\_  
32  
33    Council Member Marsha Matson       \_\_\_\_\_  
34  
35    Vice-Mayor John DuBois            \_\_\_\_\_  
36  
37    Mayor Karyn Cunningham            \_\_\_\_\_

38  
39  
40    This Resolution was filed in the Office of the Village Clerk on this \_\_\_\_\_ day of \_\_\_\_\_, 2020.

41  
42    \_\_\_\_\_  
43    Missy Arocha  
44    Village Clerk

# STAFF REPORT



**Village of Palmetto Bay  
Florida**

**STAFF ANALYSIS**

**FILE:** VPB 19-005

**HEARING DATE:** November 18, 2019  
January 13, 2020 (continued)

**APPLICANT** Franjo Medical Offices, LLC

**COUNCIL DISTRICT:** 3

**REQUEST:** The request is to approve a site plan for a mixed-use medical office building on four adjoining parcels in the Downtown Urban Village (DUV), with 3 parcels in the Urban Village (UV) Sector and 1 in the Neighborhood Village (NV) Sector. Sector. building each. The proposed site plan is for a five-story mixed use office building including ground-floor retail space, medical office space above and a 2,400 s.f. public plaza. The facades meet the design criteria of the DUV with transparent retail space under a continuous arcade along Franjo Road. The project promotes walkability along Franjo Road, with 20-foot sidewalk and shaded areas to rest. The request includes a parking variance for which the applicant proffers substantial alternative transportation services with no cost to the Village. (see page 14)



**GENERAL INFORMATION**

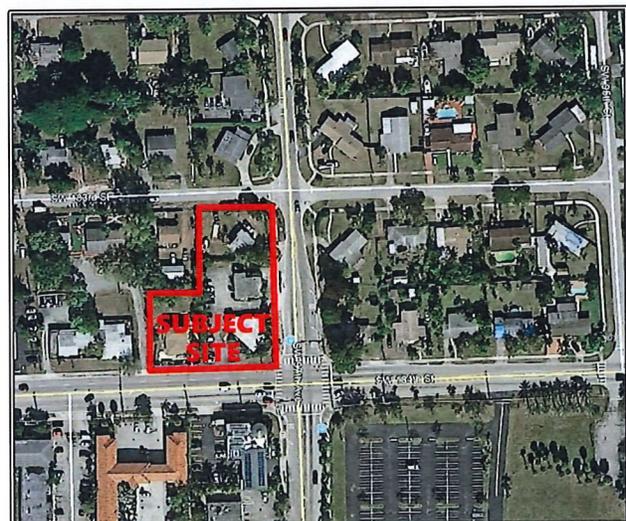
**ADDRESS:**

- 18320 Franjo Road (folio #33-5032-007-0630)
- 18330 Franjo Road (folio #33-5032-007-0620)
- 9700 SW 183<sup>rd</sup> Street (folio #33-5032-007-0650)
- 9720 SW 183<sup>rd</sup> Street (folio #33-5032-007-0660)

**LOCATION:** Morningside Acres

**COMBINED LOT SIZE:**

- 41,253 square feet, 0.95 acres
- 118-ft frontage approx.
- 221-ft depth, approx.



**Existing Conditions**

**Subject Property:**

There are four subject properties. Two are 1-story commercial buildings, and two are 1-story single family homes. The existing sidewalk along Franjo Road, at 5-ft wide is not consistent with the objectives of the UV Sector of the DUV. Landscaped buffering from travel lanes in the existing configuration of Franjo Road is 18-ft. wide.

**Subject Properties:**

- 18320 Franjo Road
- 1-story office building
- 0.24 acres (10,175 s.f.). lot.
- No violations
- *(photograph to right)*



- 18330 Franjo Road
- 1-story office building
- 0.23 acre (10,163 s.f.). lot.
- No violations
- *(photograph to right)*



- 9700 SW 183<sup>rd</sup> Street
- 1-story single-family home
- 0.23 acre (10,162 s.f.). lot.
- solid waste citation issued in September 2019. citation dismissed.
- *(photograph to right)*



- 9720 SW 183<sup>rd</sup> Street
- 1-story single-family home
- 0.25 acres (10,753 s.f.). lot.
- No violations
- *(photograph to right)*



## **BACKGROUND**

The request is made pursuant only to §30-50.23, *Downtown Urban Village*, specifically, §30-50.23 *Section 1.05 Urban design review procedure* that defines the application process and requirements for a proposed development in the DUV. The requirement as provided in the Section are:

- A. Application process. All developments within the Village of Palmetto Bay Downtown Urban Village (DUV) shall be afforded the opportunity for site plan and architecture pre-application staff review. These informal meetings are to provide the applicant the opportunity to become familiar with the standards set forth in this code and to be advised on any site planning issues that may arise with regard to a development. Applicants are encouraged to present schematic plans of development with the idea being that all potential issues in the plan may be addressed before application submittal. At any time, the applicant may submit an application for review by the department, Figure 1. Applications for site plan review shall be accompanied by exhibits prepared by a registered architect/landscape architect, submitted to the department and shall include the following illustrations at a minimum:
- Application;
  - Survey;
  - Identification of development site area on all regulating plans;
  - Identification of street cross-sections within the site plan and the primary frontage for the site;
  - Site plans illustrating all proposed development on the site, including a table that indicates all area/frontage calculations, parking, landscape and open spaces that are required;
  - All floor plans, elevations and sections of all buildings, for each floor and all dimensions/percentage requirements, including a corresponding table of building heights, square footage by use and number of residential units within the development.

Additionally, this proposal includes a request for a parking variance; therefore, §30-30.6(e) *Variances, Village council action and criteria for approval*, is also applicable. The requirements for the non-use variance are below:

After the hearing, the council shall adopt a development order approving, approving with modifications and/or conditions, or denying the variance request.

- (1) Practical difficulty. The application may be considered under the requirements of practical difficulty as set forth herein. Any approval or approval with modifications and/or conditions, of a variance based on practical difficulty shall require a majority vote of the members of the council present at the meeting. In order to authorize any variance application from the requirements of this chapter on the basis of practical difficulty, the council shall balance the rights of property owners in the village as a whole against the need of the individual property owner to deviate from the requirements of this chapter based on an evaluation of the factors below. All of the factors should be considered and given their due weight; however, no single factor is dispositive:
- a. Whether the village has received written support of the specifically identified variance requests from adjoining property owners;
  - b. Whether approval of the variance would be compatible with development patterns in the village;
  - c. Whether the essential character of the neighborhood would be preserved;
  - d. Whether the variance can be approved without causing substantial detriment to adjoining properties;
  - e. Whether the variance would do substantial justice to the property owner as well as to other property owners justifying a relaxation of this chapter to provide substantial relief;
  - f. Whether the plight of the applicant is due to unique circumstances of the property and/or applicant which would render conformity with the strict requirements of this chapter unnecessarily burdensome; and
  - g. Whether the special conditions and circumstances which exist are the result of actions beyond the control of the applicant.

- h. No variance shall be granted without the concurrence of the owner of property contiguous to the property line requiring the variance, unless a hardship exists.
- (2) Conditions and safeguards may be imposed. In granting any variance, the council may prescribe appropriate modifications and/or conditions, including a variance approval expiration date or expiration event, to mitigate the proposed variance and to ensure safeguards in conformity with the Comprehensive Plan and this Code or any other duly enacted ordinance. Upon the expiration of any variance approval pursuant to an expiration date or expiration event prescribed by the council the property shall be required to conform to the requirements of this chapter in existence at the time of the variance expiration. Violation of such conditions and safeguards, when made a part of the terms under which the variance is granted, shall be deemed a violation of this code and shall nullify the variance.
- (3) Time limit shall be imposed. The council shall prescribe a reasonable time limit within which the action for which the variance is required shall begin, and such time shall not exceed 365 days from the date of the development order, after which a new variance application must be made unless an application for development permit has been filed.

#### **PROPOSED RESOLUTION**

***REQUEST FOR APPROVAL OF A SITE PLAN FOR A MIXED-USE MEDICAL OFFICE BUILDING ON FOUR ADJOINING PARCELS AT 18330 FRANJO ROAD ZONED DOWNTOWN URBAN VILLAGE (DUV), URBAN VILLAGE (UV) SECTOR, PURSUANT TO SECTION 30-50.23, DUV ZONING DISTRICT; SECTION 30-30.5, SITE PLAN APPROVAL AND SECTION 30-30.6, VARIANCES.***

## NEIGHBORHOOD CHARACTERISTICS

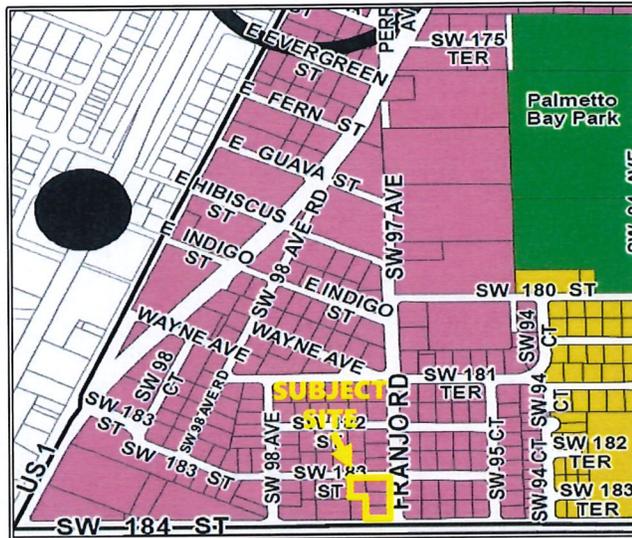
### Comprehensive Plan

#### **Subject Property:**

The Village of Palmetto Bay 2025 Future Land Use Map shows that this property, and surrounding properties are designated Franjo Activity Center

#### **Surrounding Properties**

- North: Franjo Activity Center (FAC) (magenta)
- South: Franjo Activity Center (FAC) (magenta)
- East: Franjo Activity Center (FAC) (magenta)
- West: Franjo Activity Center (FAC) (magenta)



*Excerpt of Village of Palmetto Bay Adopted 2025 Future Land Use*

The Franjo Activity Center (FAC) 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;

- Promote creative siting 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 – 5,661 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. *(excerpt from Village of Palmetto Bay adopted Comprehensive Plan)*

## Zoning District

### **Subject Property:**

Downtown Urban Village (DUV)  
Urban Village (UV) Sector (medium blue)

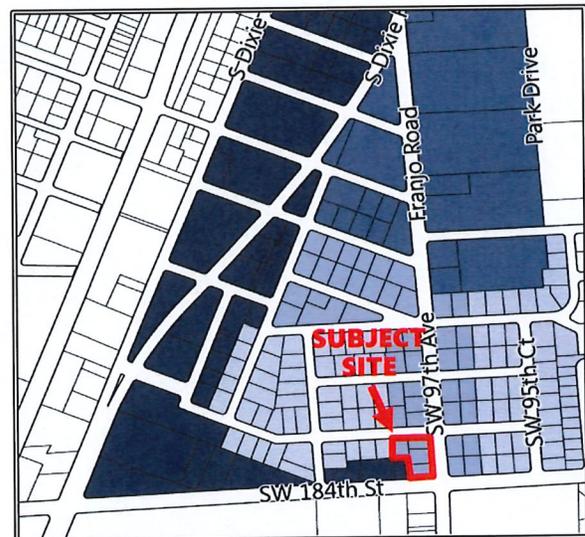
### **Surrounding Properties**

North: Downtown Urban Village (DUV)  
Urban Village (UV) Sector (medium blue)

South: Downtown General (DG) Sector (dark blue)  
Town of Cutler Bay

East: Downtown Urban Village (DUV)  
Urban Village (UV) Sector (medium blue)

West: Downtown Urban Village (DUV)  
Downtown General (DG) Sector (dark blue) &  
Neighborhood Village (NV) Sector (light blue)



Excerpt of DUV zoning map  
Zoning District: Downtown Urban Village (DUV)

The purpose of the Downtown Urban Village (DUV) zoning district is to regulate and facilitate development of a community village center within the Village of Palmetto Bay, and to:

- Provide for appropriate building and architectural scale through the inception of development standards that provide for a varied building form that responds to the individual districts within the Downtown Urban Village (DUV);

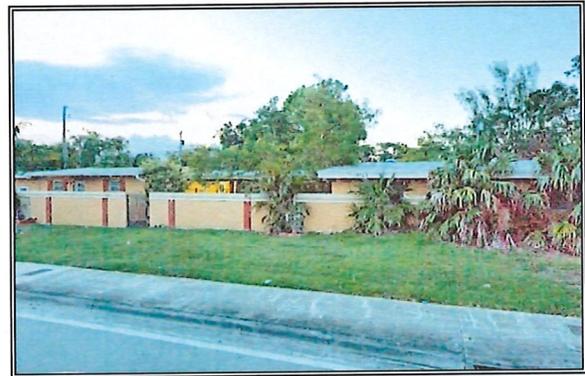
- Promote and enhance commercial and civic street scene activity through adequate provisions for the inclusion of sufficient ground level retail commercial oriented uses and retail commercial architectural typologies;
- Promote and enhance the architectural character of the Downtown Urban Village (DUV) through the inception of provisions that promote high-quality urban design form, architectural and complete streets design standards within the Downtown Urban Village (DUV).

**Surrounding Properties:**

West: 1) daycare center; 2) 1-story office building  
East: 1-story single family homes  
South: 1-story office building with surface parking  
North: 1-story single family homes

**West:**

- 9745 SE 184 St.
- 1-story daycare
- Built 1954
- 6,763 s.f. adjusted area
- .23 acre (43,017 s.f. ) lot
- In good condition
- *(photograph to right)*



- 9725 SW 184 St.
- 1-story office building
- Built 1954
- 800 s.f. adjusted area
- .25 acre (10,775 s.f.) lot
- In good condition
- *(photograph to right)*



**East:**

- 9630 SW 183rd St.
- 1-story single-family home
- Built 1958
- 1,391 s.f. adjusted area
- .26 acre (11,305 s.f.) lot
- In good condition
- *(photograph to right)*



- 9635 SW 184th St.
- 1-story single-family home
- Built 1958
- 1,503 s.f. adjusted area
- .26 acre (11,305 s.f.) lot
- In good condition
- *(photograph to right)*



**North:**

- 9725 SW 183rd St.
- 1-story single family home
- 1,358 s.f. adjusted area
- .25 acre (10,726 s.f.)
- In good condition
- *(photograph to right)*



- 18240 SW 97th Ave.
- 1-story single family home
- 1,462 s.f. adjusted area
- .23 acre (10,162 s.f.)
- In good condition
- *(photograph to right)*



**South:**

- 18400 SW 97th Ave.
- 1-story office building
- 9,285 s.f. adjusted area
- .40 acre (17,266 s.f.)
- In good condition
- (photograph to right)



## **Zoning Hearing History**

### **18330 Franjo Road**

In September 1964, an applicant requested for the lot to be rezoned from RU-1 to RU-5A and permitted for a variance for office uses, but the request was denied by the Zoning Advisory Board and an appeal was denied by the Board of County Commissioners in December 1964.

In February 1967, the Dade County Building and Zoning Department submitted an application on behalf of the Housing Authority of the City of Miami to rezone this lot and surrounding area from RU-1 to RU-5 to allow for the development of 92 units in the Perrine- West area. The Perrine West area had been described by the Metropolitan Dade County Planning Department as a “blighted substandard area, and in need of rehabilitation.” Under Resolutions Z3667 and 3ZAB72 this rezoning was approved. Despite the zoning change, the land use remained a single-family use.

In May 1976, the owner of the property applied for a variance to allow for the existing home to be exempt for the required setbacks of the new RU-5 district, and due to a determined hardship this request was approved under Resolution 4ZAB21276.

On December 14, 2015, the Village of Palmetto Bay Council approved Ordinance 2015-18, adopting comprehensive plan amendment to change the Future Land Use Map and corresponding text in the Future Land Use Element from: Low-Density Residential, Low-Medium Density Residential, Medium-Density Residential, Business-Office, Neighborhood Mixed-Use and Mixed-Use Corridor to: Franjo Activity Center (FAC) along with textual changes defining the intent of the designation as well as total densities and intensities.

On December 14, 2015, the Village of Palmetto Bay Council approved Ordinance 2015-19, adopting rezoning of the lands described by Attachment B, which is the same as the boundaries of the Franjo Activity Center (FAC) from: R-1, Single Family District; R-2, Two-Family Residential District; R-4L, Limited Apartment House District; R-4H, Hotel Motel District; R-O, Business-Office; MM, Mixed-Use Main Street; MN, Mixed-Use Neighborhood; and MC, Mixed-Use Commercial; to DUV, Downtown Urban Village.

On January 4, 2016, , the Village of Palmetto Bay Council approved Ordinance 2016-04, adopting rezoning of the lands described by Attachment B, from: R-1, Single-Family Residential; R-O, Business Office; MM, Mixed-Use Main Street; MN, Mixed-Use Neighborhood; and LW, Live-Work District; to DUV, Downtown Urban Village, and amending textual parts of the DUV code as provided in Appendix A.

### **18320 Franjo Road**

In February 1975, an applicant requested for the lot to be rezoned from RU-1 to RU-5A, and the request was denied due to the lot’s proximity to other residential homes and because it does not have frontage on Eureka Drive.

An applicant applied for a variance for setback requirements, a variance for a masonry wall and a use variance to permit a semi-professional office building. The requests were first denied in June 1976 and then the decision was overruled and approved in July 1976 under Resolution 4ZAB26876.

On December 14, 2015, the Village of Palmetto Bay Council approved Ordinance 2015-18, adopting comprehensive plan amendment to change the Future Land Use Map and corresponding text in the Future Land Use Element from: Low-Density Residential, Low-Medium Density Residential, Medium-Density Residential, Business-Office, Neighborhood Mixed-Use and Mixed-Use Corridor to: Franjo Activity Center (FAC) along with textual changes defining the intent of the designation as well as total densities and intensities.

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**9720 SW 183rd Street; 9700 SW 183rd Street; 18320 Franjo Road; 18330 Franjo Road**

Resolution 4920 was approved in April 1952, which rezoned the subject lots from RU-1 to RU-3, allowing for special use of community recreational facilities on these lots.

On December 14, 2015, the Village of Palmetto Bay Council approved Ordinance 2015-18, adopting comprehensive plan amendment to change the Future Land Use Map and corresponding text in the Future Land Use Element from: Low-Density Residential, Low-Medium Density Residential, Medium-Density Residential, Business-Office, Neighborhood Mixed-Use and Mixed-Use Corridor to: Franjo Activity Center (FAC) along with textual changes defining the intent of the designation as well as total densities and intensities.

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**Project and Site Plan Description:**

The proposed site plan is for a five-story mixed use office building including 4,626 s.f. of ground retail space, 72,402 square feet of medical office space, and a 2,400 s.f. public plaza. The project is designed to meet the design criteria of the DUV on its sides with transparent retail under a continuous arcade along Franjo Road. The project promotes walkability along Franjo Road, with 20-foot sidewalk and shaded areas to rest.

The public plaza provided at the corner of Eureka Drive and Franjo Road includes landscaping, furniture with a variety of sitting areas and types, bicycle parking, a lawn area and trash cans. The open space is consistent with Open Space Area #18 as depicted in the DUV Public Open Space Plan; This open space will provide symmetry and balance for a required open space across the Franjo Road (Open Space Area 18) that is depicted on the DUV Open Space Plan which will be identical in size. These open spaces are inviting to pedestrians to enter Franjo Road and provide a gateway to the downtown Village from Eureka Drive. The applicant has not requested any bonuses in exchange for the open space.

The applicant is requesting a reduction in the required amount of parking through a request for a non-use variance. To reinforce the pedestrian and transit-oriented focus of the Franjo Activity Center as implemented by the DUV, the applicant proffers substantial efforts to provide at developer expense, demand-responsive transit connections between area locations as well as the Dadeland South MetroRail Station. These efforts include:

**Employees:**

Transportation will be provided to employees to and from work from Dadeland south MetroRail station and the building at 7 am and at 6 pm.

**Patients:**

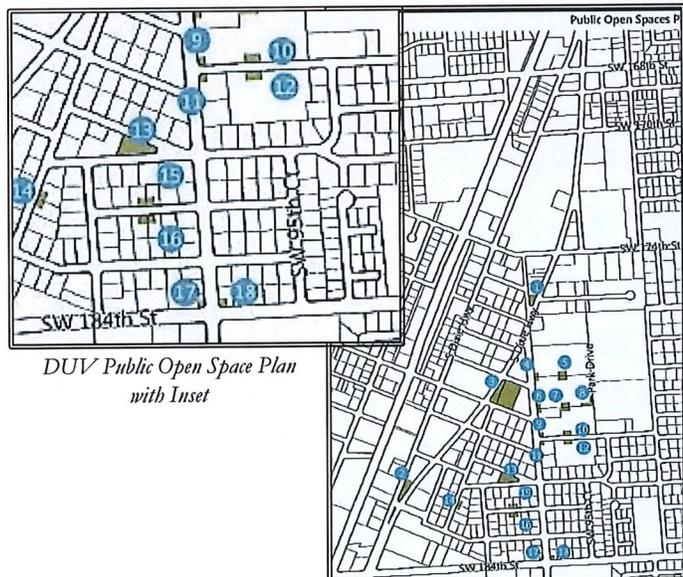
- Hourly service from metro station south to office and back from 7 am to 4 pm. The office will purchase a 24-passenger van
- pick up of several patients in close by areas with an existing minivan. The applicant already operates its own 12-passenger



*Proposed Franjo Medical Offices as seen from intersection of Franjo Road and Eureka Drive*



*Proposed Franjo Medical Offices Franjo Road facade*



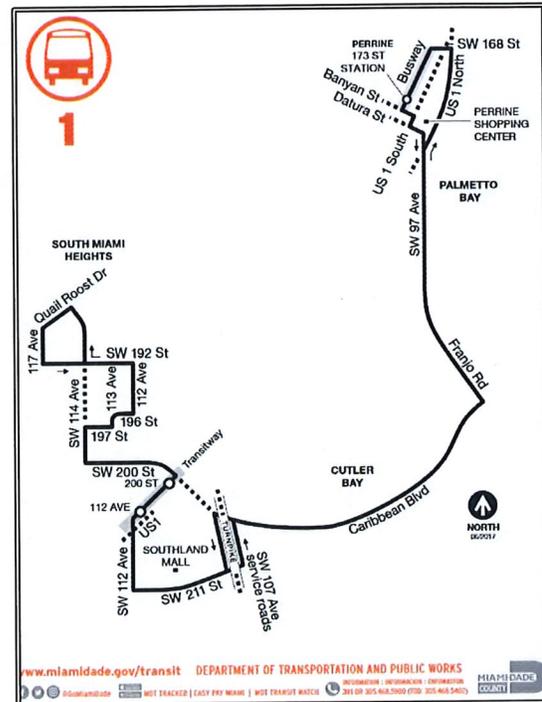
*DUV Public Open Space Plan with Inset*

Mercedes minivan. The specialized van service coverage area will service Palmetto Bay, Cutler Bay, South Miami and Pinecrest, for patients living there.

- the office does and will continue to provide Lyft for certain patients in need of more complex procedures
- the diagnostic facility will operate a separate transportation service for patients that visit the diagnostic center for MRI/CT/X-Ray/Ultrasound.

**The applicant proffers that Palmetto Bay residents can use their regularly-scheduled 24-passenger van transportation service too, and it will be a compliment to existing I-Bus and freebee.**

Lastly, there has been no parking incentive provided to the applicant for proximity to transit service, as the location is further than 1,000 feet from the nearest Dade County Transit Way, station; however, it is noteworthy that the Miami Dade Transit Bus Route 1 has stops in both directions that are directly in front of the proposed project. Route 1 provides service between the SW 168<sup>th</sup> Street Busway Station and locations in South Dade, with major destinations at Southland Mall. Regularly scheduled service operates every 40 minutes northbound and southbound from 7:15 a.m. to 6:35 pm.



Miami Dade Transit Route 1 Service Diagram

**Project Data**

| <b>Building Areas</b> <i>(all areas in square feet)</i> |               |               |                   |
|---|---------------|---------------|-------------------|
| <b>Floor:</b>   | <b>Office</b> | <b>Retail</b> | <b>Gross Area</b> |
| 1 <sup>st</sup> Floor                                   | 6,228         | 4,626         | 10,854            |
| 2 <sup>nd</sup> Floor                                   | 6,204         |               | -                 |
| 3 <sup>rd</sup> Floor                                   | 22,853        |               | -                 |
| 4 <sup>th</sup> Floor                                   | 18,683        |               |                   |
| 5 <sup>th</sup> Floor                                   | 18,434        |               |                   |
| <b>Total</b>  | <b>72,402</b> | <b>4,626</b>  | <b>156,361</b>    |

|                        |           |                 |
|------------------------|-----------|-----------------|
| <b>Building Height</b> | 5 stories | 68'-0" to roof. |
|------------------------|-----------|-----------------|

| <b>Site Areas</b>  |             |            |
|--------------------|-------------|------------|
| Site Area:         | 41,253 s.f. | 0.95 acres |
| Lot Coverage       | 28,622 s.f. | 67%        |
| Public Open Space  | 2,400 s.f.  | 6%         |
| Private Open Space | 6,041 s.f.  | 15%        |

| <b>Setbacks</b>             |                         |                |
|-----------------------------|-------------------------|----------------|
| <u>Street</u>               | <u>Street Hierarchy</u> | <u>Setback</u> |
| SW 183 <sup>rd</sup> Street | B Street                | 0              |
| SW 184 <sup>th</sup> Street | Priority B Street       | 0              |
| Franjo Road                 | Priority A Street       | 0              |
| Interior Side               |                         | 15' 3/32"      |
| Interior Rear               |                         | 5'             |

| <b>Parking</b>                                     |                                  |
|--|----------------------------------|
| Required Parking:                                  |                                  |
| Office (72,402 s.f.) / 400                         | 181 spaces                       |
| Retail (4,626 s.f. / 300)                          | 15 spaces                        |
| Gross Total  | 196 spaces                       |
| Mixed-Use Shared Parking Reduction, 20%            | - 39 spaces                      |
| Net Total  | 157 spaces                       |
| Provided Parking:                                  |                                  |
| On-site Surface:                                   | 0 spaces                         |
| On-site Interior:                                  | 88 std.      4 HC      92 spaces |
| Off-site, perimeter on street:                     | 6 std.      6 spaces             |
| Off-site on street within 1,000 ft. (Sec. 4.03(c)) | 0 spaces                         |
|  | 102 spaces                       |
| Parking Variance Requested                         | 55 spaces (35%)                  |

| <b>Residential Density</b>         |                      |                             |
|------------------------------------|----------------------|-----------------------------|
| Base Residential Density (allowed) | 23 residential units | 24 RU/acre <sub>gross</sub> |
| Requested Base Residential Density | 0 residential units  | 0 RU/acre <sub>gross</sub>  |
| Requested Live-Work Units          | 0 live-work units    | 0 RU/acre <sub>gross</sub>  |

## **SITE PLAN REVIEW FINDINGS**

The following findings have been made by staff pursuant to the requirements for Site Plan Review for a public hearing contained in Sec. 30-30.5(j)(1) a. through e. of the zoning ordinance of the Village of Palmetto Bay, Florida.

### **a. CONSISTENT WITH THE COMPREHENSIVE PLAN**

#### **Staff Findings on Consistency with the Village Comprehensive Plan**

The site plan has been found to be consistent with the Village of Palmetto Bay, Florida adopted Comprehensive Plan. Consistent means compatible with the principles of, and furthering the objectives, policies, land uses, and intensities of the Village Comprehensive Plan. (*Sec. 30-40.1. – Definitions*) Specific policies that the site plan furthers are cited below, with Staff analysis of the specific policy in blue italics.

#### **Land Use Policy 1.1.1**

Franjo Activity Center, (FAC)

- a. Mix of office, service, retail, entertainment, residential, community facilities, open space and transportation uses that will promote a lively, livable, and successful downtown area;
  - b. Pedestrian oriented core;
  - c. Promote mass transit and alternative transportation;
  - d. Encourage the integration of transportation and transit systems with land use;
  - e. Development and redevelopment at varying density and intensity ranges;
  - f. Promote compact, innovative land development;
  - g. Promote creative siting 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;
  - h. Total densities and intensities of development to include 5,661 residential units, 1,500,000 s.f. of commercial/office/retail space, urban open space and recreational space toward a goal of 0.25 acres per 1,000 residents.
- *The project provides a commercial mixed-use project offering pedestrian-oriented retail along Franjo Road at the corner of Eureka Drive, and public open space; and is thereby supportive of Part a.*
  - *The project supports the Public Spaces Open Spaces Plan, and promotes walkability along Franjo Road, with 20-foot sidewalk and shaded areas to rest. The proposal is supportive of Part b.*
  - *The project provides a work and medical destination directly in front of Miami Dade Transit Bus route 1. In addition, the applicant proffers to provide substantial demand-responsive transit services for the project at no cost to the Village in lieu of reduced parking. The project is very supportive of Parts c and d.*
  - *The project provides a level of desirable urban development on a smaller footprint with less space used as unhabitable space for storing parked cars, while replacing parking spaces with innovative transit commitments. The project is supportive of Part f, promoting compact and innovative land development.*
  - *The project provides spaces at ground level for local or destination commercial activity along Franjo road, while also developing one of two key gateway open space plazas and retail frontage to define the Franjo road main street.*

#### **Land Use Policy 1.3.2**

Require that all new development and redevelopment maintain the adopted level-of-service standards for public facilities in this Plan concurrent with the build-out of planned projects.

*Adopted level-of-service standards for water, wastewater, and drainage public facilities will be maintained through the permitting process. Transportation levels-of-service are acceptable. (see Transportation Policies below).*

**Land Use Policy 1.7.5**

Provide landscaping within an average 50-foot right-of-way, whenever feasible adjacent to non-residential development.

*Landscaping meets landscape requirements with average spacing of trees providing the required landscaping and pedestrian shade, while also addressing the practical requirements of on-street parking.*

**Land Use Policy 1.7.8**

Study opportunities to provide landscape pockets with automatic irrigation systems along arterial streets that do not currently have landscaping to soften the visual effect of the block wall.

*The proposed site plan adheres to Section 2.04 Public Open Spaces Plan by providing over 2,400 square feet of public plaza space on the corner of Franjo Road and SW 184<sup>th</sup> Street. This plaza meets open space requirements for this site, and functionality of the plaza with plenty of seating options and bicycle infrastructure provides opportunities to attract pedestrian and bicycle activity to the DUV.*

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

1. All development applications within the Urban Infill Area Transportation Concurrency Exception Area are exempt from transportation concurrency requirements; however the following level of service thresholds are established for reviewing projects within the UIA TCEA: (1) Where no public mass transit service exists, roadways shall operate at or above Level of Service E (100% of capacity), (2) Where mass transit service having headways of 20 minutes or less is provided within a half-mile distance, roadways shall operate at Level of Service of 120% of capacity (3) Where extraordinary transit service, such as express bus service exists, parallel roadways within a half-mile shall operate at no greater than 150% of their capacity; and
2. Between the UDB and UIA: (1) Where no public mass transit service exists, roadways shall operate at or above Level of Service D (90% of capacity) (2) Where mass transit service having headways of 20 minutes or less is provided within a half-mile distance, roadways shall operate at Level of Service E (100% of capacity) (3) Where extraordinary transit service, such as express bus service exists, parallel roadways within a half-mile shall operate at no greater than 120% of their capacity

*The project represents an as-of-right level of development intensity and has therefore been factored into the 2019 Franjo Activity Center Traffic Study Update.*

**Transportation Policy 2A.1.6**

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

*The site plan includes improvements to right-of-way public realm areas that include roadway, parking, bicycle, transit, and pedestrian facilities are to be designed and constructed by the developer.*

**Transportation 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.

*The site plan provides adequate rest areas, and trees for shade, as well as securable spaces for bicycle parking, meeting the requirement for 25% of total bike spaces to be along Franjo Road.*

#### **Transportation Policy 2C.1.1**

In connection with future development, require that adequate and safe internal circulation improvements take into consideration the provision that pedestrian and/or bicycle facilities be in place prior to issuance of final Certificate of Occupancy.

*The site plan includes improvements to right-of-way public realm areas that include pedestrian facilities to be designed and constructed by the developer.*

#### **Recreation and Open Space 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.

*Along Franjo Road, the site plan provides a pedestrian plaza area. The open space meets requirements of the DUV Public Open Spaces Plan.*

#### **Recreation and Open Space 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.

*At the North West corner of Franjo Road and SW 184<sup>th</sup> Street, the site plan provides a public plaza. The open space meets requirements of the DUV Public Open Spaces Plan.*

### **a. CONSISTENT WITH THE PURPOSE AND INTENT OF THE ZONING DISTRICT**

Consistency with the intent of the Zoning District and specifically with the DUV Sector, Section 2.02-B. Sector Plan – UV, of Sec. 30-50.23.1 - Downtown Urban Village. The UV Sector specifically provides: The Urban Village (UV) sector is applied to lower intensity mixed-use and residential area within the Downtown Urban Village (DUV). This sector serves as a transition from the higher intensity downtown sectors, by prescribing additional lesser intense building types.

1. The flex and rowhouse (mixed-use) building type maintain a compatible use profile to the other more intense districts, but establishes compatibility in scale with a residential rowhouse typology introduced in the Urban Village (UV) sector.
2. Landscaping should be consistent with the more neighborhood scale of the district with shade trees planted in tree grates, landscape islands and planting strips with some shallow-depth landscaping in the setbacks separating some building entrances from the public sidewalks.
3. Parking is permitted both on-site and off-site within the UV Sector.

#### **Staff Findings on Consistency with Intent of the Zoning District**

##### Use:

The mixed-use project provides a mix of pedestrian activity space, retail space and office use as anticipated in the vision for the DUV.

##### Density:

The project does not provide residential units that would be regulated or guided by residential density requirements. As a non-residential development, the project complements prior residential approvals in it pedestrian shed, enhancing the viability of the DUV as walkable downtown area.

Intensity:

The total gross habitable floor area of the building on the 0.95-acre site is at an intensity of 1.9 FAR (floor area ratio)

Building Type:

*The proposal occupies all four blocks and is a Flexible Block Building type per Sec. 30-50.23.4. - Architecture standards Section 4.02 Permitted Building Types. A flexible block is a potential mixed-use building type, occupied by one of or a combination of multi-family residential, commercial or offices at the ground floor and office/multi-family residential units on the floor(s) above. The building is intended to front more than two street frontages and accommodate larger footprint commercial uses or structured parking within the envelope.*

Bonuses or Other Special Permits:

The proposed development requests a ground floor mixed-use parking incentive of 20%, and qualifies for the Public Open Spaces Bonus, but has not requested this bonus. These requests are within the intent of the DUV Zoning District.

**b. CONFORMANCE WITH ALL APPLICABLE REGULATIONS OF THE ZONING DISTRICT**

**Staff Findings on Conformance with Applicable Regulations of the Zoning District**

The proposal and a site plan are in conformance with all applicable requirements of the UV Sector of the DUV Zoning District as established at the time of submittal, with the exception of requested design considerations that were found to be necessary. Design considerations have been reviewed and analyzed and are recommended for either acceptance or acceptance with conditions. Design Consideration requests are summarized in on page 24.

|                                     |                                  |
|-------------------------------------|----------------------------------|
| <b>Site Plan Review:</b>            | Acceptable with Parking Variance |
| <b>Scale/Utilization of Site:</b>   | Acceptable                       |
| <b>Location of Building(s):</b>     | Acceptable                       |
| <b>Compatibility:</b>               | Acceptable                       |
| <b>Landscape Treatment:</b>         | Acceptable                       |
| <b>Open Space:</b>                  | Acceptable                       |
| <b>Buffering:</b>                   | Acceptable                       |
| <b>Access:</b>                      | Acceptable                       |
| <b>Visibility/Visual Screening:</b> | Acceptable                       |
| <b>Circulation:</b>                 | Acceptable                       |

The proposed project, on four adjacent lots located north of SW 184th Street and south of SW 183rd Street along Franjo Road, lies within the UV Sector of the DUV Zoning District in the Village of Palmetto Bay. The intent of the UV Sector is described by the code as:

*The Urban Village (UV) sector is applied to lower intensity mixed-use and residential area within the Downtown Urban Village (DUV). This sector serves as a transition from the higher intensity downtown sectors, by prescribing additional lesser intense building types.*

*The flex and rowhouse (mixed-use) building type maintain a compatible use profile to the other more intense districts, but establishes compatibility in scale with a residential rowhouse typology introduced in the Urban Village (UV) sector.*

*Landscaping should be consistent with the more neighborhood scale of the district with shade trees planted in tree grates, landscape islands and planting strips with some shallow-depth landscaping in the setbacks separating some building entrances from the public sidewalks.*

*Parking is permitted both on-site and off-site within the UV Sector. (Section 2.02 A. (p.19))*

**Block and Street Frontages (Section 2.05 (p.13))**

The site is a flexible block as it fronts more than two street frontages and it is intended to accommodate a larger footprint for commercial uses or structured parking.

The categories of its three fronting streets are:

|       |                             |                   |
|-------|-----------------------------|-------------------|
| North | SW 183rd Street             | B Street          |
| South | SW 184 <sup>th</sup> Street | Priority B Street |
| East  | Franjo Road                 | Priority A Street |

*The site fronts three sides, making it a flexible block.*

**Uses (Section 2.07. (p.15))**

The proposal is for a mixed-use project which is encouraged in the DUV. The proposed uses are office and retail uses on the 1<sup>st</sup> floor, and office use on 2<sup>nd</sup> floor and above, with approximately 4,600 s.f. of general retail uses on the ground floor, and over 72,000 s.f of office space.

The non-residential uses that are permitted in the UV Sector of the DUV are:

- Municipal Recreation
- Group Residential Home
- General Retail / Personal Service
- Neighborhood Proprietor Commercial Retail /Office and Services
- Office Uses
- Colleges and Universities
- Entertainment Uses
- Accommodation Uses
- Food Beverage Establishments

As designed, the retail spaces could accommodate: General Retail / Personal Service; Neighborhood Proprietor Commercial Retail / Office and Services; Office Uses and Food Beverage Establishments

*The uses are consistent with DUV requirements.*

**Urban Design Standards (Section 3.01, 3.02, (p.17-21))**

| <b>DUV UV Sector Requirement</b> | <b>Required</b>   | <b>Provided</b>  |
|----------------------------------|---|--|
| Building Types                   | Flexible Block<br>Flexible Building<br>Rowhouse<br>Stacked Apartment<br>Single Family Home  | Flexible Block   |
| Frontage Types                   | Arcade<br>Storefront<br>Forecourt<br>Stoop  | Storefront   |
| Minimum Lot Size                 | 80-ft. x 100-ft.  | Acceptable   |
| Building Height                  | 3 stories minimum<br>5 stories maximum<br>8 stories with bonus  | 5 stories  |
| Uses by Story                    | 1 <sup>st</sup> Floor: Commercial-Retail, Office, Residential<br>2 <sup>nd</sup> and higher: Commercial-Retail, Office, Residential | 1 <sup>st</sup> Floor: Office/Retail<br>2 <sup>nd</sup> - 5 <sup>th</sup> Floors: Office |

| <b>STREETS &amp; BUILDING PLACEMENT</b>         | <b>Required</b>                        | <b>Provided</b>  |
|---|--|--|
| <b>Uses at Street:</b>                          |  |  |
| SW 183 <sup>rd</sup> Street                     | Commercial-Retail, Office, Residential | Retail and Office  |
| SW 184 <sup>th</sup> Street                     | Commercial-Retail, Office, Residential | Office   |
| Franjo Road                                     | Commercial-Retail, Office, Residential | Retail and Office  |
| <b>Build-To Line, Primary: up to 2 stories:</b> |  |  |
| SW 183 <sup>rd</sup> Street                     | 30 ft. from centerline                 | Build-to line is consistent with Village plans for new roadways. |
| SW 184 <sup>th</sup> Street                     | 30 ft. from centerline                 | Build-to line is consistent with Village plans for new roadways. |
| Franjo Road                                     | 50 ft. from centerline                 | Build-to line is consistent with Village plans for new roadways. |
| <b>Build-To Line, Secondary &gt; 2 stories:</b> |  |  |
| SW 183 <sup>rd</sup> Street                     | 45 ft. from centerline                 | 45' - consistent   |
| SW 184 <sup>th</sup> Street                     | 45 ft. from centerline                 | 45' - consistent   |
| Franjo Road                                     | 65 ft. from centerline                 | 65' - consistent   |
| <b>Building Setback</b>                         |  |  |

|                                 |                           |                        |
|---------------------------------|---------------------------|------------------------|
| SW 183 <sup>rd</sup> Street     | 0 ft. from build-to line  | 0 – consistent         |
| SW 184 <sup>th</sup> Street     | 0 ft. from build-to line  | 0 – consistent         |
| Franjo Road                     | 0 ft. from build-to line  | 0 – consistent         |
| Rear Lot Line                   | 15 ft. from build-to line | 15' - consistent       |
| Interior Side                   | 5 ft. from build-to line  | 5' - consistent        |
| <b>Glazing at Street Level:</b> |                           |                        |
| SW 183 <sup>rd</sup> Street     | N/A                       |                        |
| SW 184 <sup>th</sup> Street     | 70% minimum               | Provided: Acceptable   |
| Franjo Road                     | 70% minimum               | Provided: Acceptable   |
| <b>Sidewalk:</b>                |                           |                        |
| SW 183 <sup>rd</sup> Street     | 10-ft.                    | 10' - consistent       |
| SW 184 <sup>th</sup> Street     | 10-ft.                    | 15'4" - consistent     |
| Franjo Road                     | 20-ft.                    | 20' 3/32" - consistent |
| <b>Bike Lanes:</b>              |                           |                        |
| SW 183 <sup>rd</sup> Street     | not applicable            | not applicable         |
| SW 184 <sup>th</sup> Street     | not applicable            | not applicable         |
| Franjo Road                     | not applicable            | not applicable         |

**Encroachments (p. 21)**

On front and side streets, the listed encroachments are allowed into the build-to line, according to the specified vertical clearance and horizontal projection. The requirements are not applicable to interior and rear sides.

| <u>Type</u> | <u>Vertical Clearance</u> | <u>Horizontal Projection</u> | <u>Provided</u> |
|-------------|---------------------------|------------------------------|-----------------|
| Signage     | 8 ft. min.                | 24 in. max.                  | not applicable  |
| Lighting    | 8 ft. min.                | 24 in. max.                  | not applicable  |
| Awning      | 10 ft. min.               | 6 ft. max.                   | not applicable  |
| Balcony     | 12 ft. min.               | 6 ft. max.                   | not applicable  |
| Window      | 12 ft. min.               | 4 ft. max.                   | not applicable  |

**Parking Access and Setbacks (p. 21)**

All off-street parking that does not occur within a parking structure, must be developed according to the requirements below.

| <u>Location</u> | <u>Required Setback</u> | <u>Provided</u> |
|-----------------|-------------------------|-----------------|
| Front Street    | 8 ft. min.              | not applicable  |
| Side Street     | 10 ft. min.             | not applicable  |
| Interior Side   | 12 ft. min.             | not applicable  |
| Rear            | 12 ft. min.             | not applicable  |

**Parking Dimensional Requirements (Sec. 30-70.8 and p. 36-38)**

| <u>Description</u>                | <u>Vertical Clearance</u> | <u>Provided</u>        |
|-----------------------------------|---------------------------|------------------------|
| <b>90-Degree Parking Stall:</b>   |                           |                        |
| Length                            | 18 ft. min.               | 18' consistent         |
| Depth to Wall                     | 18 ft. min.               | 18' consistent         |
| Width (parallel to aisle)         | 8½ ft. min.               | 8' 6" consistent       |
| Drive Aisle Width                 | 22 ft. min.               | 22' consistent         |
| <b>45-Degree Parking Stall:</b>   |                           |                        |
| Length                            | 26.5 ft. min.             | not applicable         |
| Depth to Wall                     | 18.7 ft. min.             | not applicable         |
| Width (parallel to aisle)         | 12 ft. min.               | not applicable         |
| Drive Aisle Width                 | 12 ft. min.               | not applicable         |
| <b>60-Degree Parking Stall:</b>   |                           |                        |
| Length                            | 22.9 ft. min.             | not applicable         |
| Depth to Wall                     | 19.8 ft. min.             | not applicable         |
| Width (parallel to aisle)         | 9.8 ft. min.              | not applicable         |
| Drive Aisle Width                 | 17 ft. min.               | not applicable         |
| <b>75-Degree Parking Stall:</b>   |                           |                        |
| Length                            | 20.3 ft. min.             | not applicable         |
| Depth to Wall                     | 19.6 ft. min.             | not applicable         |
| Width (parallel to aisle)         | 21 ft. min.               | not applicable         |
| Drive Aisle Width                 | 24 feet (2-way)           | not applicable         |
| <b>Parallel Parking Stall:</b>    |                           |                        |
| Length                            | 23 ft. min.               | required at permitting |
| Width                             | 8½ ft. min.               | required at permitting |
| <b>Driveway:</b>                  |                           |                        |
| Distance from intersection:       |                           |                        |
| Residential                       | 35 ft. min.               | not applicable         |
| Commercial                        | 50 ft. min.               | not applicable         |
| Width (single-family residential) | 10 ft. min. – 24 ft. max. | not applicable         |
| Width (multi-family residential)  | 12 ft. min. – 20 ft. max. | not applicable         |
| Width (commercial)                | 12 ft. min. – 30 ft. max. | 22' - sufficient       |

**Other Parking Requirements:**

- Backing out prohibited in any right-of-way not applicable
- Parking prohibited on driveway not applicable
- Mechanized parking allowed, and requires: not applicable
- Queueing analysis required and not to be counted for more than 50% of requirement, except on lots under 15,000 s.f. not applicable
- Parking structures to be lined with 20-ft. habitable space along streets consistent
- habitable building space along streets
- Parking garages to be located at rear of lot facing side of rear of lot not applicable
- Surface parking to be lined with habitable building space or decorative wall/landscaping along streets (height 36" to 72") not applicable
- Surface parking not to encroach into required yards not applicable
- All other requirements per Miami-Dade Public Works Manual

Parking requirements may be met off-site:

- Within a parking structure or surface lot
- Within 1,000 ft. of nearest point of development parcel
- Requires attached covenant

**Parking Inventory Requirements (p. 37)**

| <b>BUILDING TYPE</b>                                   | <b>Required</b>   | <b>Provided</b>  |
|--|---|--|
| <b>Single-Family Residential</b>                       |   |  |
| Single-family detached                                 | 2 spaces / unit   | not applicable   |
| Rowhouse   | 2 spaces / unit   | not applicable   |
| <b>Multi-Family Residential</b>                        |   |  |
| Units of 750 s.f. or less                              | 1 space / unit  | not applicable   |
| Units of more than 750 s.f.                            | 1½ spaces / unit  | not applicable   |
| <b>Housing for Elderly</b>                             |   |  |
| All  | ½ space / unit  | not applicable   |
| <b>Hotel / Motel</b>                                   |   |  |
| Up to 40 Guest Rooms                                   | 1 space / unit  | not applicable   |
| After first 40 guest rooms                             | ½ space / unit  | not applicable   |
| <b>Retail</b>  |   |  |
| All  | 1 space / 300 s.f. gross floor area   | 15 spaces required   |
| <b>Offices / Health Care</b>                           |   |  |
| All  | 1 space / 400 s.f. gross floor area   | 181 spaces required  |
| <b>Food and Drink Establishments</b>                   |   |  |
| All  | 1 space / 50 s.f. patron area   | only general retail spaces shown   |
| <b>Other</b>   |   |  |
| All other uses   | Per Sec. 30-70.8  | not applicable   |
| <b>Village Parking Incentives Program<br/>Sec 1.07</b> |   |  |
| Gross Parking Requirement                              | 196 spaces  |  |
| Proximity to premium transit                           | 30% reduction of total requirement ( <i>across from approved Village Transit Center</i> ) | not applicable   |
| Ground Floor Mixed Use                                 | 20% reduction of total requirement  | Applicable (39 space reduction)  |
| Off-site on street within 1,000 ft. (Sec. 4.03(c))     |   | not applicable   |
| <b>Net Parking Requirement</b>                         | 157 spaces  | 157 spaces   |
| <b>Bicycle</b>   |   |  |
| 1 bike space per 10 vehicle spaces required            | $157 / 10 = 16$ bike spaces   | bike spaces shown but amount not listed. 16 bike spaces required at time of permitting               |
| 25% of bike spaces along street frontage               | $16 \times 25\% = 4$ spaces   | bike spaces shown but amount not listed on plan. 4/16 bike spaces are required at time of permitting |

**Service Standards (p. 38)**

- Where there is an alley present, provide all services in alley. not applicable
- Where not alley is present, all services (trash, etc.) are enclosed. provided
- Services screened, and not to encroach on setbacks or landscape area provided
- All utilities underground replaced at time of development at time of permitting

**Private Open Space Standards (p. 38)**

Counted in form of courtyards, balconies, terraces, lawns, community gardens, amenity recreation decks, and landscape roof terraces.

| PRIVATE OPEN SPACE | Required   | Provided         |
|--------------------|------------|------------------|
| 15% of lot area    | 6,114 s.f. | 6,041 s.f. (99%) |

**Landscape Standards (p. 38)**

- Per Sec. 30-100.1
- Street trees at maximum of 25-ft. average spacings on center, and minimum caliper of 5 inches
- Tree openings on sidewalks covered by tree grates
- Landscape islands between groups of parallel parking spaces, irrigated, and covered with grass
- Continuous landscape strips irrigated and covered with grass. For compliance with development order, must provide dimensions and labels on landscape sheets

**Frontage Standards (p. 39)**

- Occupancy at build-to line by sector per prior table
- For building sites greater than 300 feet of frontage along a street, a pedestrian paseo shall be provided.  
 Paseo standards are:  
 Width = 15 ft. min.  
 Spacing = 200 ft. min.

*Not applicable*

**Building size and Massing (p. 39)**

Buildings to be constructed with variable massing, with horizontal and vertical extrusions:

| MASSING CRITERIA                  | Required                  | Provided              |
|-----------------------------------|---------------------------|-----------------------|
| <b>Horizontal</b>                 |                           |                       |
| Maximum Continuous Frontage       | 250 ft.                   | 97' ft. max.          |
| Articulation                      | 60 ft. min over 150 ft.   | provided              |
| <b>Vertical</b>                   |                           |                       |
| Maximum Building Height           | 125 ft.                   | 68 ft. to top of roof |
| <b>Floor Heights:</b>             |                           |                       |
| <b>Flex Block / Flex Building</b> |                           |                       |
| Ground Story                      | 14 ft. min. – 18 ft. max. | 20' – not consistent  |

|                                      |                           |                |
|--------------------------------------|---------------------------|----------------|
| 2 <sup>nd</sup> Story and Above      | 9 ft. min. – 12 ft. max.  | 12'            |
| <b>Row House / Stacked Apartment</b> |                           |                |
| Ground Story                         | 10 ft. min. – 14 ft. max. | Not applicable |
| 2 <sup>nd</sup> Story and Above      | 8 ft. min. – 12 ft. max.  | Not applicable |
| <b>Single Family House</b>           |                           |                |
| All Floors                           | 9 ft. min. – 12 ft. max.  | Not applicable |

**Accessory Structures (p. 40)**

- Permitted with Rowhouse or Single-Family House only
- Not permitted with Flex Building, in Flex Block, or with Stacked Apartment Building
- Permitted only in Urban Village (UV) and Neighborhood Village Sectors (NV)
- Subject to all required setbacks for sector
- Minimum separation from the principal building is 10 ft.
- Height not to exceed minimum allowable height of principal structure

*Not applicable*

**Accessory Dwellings (p. 41)**

- Permitted with Rowhouse, Stacked Apartment or Single-Family House only
- Not permitted with Flex Building or in Flex Block
- Subject to all required setbacks for sector
- Minimum separation from the principal building is 10 ft.
- Maximum area of unit is 600 s.f.
- Accessory dwelling not to have culinary facility within unit
- Height not to exceed 1 story

*Not applicable*

**Lighting Standards (p. 41)**

- To be provided in:
  - Driveways and parking areas
  - Sidewalks and pedestrian paseos
  - Commercial establishments entryways
  - Recreation areas
  - Multi-family common areas and entryways
- Pedestrian scale:
  - Maximum height 18 ft.
  - Maximum spacing 60 ft.
- Type and style to be approved by Director, based on criteria of:
  - Uniformity of types
  - Location right-of-way width
  - Light trespass
- Meet recommended luminance range, uniformity and trespass for each use or structure per the Illuminating Engineering Society of North America (IESNA) publication

**Sec 4.04, Specific Development Parameters by Building Type**

**DESIGN CONSIDERATIONS and PARKING VARIANCE**

| DESIGN CONSIDERATION REQUEST   | RECOM-MENDATION         | RATIONALE   | CONDITIONS                                |
|--|-------------------------|---|---|
| 1 The minimum parking requirements are not met.                                    | Approve with conditions | For the proposed parking amount, a non-use parking variance is required. Approval is contingent on a parking variance.    | Applicant to apply for a Parking Variance |
| 2 Private open space does not meet the DUV requirement of 15% for a Flexible Block | Approve with conditions | The DUV code requires that the project include 15% private open space. The project includes 14.74% of private open space. | Design Consideration                      |
| 3 Ground story height adjustment   | Approve with conditions | DUV code allows for a minimum of 14 ft. and a maximum of 18 ft. ground floor height.                                      | Design Consideration                      |

**b. 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.**

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.

- *The proposal is on four lots and its uses and scale are compatible with the existing built environment.*
- *Vehicular internal circulation is acceptable.*
- *Pedestrian circulation is acceptable.*
- *Disposition of open space is acceptable.*

**e. Conformance with the village policy in respect to sufficiency of ownership, guarantee for completion of all required improvements and the guarantee for continued maintenance.**

- *The proposal is on 4 contiguous parcels of land that constitute the most of a future block.*
- *Completion of the required improvements, both off-site and on-site will be required as a condition of approval.*
- *Continued maintenance of on-site and off-site peripheral improvements, such as the bus stop, will be required as a condition of approval (as a recorded covenant running with the land).*

**NON-USE VARIANCE CRITERIA FOR APPROVAL**

After the hearing, the village Council shall adopt a development order approving, approving with modifications and/or conditions, or denying the variance request, relying on analysis of the following criteria.

- (1) Practical difficulty. The application may be considered under the requirements of practical difficulty as set forth herein. Any approval or approval with modifications and/or conditions, of a variance based on practical difficulty shall require a majority vote of the members of the council present at the meeting. In order to authorize any variance application from the requirements of this chapter on the basis of practical difficulty, the council shall balance the rights of property owners in the village as a whole against the need of the individual property owner to deviate from the requirements of this chapter based on an evaluation of the factors below. All of the factors should be considered and given their due weight; however, no single factor is dispositive:

| Variance Criteria for Approval – Practical Difficulty §30-30.6(e)1 |  |   | Finding                        |
|--|--|---|--------------------------------|
| 1.a  | Whether the village has received written support of the specifically identified variance requests from adjoining property owners;  | The Village has not received written support from adjoining property owners. Adjoining property owners have been provided notice for two workshops and for the public hearing. The Village has received neither objections nor concurrence. Signature cards are part of the administrative variance procedure of §30-30.6(d).   | DECISION FOR COUNCIL (see 1.h) |
| 1.b  | Whether approval of the variance would be compatible with development patterns in the village  | The approval for the parking variance is a permitted variance for the Village council to grant, pursuant to §30-30.6(b). The approval improves viability of a more compact development and is mitigated by the provision of transportation alternatives that reduce reliance on automobiles and have the potential to reduce traffic trips; thereby, improving conditions in the neighborhoods to the east, north and west. | ACCEPTABLE                     |
| 1.c  | Whether the essential character of the neighborhood would be preserved;  |   | ACCEPTABLE                     |
| 1.d  | Whether the variance can be approved without causing substantial detriment to adjoining properties;  | The parking variance is mitigated by the provision of transportation alternatives that reduce trips and parking demand. There is no anticipated parking intrusion into the neighborhoods to the east, north and south; and there are no other anticipated adverse impacts to the requested variance.  | ACCEPTABLE                     |
| 1.e  | Whether the variance would do substantial justice to the property owner as well as to other property owners justifying a relaxation of this chapter to provide substantial relief                            | The parking variance will do substantial justice to the property owner by improving the viability of an important development proposal in the DUV. The same variance will do substantial justice to the neighborhood by helping to reduce potential traffic and parking overflow that could result from an alternative as-of-right project without the variance and transportation demand management mitigation             | ACCEPTABLE                     |
| 1.f  | Whether the plight of the applicant is due to unique circumstances of the property and/or applicant which would render conformity with the strict requirements of this chapter unnecessarily burdensome; and | The plight of the applicant is not due to unique circumstances of the property; however, the applicant addresses the unique intent of the DUV code with an alternative development that requires the variance to promote the pedestrian and transit-oriented characteristics of the DUV.  | ACCEPTABLE                     |

| Variance Criteria for Approval – Practical Difficulty §30-30.6(e)1 |   |  | Finding              |
|--|---|--|----------------------|
| 1.g  | Whether the special conditions and circumstances which exist are the result of actions beyond the control of the applicant.                                     | The applicant addresses the special condition of the intent of the DUV code with an alternative development that requires the variance to promote the pedestrian and transit-oriented characteristics of the DUV.  | ACCEPTABLE           |
| 1.h  | No variance shall be granted without the concurrence of the owner of property contiguous to the property line requiring the variance, unless a hardship exists. | The Village has not yet received the concurrence of the contiguous property owners; however, as the variance is not a variance of yard or form dimensions, the effect of the variance is general. Staff believes that the criterion is applied would unfairly empower two property owners with a decision that has general impact and benefit to the DUV, and no special impact to the contiguous property owners. Note that all of the factors under §30-30.6(e) should be considered and given their due weight; however, no single factor is dispositive. | DECISION FOR COUNCIL |

- (2) Conditions and safeguards may be imposed. In granting any variance, the council may prescribe appropriate modifications and/or conditions, including a variance approval expiration date or expiration event, to mitigate the proposed variance and to ensure safeguards in conformity with the Comprehensive Plan and this Code or any other duly enacted ordinance. Upon the expiration of any variance approval pursuant to an expiration date or expiration event prescribed by the council the property shall be required to conform to the requirements of this chapter in existence at the time of the variance expiration. Violation of such conditions and safeguards, when made a part of the terms under which the variance is granted, shall be deemed a violation of this code and shall nullify the variance.
- (3) Time limit shall be imposed. The council shall prescribe a reasonable time limit within which the action for which the variance is required shall begin, and such time shall not exceed 365 days from the date of the development order, after which a new variance application must be made unless an application for development permit has been filed.

## RECOMMENDATION

### Parking Reduction

Staff recommends approval with conditions of the parking reduction, due to the inclusion of mixed-use which promotes walkability, and the applicant's proffer of substantial alternative transportation services with no cost to the Village as described on page 14 of the Staff Report.

### Site Plan

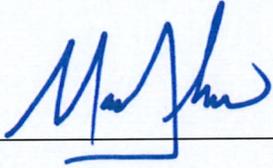
Staff recommends approval of the site plan, with acceptance of Design Considerations as provided and conditions as provided.

### Design Considerations

1. Applicant to be granted parking variance with conditions.
2. That private open space is provided at 14.74%, per the site plan is accepted.
3. Height of ground floor to be accepted.

### Conditions

1. The transit proffers are assured by covenant running with the land that agreed demand-responsive transit commitments are maintained sufficient to offset parking shortfall based on use and current and parking requirements of the approval.
2. Any scrivener's errors or omissions in the site plan that have not been recommended for Design Considerations, must conform to applicable code sections for permitting review.



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Mark Alvarez  
Interim Planning and Zoning Director  
Village of Palmetto Bay, Florida

# NOTICE

Public Notice Advertisement

Miami Daily Business Review

December 12, 2019



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

NOTICE IS HEREBY GIVEN that the Village of Palmetto Bay shall conduct a Zoning Public Hearing on Monday, January 13, 2020, at 7:00 p.m. at Village Hall, 9705 East Hibiscus Street, Palmetto Bay, FL. Discussion and public input will be welcomed concerning the following items:

**Item 1:** The following item is being considered pursuant to Section(s) 30-50.23 and 30-30.5 Village's Land Development Code:

**Applicant:** South Dade Imports, LLC

**Folio(s):** 33-5032-004-2480, 33-5032-004-2490, 33-5032-004-2500, 33-5032-004-2520, 33-5032-004-2530

**File No.:** VPB-16-017

**Location:** 17400 SW 97<sup>th</sup> Avenue, 17414 SW 97<sup>th</sup> Avenue, 17405 South Dixie Highway, 17407 South Dixie Highway, 17409 South Dixie Highway, 17411 South Dixie Highway, 17413 South Dixie Highway

**Request:** REQUEST FOR APPROVAL OF A SITE PLAN MODIFICATION WITH DESIGN CONSIDERATIONS FOR A NEW AUTO SALES CENTER WITH SALES AND SERVICE FACILITIES AND A RETAIL COMPONENT AT SOUTH DIXIE HIGHWAY AND BANYAN ROAD, ZONED DOWNTOWN URBAN VILLAGE (DUV), DOWNTOWN GENERAL (DG) SECTOR, PURSUANT TO SECTION 30-50.23 DUV ZONING DISTRICT; AND SECTION 30-30.5, SITE PLAN APPROVAL.

**Item 2:** The following item is being considered pursuant to Section(s) 30-50.23, 30-30.5, and 30-120.1 of the Village's Land Development Code:

**Applicant:** Dream Starts, LLC

**Folio(s):** 33-5033-004-0100

**File No.:** VPB-18-004

**Location:** 16999 South Dixie Highway

**Request:** REQUEST FOR APPROVAL OF A SITE PLAN FOR A MIXED-USE BUILDING ON THREE ADJOINING PARCELS ZONED DOWNTOWN URBAN VILLAGE (DUV), DOWNTOWN GENERAL SECTOR (DG), WITH GROUND-FLOOR COMERCIAL USE, AND OFFICE COMPONENT, A RESIDENTIAL COMPONENT, AND A SCHOOL COMPONENT,

PURSUANT TO SECTION 30-50.23 DUV ZONING DISTRICT; SECTION 30-30.5, SITE PLAN APPROVAL; AND SECTION 30-120.1 PUBLIC CHARTER SCHOOL FACILITIES.

**Item 3:** The following item is being considered pursuant to Section(s) 30-50.23, 30-30.5, and 30-30.6 of the Village's Land Development Code:

**Applicant:** Franjo Medical Offices, LLC

**Folio(s):** 33-5032-007-0630; 33-5032-007-0650; 33-5032-007-0620; 33-5032-007-0660

**File No.:** VPB-19-005

**Location:** 18320 Franjo Road; 18330 Franjo Road; 9700 SW 183<sup>rd</sup> Street; 9720 SW 183<sup>rd</sup> Street

**Request:** REQUEST FOR APPROVAL OF A SITE PLAN AND PARKING VARIANCE FOR A MIXED-USE MEDICAL OFFICE BUILDING ON FOUR ADJOINING PARCELS AT 18330 FRANJO ROAD ZONED DOWNTOWN URBAN VILLAGE (DUV), URBAN VILLAGE (UV) SECTOR, PURSUANT TO SECTION 30-50.23 DUV ZONING DISTRICT; SECTION 30-30.5, SITE PLAN APPROVAL, AND SECTION 30-30.6 VARIANCES.

All persons are invited to appear and be heard. The documents pertaining to this Zoning Hearing may be inspected at the Department of Planning & Zoning at Village Hall Municipal Center located at 9705 East Hibiscus Street, Palmetto Bay, FL 33157 during regular business hours. It is recommended that an appointment is scheduled in advance. 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.

Pursuant to Section 286.0105, F.S., if any person decides to appeal any decision by the Village Council with regard to these matters, he/she will need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

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.

[www.palmettobay-fl.gov](http://www.palmettobay-fl.gov)

Posted Public Notice

December 12, 2019



**VILLAGE OF PALMETTO BAY  
NOTICE OF ZONING HEARING**

**Monday, January 13, 2020, at 7:00 p.m.  
at Village Hall, 9705 East Hibiscus Street, Council Chambers,  
Palmetto Bay, FL.**

Discussion and public input will be welcome concerning the following items that may be of interest to your immediate neighborhood.

- 
- Property Address:** 18320 Franjo Road|  
18330 Franjo Road  
9700 SW 183rd Street  
9720 SW 183rd Street
- Property Folios:** 33-5032-007-0630; 33-5032-007-0650;  
33-5032-007-0620; 33-5032-007-0660
- Applicant:** Franjo Medical Offices, LLC
- Zoning Application:** VPB-19-005
- Request:** REQUEST FOR APPROVAL OF A SITE PLAN AND PARKING VARIANCE FOR A MIXED-USE MEDICAL OFFICE BUILDING ON FOUR ADJOINING PARCELS AT 18330 FRANJO ROAD ZONED DOWNTOWN URBAN VILLAGE (DUV), URBAN VILLAGE (UV) SECTOR, PURSUANT TO SECTION 30-50.23 DUV ZONING DISTRICT; SECTION 30-30.5, SITE PLAN APPROVAL, AND SECTION 30-30.6. VARIANCES

The Village of Palmetto Bay shall conduct a Zoning Hearing on Monday, January 13, 2020, at 7:00 p.m. The Zoning hearing shall be held at Village Hall, 9705 East Hibiscus Street, Council Chambers, Palmetto Bay, Florida. Discussion and public input will be welcome concerning this item that may be of interest to your immediate neighborhood.

All persons are invited to appear and be heard. The documents pertaining to this Zoning Hearing may be inspected at the Department of Planning & Zoning at Village Hall, 9705 East Hibiscus Street, Palmetto Bay, Florida, during regular working hours. Any meeting may be opened and continued and, under such circumstances, additional legal notice would not be provided. Any person may contact Village Hall for more information.

Pursuant to Section 286.0105, F.S., if any person decides to appeal any decision by the Village Council with regard to this or any matter, he/she will need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. This notice does not constitute consent by the Village for the introduction or admission of otherwise inadmissible evidence, nor does it authorize challenges or appeals not otherwise allowed by law.

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 seven (7) days prior to the proceedings.

[www.palmettobay.fl.gov](http://www.palmettobay.fl.gov)



Public Notice Posted December 12, 2019

Corner of SW 184<sup>th</sup> Street and SW 97<sup>th</sup> Avenue (Franjo Road)



Public Notice Posted December 12, 2019

South side of SW 183<sup>rd</sup> Street



Public Notice Posted December 12, 2019

West side of SW 184<sup>th</sup> Street between SW 97<sup>th</sup> Avenue (Franjo Road) and SW 183<sup>rd</sup> Street



9799 SW 182 STREET LLC  
9500 THANKSGIVING DR  
CUTLER BAY, FL 33157

CHARLES NESS  
27340 S DIXIE HWY  
HOMESTEAD, FL 33032

GUERRERO INVESTMENT GROUP LLC  
13727 SW 152 ST #233  
MIAMI, FL 33177

CHARLES P NESS  
7500 SW 173 ST  
PALMETTO BAY, FL 33157

CARLOS ROSELL  
18245 SW 98 AVE  
MIAMI, FL 33157-5505

MARIA J LLERENA MOLINA  
9731 SW 183 ST  
MIAMI, FL 33157-5517

JUAN P DUARTE &W  
8350 SW 184 ST  
MIAMI, FL 33157-7317

JULES G MINKES &W LINDA  
9765 SW 184 ST  
MIAMI, FL 33157-6932

FRANJO MEDICAL OFFICES LLC  
18320 FRANJO RD  
CUTLER BAY, FL 33157

RICHARD MARTINEZ  
9825 SW 183 ST  
PALMETTO BAY, FL 33157

CHARLES PRESTON NESS  
9755 SW 182 ST  
PERRINE, FL 33157-5515

MEHDI AJABSHIR  
9725 SW 182 ST  
MIAMI, FL 33157-5515

LAUREL M KETTLE TRS  
9720 SW 181 TER  
PALMETTO BAY, FL 33157

NADINE GILLES  
PO BOX 925030  
HOMESTEAD, FL 33092

STEPHEN A KREISHER  
18201 SW 98 AVE  
PALMETTO BAY, FL 33157-5505

ELLIOTT LEE NESS & CHARLES P NESS  
27340 S DIXIE HWY  
NARANJA, FL 33032-8211

JEFFERY C OUSLEY  
9748 SW 182 ST  
PERRINE, FL 33157-5516

EUREKA DRIVE HOLDINGS INC  
2920 COLUMBUS BLVD  
CORAL GABLES, FL 33134

GUSTAVO A MEJIDO SR  
18301 SW 98 AVE  
PALMETTO BAY, FL 33157-5507

CAPITAL HOMES LENDING LLC  
18180 SW 98 AVE  
MIAMI, FL 33157

9745SW182ST LLC  
13800 SW 82 AVE  
PALMETTO BAY, FL 33158

18140 LLC  
18140 SW 97 AVE  
MIAMI, FL 33137

CHARLES P NESS &  
27340 S DIXIE HWY  
NARANJA, FL 33032-8211

9780 SW 181 TERRACE LLC  
9500 THANKSGIVING DR  
CUTLER BAY, FL 33157

DHANA MOORE &W CLAIRE MOORE  
9747 SW 183 ST  
MIAMI, FL 33157-5517

JAMES V & ANGELICA ATKINSON (TRS)  
14350 SW 232 ST  
MIAMI, FL 33170-7107

JEFFREY C OUSLEY  
9760 SW 182 ST  
MIAMI, FL 33157-5516

CLAIRE MESSAM WEBB  
11900 SW 199 ST  
MIAMI, FL 33177-4308

JULES G MINKES  
11760 SW 72 PL  
PINECREST, FL 33156

SCOTT NESS&  
18200 SW 98 AVE  
MIAMI, FL 33165

REMBERTO FERIA  
18220 SW 98 AVE  
MIAMI, FL 33157-5506

SOUTH DADE DEVELOPMENT INC  
9041 SW 57 TER  
MIAMI, FL 33173

ZAM KHAN KAM  
9560 SW 181 TER  
PALMETTO BAY, FL 33157

ANGELICA & JAMES ATKINSON JR TRS  
14350 SW 232 ST  
MIAMI, FL 33170-7107

SUSAN P MAY  
9601 SW 182 ST  
MIAMI, FL 33157

PAUL JOHN SCHOLER TRS  
9550 SW 182 ST  
MIAMI, FL 33157

JAVIER DIAZ  
20235 HIGHLAND LAKES BLVD  
AVENTURA, FL 33179

ANDREW CIURO  
9625 SW 183 ST  
MIAMI, FL 33157-5634

OM VALUATIONS INC  
10450 SW 129 CT  
MIAMI, FL 33186

RICHARD TORRES  
9600 SW 183 ST  
MIAMI, FL 33157-5635

THOMAS JAMES SNOWDEN JR LLC  
9625 SW 182 ST  
MIAMI, FL 33157

SOUTH DADE DEV INC  
PO BOX 55-8515  
MIAMI, FL 33255

ALEXA SMITH HUGHES  
9600 SW 181 TER  
MIAMI, FL 33157

JOY P HEW LE  
9635 SW 182 ST  
PALMETTO BAY, FL 33157

ROBERT E BIJUR  
9555 SW 182 ST  
MIAMI, FL 33157-5651

ELGA LOPEZ  
9560 SW 182 ST  
MIAMI, FL 33157

BARBARA J GOLOB  
9630 SW 182 ST  
MIAMI, FL 33157-5633

ANA DELLA BELLO  
9601 SW 183 ST  
PALMETTO BAY, FL 33157

LISA A LUNGARO  
9550 SW 183 ST  
CUTLER BAY, FL 33157

THOMAS C WYSS TRS  
13621 DEERING BAY DR APT 1004  
CORAL GABLES, FL 33158

SERGIO AMADOR  
9815 SW 183 ST  
PALMETTO BAY, FL 33157

EUREKA PLAZA LLC  
9861 SW 184 ST  
PALMETTO BAY, FL 33157-6934

DUFRANC DE GUERRE & W GLADYS  
9620 SW 181 TERR  
MIAMI, FL 33157-5631

THOMAS J SNOWDEN JR & W  
9625 SW 182 ST  
PALMETTO BAY, FL 33157

RODRIGO CUELLAR & W BLANCA  
9545 SW 182 ST  
MIAMI, FL 33157-5651

BARRY D STEVENSON  
9600 SW 182 ST  
MIAMI, FL 33157-5633

LUIS E LEMA & W MARIA D &  
9635 SW 183 ST  
MIAMI, FL 33157-5634

WALLACE A MARLAR  
9555 SW 183 ST  
MIAMI, FL 33157-5649

LUIS DE JESUS MENENDEZ  
9560 SW 183 ST  
PALMETTO BAY, FL 33157

CARLOS COMAS & W MARGARITA B  
9630 SW 183 ST  
MIAMI, FL 33157-5635

JOE W LONGWITH &W MYRTICE  
9635 SW 184 ST  
MIAMI, FL 33157-7020

ROSIBEL MARTINEZ  
9555 SW 184 ST  
MIAMI, FL 33157-7018

ANGELA R BERRY  
18221 SW 95 CT  
PALMETTO BAY, FL 33157

PATIENCE EBOREIME  
18321 SW 95 CT  
PALMETTO BAY, FL 33157

EDNA M THOMAS  
1151 SANDUSKY STREET SE  
PALM BAY, FL 32909

JOSE A & EVA SANABRIA CO-TRS  
12850 SW 4 CT # I 405  
PEMBROKE PINES, FL 33027

DONALD DE ANGELIS  
8030 SW 62 PL  
MIAMI, FL 33143

CUTLER LLC TRS  
9321 SW 140 ST  
MIAMI, FL 33176

LAMBDA SERVICES LLC  
15364 SW 151 TER  
MIAMI, FL 33196

FOJHEZ LLC  
7950 SW 195 TER  
MIAMI, FL 33157

ROLANDO BOCOS  
9625 SW 184 ST  
MIAMI, FL 33157-7020

MILTON MARTINEZ  
9545 SW 184 ST  
MIAMI, FL 33157-7018

ELIZABETH M WEBSTER TRS  
18301 SW 95 CT  
PALMETTO BAY, FL 33157

EDW A MCCARTHY-ARCHBISHOP  
9401 BISC BLVD  
MIAMI, FL 33138-2970

VILLAS OF CUTLER BAY LLC  
370 MIRACLE MILE  
CORAL GABLES, FL 33134

HUBERT A & MICHAEL G THOMAS  
19221 HOLIDAY RD  
CUTLER BAY, FL 33157

ROBERTO MORA  
9760 SW 184 ST 2A  
CUTLER BAY, FL 33157

SUNLIGHT INVEST LLC TRS  
8030 SW 62 PL  
MIAMI, FL 33143

SUN INVEST LLC  
8030 SW 62ND PLACE  
SOUTH MIAMI, FL 33143

INVERSORES 30 60 INC  
31 SE 5 ST #515  
MIAMI, FL 33131

FARRELL M SIPPEL &W CAROL L  
9601 SW 184 ST  
PERRINE, FL 33157-7020

KAREN ROBBINS  
18211 SW 95 CT  
PALMETTO BAY, FL 33157

MARIA DEL PILAR ULLOA  
18311 SW 95 CT  
PALMETTO BAY, FL 33157

TOWN OF CUTLER BAY  
10720 CARIBBEAN BLVD  
CUTLER BAY, FL 33189-1218

EDWARD P MACDOUGALL &W  
BARBARA J  
18400 FRANJO ROAD  
MIAMI, FL 33157-7023

SOUTH DADE SHOPPING LLC  
801 GRAND AVE  
DES MOINES, IA 50392

JOCHE L LLC  
8004 NW 154 ST #208  
MIAMI LAKES, FL 33016

HORA LIBRE LLC  
2801 NE 208 TERR #2FL  
AVENTURA, FL 33180

DONALD DEANGELIS  
8030 SW 62 PL  
MIAMI, FL 33143

SKAVIO LLC  
2801 NE 208 TER 2 FLOOR  
AVENTURA, FL 33180

DANISA PROPERTY HOLDINGS LLC  
4229 SW 154 CT  
MIAMI, FL 33185

ROBERTO VARGAS  
9760 SW 184 ST #B6  
MIAMI, FL 33157

BM SONGS INVESTMENT CORP  
13590 SW 134 AVE 203  
MIAMI, FL 33186

EMIL NOVAK  
790 SW 21 RD  
MIAMI, FL 33129

DAVID MIDENCE  
9760 SW 184 ST B18  
CUTLER BAY, FL 33157

FRESIA Z ROMERO PADILLA  
9760 SW 184 ST #D7  
CUTLER BAY, FL 33157

FAISAL MOHAMMED  
14946 SW 34 ST  
MIAMI, FL 33185

RENE J CEDENO  
9760 SW 184 ST #D9  
CUTLER BAY, FL 33157

MHAG LLC  
2801 NE 208 TER 2ND FLOOR  
AVENTURA, FL 33180

9760 SW 184 STREET LLC  
6250 SW 43 ST  
MIAMI, FL 33155

EDWARD CHARLES BAKER  
9760 SW 184 ST  
MIAMI, FL 33157

JUDEXY PINAR TOLEDO  
9760 SW 184 ST B10  
CUTLER BAY, FL 33157

MORA26 LLC  
10853 NW 7 ST #11-38  
MIAMI, FL 33172

YESID GONZALEZ &W LIGIA TORRES  
9760 SW 184 ST C1  
CUTLER BAY, FL 33157

VILLAS AT CUTLER BAY  
PO BOX 330927  
MIAMI, FL 33233

JOCHE A LLC  
8004 NW 154 ST #208  
MIAMI LAKES, FL 33016

ALP MIAMI LLC  
290 NW 165 ST STE PH5  
MIAMI, FL 33169

SOL DEL ESTE LLC  
290 NW 165 ST PH 5  
MIAMI, FL 33169

ALFONSO BERNAL &W ANA BERNAL  
9760 SW 184TH ST B5  
MIAMI, FL 33157-6963

SILVIA LETICIA PERDOMO  
9760 SW 184 ST B8  
CUTLER BAY, FL 33157

ARGPRODUCT LLC  
2801 NE 208 TER 2 FLOOR  
AVENTURA, FL 33180

WIDMARCK N GARDONES  
9760 SW 184 ST B17  
CUTLER BAY, FL 33157

9760 SW 184 ST C2 LLC  
9760 SW 184 ST C2  
CUTLER BAY, FL 33157

ALP MIA LLC  
290 NW 165 ST STE PH5  
MIAMI, FL 33169

NEYRA 6900 LLC  
8830 SW 129 TER  
MIAMI, FL 33176

DANIELA ASTE FERRARIO  
9760 SW 184 ST D13  
CUTLER BAY, FL 33157

# APPLICATION



VPB-19-005

**ZONING HEARING (ZH) APPLICATION**

Village of Palmetto Bay, Department of Planning and Zoning

LIST ALL FOLIO #S: 33-5032-007-0630 | 0650  
33-5032-007-0620 | 0660

Date Received 6/13/19 *mm*

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).

FRANJO MEDICAL OFFICES LLC

2. APPLICANT'S MAILING ADDRESS, TELEPHONE NUMBER:

Mailing Address: 18320 FRANJO RD  
City: Palmetto Bay State: FL Zip: 33157 Phone#: 305 338 0568

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

Owner's Name (Provide name of ALL owners): Same  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ Phone#: \_\_\_\_\_

4. CONTACT PERSON'S INFORMATION:

Name: BOBIS NIKOLAV Company: FRANJO MEDICAL OFFICES LLC  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ Cell Phone#: \_\_\_\_\_  
Phone: 305 338 0568 Fax #: 305 338 9236 Email: bobnik7@hotmail.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.)

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

18320 FRANJO RD  
18330 FRANJO RD  
9500 SW 183 site  
9720 SW 183 site

7. SIZE OF PROPERTY (in acres): 0.94 (divide total sq. ft. by 43,560 to obtain acreage)

8. DATE property  acquired  leased: 4/2014 9. Lease term:        years  
(month & year)

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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

12. PRESENT ZONING CLASSIFICATION: UV

13. APPLICATION REQUESTS (Check all that apply and describe nature of the request in space provided)

- District Boundary (zone) Changes [Zone(s) requested]: \_\_\_\_\_  
(Provide a separate legal description for each zone requested)
- Unusual Use: \_\_\_\_\_
- Use Variance: 5 story building
- Non-Use Variance: \_\_\_\_\_
- Alternative Site Development: Option: \_\_\_\_\_
- Special Exception: \_\_\_\_\_
- Modification of previous resolution/plan: \_\_\_\_\_
- Modification of Declaration of Covenant: \_\_\_\_\_

14. Has a public hearing been held on this property within the eighteen (18) months?  NO  YES  
If yes, provide applicant's name, date, purpose and result of hearing, and resolution number:

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

16. Describe structures on the property: 4 buildings

17. Is there any existing use on the property?  NO  YES (If yes, what use and when established?  
Use: office Year: \_\_\_\_\_

Planning Staff Use Only

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

PHOTOGRAPHS

FRONT ELEVATION

SIDE ELEVATION

REAR ELEVATION

**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: Fremont Medical Offices LLC

| <u>NAME AND ADDRESS</u> | <u>Percentage of Stock</u> |
|-------------------------|----------------------------|
| <u>James Cabo</u>       | <u>50%</u>                 |
| <u>Robert Mikolov</u>   | <u>50%</u>                 |
| _____                   | _____                      |
| _____                   | _____                      |

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: N/A

| <u>NAME AND ADDRESS</u> | <u>Percentage of Stock</u> |
|-------------------------|----------------------------|
| _____                   | _____                      |
| _____                   | _____                      |
| _____                   | _____                      |

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

PARTNERSHIP OR LIMITED PARTNERSHIP NAME: N/A

| <u>NAME AND ADDRESS</u> | <u>Percentage of Stock</u> |
|-------------------------|----------------------------|
| _____                   | _____                      |
| _____                   | _____                      |
| _____                   | _____                      |

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].

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.

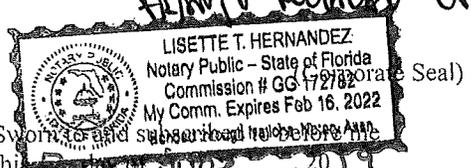
Signature \_\_\_\_\_ Signature \_\_\_\_\_
Sworn to and subscribed to before me this \_\_\_ day of \_\_\_\_\_, 20\_\_ Notary Public: \_\_\_\_\_ Commission Expires: \_\_\_\_\_

\*\*\*\*\*

CORPORATION AFFIDAVIT

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

Attest: Boris N. Kow \_\_\_\_\_ Authorized Signature



Office Held: Managing Member

Sworn to and subscribed to before me this \_\_\_ day of \_\_\_\_\_, 20\_\_ Notary Public: Lisette T. Hernandez 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: \_\_\_\_\_

OWNERSHIP AFFIDAVIT  
FOR  
CORPORATION

STATE OF Florida  
COUNTY OF MIAMI DADE

Public Hearing No. \_\_\_\_\_

Before me, the undersigned authority, personally appeared BORIS NIKOLOV  
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: 18320 HERNOJO RD, PALMETTO CITY FL 33157
2. The Corporation owns the property which is the subject of the proposed hearing.
3. The subject property is legally described as:  
FOLIOS: 33-5032-007-0630 ; 33-5032-007-0620  
33-5032-007-0650 ; 33-5032-007-0660
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]  
Signature  
Lisette T. Hernandez  
Print Name

[Signature]  
Affiant's Signature  
BORIS NIKOLOV  
Print Name

[Signature]  
Signature  
Betsey Rivera  
Print Name

Sworn to and subscribed before me on the 17 day of June, 2019.

Affiant is personally known to me or has produced FEDRIVLIC (365-0) as identification.

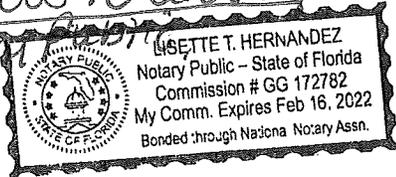
[Signature]  
Notary LISETTE T. HERNANDEZ



**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 3<sup>rd</sup> 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.

*Islette T. Hernandez*  
 Notary Public  


*[Signature]*  
 \_\_\_\_\_  
 (Applicant's Signature)

*Boris Nikolov*  
 \_\_\_\_\_  
 (Print Name)

Sworn to and subscribed to before me this 17 day of June, 2019. Affiant is personally known to me or has produced FL DRIVERS LIC 365-05 as identification.

(Notary Public)  
 My commission expires: 2/16/22

**Florida** *The Sunshine State*  
**DRIVER LICENSE CLASS E**  
**N241-060-70-365-0**



**BORIS  
NIKOLOV**  
15202 SW 90TH AVE  
PALMETTO BAY, FL 33157-0900  
DOB: 10-05-1970 SEX: M  
ISSUED: 10-01-2017 HGT: 5-01  
EXPIRES: 10-05-2025  
REST: A  
ENDORSE:

*Boris Nikolov*

**SAFE DRIVER**  
Operation of a motor vehicle constitutes consent to any sobriety test required by law.

# LETTER OF INTENT

FRANJO MEDICAL OFFICES LLC

18320 Franjo Rd

Palmetto Bay FL 33157

305-338-0568

June 12, 2019

VILLAGE OF PALMETTO BAY

BUILDING DEPARTMENT

LETTER OF INTENT FOR PROPOSED DEVELOPMENT

Dear All:

It is my pleasure to submit this letter of intent to pursue approvals for construction of a professional office building on 18320 Franjo Rd, 18330 Franjo Rd, 9700 SW 183 St and 9720 SW 183 St in the Village of Palmetto Bay.

Project summary:

The project will include 1, 5 story building with mixed use – commercial retail space and offices with a parking structure, approx. 150,000 sq ft in gross area.

Existing Site Conditions:

Currently these properties are zoned commercial use / Urban Village – UV. We plan to demolish the existing structures and construct a new building.

Project Objectives and Benefits

The project will benefit the Village of palmetto Bay in the following ways:

- Increase annual real estate taxes generated by this property by an estimated \$344,300

# DRAWINGS





























## ZONING HISTORY



# Record Results

[Print This Page](#)

## Zoning Records Search

|                           |                      |
|---------------------------|----------------------|
| <b>Process Number:</b>    | Z1964000467          |
| <b>Applicant:</b>         | THEODOSIA E. DANIELS |
| <b>Location:</b>          | 18330 SW 97 AVE      |
| <b>Legal Description:</b> | 18330 SW 97 AVE      |
| <b>Request:</b>           |                      |
| <b>Application Date:</b>  |                      |
| <b>Result:</b>            |                      |
| <b>Result Date:</b>       |                      |

## Hearings

| Board | Resolution | Result                   | Hearing Date | Item # |
|-------|------------|--------------------------|--------------|--------|
| BCC   | Z25464     | DENIED                   | 12/10/1964   |        |
| ZAB   | 2ZAB49964  | DENIED WITHOUT PREJUDICE | 9/23/1964    |        |
|       |            |                          |              |        |
|       |            |                          |              |        |

## Documents

|  |
|--|
| <a href="#">APPLICATION</a>              |
| <a href="#">DPZ COMMENT MEMO</a>         |
| <a href="#">PLANS - REDUCED OR SMALL</a> |
| <a href="#">LETTER OF INTENT</a>         |
| <a href="#">RESOLUTION</a>               |
| <a href="#">RESOLUTION 2ND</a>           |
| <a href="#">RECOMMENDATIONS-KITS</a>     |
| <a href="#">SKETCH</a>                   |

METROPOLITAN DADE COUNTY ZONING APPEALS BOARD  
APPLICATION FOR PUBLIC HEARING

RECEIVED  
64-467  
JUL 30 1964

MAP # IV 30

SEC. 32 TWP. 55 RANGE. 40

AMOUNT OF FEE 60

DADE CO. PLANNING, ZONING & BLDG. DEPT.

RADIUS ASSIGNED 300'

RECEIPT # 86104M By \_\_\_\_\_

Date Receipt  
Stamp

*Maid*

This application, with all supplemental data and information, must be completed in accordance with the attached "INSTRUCTIONS FOR FILING APPLICATIONS" and in accordance with the specific instructions in the application, and returned to the METROPOLITAN DADE COUNTY BUILDING & ZONING DEPARTMENT before the same will be advertised for hearing.

IMPORTANT - The applicant, or his representative, should be present at the hearing.

1. Name of Applicant (Property Owner) or Tenant (PRINT):  
Stanley J. Daniels & Theodosia E. Daniels  
Mailing Address Box 576 City TAUENICH Tele.No. \_\_\_\_\_

2. Affected Party \_\_\_\_\_  
Mailing Address \_\_\_\_\_ City \_\_\_\_\_ Tele.No. \_\_\_\_\_

3. Fee Notice to be Mailed to Same as D. Above  
Mailing Address \_\_\_\_\_ City \_\_\_\_\_ Tele.No. \_\_\_\_\_

4. LEGAL DESCRIPTION OF THE PROPERTY COVERED BY THE APPLICATION.  
(If subdivided - lot, block, complete name of subdivision, plat book and page number). (If metes and bounds description - complete description, including section, township, and range). If more than one zone classification requested, the legal description of each area covered by a separate classification.

East 22' of lot 5 less N 41'-7" and all of lot 6 BLK 6 Morning side Acres as recorded in Plat Book 46 at Page 7 of Public Records of Dade

5. Address (if number has been assigned) 18330 Franjo Road SW Ave

6. Size of Property 83.3 ft. X 122 ft. Acres \_\_\_\_\_

7. Does applicant own any property contiguous to that which is the subject matter of this application? If so, give complete legal description of entire contiguous property. N

8. Date SUBJECT property acquired: 6<sup>th</sup> day of June, 1954

9. This application is intended to cover: (check applicable items).

\_\_\_\_\_ District Boundary Change(s):

Present Zone Classification RU-1 Min.Cubic Content 8500

Zone Classification Desired RUSA Min.Cubic Content \_\_\_\_\_

\_\_\_\_\_ Special Exception \_\_\_\_\_ Non-use Special Exception

\_\_\_\_\_ New and/or Unusual Use \_\_\_\_\_ Use Variance

Variance from other than Airport Regulations *side attached*

\_\_\_\_\_ Variance from Airport Regulations

10. Use Intended: We would like the property rezoned so it can be used as an office for doctor dentist - real estate or similar

11. Reasons why the application should be approved, explain in detail. (Use separate sheet if required).  
We are having difficulty finding a leasee for a residential renting because of the heavy flow of traffic.
12. Has a public hearing been held on this property within the last 2 years? No  
 If so, in whose name? \_\_\_\_\_ When? \_\_\_\_\_ Nature of Hearing \_\_\_\_\_
13. Is this hearing being requested as a result of a violation notice? No  
 If so, in whose name was the violation notice served? \_\_\_\_\_
14. Has a building permit been refused? No
15. Are there any existing structures on the property? Yes If so, what type? (CBS, Frame, Frame-Stucco, Other) C.B.S. Residential  
 If so, show size, location and set-backs on plot plan.  
 If so, submit photos showing front and side elevation of buildings.
16. All data and exhibits submitted in connection with this application become a PERMANENT PART OF THE PUBLIC RECORDS OF DADE COUNTY.  
 The following enclosures MUST BE ATTACHED to complete application for public hearing and must be of a size that will conveniently fold into a legal size (8½ x 14) folder:
- A. WAIVERS OF OBJECTION (Optional)
  - B. PLOT PLAN (If existing building on property). Plot plan should show existing buildings, use of each, dimensions, spacing between, and setbacks from property lines; off-street parking showing spaces marked off.
  - C. PLOT PLAN (If property vacant, but plan for development has been worked out). Submit copy containing same details as above.
  - D. PLAT. If it will have particular bearing on the application or if more than one zone classification is being requested, to show exact areas to be covered by the different zone classifications. Legal description of each area for which a different zone classification is requested must be included.
  - E. IF LIQUOR, BEER OR WINE use proposed - BAR OR PACKAGE STORE SURVEY by registered engineer or surveyor showing all schools and Churches within 3,000 feet. If no Churches or schools within that distance, statement from registered engineer or surveyor so stating.  
IF LIQUOR, BEER OR WINE use proposed - Also the BAR AND PACKAGE STORE survey should show all places of business serving or selling such alcoholic beverage within 2,000 feet; if none, letter from engineer or surveyor so stating.
  - F. If EXCAVATING involved, PROFILES and TOPOGRAPHICAL plan or sketch of the proposed excavation: and perimeters.
  - G. If a SIGN is involved, the elevations or proposed sign should be shown.
  - H. HEARING FEE. In an amount based on amount of work involved in processing this particularly application payable in cash or a check to METROPOLITAN DADE COUNTY BUILDING & ZONING DEPT.
  - I. LETTER OF INTENT. IMPORTANT - See explanation on Page 3.
  - J. FLOOR PLAN.

DETAILED EXPLANATION OF REQUIRED EXHIBITS

Waivers of Objection. These are optional in all cases, and may be in individual letter of intent form. Waiver must show that signer has knowledge of exactly what the application covers. Signature and address must be shown.

Plot Plan. Plot plan must show all property dimensions, streets abutting property, and North point. If structures exist or are proposed, all dimensions and setbacks must be shown.

Floor Plan. Must show existing conditions and all proposed changes or additions.

Letter of Intent. The exact nature of the use or operation applied for, together with any pertinent technical data which will tend to clarify the proposed use.

- \* "If the application is for any variance, the letter of intent MUST also contain
- \* an explanation of the alleged hardship, which would justify the granting of a
- \* variance; such justification to be based on standards for hardship established
- \* by the Zoning Procedural Ordinance which requires a showing of an unnecessary
- \* hardship, peculiar to the particular piece of property, and which, if granted,
- \* will be in harmony with the intent of the regulation and the neighborhood con-
- \* cerned, and that the request is the minimum variance which will permit the
- \* reasonable use of the premises." At the hearing you, of course, MUST prove you
- \* property falls within the requirements for a variance as contained in Sec. 33-
- \* 311 (e) of the Metropolitan Dade County Code.

Elevation Drawings. Must show all dimensions. If signs are involved, show elevation above grade and copy on sign.  
\*\*\*\*\*

TENANT OR OWNER AFFIDAVIT

I, Theodosia E Daniels, being first duly sworn, depose and say that I am the owner of the property described and which is the subject matter of the proposed hearing; that all the answers to the questions in this application, and all sketches, data and other supplementary matter attached to and made a part of this application, are honest and true to the best of my knowledge and belief. I understand this application must be completed and accurate before a hearing can be advertised.

Theodosia E Daniels  
SIGNATURE

Sworn and subscribed before me

this 21 day of July 1964.

Notary Public, State of Florida at Large  
My Commission Expires July 27, 1964  
Bonded by American Surety Co. of N.Y.

Herbert A. Som  
NOTARY PUBLIC  
Commission Expires: \*\*\*\*\*

CORPORATION AFFIDAVIT

We, \_\_\_\_\_, being first duly sworn, depose and say that \_\_\_\_\_ are the President/Vice-President, and Secretary/Asst. Secretary of the aforesaid corporation, and as such, have been authorized by the corporation to file this application for public hearing; that all answers to the questions in said application and all sketches, data and other supplementary matter attached to and made part of this application are honest and true to the best of our knowledge and belief; that said corporation is the owner of the property described herein and which is the subject matter of the proposed hearing. We understand this application must be complete and accurate before a hearing can be advertised.

\_\_\_\_\_  
PRESIDENT'S SIGNATURE  
(Corp.)  
(Seal)

ATTEST: \_\_\_\_\_  
SECRETARY'S SIGNATURE

Sworn and Subscribed before me

this \_\_\_\_\_ day of \_\_\_\_\_ 19\_\_\_\_.

\_\_\_\_\_  
NOTARY PUBLIC  
Commission Expires: \_\_\_\_\_

*Mr. Richmond  
To hearing file -  
Bring all of this  
type of thing to  
my attention  
Mr. Egel -  
in order that  
we can  
have recommendations  
by deadline  
Love*

TO Mr. Reginald Walters  
Acting Director  
Planning Department

DATE October 9, 1964

SUBJECT Referral of zoning application

FROM W. F. Russell  
Deputy Clerk:

*WFR*

This is to advise that the Board of County Commissioners, in its zoning meeting of October 8, 1964, deferred action to the meeting of December 10, 1964, at 9:00 A.M., on the following zoning applications:

Theodosia E. Daniels, for change of zone from RU-1 (8500 c.f.) to RU-5A on property located at 18330 SW 97th Avenue (Franjo Road.)

John A. May, for change of zone from RU-1 (8500 c.f.) to RU-5 on property located at 9745 SW 184th Street.

and referred them to the Planning and Building and Zoning Departments for further study. It was pointed out that the study of the entire Ferrine area probably would not be completed by December 10, 1964; however, should the study not be completed by this date, special emphasis should be placed on the foregoing applications.

If further information is required, it is suggested you contact Mr. Chester Czebrinski, Assistant Director, Building and Zoning Department, who has the complete file on these applications.

WFR/wek

- ✓ cc: Mr. Robert F. Cook, Director, Building and Zoning Department
- Mr. Chester Czebrinski, Assistant Director, Building and Zoning Department

MEMORANDUM

To: Mr. Hoke Welch  
Acting County Manager

Date: December 3, 1964

From: Reginald R. Walters, Director  
Planning Department

Subject: Referral of zoning application to  
the Planning Department for study  
and recommendation. Daniels and  
May - Section 32-55-40

At its zoning meeting of October 8, 1964, the Board of County Commissioners deferred action on item 38 in the name of Theodosia E. Daniels (64-9-54) for a district boundary change from RU-1 to RU-5A, and item 39 in the name of John A. May (64-9-55) for a district boundary change from RU-1 to RU-5 and referred both items to the Planning Department for study.

Subject properties are located in the Perrine area along S. W. 134 Street (Eureka Drive) near the intersection of S. W. 97 Avenue (Franjo Road). This area has been under study by our department and a final report with maps and exhibits will be submitted to the Board of County Commissioners at their February zoning meeting.

We are far enough in the study to be able to recommend that both applications be denied. Our reasons are based on the following criteria:

1. The area along both sides of Eureka Drive from US #1 to Franjo Road is zoned RU-1, except for the US #1 frontage, a one-lot RU-5 zone, and one parcel in the S. W. corner of the Eureka Drive-Franjo Road intersection which is zoned BU-1A. This latter parcel is vacant except for a gasoline service station which at the present time is closed and up for sale or lease.
2. The area around the Franjo Road-Eureka Drive intersection is zoned RU-1. The north side of Eureka Drive is developed by single-family homes. The south side of the street is vacant, the S. E. corner being church property.
3. The study will recommend that subject area remain in low density residential development.
4. The overall plan of the Perrine area will include a recommendation for the provision of a RU-5 and/or RU-5A zone to the north of subject area close to the existing Perrine Shopping Center. Professional office uses are permitted in all business zones and the Perrine Area Plan will retain much of the existing business zoning, a good part of which is vacant and available for professional office development, for which many existing buildings may easily be adapted.
5. The granting of subject applications could initiate the strip zoning of Eureka Drive presently free of business uses, other than the one gasoline station. Obviously, this station is poorly located and should never have been permitted; nor should the RU-5 "zone" consisting of one lot. Such spot zones should not be perpetuated.

December 3, 1964

6. The two subject properties are not mutually adjacent as claimed, though one is adjacent to the existing "spot zone" RU-5.

The Perrine area has a zoning pattern which resembles a patchwork quilt. The study will attempt to reorganize these zoning units into logically zoned areas of sufficient size to foster the proper development of this area. The study also found that zones for the development of apartments and professional offices were not available. This is one of the reasons individual property owners have had to make application for these uses usually on parcels of land located in the wrong place or of insufficient size to accommodate the use properly.

The plan of development for the Perrine area and proposed zoning map will provide a range of zoning districts in proper relationship to one another. Scattered development of the type proposed in the subject application will only continue the present haphazard growth pattern and hinder development according to the plan being developed by this department.

It is our opinion based on the study and the existing low density development in and near the subject property that both applications should be denied.

RRW/BD:ja

cc: Mr. Robert F. Cook

RESOLUTION NO. 2-248-497-6

The following resolution was offered by Mr. C. C. Fiden  
seconded by Mr. Harry K. Baret, and upon poll of members present,  
the vote was as follows:

|                   |        |                   |     |
|-------------------|--------|-------------------|-----|
| Paul Bookman      | aye    | C. C. Fiden       | aye |
| Carl Gardner      | aye    | Frank F. Reynolds | aye |
| Joseph E. Gardner | aye    | I. Tommy Thomas   | aye |
| Harry K. Baret    | aye    | Martin Wozila     | aye |
| John H. Martin    | absent | Andrew Lee        | aye |

WHEREAS, Theodora E. Daniels has applied for a district boundary change  
from R-2 (One-Family Residential) 8700 c.f. to R-5A (Semi-Professional Offices)  
AND

VARIANCE of setback requirements to permit maintenance of an existing building  
to be used for R-5A uses; said building set back 7' 6" (25' required) from  
side (B) property line and set back 25' from dedicated right of way of Franco  
Bl. and 20' from official right of way (25' from official right of way required)  
On the E. 22' of lot 5, less N. 41' 7" and all of lot 6, Blk. 6, Monticello  
Acres (Plat 46, Pgs. 7); 12322 SW 97 Ave. (Franco Bl.), 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 district boundary change  
would be incompatible with the neighborhood and area concerned and would be  
in conflict with the purpose and intent of the plan for the development of  
Dade County, Florida, and that the requested variance of setback requirements  
would not be compatible with the area and its development and would not be in  
harmony with the general purpose and intent of the regulations and would not  
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 district boundary change be and the same is hereby  
recommended for denial/by the Board of County Commissioners, Dade County,  
Florida, and that the requested variance be and the same is hereby denied,  
without prejudice.

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

PASSED AND ADOPTED this 23rd day of September, 1940.

Board: 6-24-40      No. 64-467      C.C.F.      Lee

cc: Mr. Dayton  
Hearing File

September 25, 1964

Stanley J. and Theodosia E. Daniels  
Box 576  
Tavernier, Florida

Re: Application for district boundary change and variance of setback requirements; Hearing N. 64-9-54.

Enclosed herewith is a copy of Resolution No. ~~2-2AB-100-64~~, adopted by the Metropolitan Dade County Zoning Appeals Board, denying your application concerning the above subject matter, but without prejudice.

You are hereby advised that the Zoning Appeals Board recommendation regarding the district boundary change need not be appealed and has already been scheduled for final action by the Board of County Commissioners, as was noted in the courtesy notice.

If you are dissatisfied with the decision of the Zoning Appeals Board concerning the balance of the application, the same may be appealed, as has been provided in the Zoning Procedure Ordinance (61-30).

Very truly yours,

METROPOLITAN DADE COUNTY  
BUILDING AND ZONING DEPT.

Chester C. Czebrinski  
Assistant Director

CCC/ bes  
Enclosure

64-9-54  
Theodore  
E. Daniels  
2-2AB-  
799-64

MRS. DANIELS: Not on our corner in the location we are in.

CHAIRMAN LEE: I think we are about ready for a motion. You have all seen the property. I think we have two applications, one next door to each other there, one just west of it, too, do we not, Frank?

MR. REYNOLDS: Yes.

CHAIRMAN LEE: Most of us have seen the property and the area numerous times. We are ready for a motion.

MR. REYNOLDS: I question whether the property is big enough for adequate parking in there, Frank.

MR. RICHMOND: Yes, sir.

We have a plan showing they can get in eight parking spaces on the property, 42 back-out. The plan shows 40, but I do not know how accurate that is. They have other pieces they could put the parking in.

MR. REYNOLDS: A bad location for business.

MR. RICHMOND: The lot would have to be paved in the rear.

CHAIRMAN LEE: We are ready for a motion.

MR. BROCKMAN: I make a motion we approve, Mr. Chairman.

CHAIRMAN LEE: There is a motion on the floor for approval.

MR. C. GARDNER: I will second it.

MR. WOOLIN: Roll call.

MR. RICHMOND: Mr. Hurst?

MR. HURST: No.

MR. RICHMOND: This motion is for approval?

CHAIRMAN LEE: It is a motion for approval and

Mr. Hurst voted no.

MR. RICHMOND: Mr. Morton?

CHAIRMAN LEE: Absent.

MR. RICHMOND: Captain Paden?

CAPT. PADEN: No.

MR. RICHMOND: Mr. Reynolds?

MR. REYNOLDS: No.

MR. RICHMOND: Mr. Thomas?

MR. THOMAS: No.

MR. RICHMOND: Mr. Woolin?

MR. WOOLIN: No.

MR. RICHMOND: Mr. Brockman?

MR. BROCKMAN: Yes.

MR. RICHMOND: Mr. Carl Gardner?

MR. C. GARDNER: Yes.

MR. RICHMOND: Mr. Joe Gardner?

MR. J. GARDNER: No.

MR. RICHMOND: Chairman Lee?

CHAIRMAN LEE: No.

It is 7 to 2. The motion fails to carry.

Do we need a motion for denial?

CAPT. PADEN: This is a change of zoning and a variance. You have to treat it all as a variance.

MR. C. GARDNER: It is finished as far as the vote is concerned.

MR. RICHMOND: We need a vote as far as the zoning change portion.

CAPT. PADEN: Either way.

Mr. Chairman, I make a motion to deny without prejudice.

I think these people may need some relief but I do not think this is the answer.

MR. HURST: I second the motion.

CHAIRMAN LEE: Motion by Capt. Paden to deny without prejudice, seconded by Mr. Hurst.

Still roll call.

MR. RICHMOND: Mr. Woolin?

MR. WOOLIN: No, sir.

CHAIRMAN LEE: Denied without prejudice. You can come back and submit another application or you can appeal this decision within 14 days to the County Commission.

MR. DANIELS: We are on Franjo Road and across the street is BU-1 and two blocks down the street from us on the same side is another filling station and we are sitting in there two blocks with no business on both sides.

CHAIRMAN LEE: You are not getting hurt too much.  
Come back with a specific plan in mind.

MR. DANIELS: I see.

CHAIRMAN LEE: If you come back before the Board  
with a specific plan and an architect's rendering, it will  
have a bearing on the proposition. If you do not care for  
our decision today, you can appeal it within 14 days.

MRS. DANIELS: We do not care for the decision.

CHAIRMAN LEE: All opposed to the motion signify  
by raising your right hand.

Carried 9 to 0 for denial.

- - -

The vote was as follows:

MR. BROCKMAN: Yes.

MR. C. GARDNER: Yes.

MR. J. GARDNER: Yes.

MR. HURST: Yes.

MR. MORTON: [Absent]

CAPT. PADEN: Yes.

MR. REYNOLDS: Yes.

MR. THOMAS: Yes.

MR. WOOLIN: Yes.

CHAIRMAN LEE: Yes.

— 439 —

RESOLUTION NO. E-254-64

The following resolution was offered by Commissioner

Earl H. Starnes, seconded by Commissioner

Alexander S. Gordon, and upon poll of members present,

the vote was as follows:

|                     |     |                         |        |
|---------------------|-----|-------------------------|--------|
| Joseph A. Boyd, Jr. | aye | Arthur H. Fatten, Jr.   | absent |
| Alexander S. Gordon | aye | Earl H. Starnes         | aye    |
| Harold A. Greene    | aye | Lewis B. Whitworth, Jr. | aye    |
| A. Hardy Matheson   | aye | Chuck Hall              | aye    |
| Thomas D. O'Malley  | aye |                         |        |

WHEREAS, Theodora E. Daniels had applied for a district boundary change from RU-1 (One Family Residential) 3500 c.f., to RU-5A (Semi-Professional Offices) on the E. 22' of Lot 5 less N. 41' 7" and all of Lot 6, Block 6, Morningside Acres Sub. (MS 46, Page 7); 16330 SW 97th Avenue (Franje Road), 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 upon due and proper consideration having been given to the matter, the Zoning Appeals Board was of the opinion that the requested district boundary change would be incompatible with the neighborhood and area concerned and would be in conflict with the purpose and intent of the plan for the development of Dade County, Florida, and recommended denial without prejudice, and

WHEREAS, 15-day notice of the time and place of the meeting of this Board was published as required by the Zoning Procedure Ordinance, and after reviewing the record and recommendation of the Zoning Appeals Board and after having given an opportunity for interested parties to be heard, the matter was referred to the Planning Department for study and the Planning Department recommended denial, and after further public hearing and after due and proper consideration having been given to the matter, it appears to this Board that the requested district boundary change would be incompatible with the neighborhood and area concerned and would be in conflict with the principles and intent of the plan for the de-

velopment of Dade County, Florida, and should be denied;

NOW THEREFORE BE IT RESOLVED by the Board of County Commissioners, Dade County, Florida, that the requested district boundary change to 20-5A be and the same is hereby denied.

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

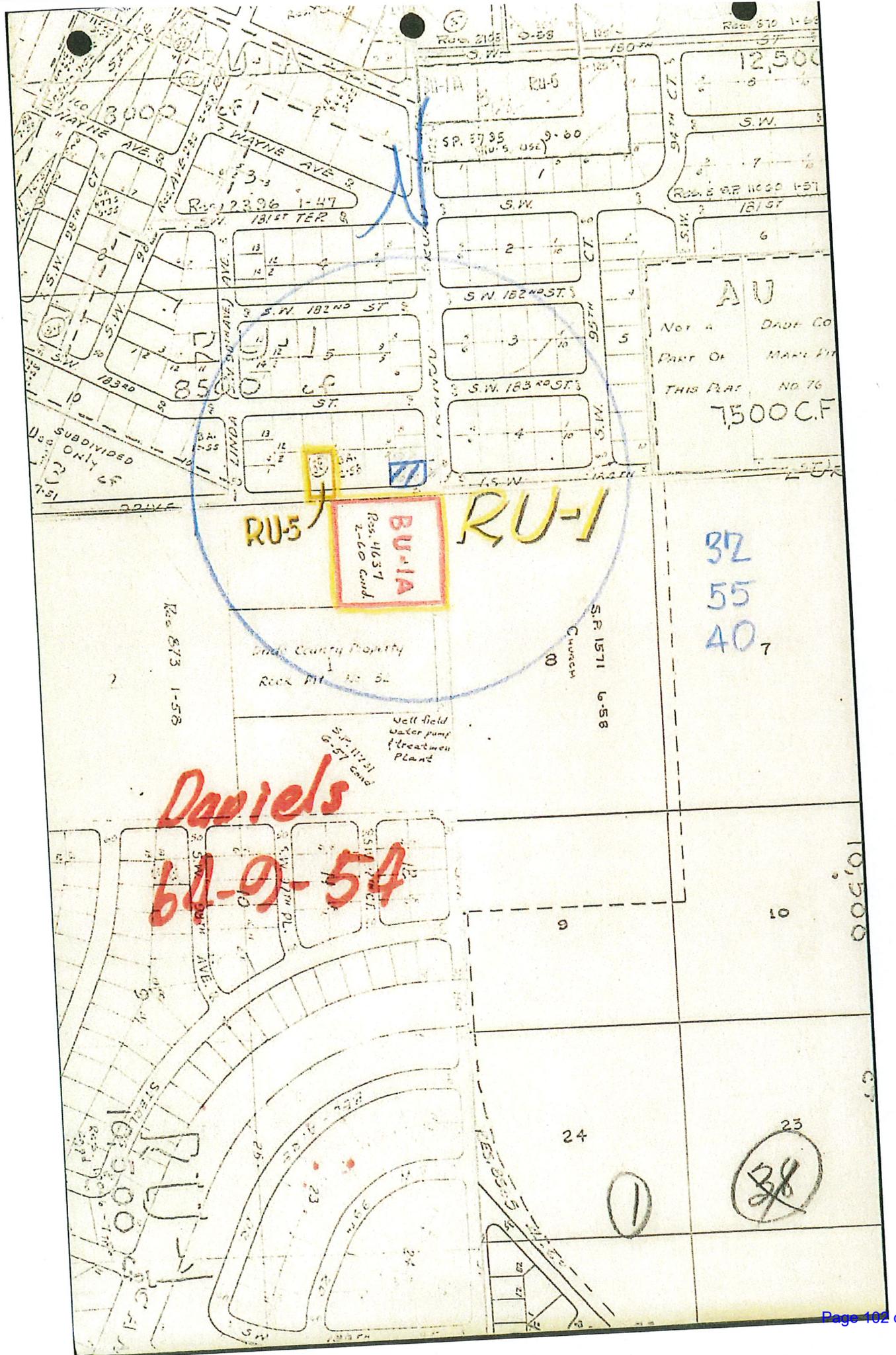
PASSED AND ADOPTED this 10th day of December, 1964.

Hears 9-21-64  
No. 64-9-54  
vd  
12/15/64

DADE COUNTY, FLORIDA, BY ITS  
BOARD OF COUNTY COMMISSIONERS

E. B. LEATHERMAN, CLERK

By \_\_\_\_\_  
Deputy Clerk



12,500

AU  
 Not a Duff Co  
 Part of Map 111  
 This Plat No 76  
 7500 CF

RU-5

**BU-1A**  
 Res. 46.57  
 2-60 cond

RU-1

32  
 55  
 40<sub>7</sub>

**Daniels**  
**64-9-54**

10,500

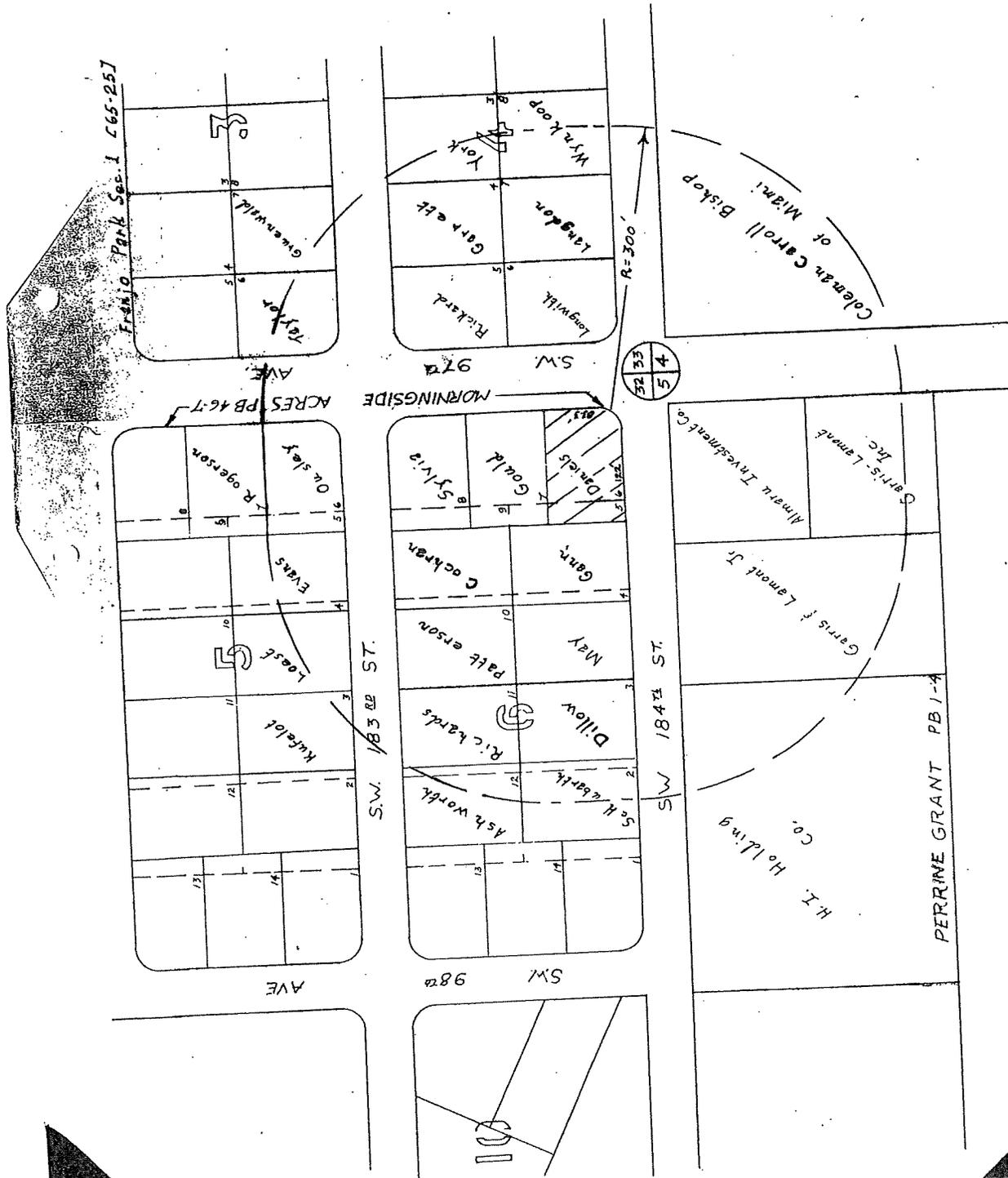
24

25

1

38

SEC. 32. TWP. 25. RGE. 40  
 SUBDIVISION *Morningside Acres I-16-71*  
 APPLICANT *T.E. Daniels*  
 FOLIO NO. *5032-07-062*  
 HEARING DATE *9-21-67*  
 ITEM NO. *64-467*  
 DRAFTSMAN *A. Layland*  
 CHECKED BY *A. Byrnes Reynolds*  
 ESTIMATED COST *\$35.00*  
 [RESERACH & DRAWING]  
 TO ZONING DEPT. TO..... TO.....  
 ZONING FROM..... TO.....  
 AMT PER EXT. FT. FROM..... TO.....





# Record Results

[Print This Page](#)

## Zoning Records Search

|                           |  |
|---------------------------|--|
| <b>Process Number:</b>    | Z1966000375  |
| <b>Applicant:</b>         | DIRECTOR, DADE COUNTY BUILDING AND ZONING DEPT.              |
| <b>Location:</b>          | 4 AREAS IN SECTION 32-55-40                                  |
| <b>Legal Description:</b> | Port. Town. of Perrine & Morning side acres E/S state Rd. 5. |
| <b>Request:</b>           |  |
| <b>Application Date:</b>  |  |
| <b>Result:</b>            |  |
| <b>Result Date:</b>       |  |

## Hearings

| Board | Resolution | Result                                       | Hearing Date | Item # |
|-------|------------|--|--------------|--------|
| BCC   | Z3667      | APPROVED                                     | 2/23/1967    | 65     |
| ZAB   | 3ZAB7267   | RECOMMENDED FOR APPROVAL ON A MODIFIED BASIS | 2/15/1967    |        |
|       |            |  |              |        |
|       |            |  |              |        |

## Documents

|                                      |
|--------------------------------------|
| <a href="#">APPLICATION</a>          |
| <a href="#">HEARING PLAN</a>         |
| <a href="#">LETTER OF INTENT</a>     |
| <a href="#">RESOLUTION</a>           |
| <a href="#">RESOLUTION 2ND</a>       |
| <a href="#">RECOMMENDATIONS-KITS</a> |
| <a href="#">SKETCH</a>               |
| <a href="#">ZONING MAP</a>           |

RECEIVED  
66-375

JUL 25 1966

METROPOLITAN DADE COUNTY ZONING APPEALS BOARD

APPLICATION FOR PUBLIC HEARING

DADE CO. BLDG. & ZONING  
Dept.

MAP # IV-30

SEC. 32 TWP. 55 RGE. 40 AMOUNT OF FEE \_\_\_\_\_

By: (Signature)

RADIUS ASSIGNED 300' RECEIPT # \_\_\_\_\_ Date Receipt Stamp

This application, with all supplemental data and information, must be completed in accordance with the attached "INSTRUCTIONS FOR FILING APPLICATIONS" and in accordance with the specific instructions in the application, and returned to the METROPOLITAN DADE COUNTY BUILDING & ZONING DEPARTMENT before the same will be advertised for hearing.

IMPORTANT - The applicant, or his representative, should be present at the hearing.

4  
(PRINT)

1. Name of Applicant (Property Owner) or Tenant (with Owner's Sworn-to Consent).

DIRECTOR, DADE CO. BLDG & ZONING DEPT

Mailing Add: 1351 NW 12 St City MIAMI Tele.No. \_\_\_\_\_

2. Affected Party \_\_\_\_\_

Mailing Add: \_\_\_\_\_ City \_\_\_\_\_ Tele.No. \_\_\_\_\_

3. Fee Notice to be mailed to \_\_\_\_\_

Mailing Add: \_\_\_\_\_ City \_\_\_\_\_ Tele.No. \_\_\_\_\_

4. LEGAL DESCRIPTION OF THE PROPERTY COVERED BY THE APPLICATION.  
(If subdivided - lot, block, complete name of subdivision, plat book and page number). (If metes and bounds description - complete description, including section, township, and range). If more than one zone classification requested, the legal description of each area covered by a separate classification.

See Ad.

5. Address (if number has been assigned) \_\_\_\_\_

6. Size of Property \_\_\_\_\_ ft. X \_\_\_\_\_ ft. Acres \_\_\_\_\_

7. Does applicant own any property contiguous to that which is the subject matter of this application? If so, give complete legal description of entire contiguous property \_\_\_\_\_

8. Date SUBJECT property acquired: N/A day of \_\_\_\_\_, 19 \_\_\_\_\_

9. This application is intended to cover: (check applicable item).

\_\_\_\_\_ District Boundary Change(s):

Present Zone Classification See Ad Min. Cubic Content \_\_\_\_\_

Zone Classification Desired \_\_\_\_\_ Min. Cubic Content \_\_\_\_\_

\_\_\_\_\_ Special Exception \_\_\_\_\_ Non-Use Special Exception

\_\_\_\_\_ New and/or Unusual Use \_\_\_\_\_ Use Variance

\_\_\_\_\_ Variance from other than Airport Regulations

\_\_\_\_\_ Variance from Airport Regulations

11. Reasons why the application should be approved, explain in detail. ( Use separate sheet if required).

12. Has a public hearing been held on this property within the last 2 years? Yes

If so, in whose name \_\_\_\_\_ When? \_\_\_\_\_ Nature of Hearing \_\_\_\_\_

13. Is this hearing being requested as a result of a violation notice? No

If so, in whose name was the violation notice served? \_\_\_\_\_

14. Has a building permit been refused? No

15. Are there any existing structures on the property? Yes If so, what type? (CBS, Frame, Frame-Stucco, Other) \_\_\_\_\_

If so, show size, location and set-backs on plot plan.  
If so, submit photos showing front and side elevation of buildings.

16. All data and exhibits submitted in connection with this application become a PERMANENT PART OF THE PUBLIC RECORDS OF DADE COUNTY. The following enclosures MUST BE ATTACHED to complete application for public hearing and must be of a size that will conveniently fold into a legal size (8½ x 14) folder:

A. WAIVERS OF OBJECTION (Optional)

B. PLOT PLAN \*(If existing building on property). Plot plan should show existing buildings, use of each, dimensions, spacing between, and setbacks from property lines; off-street parking showing spaces marked off.

C. PLOT PLAN \*(If property vacant, but plan for development has been worked out). Submit copy containing same details as above.

\* The plot plan shall contain a title block identifying the development or project, the name, title, and address of person preparing the plan, the date of preparation of plan and scale of drawing.

D. PLAT If it will have particular bearing on the application or if more than one zone classification is being requested, to show exact areas to be covered by the different zone classifications. Legal description of each area for which a different zone classification is requested must be included.

E. IF LIQUOR, BEER OR WINE use proposed - BAR OR PACKAGE STORE SURVEY by registered engineer or surveyor showing all schools and Churches within 3,000 feet. If no Churches or schools within that distance, statement from registered engineer or surveyor so stating.

IF LIQUOR, BEER OR WINE use proposed - Also the BAR AND PACKAGE STORE survey should show all places of business serving or selling such alcoholic beverage within 2,000 feet; if none, letter from engineer or surveyor so stating.

F. If EXCAVATING involved, PROFILES and TOPOGRAPHICAL plan or sketch of the proposed excavation and perimeters.

G. If a SIGN is involved, the elevations of proposed sign should be shown.

H. HEARING FEE. In an amount based on amount of work involved in processing this particularly application payable in cash or a check to METROPOLITAN DADE COUNTY BUILDING & ZONING DEPT.

I. LETTER OF INTENT. IMPORTANT - See explanation on Page 3.

J. FLOOR PLAN.

DIRECTOR'S AFFIDAVIT

I, \_\_\_\_\_, being first duly sworn, depose and say that I am the Director of Metropolitan Dade County Building and Zoning Department/Planning Department and as such and in my official capacity have filed the application concerned, and that the statements and answers therein contained and the information submitted therewith are in all respects true and correct and honest to the best of my knowledge and belief.

*[Handwritten Signature]*

SIGNATURE

Sworn and Subscribed before me

this 3 day of Aug, 1966.

*[Handwritten Signature]*

NOTARY PUBLIC

NOTARY PUBLIC STATE of FLORIDA at LARGE  
MY COMMISSION EXPIRES FEB. 7, 1968  
BONDED THROUGH FRED W. DIESTELHORST

Letter Of Intent

The Housing Authority of the City of Miami is negotiating for the development of 92 dwelling units for multi-family use in the Perrine-West area. These units are to supplement the 158 units which are programmed for development approximately one-half mile east of the subject site. The need for these units is indicated by the 1960 census which shows 1200 low income families living within a 3 mile radius of the subject site. Most of these have very little fixed income and are living in either substandard housing or other substandard conditions. The purpose of this project is compatible with the latest Dade County Master Plan.

The Perrine West area has been described by the Metropolitan Dade County Planning Department, (August 1965 studies), as a blighted substandard area, and in need of rehabilitation. Their recommended zoning of this area was based on a day to day decision and recognizes "that the Perrine-West area needs a more comprehensive redevelopment, possibly including the Urban Renewal techniques of conservation, rehabilitation and clearance. With the restrictions ... regarding off-street parking, open space, landscaping and density strictly adhered to, there is no reason why multiple dwelling ... cannot be compatible with the existing uses".

RECEIVED

DEC 8 1966

DADE CO. BLDG. & ZONING  
DEPT.

By \_\_\_\_\_

RESOLUTION NO. 3-ZAB-72-67

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

STATE OF FLORIDA )  
                          ) SS  
COUNTY OF DADE )

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

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

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

By R F Cook L.S.

SEAL

Chairman Lee: Is that without prejudice?

Mr. Flinn: We are incorporating it in there. It is without prejudice.

Chairman Lee: Call the roll.

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

Chairman Lee: The motion carries for approval by a vote of six to zero.

Rehearing 66-9-38. Resolution 3-ZAB-72-67.

Director, Dade Co.  
Bldg. & Zng. Dept.

Chairman Lee: . . . Mr. Wood, if you will take over the Chair, I will offer a motion for approval of the application, and on number two, leaving it BU-1A, and what lot is that, Mr. Czebrinski?

Mr. Wood: Lot six and seven of block two, all of block three and lot seven of block eight. It would remain BU-1A.

Chairman Lee: Also RU-1 to RU-5 under Section 2 there also. Those are lots what?

Mr. Wood: The remaining lots of that portion of the application.

Mr. Czebrinski: Do I understand your motion correctly, Mr. Chairman, that you want to take and change to RU-1, to change the RU-1 to RU-5 and leave the BU-1A as BU-1A?

Mr. Wood: That is what it amounts to.

Chairman Lee: Also approval of the rest except item number six, and deny it. Can you do this in one motion, deny item number six? In other words, I want to leave the BU-3 alone in Item number six.

Mr. Czebrinski: That can be done in one motion.

Chairman Lee: Okay.

Mr. Wood: That is denial with prejudice?

Chairman Lee: That would be denial. It is BU-3.

Mr. Wood: That is all right.

Chairman Lee: I think the rest would be in order.

Mr. Wood: We have a motion on the floor now for approval of the application with the exception of that portion of Section two regarding the BU-1A properties, and the denial of the portion six of the application from BU-3 to BU-1A. Is there a second to that motion?

Mrs. Salley: I will second.

Mr. Wood: Mrs. Salley seconds that motion for approval with the two exceptions. Any discussion on the motion?

Mr. Harlow: Mr. Chairman, I would like to ask the Department again with this matter, and this came up once before, that is this is the Perrine matter where you all were here, but I was not a member of the Board at the time, and I think it is the interpretation of the County Attorney that I must abstain on this vote.  
Do you remember the situation, Mr. Czebrinski?

Mr. Czebrinski: This is a full hearing on this item today,  
Mr. Harlow. Page 20-B

Mr. Harlow: Do you remember the conversation you discussed with me on the telephone, that this was the item of the Perrine hearing, and I think Mrs. Salley was out of town, and I was not a member of the Board when it was first presented, and you instructed me the County Attorney stated Mrs. Salley nor I could vote on the matter unless we read the transcription of the previous hearings. I do not want to step off the deep end and vote on it.

Mr. Czebrinski: Let me explain it this way. It was a tie vote, and the County Attorney has ruled that any member that did not participate at the hearing at the time that the tie vote came up, that he could not participate at the next meeting when the vote was taken again, unless they made themselves acquainted with the record. At the last meeting of the Board on this particular item, the tie vote was put to a new vote, and it lost, and, therefore, the matter was back before the Board, and the Board deferred it, because Mr. Yarborough requested a deferral, and he was in the legislature, so it was scheduled for further hearing today. I think you as a member of the Board are free to vote if you so desire, because it is being presented a-new to the Board today.

Mr. Harlow: Thank you.

Mr. Wood: The question has been called on the motion. Call the roll.

Whereupon the motion carried by a vote of 4-1; Mr. Wood voting against the motion; Messrs. Flinn and Reynolds being absent.

Mr. Wood: The motion carries with a four to one vote.

Chairman Lee: All right.

Irving Liss

Rehearing 67-1-3. Resolution 3-ZAB-73-67.

Mr. Wood: Since that motion failed, I will make one for approval, but regulating the hours from 9:30 until 4:30, during the daytime, no lights, fencing and landscaping of the property properly so as to keep down the noise.

Chairman Lee: Motion by Mr. Wood for approval of the application.

Mrs. Salley: I will second it. I noticed by this that the people living closest to this neighborhood are not the ones who are objecting.

Mrs. Hatcher: They are on the list.

Chairman Lee: We are on the motion. This is a motion for approval, and we have a second. Is there any discussion on it at all? Call the roll.

Whereupon the motion carried by a vote of 4-1; Mr. Harlow voting against the motion; Messrs. Flinmand Reynolds being absent.

Mr. Adams: I would like to say that I voted yes is because the children just definitely need some form of recreation, and that is why I voted yes.

Chairman Lee: All right. The motion for approval passes with a vote of four to one. Thank you, Mr. Liss.

Mr. Liss: Thank you, gentlemen.

The following resolution was offered by Commissioner

Earl M. Starnes, seconded by Commissioner

Alexander S. Gordon, and upon poll of members present,

the vote was as follows:

|                     |     |                         |        |
|---------------------|-----|-------------------------|--------|
| Joseph A. Boyd, Jr. | aye | Arthur H. Fatten, Jr.   | absent |
| Alexander S. Gordon | aye | Earl M. Starnes         | aye    |
| Harold A. Gresse    | aye | Lewis B. Whitworth, Jr. | aye    |
| R. Hardy Matheson   | aye | Chuck Hall              | aye    |
| Thomas D. O'Malley  | aye |                         |        |

WHEREAS, Theodosia E. Daniels had applied for a district boundary change from RU-1 (One Family Residential) 8500 c.f., to RU-5A (Semi-Professional Offices) on the S. 22' of Lot 5 less N. 41'7" and all of Lot 6, Block 6, Morningside Acres Sub. (RS 46, Page 7); 18330 SW 97th Avenue (Franjo Road), 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 upon due and proper consideration having been given to the matter, the Zoning Appeals Board was of the opinion that the requested district boundary change would be incompatible with the neighborhood and area concerned and would be in conflict with the purpose and intent of the plan for the development of Dade County, Florida, and recommended denial without prejudice, and

WHEREAS, 15-day notice of the time and place of the meeting of this Board was published as required by the Zoning Procedure Ordinance, and after reviewing the record and recommendation of the Zoning Appeals Board and after having given an opportunity for interested parties to be heard, the matter was referred to the Planning Department for study and the Planning Department recommended denial, and after further public hearing and after due and proper consideration having been given to the matter, it appears to this Board that the requested district boundary change would be incompatible with the neighborhood and area concerned and would be in conflict with the principles and intent of the plan for the de-

velopment of Dade County, Florida, and should be denied;

NOW THEREFORE BE IT RESOLVED by the Board of County Commissioners, Dade County, Florida, that the requested district boundary change to 2U-5A be and the same is hereby denied.

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

PASSED AND ADOPTED this 10th day of December, 1964.

Heard 9-21-64  
No. 64-9-54  
vd  
12/15/64

DADE COUNTY, FLORIDA, BY ITS  
BOARD OF COUNTY COMMISSIONERS

E. B. LEATHERMAN, CLERK

By \_\_\_\_\_  
Deputy Clerk

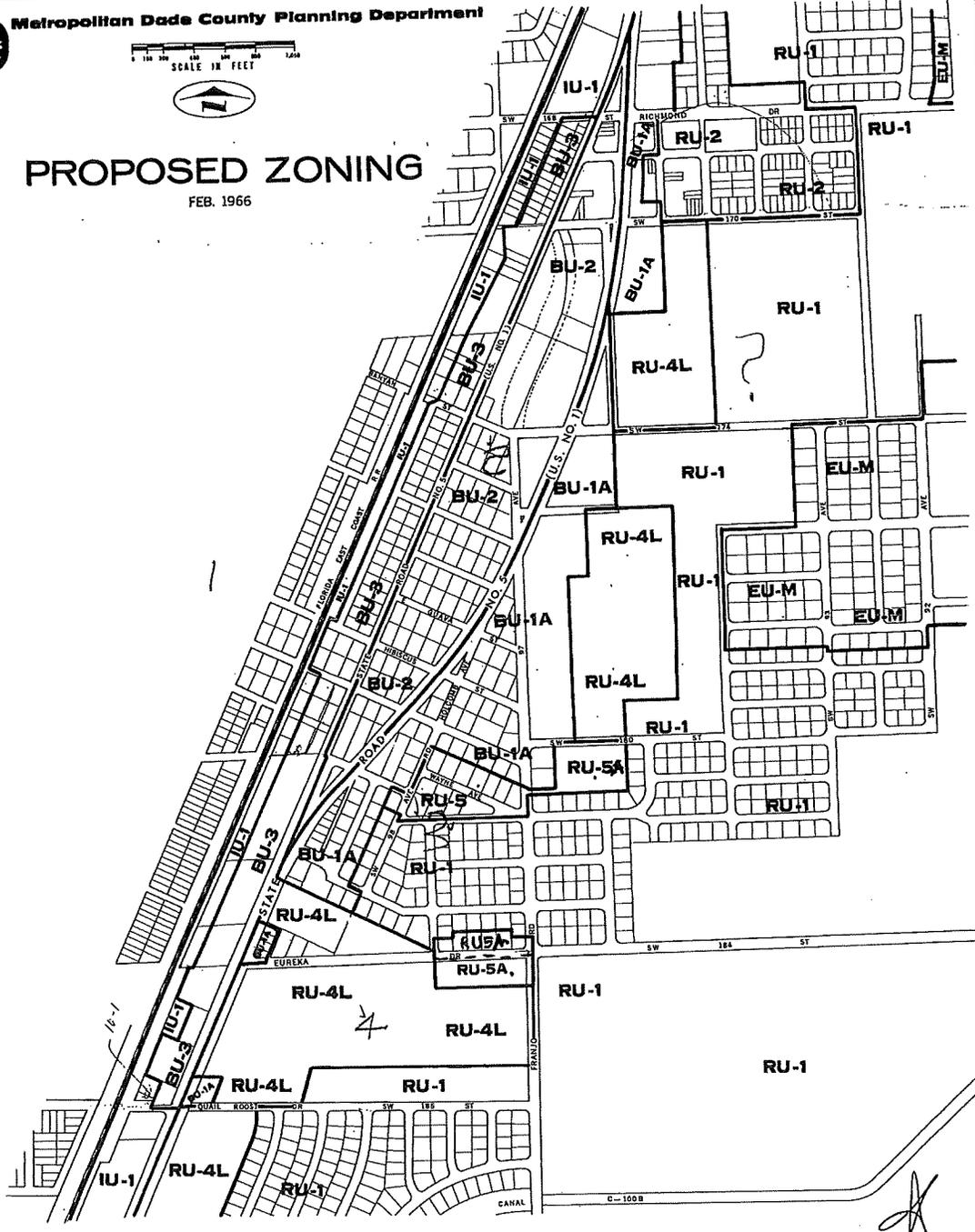


Metropolitan Dade County Planning Department



# PROPOSED ZONING

FEB. 1966



## PERRINE EAST STUDY

©



[Print This Page](#)

### Zoning Records Search

|                           |   |
|---------------------------|---|
| <b>Process Number:</b>    | Z1976000086   |
| <b>Applicant:</b>         | STANLEY J. DANIELS  |
| <b>Location:</b>          | 18330 SW 97 AVE   |
| <b>Legal Description:</b> | Port. Lot. 5 & all lot. 6, Blk. 6, Morning side acres (46-7). |
| <b>Request:</b>           |   |
| <b>Application Date:</b>  |   |
| <b>Result:</b>            |   |
| <b>Result Date:</b>       |   |

### Hearings

| Board | Resolution | Result   | Hearing Date | Item # |
|-------|------------|----------|--------------|--------|
| ZAB   | 4ZAB21276  | APPROVED | 5/6/1976     | 97     |
|       |            |          |              |        |
|       |            |          |              |        |
|       |            |          |              |        |

### Documents

|  |
|--|
| <u>APPLICATION</u>                           |
| <u>HEARING PLAN</u>                          |
| <u>LTRS OF INTENT-SCHOOL-SUBSTCOMPLIANCE</u> |
| <u>RESOLUTION</u>                            |
| <u>RECOMMENDATIONS-KITS</u>                  |
| <u>SKETCH</u>                                |
| <u>SURVEY</u>                                |

Sec. 32 Twp. 55 Rge. 40

Radius Assigned 500

Fee \_\_\_\_\_

76-86

DADE CO. BLDG. & ZONING DEPT

By A.K.T. Date Received Sta: \_\_\_\_\_

This application, with all required supplemental data and information must be completed in accordance with the attached "INSTRUCTIONS FOR FILING APPLICATION", and returned to the METROPOLITAN DADE COUNTY BUILDING & ZONING DEPARTMENT and fee paid (applicant will be notified of amount of fee after department determines extent of ownership map and list within radius) before same will be advertised for hearing.

IMPORTANT: The applicant and/or his legal representative must be present at the hearing. TYPE OR PRINT LEGIBLY, IN INK, ALL INFORMATION ON APPLICATION.

1. Name of Applicant: Stanley J. Daniels

(a) If applicant is a trustee, so indicate and name beneficiaries below.

(b) If applicant is a corporation other than public corporation, so indicate and name officers and major stockholders below.

(c) If applicant is partnership, limited partnership or other business entity, so indicate and name principals below.

Mailing Address 18330 SW 97 Ave City Mia State FLA Zip \_\_\_\_\_

Tel. No.: Res. \_\_\_\_\_ Bus. \_\_\_\_\_

2. Name of Property Owner Stanley J. Daniels

Mailing Address 18330 SW 97th Ave City Mia State FLA Zip \_\_\_\_\_

Tel. No.: Res. \_\_\_\_\_ Bus. \_\_\_\_\_

3. Fee Notice to be Mailed To: Bob Holland - Prospective Purchaser

Mailing Address 9538 Colonial Dr. City Mia State FLA Zip 33157

Tel. No.: Res. 279-8338 Bus. 251-9750

4. LEGAL DESCRIPTION OF THE PROPERTY COVERED BY THE APPLICATION (If space is inadequate, attach on separate page. If request involves change to more than one zoning district, include separate legal description for property involved in each district. If property is odd-shaped, submit four (4) copies of survey (1" to 300' scale)). E. 22 FT OF LOT 5 LESS W. 41.7 FT.

+ All of lot 6 Block 6 Morning Side Acres PB 46 Page 7

5. Address, or location, of subject property 18330 SW 97th Ave

6. Size of property 83 ft. X 122 ft. Acres \_\_\_\_\_

7. Existing land elevation 10-14 FT County Flood Criteria elevation 8 FT

Federal Flood Criteria elevation Does NOT APPLY

8. Date subject property acquired ( ) leased ( ) 29 day of July, 1954

Term of lease \_\_\_\_\_ yrs./mos.

9. Does property owner own contiguous property to the subject property? If so, give complete legal description of entire contiguous property. (If space is inadequate, attach on separate page). NO

( ) DISTRICT BOUNDARY CHANGE(S):  
Present Zone Classification(s) RU-5A Present min. sq. ftgce. req. for bldg. 850  
Zone Classification(s) Desired RU-5A Sq. ftgce. desired 850

- SPECIAL EXCEPTION  VARIANCE FROM OTHER THAN AIRPORT REGULATIONS
- ( ) UNUSUAL USE
  - ( ) NON-USE SPECIAL EXCEPTION
  - ( ) USE VARIANCE
  - ( ) MODIFICATION OF PREVIOUS RESOLUTION
  - ( ) VARIANCE FROM AIRPORT REGULATIONS.
  - ( ) APPEAL OF ADMINISTRATIVE DECISION
  - ( ) VARIANCE OF SUBDIVISION REGULATIONS
  - ( ) CLUSTER
  - ( ) VARIANCE OF FEDERAL FLOOD ELEVATION
  - ( ) PLANNED COMMUNITY DEVELOPMENT

(Detailed site plan MUST be submitted if request is for a Planned Community Development, Cluster Development, Townhouse Development, Multi-family Housing Development and Mobile Home Park Development as required by Code.)

IF THE REQUEST MEETS OR EXCEEDS ANY THRESHOLD ESTABLISHED BY ORDINANCE NO. 75-47 INFORMATION AND/OR IMPACT STATEMENT SHALL BE SUBMITTED AS REQUIRED FOR CONSIDERATION BY THE DEVELOPMENT IMPACT COMMITTEE. (See attached listing of procedure, thresholds and data and/or impact statements required).

11. If current use and/or current zoning is agricultural, is the property tax assessment agricultural? NO What is the year of last agricultural assessment? \_\_\_\_\_
12. Is there an option to purchase subject property or property contiguous thereto, predicated on approval of this application? YES
13. LETTER OF INTENT: ALL APPLICATIONS MUST BE ACCOMPANIED BY A LETTER OF INTENT. Please describe in detail, in the Letter of Intent (where applicable), whether and to what extent the requested change in land use, or the proposed development conforms to the COMPREHENSIVE DEVELOPMENT MASTER PLAN and whether and to what extent the request serves a public benefit which would warrant the granting of the request and general justification for approval of application, nature of request and all pertinent information. Where VARIANCE is involved, the Letter of Intent MUST also contain proof of a legal zoning hardship. (See INSTRUCTIONS relative to elements making up such hardship).
14. Has a public hearing been held on this property within the last 2 years? NO  
If yes, in whose name \_\_\_\_\_ When? \_\_\_\_\_  
Nature of hearing \_\_\_\_\_  
Decision of hearing \_\_\_\_\_
15. Is this hearing being requested as a result of a violation notice or summons? NO  
If so, in whose name was the violation or summons notice served? \_\_\_\_\_  
Nature of the violation \_\_\_\_\_
16. Are there any existing structures on property? YES If so, how many? 1  
What type (CBS, frame, frame-stucco, other) CBS  
Will the existing structure(s) be demolished? NO If not, explain proposed use of existing building(s) in Letter of Intent.
17. Is there any existing use on the property? YES If so, what is the use and when was it established? Use 1st Residence established 1954
18. Is there dedicated access to the property? YES. If not, what access exist?  
Explain \_\_\_\_\_

If utility, is it willing and able to supply service? \_\_\_\_\_

contracted for? \_\_\_\_\_

20. What is, or will be, means of waste water disposal? SEPTIC If utility,

name \_\_\_\_\_, If utility, is it willing and able to supply  
service? \_\_\_\_\_, has service been contracted for? \_\_\_\_\_

OWNER OR TENANT/LESSEE AFFIDAVIT

I, S. J. DANIELS, being first duly sworn, depose and say that I am the owner/tenant/lessee of the property described and which is the subject matter of the proposed hearing; that all the answers to the questions in this application, and all sketch data and other supplementary matter attached to and made a part of the application are honest and true to the best of my knowledge and belief. I understand this application must be completed and accurate before a hearing can be advertised.

S. J. Daniels  
Signature

Sworn to and subscribed to before me  
this 25 day of Feb., 1976

John  
Notary Public  
Commission Expires NOTARY PUBLIC STATE OF FLORIDA AT LARGE  
MY COMMISSION EXPIRES FEB. 16, 1977  
BONDED THRU GENERAL INSURANCE UNDERWRITERS

CORPORATION AFFIDAVIT

WE, \_\_\_\_\_, being first duly sworn depose and say that we are the President/Vice-President, and Secretary/Asst. Secretary of the aforesaid corporation, and as such, have been authorized by the corporation to file this application for public hearing; that all answers to the questions in said application and all sketches, data and other supplementary matter attached to and made a part of this application are honest and true to the best of our knowledge and belief; that said corporation is the owner/tenant of the property described herein and which is the subject matter of the proposed hearing. We understand this application must be complete and accurate before a hearing can be advertised.

\_\_\_\_\_  
President's Signature (Corp. Seal)

ATTEST:

\_\_\_\_\_  
Secretary's Signature

Sworn and subscribed to before me  
this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_.

\_\_\_\_\_  
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 the Attorney for the Owner of the property described and which is the subject matter of the proposed hearing; that all the answers to the questions in this application, and all sketch data and other supplementary matter attached to and made a part of this application are honest and true to the best of my knowledge and belief. I understand this application must be complete and accurate before a hearing can be advertised.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Notary Public

Sworn to and subscribed to before me  
this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_.

\_\_\_\_\_  
Commission Expires \_\_\_\_\_

February 27, 1976

Dade County Zoning Authorities

To Whom It May Concern:

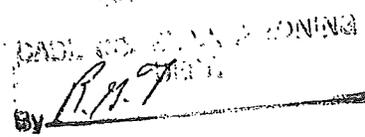
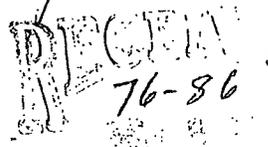
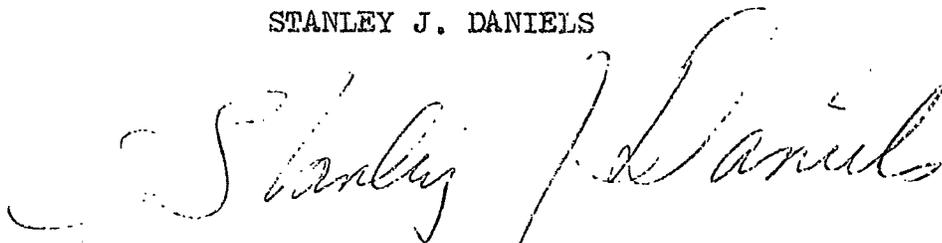
I presently own a piece of property located at 18330 S.W. 97th Avenue and legally described as E. 22 Ft. of Lot 5 less N. 41.7 Ft. and all of Lot 6, Block 6, Morningside Acres as recorded in Platbook 46 at Page 7 of the Public Records of Dade County, Florida. The property is now and has been used since 1955 as a single family residence but is zoned RU-5A. I am in the process of selling the property at a price based on the RU-5A zoning to a party who is interested in using it as a site for some offices. I have recently found that the property even though being zoned RU-5A can not be used as such because of the setback from the side property line of my existing building. When my home was built the property was zoned RU-1 and the setback requirement on the side was only 7½ Feet which is the way it was built. The setback requirement for RU-5A is 15 feet.

It will be impossible for me to sell my home for its present single family use since it is located on the NW corner of the busy intersection of Franjo Road and Eureka Drive. It is also not feasible to sell it for RU-5A use unless I can obtain a variance for special setback for the RU-5A from 15 Feet to 7½ Feet so the purchasers can use my existing home as offices without having to tear the north 7½ feet of my house down.

I hope you will give this request your consideration as this is the only way I will be able to utilize the zoning you yourself have designated for my property.

Sincerely,

STANLEY J. DANIELS



29

## MEMORANDUM

107.07-17A

TO Bob Holland  
Tom Eagle

DATE October 29, 1976.

FROM

Boyd A. Arp, Interim Director,  
Building and Zoning Department

SUBJECT Review of Rejection, Building  
Process CP-12360.  
Public Hearing 76-5-29 Stanley  
Daniels.  
Resolution 4-ZAB-212-76.

The above building process number was reviewed on October 29, 1976, together with the applicants, Mr. Arp and Mr. James Ross. It was of the opinion of James Ross that the wall required on the North property line of Lot 6 (applicants' property) would not be required.

1. The purpose of the wall is to provide a barrier between the residential zoned district and the semi-professional zoned districts. The property abutting the applicants' site (Lot 7) was approved for usage as a semi-professional office use. (Refer to Z-219-76) in this instance the intent of the Code is adhered to, regarding the wall, as the common lot line of lots 6 and 7 have semi-professional usage. (Refer to 33-223.5 (e)).
2. The request to permit the continued use of said structure to setback 20' where as 25' is required, should likewise be permitted. This was a residence which was constructed in 1954 and at that time it did meet the proper setbacks. The widening of the 97th avenue right-of-way an additional 5' accounts for present 20' setback (Refer to 33-44 and 33-133 (C)). The failure of this request was an oversight by the processor in the Hearing Section. This same request was made and approved on the property abutting the applicants'. Refer E.L.Parker, Jr., Z-219-76).
3. The request to permit parking within the side street setback should be approved with modifications. (Refer to attached Directors' Opinion dated June 24, 1965). It was the applicants' own doing in contracting the pavement for the parking area. The applicants claim that the plans showed the parking in the side street setback area has no validity as the plans were not reviewed for a "plot plan approval". If permits had been applied for, they would have established where the parking lot would be legally located. It is my opinion that the southwesterly parking space containing paving should be removed and replaced with landscaping. When this is accomplished, contact our Department for final inspection.

BAA/JR/mb

MAY 5, 1976

METROPOLITAN DADE COUNTY ZONING APPEALS BOARD

RESOLUTION NO. 4-ZAB-212-76

Hearing No. 76-5-29

STANLEY J. DANIELS

The Chairman: What is the wish of the Board?

Mr. Starkman: Move for approval of this application with the usual conditions.

Mrs. Dickmon: Second.

The Chairman: Motion by Judge Starkman, seconded by Mrs. Dickmon, that the application be approved in its entirety, the motion based on the recommendations of both departments and subject to the usual conditions. Motion carries seven to zero.

Location of Property: 18330 S.W. 97 Ave., DADE COUNTY, FL.

Size of Property: 83' X 122' RU-5A - Residential, Semi-professional offices & apartments .

Request: VARIANCE OF SETBACK REQUIREMENTS to permit the continued use and maintenance of a principal building setback 7.5' (15' required) from the side (N) property line.

RECOMMENDATION: Application should be approved.

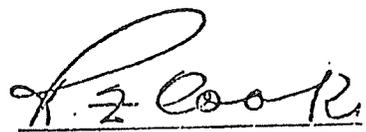
The applicant is requesting a Variance of setback requirements to permit the use of the existing building as a semi-professional office setback 7.5' (15' required) from side (N) property line.

The property is 83' X 122' in size and is zoned RU-5A.

The applicant proposes to convert the existing residence to a semi-professional office and finds the setback of the building does not comply to required setbacks for the RU-5A district. When the property was zoned RU-5A the residence was already in existence on the subject property.

Although the setback is half that which is required, it appears that sufficient spacing is provided between the subject residence and the home to the north, and the conversion of the house with its existing setbacks will not be detrimental to the surrounding area and should be approved. Other residences in the block have been converted to professional office use; to deny applicant a similar use would create an unnecessary hardship.

Date Typed 4/30/76 Revised \_\_\_\_\_  
RFC/FR/ns  
cc: Mr. Reginald Walters

  
R. F. Cook, Director  
METROPOLITAN DADE COUNTY  
BUILDING AND ZONING DEPT.

METROPOLITAN DADE COUNTY PLANNING DEPARTMENT  
RECOMMENDATION TO THE ZONING APPEALS BOARD

TO: Members, Zoning Appeals Board

DATE: May 6, 1976

FROM: *Reginald R. Walters*  
Reginald R. Walters, Director  
Planning Department

SUBJECT: ZAB Hearing Item #76-5-29  
Stanley J. Daniels  
Section: 32-55-40

REQUEST: Setback variance.

RECOMMENDATION:

APPROVAL. The existing residence on this lot was constructed in 1954 to meet all the setback and other requirements of the RU-1 zone, in which this block was located. It has been used as a residence up to the present time. The applicant wishes to sell it to a buyer who intends to convert it to office use, for which the lot is now zoned.

Following the rezoning of the property directly across Eureka Drive to the south for business and apartments, the southern tier of lots in this block was reclassified to RU-5A, professional and semi-professional office use, as a buffer or transition zone. The adjacent existing residences were converted to office use after approval of some variances necessary to accomplish that conversion. The present request should be approved to permit similar conversion on this lot to a use authorized by its present zoning. The building is set on an angle on a corner lot. Although it comes within 7.5 feet of the north property line, building coverage of the lot is not excessive and the required wall between this lot and the neighboring residential one will furnish adequate buffering.

Approval should be subject to:

1. Dedications and improvements required by the Director of Public Works Department.
2. All usual conditions applicable in this case required by the Director of the Building and Zoning Department.

RRW:WFG:DJC:jr

Mr. R.F. Cook, Director

Page 2

April 20, 1976

Hearing No. 76-5-24 E.C. FOGG III

The dedication and improvements of the West 35 feet for S.W. 82nd Avenue are required.

Hearing No. 76-5-26 UTILITIES SERVICE CORPORATION OF AMERICA, INC.

The dedication and improvements of the South 25 feet for S.W. 94th Street is required.

Hearing No. 76-5-29 STANLEY J. DANIELS

The dedication of an additional 5 feet of right of way for S.W. 184th Street and S.W. 97th Avenue are required.

Hearing No. 76-5-30 EDWARD EINHORN

The dedication and improvements of the South 25 feet for S.W. 210th Street and the West 40 feet for S.W. 187th Avenue are required.

Hearing No. 76-5-31 EDNA DANTON

The dedication and improvements on the North 25 feet for S.W. 222nd Street and the West 25 feet for S.W. 194th Avenue are required.

Hearing No. 76-5-33 GEORGE R. CORBETT

The dedication and improvements of the South 25 feet is required.

Hearing No. 76-5-35 JAMES R. ROUTWELL

This is to advise you that this land must be platted and the dedication and improvements of the street will be accomplished by the recording of a record plat.

Hearing No. 76-5-37 ELIZABETH CALABRESE

See our special memo dated April 27, 1976.

WAH:GC:sgw

cc: Mr. Frank Richmond, Jr.  
Mr. Dennis Crowley  
Mr. C.C. Czebrinski  
Mr. James Heidt  
Mr. Georga James  
Mr. F.D.R. Park

DIRECTOR'S OPINION MEMORANDUM  
Interpretation of Zoning Code

P.

Collection No. 65-6-9  
Zoning No. 65-5

Date June 24, 1965  
SUBJECT Parking RU-5 & RU-5A Zoning  
Section 33-223.5 (a)  
Section 33-223.10(a)

"No Parking shall be permitted in front of the front building line" shall be interpreted to mean that no parking will be permitted in front of the required set back line



R. F. COOK  
DIRECTOR

REC/CCC:fe

- cc - Construction Control Division
- Administrative Division (2)
  - North Office
  - South Office
- Zoning Control Division
- Enforcement Section
- Maps & Plats Section (4)
- Zoning Plan Processors (4)
- Zoning Information (4)
- Zoning Hearings (2)
- Zoning Inspectors - Conard
- Aulenbacher
- Gliganic
- Halward
- Harrington
- Hunt
- Pawloski
- Pollock
- Shanklin

Minimum Housing

**Sec. 33-127. Districts where parking area permitted between setback line and right-of-way.**

No parking areas in the RU (Residential) districts shall be located closer than 25 feet to an official right-of-way except parking areas for single family, two family, 3 and 4 unit apartment uses.

In the RU-1 and RU-2 districts and single family, two family, three-unit apartment and four-unit apartment uses in the RU-3, and BU districts, credit will be given for that area between the required setback line and the official right-of-way line, and may be used for off-street parking if it is of sufficient depth to permit the parking of cars. Parking for apartment buildings containing five or more apartment units in the BU districts shall not be permitted between the required setback line and the official right-of-way line, but

Supp. No. 78

RESOLUTION NO. 4-ZAB-R12-76

The following resolution was offered by Mr. Milton I. Starkman, seconded by Mrs. Lillian Dickson, and upon poll of members present, the vote was as follows:

|                     |     |                      |        |
|---------------------|-----|----------------------|--------|
| Nancy Brown         | aye | Helen P. Pagano      | aye    |
| Thelma Bonewood     | aye | Carl W. Hetta        | absent |
| Lillian Dickson     | aye | Luis I. Bosses-Guyon | absent |
| Margaret C. Nelson  | aye | Milton I. Starkman   | aye    |
| Edward G. Coll, Jr. | aye |                      |        |

WHEREAS, Stanley J. Daniels has applied for a VARIANCE OF SETBACK REQUIREMENTS to permit the continued use and maintenance of a principal building setback 7.5' (15' required) from the side (R) property line.

Plans are on file and may be examined in the Zoning Department entitled "Site Plan for 18330 S.W. 97 Ave." prepared by Wm. B. Hall, Architect and dated 3-8-76.

SUBJECT PROPERTY: E 22' of Lot 5, less the R 41.7' and all of Lot 6, Block 6, MORNINGSIDE ACRES P.E. 46, P. 7.

LOCATION: 18330 S.W. 97Ave., DADE COUNTY, FLORIDA.

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 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 Variance be and the same is hereby approved, subject to the following condition:

"That the dedication of rights of way shall be made in accordance with Sec. 13-133 of the Code of Metropolitan Dade County unless the Director of Public Works deems such are not necessary or requires a lesser amount. Improvements shall be made of such rights of way in order to comply with and in accordance with the requirements of the manual of Public Works construction, as may be deemed lacking, desirable and necessary by the Public Works Director."

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

PASSED AND ADOPTED this sixth day of May, 1976.

Heard 5/6/76  
No. 76-5-29  
5/12/76  
ms

May 12, 1976

Mr. Stanley J. Daniels  
18330 S.W. 97 Avenue  
Miami, Florida

Re: **REQUEST for a VARIANCE.**  
**Hearing No. 76-5-29.**

Enclosed herewith is a copy of Resolution No. 4-ZAB-212-76,  
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 is 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 and/or Certificate of Use and  
Occupancy should be made with this Department. The appeal period commences  
to run two days after the adoption date of the Resolution.

Very truly yours,

Chester C. Czebrinski  
Assistant Director

CCC: ns

Enc. ~~cc:~~ <sup>1</sup> Hearing File  
The Assessor

P.S. The deadline for an appeal is May 24, 1976.

cc: Public Works Dept.



# Record Results

[Print This Page](#)

## Zoning Records Search

|                           |                 |
|---------------------------|-----------------|
| <b>Process Number:</b>    | Z1974000367     |
| <b>Applicant:</b>         | E. L. PARKER    |
| <b>Location:</b>          | 18320 SW 97 AVE |
| <b>Legal Description:</b> | 18320 SW 97 AVE |
| <b>Request:</b>           |                 |
| <b>Application Date:</b>  |                 |
| <b>Result:</b>            |                 |
| <b>Result Date:</b>       |                 |

### Hearings

| Board | Resolution | Result                   | Hearing Date | Item # |
|-------|------------|--------------------------|--------------|--------|
| BCC   | Z5475      | DENIED WITHOUT PREJUDICE | 2/25/1975    |        |
|       |            |                          |              |        |
|       |            |                          |              |        |
|       |            |                          |              |        |

### Documents

|   |
|---|
| <a href="#">APPLICATION</a>                           |
| <a href="#">HEARING PLAN</a>                          |
| <a href="#">LTRS OF INTENT-SCHOOL-SUBSTCOMPLIANCE</a> |
| <a href="#">RESOLUTION</a>                            |
| <a href="#">RECOMMENDATIONS-KITS</a>                  |
| <a href="#">SKETCH</a>                                |
| <a href="#">SURVEY</a>                                |

Jan

METROPOLITAN DADE COUNTY ZONING APPEALS BOARD  
APPLICATION FOR PUBLIC HEARING

RECEIVED  
74-307  
JUL 1 1974  
DADE CO. BLDG. & ZONING DEPT.  
By [Signature]

Sec. 32 Twp. 55 Rge. 40  
RADIUS ASSIGNED 500

Date Receipt Stamp

This application with all required supplemental data and information, must be completed in accordance with the attached "INSTRUCTIONS FOR FILING APPLICATION", and returned to the METROPOLITAN DADE COUNTY BUILDING & ZONING DEPARTMENT before the same will be advertised for hearing.

DATE JUNE 28, 1974

IMPORTANT - The applicant, or his representative, should be present at the hearing. TYPE OR PRINT IN INK ALL INFORMATION ON THE APPLICATION LEGIBLE

1. Name of Applicant E.L. PARKER JR  
Mailing Add: 17901 SO. DIXIE HWY City MIAMI Tele. No. Res. 233-9505  
Bus. 235-1522

2. Name of Property Owner SAME  
Mailing Add: \_\_\_\_\_ City \_\_\_\_\_ Tele. No. Res. \_\_\_\_\_  
Bus. \_\_\_\_\_

3. Fee Notice to be mailed to SAME  
Mailing Add: \_\_\_\_\_ City \_\_\_\_\_ Tele. No. Res. \_\_\_\_\_  
Bus. \_\_\_\_\_

4. LEGAL DESCRIPTION OF THE PROPERTY COVERED BY THE APPLICATION  
ALL OF LOT 7, EAST 22 FT. OF NORTH 41.7 FT. OF LOT 5, & THE EAST 22 FT. OF THE SOUTH 41.7 FT. OF LOT 9, BLK 6, MORNINGSIDE ACRES, PLAT BOOK 46, PAGE 7, DADE CO., PUBLIC RECORDS

5. Address or location of subject property 18320 SW 97 AVE  
6. Size of property 122.0 ft. X 83.40 ft. Acres .23

7. Does the property owner own any contiguous property to that which is the subject matter of this application? If so, give complete legal description of entire contiguous property.  
No

8. Date SUBJECT property acquired/leased 22 day of MAY, 1968

9. This application is intended to cover: (Cover applicable items).

- District Boundary Changes (s):
- Present zone classification RU-1 Min. Cubic Content 850 SQ. FT.
- Zone classification desired RU-SA Min. Cubic Content \_\_\_\_\_
- ( ) Special Exception
- ( ) Variance from Airport Regulations
- () Variance from other than Airport Regulations
- ( ) Unusual Use
- ( ) Non-Use Special Exception
- ( ) Use Variance
- ( ) Modification of previous Resolutions
- ( ) Appeals of Administrative Decisions

10. Request: Purpose of Hearing. (Explain in Letter of Intent)
11. Reasons why the application should be approved. (Explain in detail in Letter of Intent)
12. Has a public hearing been held on this property within the last 2 years? No  
 If so, in whose name \_\_\_\_\_ When? \_\_\_\_\_  
 Nature of Hearing \_\_\_\_\_
13. Is this Hearing being requested as a result of a violation notice or summons? No  
 If so, in whose name was the violation or summons notice served? \_\_\_\_\_
14. Are there any existing structures on the property? YES If so, what type CBS  
 (CBS, frame, frame-stucco, other) \_\_\_\_\_  
 Will the existing structures be demolished? NO If not, explain proposed use in Letter of Intent.
15. Is there any existing use on the property? YES If so, what is the use and when was it established? Use: RESIDENCE - RENTAL Established \_\_\_\_\_

\*\*\*\*\*

TENANT OR OWNER AFFIDAVIT

I, \_\_\_\_\_, being first duly sworn, depose and say that I am the owner/tenant of the property described and which is the subject matter of the proposed hearing; that all the answers to the questions in this application, and all sketch data and other supplementary matter attached to and made a part of the application are honest and true to the best of my knowledge and belief. I understand this application must be completed and accurate before a hearing can be advertised.

Elmer Z. Pugh  
 SIGNATURE

Sworn to and subscribed to before me this 29 day of June 1978.

Josephine S. Kegan  
 NOTARY PUBLIC

Commission Expires: \_\_\_\_\_

\*\*\*\*\*

CORPORATION AFFIDAVIT

We, \_\_\_\_\_, being first duly sworn depose and say that we are the President/Vice-President, and Secretary/Asst. Secretary of the aforesaid corporation, and as such, have been authorized by the corporation to file this application for public hearing; that all answers to the questions in said application and all sketches, data and other supplementary matter attached to and made a part of this application are honest and true to the best of our knowledge and belief; that said corporation is the owner/tenant of the property described herein and which is the subject matter of the proposed hearing. We understand this application must be complete and accurate before a hearing can be advertised.

\_\_\_\_\_  
 PRESIDENT'S SIGNATURE (Corp. Seal)

ATTEST: \_\_\_\_\_  
 SECRETARY'S SIGNATURE

\_\_\_\_\_  
 NOTARY PUBLIC

Commission Expires: \_\_\_\_\_

Sworn and subscribed to before me this \_\_\_\_\_ day of \_\_\_\_\_ 19\_\_\_\_.



TO Honorable Mayor and Members,  
Board of County Commissioners

DATE February 25, 1975

SUBJECT Co. Com. Hearing #75-2-CC-22  
Parker, E.L.  
Section 32-55-40

FROM

*Reginald R. Walters*  
Reginald R. Walters, Director  
Planning Department

REQUEST: RU-1 to RU-5A  
setback variance  
var. to delete required wall

RECOMMENDATION:

Denial. There is no justification for the requested zone change, which would permit further intrusion into an established residential neighborhood. After a series of hearings, the lots on this block which face Eureka Drive on the south were rezoned to RU-5A, and some of the existing homes were converted to office use. This came about primarily because business and apartment zoning had been put on the south side of Eureka Drive, facing these homes. While the subject lot is adjacent to one of those bearing RU-5A zoning, it does not have frontage on Eureka Drive and faces other single family homes across Franjo Road. The remainder of this block, zoned RU-1, is developed with homes. Conversion of this residence would be detrimental to the remaining single family homes and would set the precedent for stripping Franjo Road with non-residential uses. The requested variances indicate that the property is unsuitable for such use under the requirements of the RU-5A zone.

RRW/WFG/EES/rs

CC: Mr. Robert F. Cook, Director  
Building and Zoning Department

Hearing Number

Location of Property: 18320 S.W. 97 Avenue, DADE COUNTY, FLORIDA.

Size of Property: 122 ft. X 83.40 ft.

- Request:
- (1) RU-1 to RU-5A
  - (2) VARIANCE of setback requirements to permit a proposed office use, in an existing structure setback 20 ft. (25 ft. required) from the official zoned right-of-way of S.W. 97 Ave. (Franjo Road).
  - (3) VARIANCE of zoning regulations requiring a 5 ft. high decorative wall of masonry along all interior and rear property lines, to waive same to delete said required wall on the N. and N $\frac{1}{2}$  of rear property lines.

RECOMMENDATION: Application should be denied.

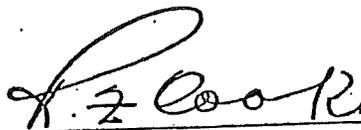
The Perrine East Study adopted in principle by the Board of County Commission indicated subject property to remain in its RU-1 zone classification.

While it is true that subject property abuts RU-5A to the South, the existing RU-5A is in keeping with the aforementioned study and was established as a transition between the BU-1A and RU-4L to the South and the single family residential developed area to the north.

The requested further encroachment of the RU-5A into the RU-1 which is contrary to the study and the intent of the study should not be permitted.

RU-1 Single Family Residential  
RU-5A Semi-Professional Offices

HAP/ps



R. F. Cook, Director  
METROPOLITAN DADE COUNTY  
BUILDING AND ZONING DEPT.

MEMORANDUM

107.07-17A

TO Mr. Robert F. Cook, Director  
Building and Zoning Department

FROM *W. M. Powell*  
William M. Powell, Chief Engineer  
Public Works Department

DATE February 6, 1975

SUBJECT Public Hearing set for  
February 25, 1975, before  
The Board of County Commissioners

The following are this department's recommendation and right of way requirements for the hearings before the Board of County Commissioners for February 25, 1975.

Hearing No. 75-2-CC-39 WILLIAM M. PORTER & HENRY H. ROSSELL  
The dedication and improvements of the streets will be accomplished by the recording of a record plat.

Hearing No. 75-2-CC-19 CORAL WAY JEWISH CENTER  
The dedication and improvements including the construction of sidewalks on the West 25 feet for S.W. 88th Avenue are required.

Hearing No. 75-2-CC-20 GERALD ASKOWITZ  
The dedication of an additional 5 feet of right of way for S.W. 120th Street is required. We will also require the dedication and improvements on the West 25 feet for S.W. 93rd Avenue.

Hearing No. 75-2-CC-21 PARADISE ANTILLES INVESTMENT, ET AL  
This is to advise you that this land be platted and the dedication and improvements of the street will be accomplished by the recording of a record plat. We will also require a bridge over Canal C-100 for S.W. 102nd Avenue.

✓ Hearing No. 75-2-CC-22 E.L. PARKER  
This is to advise you that this land requires a Waiver of Plat. We will also require the dedication of an additional 5 feet of right of way for 97th Avenue.

Hearing No. 75-2-CC-23 ALYUELA INVESTORS, N.V.  
The dedication and improvements of the streets will be accomplished by the recording of a record plat.

Hearing No. 75-2-CC-25 C. JANN DEVELOPMENT CORPORATION  
This is to advise you that this land be platted. We will also require the dedication and improvements of the South 40 feet for S.W. 216th Street the North 25 feet for S.W. 212th Street the East 25 feet for S.W. 1/9th Avenue and the West 25 feet for S.W. 180th Avenue.

Hearing No. 75-2-CC-26 JOSEPH P. HANKS JR.  
This is to advise you that this land be platted. We will also require the dedication and improvements of the North 40 feet for S.W. 184th Street (Eureka Drive) and the dedication and improvements of a portion of the connector road running from S.W. 184th Street (Eureka Drive) to S.W. 186th Street (Quail Roost Drive) and lying Southwesterly of subject property.

8

MEMORANDUM

5

107.07-17A

TO Mr. Robert F. Cook, Director  
Building & Zoning Department

DATE January 21, 1975

FROM



Eugene L. Simm, Director  
Department of Traffic & Transportation

SUBJECT P.H. #74-367

Applicant: E.L. Parker  
Location: 18320 SW 97 Ave.  
Section: 32-55-40

The D.O.T.T. has no objection to granting the Variance to permit office use in this existing single family home.

ELS/KES/jt

cc: Russell Kelly, Public Works Dept.  
Dennis Crowley, Planning Dept.  
Kevin MacNaughton, D.O.T.T.

MEMORANDUM

TO: PLAT COMMITTEE  
Sub-Division Control  
Public Works Dept.

FROM: Building & Zoning Dept.  
Public Hearing Division

Attn: MS DWYER

RE: PH# 74-367

Applicant's Name EL. PARKER Date 12-19-74  
Address 17901 So DIXIE Hwy  
Telephone 235-2522 OR 246-2150  
Name of proposed Subdivision \_\_\_\_\_  
Section 32 Township 55 Range 40  
Present Zoning RU-1 Requested Zoning RU-5A  
Variances Required WALL ON N. <sup>AND 1/2</sup> AND 20' FRONT SET-back  
FROM OFFICIAL ZONED R/W (40') TO RESIDENCE FROW SW 97 Ave.

The attached plans are being submitted to your committee for an informal review and your comments would be appreciated prior to the applicant's public hearing on subject property.

Please reply as soon as possible in order to provide applicant ample time to make corrections if necessary.

June 28, 1974

Item # 10 Purpose of Hearing.

I am requesting a zoning hearing to up-grade a blighted residential neighbor with contiguous properties being of professional offices & apartments to that of a uniform zoning. This entire area should be zoned accordingly.

As RU-5A zoning we will up-grade this particular residential structure to that of a professional office with a residential character.

I submit my plans accordingly.

Sincerely

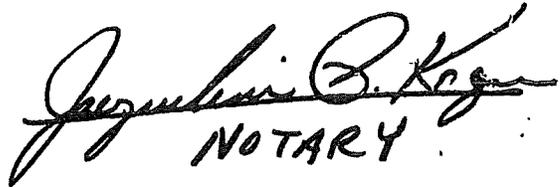


E.L. Parker Jr.

**RECEIVED**  
4-367  
JUL 1 1974

DADE CO. BLDG. & ZONING

By



NOTARY

June 28, 1974

Item # 11 Why the application should be approved.

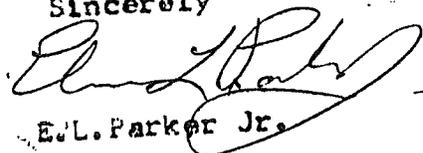
At present I have spot zoning on this parcel of land, that being less than one quarter of an acre. This parcel has two restrictions that of RU-5A & RU-5A.

Contiguous property to the south presently has professional offices & apartments.

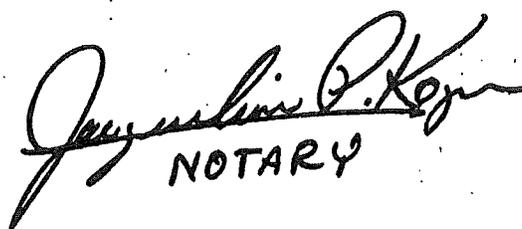
The neighborhood is a blighted area of low income families. With RU-5A zoning would be able to improve the existing structure & providing for professional offices.

With the zoning of RU-5A I will enhance this neighborhood as shown by my submittals.

Sincerely



E.L. Parker Jr.



NOTARY

NOTARY PUBLIC, STATE OF FLORIDA  
MY COMMISSION EXPIRES SEPT. 1975  
BONDED 1974



# Record Results

[Print This Page](#)

## Zoning Records Search

|                           |   |
|---------------------------|---|
| <b>Process Number:</b>    | Z1976000151   |
| <b>Applicant:</b>         | E. L. PARKER, JR.   |
| <b>Location:</b>          | 18320 SW 97 AVE   |
| <b>Legal Description:</b> | Lot. 7 & Port. (5 & 9), Blk. 6, Mornig side acres (46-7). |
| <b>Request:</b>           |   |
| <b>Application Date:</b>  |   |
| <b>Result:</b>            |   |
| <b>Result Date:</b>       |   |

## Hearings

| Board | Resolution | Result                   | Hearing Date | Item # |
|-------|------------|--------------------------|--------------|--------|
| BCC   | Z21976     | APPROVED                 | 7/27/1976    | 100    |
| ZAB   | 4ZAB26876  | DENIED WITHOUT PREJUDICE | 6/4/1976     |        |
|       |            |                          |              |        |
|       |            |                          |              |        |

## Documents

|   |
|---|
| <a href="#">APPLICATION</a>                           |
| <a href="#">HEARING PLAN</a>                          |
| <a href="#">PLANS - REDUCED OR SMALL</a>              |
| <a href="#">LTRS OF INTENT-SCHOOL-SUBSTCOMPLIANCE</a> |
| <a href="#">RESOLUTION</a>                            |
| <a href="#">RESOLUTION 2ND</a>                        |
| <a href="#">RECOMMENDATIONS-KITS</a>                  |
| <a href="#">RESOLUTION HISTORY</a>                    |
| <a href="#">SKETCH</a>                                |
| <a href="#">SURVEY</a>                                |

18320 SW 97 AVE

RECEIVED

JUN 18 1976

PETITION OF APPEAL FROM DECISION OF METROPOLITAN DADE COUNTY ZONING APPEALS BOARD TO THE BOARD OF COUNTY COMMISSIONERS

DADE CO. BLDG. & ZONING DEPARTMENT BY: [Signature]

CHECKED BY \_\_\_\_\_ AMOUNT OF FEE 25.00 RECEIPT # 71201

Date Received Stamp

\*\*\*\*\*

An Appeal Form must be completed in accordance with the "Instructions for Filing an Appeal" and in accordance with Chapter 33 of the Code of Metropolitan Dade County, Florida, and return must be made to the Department on or before the Deadline Date prescribed for the Appeal.

Re: Hearing No. 76-6-53

Filed in name of E. L. PARKER, JR.

Legal Description of Appellant's property:

LOT 7 AND THE E 22' OF THE N 41.7' OF LOT 5 AND THE E 22' OF THE S 41.7' OF LOT 9; BLOCK 6; MORNINGSID ACRES; PB 46, PG 7.

LOCATION: 18320 S.W. 97 AVENUE SIZE OF PROPERTY: 122' X 83.40' Application, or part of Application Appealed (Explain):

THE REFUSAL TO GRANT A VARIANCE IN THE SET BACK REQUIREMENTS; VARIANCE OF MASONRY WALL; AND VARIANCE TO PERMIT A SEMI-PROFESSIONAL OFFICE BUILDING.

appeals the decision of the Dade County Zoning Appeals Board with reference to the above subject matter, and in accordance with the provisions contained in Chapter 33 of the Code of Metropolitan Dade County, Florida, hereby makes application to the Board of County Commissioners for review of said decision. The grounds and reasons supporting the reversal of the ruling of the Zoning Appeals Board are as follows: (State in brief and concise language)

THE NEIGHBORHOOD IS NO LONGER COMPATIBLE WITH THE ZONED USE. FRANJO ROAD IS A HEAVILY TRAVELED ARTERIAL HIGHWAY AND IS NO LONGER SUITABLE FOR OCCUPANCY AS A RESIDENTIAL AREA. THE BUILDING HAS ALREADY BEEN CONSTRUCTED AND IS PRESENTLY WELL SUITABLE FOR USE AS OFFICES. DUE TO THE LOCATION, IT IS IMPOSSIBLE TO RENT THE BUILDING FOR USE AS A RESIDENCE AND TO OBTAIN SUFFICIENT RENTAL FOR THE BUILDING TO COVER ITS COSTS, TAXES AND SO FORTH.

Date: 15TH day of JUNE, 1976

Signed [Signature] Name SYLVESTER P. ADAIR, ESQ. Address 432 N. WASHINGTON AVENUE HOMESTEAD, FLORIDA 33030

Subscribed and Sworn to before me on the 15 day of June, 1976

[Signature] Notary Public

NOTARY PUBLIC STATE OF FLORIDA AT LARGE MY COMMISSION EXPIRES, FEB. 15 1980 BONDED THRU GENERAL INS. UNDERWRITERS.

18

Radius Assigned 500

Date Received Sta

Fee

This application, with all required supplemental data and information must be completed in accordance with the attached "INSTRUCTIONS FOR FILING APPLICATION", and returned to the METROPOLITAN DADE COUNTY BUILDING & ZONING DEPARTMENT and fee paid (applicant will be notified of amount of fee after department determines extent of ownership map and list within radius) before same will be advertised for hearing.

IMPORTANT: The applicant and/or his legal representative must be present at the hearing. TYPE OR PRINT LEGIBLY, IN INK, ALL INFORMATION ON APPLICATION.

1. Name of Applicant E.L. Parker, Jr. (E.L.)

- (a) If applicant is a trustee, so indicate and name beneficiaries below.
(b) If applicant is a corporation other than public corporation, so indicate and name officers and major stockholders below.
(c) If applicant is partnership, limited partnership or other business entity, so indicate and name principals below.

Mailing Address 17901 South Dixie Highway City Miami State Florida Zip 33157
Tel.No.: Res. 233-9505 Bus. 235-7522

2. Name of Property Owner Same

Mailing Address Same City State Zip
Tel. No.: Res. Bus.

3. Fee Notice to be Mailed To: Same

Mailing Address City State Zip
Tel. No.: Res. Bus.

4. LEGAL DESCRIPTION OF THE PROPERTY COVERED BY THE APPLICATION (if space is inadequate, attach on separate page. If request involves change to more than one zoning district, include separate legal description for property involved in each district. If property is odd-shaped, submit four (4) copies of survey (1" to 300' scale)). All of Lot 7, East 22 Ft. of North 41.7 Ft. of Lot 5, & The

East 22 Ft. of the South 41.7 Ft. of Lot 9, Blk 6, Morningside Acres, Plat Book 46, Page 7, Dade County, Public Records.

5. Address, or location, of subject property 18320 S.W. 97 Avenue

6. Size of property 122.0 ft. X 83.40 ft. Acres .23

7. Existing land elevation County Flood Criteria elevation
Federal Flood Criteria elevation

8. Date subject property acquired (x) leased ( ) 22 day of May, 1968
Term of lease yrs./mos.

9. Does property owner own contiguous property to the subject property? If so, give complete legal description of entire contiguous property. (if space is inadequate, attach on separate page). No

DISTRICT BOUNDARY CHANGE(S):

Present Zone Classification(s) RU-1 Present min. sq. ftgc. req. for bldg. 850 sq. ft.

Zone Classification(s) Desired RU-5A use Use Variance to permit a Sq. ftgc. desired

( ) SPECIAL EXCEPTION in a RU-1 zone to wit a Semi Professional Office Building (x) VARIANCE FROM OTHER THAN AIRPORT REGULATIONS

- ( ) UNUSUAL USE
- ( ) NON-USE SPECIAL EXCEPTION
- (x) USE VARIANCE
- ( ) MODIFICATION OF PREVIOUS RESOLUTION
- ( ) VARIANCE FROM AIRPORT REGULATIONS
- ( ) APPEAL OF ADMINISTRATIVE DECISION
- ( ) VARIANCE OF SUBDIVISION REGULATIONS
- ( ) CLUSTER
- ( ) VARIANCE OF FEDERAL FLOOD ELEVATION
- ( ) PLANNED COMMUNITY DEVELOPMENT

(Detailed site plan MUST be submitted if request is for a Planned Community Development, Cluster Development, Townhouse Development, Multi-family Housing Development and Mobile Home Park Development as required by Code.)

IF THE REQUEST MEETS OR EXCEEDS ANY THRESHOLD ESTABLISHED BY ORDINANCE NO. 75-47 INFORMATION AND/OR IMPACT STATEMENT SHALL BE SUBMITTED AS REQUIRED FOR CONSIDERATION BY THE DEVELOPMENT IMPACT COMMITTEE. (See attached listing of procedure, thresholds and data and/or impact statements required).

11. If current use and/or current zoning is agricultural, is the property tax assessment agricultural? \_\_\_\_\_ What is the year of last agricultural assessment? \_\_\_\_\_

12. Is there an option to purchase subject property or property contiguous thereto, predicated on approval of this application? no

13. LETTER OF INTENT: ALL APPLICATIONS MUST BE ACCOMPANIED BY A LETTER OF INTENT. Please describe in detail, in the Letter of Intent (where applicable), whether and to what extent the requested change in land use, or the proposed development conforms to the COMPREHENSIVE DEVELOPMENT MASTER PLAN and whether and to what extent the request serves a public benefit which would warrant the granting of the request and general justification for approval of application, nature of request and all pertinent information. Where VARIANCE is involved, the Letter of Intent MUST also contain proof of a legal zoning hardship. (See INSTRUCTIONS relative to elements making up such hardship).

14. Has a public hearing been held on this property within the last 2 years? Yes

If yes, in whose name E.L. PARKER, JR When? 1974

Nature of hearing 2 C to RU-5A  
Decision of hearing denied

15. Is this hearing being requested as a result of a violation notice or summons? No

If so, in whose name was the violation or summons notice served? \_\_\_\_\_

Nature of the violation \_\_\_\_\_

16. Are there any existing structures on property? Yes If so, how many? \_\_\_\_\_

What type (CBS, frame, frame-stucco, other) CBS

Will the existing structure(s) be demolished? No If not, explain proposed use of existing building(s) in Letter of Intent.

17. Is there any existing use on the property? Yes If so, what is the use and when was it established? Use Residential-Rental Established \_\_\_\_\_

18. Is there dedicated access to the property? \_\_\_\_\_ If not, what access exist? Explain \_\_\_\_\_

If utility, is it willing and able to supply service? \_\_\_\_\_  
 contracted for? \_\_\_\_\_  
 20. What is, or will be, means of waste water disposal? \_\_\_\_\_ If utility,  
 name \_\_\_\_\_, If utility, is it willing and able to supply  
 service? \_\_\_\_\_ Has service been contracted for? \_\_\_\_\_

OWNER OR TENANT/LESSEE AFFIDAVIT

I, \_\_\_\_\_, being first duly sworn, depose and say that I am the owner/tenant/lessee of the property described and which is the subject matter of the proposed hearing; that all the answers to the questions in this application, and all sketch data and other supplementary matter attached to and made a part of the application are honest and true to the best of my knowledge and belief. I understand this application must be completed and accurate before a hearing can be advertised.

\_\_\_\_\_  
 Signature

Sworn to and subscribed to before me  
 this 5th day of MARCH, 1976.

\_\_\_\_\_  
 Notary Public  
 Commission Expires: NOTARY PUBLIC STATE OF FLORIDA AT LARGE  
MY COMMISSION EXPIRES MAR. 1, 1977  
BONDED THRU GENERAL INSURANCE UNDERWRITERS

CORPORATION AFFIDAVIT

WE, \_\_\_\_\_, being first duly sworn depose and say that we are the President/Vice-President, and Secretary/Asst. Secretary of the aforesaid corporation, and as such, have been authorized by the corporation to file this application for public hearing; that all answers to the questions in said application and all sketches, data and other supplementary matter attached to and made a part of this application are honest and true to the best of our knowledge and belief; that said corporation is the owner/tenant of the property described herein and which is the subject matter of the proposed hearing. We understand this application must be complete and accurate before a hearing can be advertised.

\_\_\_\_\_  
 President's Signature (Corp. Seal)

ATTEST:

\_\_\_\_\_  
 Secretary's Signature

Sworn and subscribed to before me  
 this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_.

\_\_\_\_\_  
 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 the Attorney for the Owner of the property described and which is the subject matter of the proposed hearing; that all the answers to the questions in this application, and all sketch data and other supplementary matter attached to and made a part of this application are honest and true to the best of my knowledge and belief. I understand this application must be complete and accurate before a hearing can be advertised.

\_\_\_\_\_  
 Signature

\_\_\_\_\_  
 Notary Public

Sworn to and subscribed to before me  
 this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_.

\_\_\_\_\_  
 Commission Expires \_\_\_\_\_

RESOLUTION NO. 4-ZAB-268-76

The following resolution was offered by Mrs. Helen P. Pagano, seconded by Mrs. Nancy Brown, and upon poll of members present, the vote was as follows:

|                    |        |                     |        |
|--------------------|--------|---------------------|--------|
| Nancy Brown        | aye    | Carl W. Rhetta      | absent |
| Thelma Damewood    | absent | Luis I. Rosas-Guyon | aye    |
| Lillian Dickson    | aye    | Milton I. Starkman  | absent |
| Margaret C. Nelson | aye    | Edward G. Coll, Jr. | aye    |
| Helen P. Pagano    | aye    |                     |        |

WHEREAS, E. L. Parker, Jr., has applied for the following:

- (1) USE VARIANCE to permit a semi-professional office building in the RU-1 zone as would be permitted in the RU-5A zone.
- (2) VARIANCE of Setback Requirements to permit a proposed semi-professional office use, in an existing structure setback 20' (25' required) from the official zoned right-of-way of S.W. 97 Avenue (Franjo Road).
- (3) VARIANCE of the Zoning Regulations requiring a 5' high decorative masonry wall along all interior and rear property lines, to waive same to delete said required wall on the N. and  $\frac{1}{2}$  of rear property lines.

Plans of the proposed office building may be examined and are on file in the Zoning Department entitled, "Professional Office Building," as prepared by Robert Koger, Architect, and dated received July 1, 1974.

SUBJECT PROPERTY: Lot 7 and the E. 22' of the N. 41.7' of Lot 5 and the E. 22' of the S. 41.7' of Lot 9, Block 6, HORNINGSIDE ACRES, PB 46, Pg. 7.

LOCATION: 18320 S.W. 97 Avenue, 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 use variance and variances would not be compatible with the area and its development and would not be in harmony with the general purpose and intent of the regulations and would not 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 use variance and variances be and the same are hereby denied with prejudice.

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

PASSED AND ADOPTED this 4th day of June, 1976.

Heard 6/4/76  
No. 76-6-53  
6/9/76  
ng

June 9, 1976

E. L. Parker, Jr.  
17901 South Dixie Highway  
Miami, Florida 33157

Re: Hearing No. 76-6-53. Request for a Use Variance,  
Variance of Setback Requirements and a Variance of  
the Zoning Regulations. Section 32-55-40.

Dear Mr. Parker:

Enclosed herewith is a copy of Resolution No. 4-ZAB-268-76, adopted by the Metropolitan Dade County Zoning Appeals Board, denying your application concerning the above subject matter.

If you are dissatisfied with the decision of the Zoning Appeals Board, the same may be appealed, as is provided in Chapter 33-313 of the Code of Metropolitan Dade County, Florida. The deadline for an appeal is June 23, 1976.

Very truly yours,

Chester C. Czebrinski  
Assistant Director

CCC:ng

Enclosure

cc: Hearing File  
Agnes Oakford

RESOLUTION NO. 2-219-76

The following resolution was offered by Commissioner

Clara Oesterie, seconded by Commissioner

Beverly E. Phillips, and upon poll of members present,

the vote was as follows:

|                     |     |                       |     |
|---------------------|-----|-----------------------|-----|
| Neal Adams          | aye | James F. Redford, Jr. | aye |
| Harry P. Cain       | aye | Sandy Ruvinstein      | aye |
| Sidney Levin        | aye | Harvey Ruvin          | aye |
| Clara Oesterie      | aye | Stephen P. Clark      | aye |
| Beverly E. Phillips | aye |                       |     |

WHEREAS, E. L. Parker, Jr., had applied for the following:

USE VARIANCE to permit a semi-professional office building in the RU-1 zone as would be permitted in the RU-5A zone;

VARIANCE of setback requirements to permit a proposed semi-professional office use in an existing structure setback 20' (25' required) from the official zoned right-of-way of SW 97th Avenue (Franjo Road);

VARIANCE of Zoning Regulations requiring a 5' high decorative masonry wall along all interior and rear property lines, to waive same to delete said required wall on the North and North 1/2 of rear property lines;

Plans of the proposed office building may be examined and are on file in the Zoning Department entitled, "Professional Office Building", as prepared by Robert Koger, Architect, and dated Received July 1, 1974;

SUBJECT PROPERTY: Lot 7 and the East 22' of the North 41.7' of Lot 5 and the East 22' of the South 41.7' of Lot 9, Block 6, Morning-side Acres Sub. (PB 46, Page 7);

LOCATION: 18320 SW 97th Avenue, 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 the Zoning Appeals Board was of the opinion that the requests would not be compatible with the area and its development and would not be in harmony with the general purpose and intent of the regulations and would not conform with the requirements and intent of the Zoning Procedure Ordinance, and denied the requests with prejudice; and

WHEREAS, E. L. Parker, Jr., the applicant, had appealed the decision of the Zoning Appeals Board to this Board, and after a 15-day notice of the time and place of the meeting of this Board was published as required by the Zoning Procedure Ordinance, a hearing was held by this Board, and after reviewing the record and decision of the Zoning Appeals Board and after having given an opportunity for interested parties to be heard, and upon considering the record and decision of the Zoning Appeals Board and all matters presented

at the meeting, and upon due and proper consideration having been given to the matter, it is the opinion of this Board that the grounds and reasons specified for the reversal of the ruling made by the Zoning Appeals Board were sufficient to merit a reversal of the decision;

NOW THEREFORE BE IT RESOLVED by the Board of County Commissioners, Dade County, Florida, that the decision of the Zoning Appeals Board be and the same is hereby overruled and the requested variances be and the same are hereby approved.

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

PASSED AND ADOPTED this 27th day of July, 1976.

Heard 6-4-76  
No. 76-6-53  
VP

DADE COUNTY, FLORIDA, BY ITS  
BOARD OF COUNTY COMMISSIONERS

RICHARD P. BRINKER, CLERK

By EDWARD D. EHELAN  
Deputy Clerk

This resolution transmitted to the Clerk  
of the Board of County Commissioners on the  
10th day of August  
19 76.

STATE OF FLORIDA )  
                          ) SS:  
COUNTY OF DADE )

I, RICHARD P. BRINKER, Clerk of the Circuit Court in and for Dade County, Florida, and Ex-Officio Clerk of the Board of County Commissioners of said County, DO HEREBY CERTIFY that the above and foregoing is a true and correct copy of Resolution No. 2-219-76, adopted by the said Board of County Commissioners at its meeting held on July 27, 19 76.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal on this 11th day of August, A. D. 19 76.

RICHARD P. BRINKER, Ex-Officio Clerk  
Board of County Commissioners  
Dade County, Florida

By B. J. Kahke  
Deputy Clerk

SEAL

Board of County Commissioners  
Dade County, Florida

August 10, 1976

Mr. E. L. Parker, Jr.  
17901 South Dixie Highway  
Miami, Florida - 33157

Re: Hearing No. 76-6-53; No. 18320 SW 97th  
Avenue

Dear Sir:

Enclosed, herewith, is a copy of Resolution No. Z-219-76, adopted by the Board of County Commissioners, which overruled the decision of the Zoning Appeals Board and approved requested variances on the above-described property.

You are, hereby, advised that the decision of the Dade County Commission may be appealed by an aggrieved party within 30 days from such time as the date of decision sought to be reviewed. You are, further, advised that in the event that a petition for writ of certiorari is timely filed in the Circuit Court, any building permit sought or obtained shall be solely at the risk of the party obtaining said permit.

Very truly yours,

Chester C. Czebrinski  
Assistant Director

CCC/vp  
Enclosure

Location of Property: 18320 S.W. 97 Avenue.  
 Size of Property: 122' X 83.40'. Present Zoning: RU-1 (Single Family Residential)  
 Request: The applicant is requesting the following:

- (1) USE VARIANCE to permit a semi-professional office building in the RU-1 zone as would be permitted in the RU-5A zone.
- (2) VARIANCE of Setback Requirements to permit a proposed semi-professional office use, in an existing structure setback 20' (25' required) from the official zoned right-of-way of S.W. 97 Avenue (Franjo Road).
- (3) VARIANCE of the Zoning Regulations requiring a 5' high decorative masonry wall along all interior and rear property lines, to waive same to delete said required wall on the N. and  $\frac{1}{2}$  of rear property lines.

RECOMMENDATION: Application should be denied with prejudice.

The only difference between this application and the previous application denied with prejudice by the Board of County Commissioners on Feb. 25, 1975, is that this application is requesting a Use Variance instead of a district boundary change.

The Perrine East Study adopted in principle by the Board of County Commission indicated subject property to remain in its RU-1 zone classification.

While it is true that subject property abuts RU-5A to the South, the existing RU-5A is in keeping with the aforementioned study and was established as a transition between the BU-1A and RU-4L to the South and the single family residential developed area to the North.

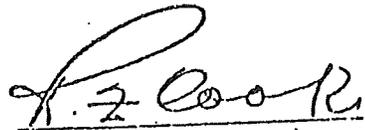
The requested further encroachment of the RU-5A into the RU-1 which is contrary to the study and the intent of the study should not be permitted.

The frontage on the subject property is Franjo Road which in this case is a side and which, if approved, will start the stripping of Franjo Road, and would be an intrusion into the zoned and developed single family residential area. This is in no way oriented to the existing RU-5A zoning on Eureka Drive.

There have been no material changes in the area since the last denial with prejudice to warrant any other decision than denial with prejudice.

In addition, applicant has shown no legal justification to warrant approval of this application.

Date Typed 6/24/76 Revised \_\_\_\_\_  
 RFC:CCC:HAP:ng  
 cc: Mr. Reginald Walters

  
 R. F. Cook, Director  
 METROPOLITAN DADE COUNTY  
 BUILDING AND ZONING DEPT.

Filed protests? Yes ( ) No ()  
 Filed waivers? Yes ( ) No ()

Agenda item number 18  
 Date of public hearing July 27, 1976  
 Public hearing number 76-6-53  
 Appeal from ZAB? Yes (X) No ( )  
 Deferred by BCC? Yes ( ) No (X)

REQUEST: (1) USE VARIANCE to permit a semi-professional office building in the RU-1 zone as would be permitted in the RU-5A zone.

(2) VARIANCE OF SETBACK REQUIREMENTS to permit a proposed semi-professional office use, in an existing structure setback 20' (25' required) from the official zoned right-of-way of SW 97 Avenue (Franjo Road).

(3) VARIANCE OF THE ZONING REGULATIONS requiring a 5' high decorative masonry wall along all interior and rear property lines, to waive same to delete said required wall on the N and N $\frac{1}{2}$  of rear property lines.

This application was denied with prejudice by the Zoning Appeals Board on June 4, 1976. Applicant is appealing that decision.

II. PARTIES TO THE APPLICATION

S 32 T 55 R 40

Names of applicants E. L. Parker, Jr.

Property owners of record Same

Names of parties paying the hearing fee Sylvester Adair, Attorney

gab

18

III. DESCRIPTION OF THE PROPERTY

Address or location 18320 SW 97 Ave.

Acres .23 acre

Dimensions 122' X 83.40'

Date purchased (X) / leased ( ) May 22, 1968

Current use (including use of any existing structures) Residential

Past use Residential

Current zoning RU-1

Past zoning RU-1

If current use and/or current zoning is agricultural, is the property tax assessment agricultural? Yes ( ) No ( ) N/A (X)

Contiguous property? Applicant: Yes ( ) No (X)  
Owner: Yes ( ) No (X)  
If yes, describe \_\_\_\_\_

Is there an option to purchase the property predicated on approval of the zoning request? Yes ( ) No (X) If yes, give details \_\_\_\_\_

IV. HAVE PREVIOUS PUBLIC HEARINGS ON THE PROPERTY BEEN HELD?

Yes (X) No ( ) Unknown ( ) If yes, give details

1974 E. L. Parker; Zone change from RU-1 to RU-5A, variance of wall and setbacks; Denied with prejudice BCC.

101

178

Yes ( ) No (X)

VI. WATER DISTRIBUTION

ENVIRONMENTAL RESOURCES MANAGEMENT STATES:

This project is not located within an assigned water and sewer service area. However, the closest water and sewer service area belongs to the Miami-Dade Water and Sewer Authority South District.

Potable Water Supply:

The nearest facility is an 8-inch water line on U.S. Highway #1 and approximately S.W. 183rd Street.

VII. WASTEWATER DISTRIBUTION

ENVIRONMENTAL RESOURCES MANAGEMENT STATES:

Sewage Service:

The nearest facility consists of an 8-inch gravity sewer line on S.W. 183rd Street and theo. S.W. 101st Avenue.

Approval of this project by Dade County Environmental Resources Management for a building permit would depend upon (among other considerations) the capacity of the immediate systems and of the treatment facilities to accept additional demand at the time of application.

Interim septic tank may be an acceptable alternative provided that it complies with all applicable rules and regulations governing such systems.

VIII. TRAFFIC/TRANSPORTATION

TRAFFIC AND TRANSPORTATION DEPARTMENT STATES:

The D.O.T.T. has no objection to granting this request to permit an office in this single family residence. The site plan for this proposed office use is satisfactory.

IX. IMPACT ON OTHER FACILITIES OR SERVICES

PUBLIC SAFETY DEPARTMENT STATES:

This site is within the South District.

The following factors presently exist:

Ratio of officers to population: .98 (per 1,000).

Emergency service response time: 5.6 minutes.

Routine service response time: 14.9 minutes.

A report from the International Association of Chiefs of Police indicated that a response time of two (2) minutes or less is required to achieve a 75 percent probability of capturing an assailant or perpetrator of a crime in progress. Five (5) minutes or less is recommended for routine service calls.

Comments: Minimum lot width shall be seventy-five feet. Lot area should be ten thousand square feet.

202

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FIRE DEPARTMENT STATES:  
Within approximately 3 minutes response time from Fire Sta.

# 4 (9366 E. Fern St.)

A 3 minute response time is desired for this use.

Equipment consists of one pumper and one rescue van.

Personnel required-19.70 (continuous manning plus relief)

Cost liability-Dade County.

Utility FLORIDA Water (now) (cannot) provide Fire Flow

X. COMPREHENSIVE DEVELOPMENT MASTER PLAN AND/OR SPECIAL STUDIES

Not applicable

XI. OTHER DEPARTMENTAL CONCERNS

PUBLIC WORKS DEPARTMENT STATES:

The dedication of an additional 5 feet of right of way for SW 97 Ave. is required.

XII. RECOMMENDATIONS

BUILDING AND ZONING DEPARTMENT RECOMMENDS:

Application should be denied with prejudice.

The only difference between this application and the previous application denied with prejudice by the Board of County Commissioners on Feb. 25, 1975, is that this application is requesting a Use Variance instead of a district boundary change.

The Perrine East Study adopted in principle by the Board of County Commission indicated subject property to remain in its RU-1 zone classification.

While it is true that subject property abuts RU-5A to the South, the existing RU-5A is in keeping with the aforementioned study and was established as a transition between the BU-1A and RU-4L to the South and the single family residential developed area to the North.

The requested further encroachment of the RU-5A into the RU-1 which is contrary to the study and the intent of the study should not be permitted.

The frontage on the subject property is Franjo Road which in this case is a side and which, if approved, will start the stripping of Franjo Road, and would be an intrusion into the zoned and developed single family residential area. This is in no way oriented to the existing RU-5A zoning on Eureka Drive.

There have been no material changes in the area since the last denial with prejudice to warrant any other decision than denial with prejudice.

In addition, applicant has shown no legal justification to warrant approval of this application.

PLANNING DEPARTMENT RECOMMENDS:

DENIAL. RU-5A zoning for office use of this lot was requested and denied in 1974. The present application amounts to the same thing. The southern half of this block, with frontage on Eureka Drive (SW 184 Street) has now been zoned RU-5A, after several attempts. Some of the existing residences have been converted to office use, and in most instances variances to the code were required to accomplish this conversion. This lot, which does not have frontage on Eureka Drive, should not be included in the office zone, either by district boundary change or use variance. To do so would be to encourage the strip zoning of SW 97 Avenue in this area for non-residential uses. There are existing single family homes across the street from this one and adjacent to it on the north. The one on the south may be converted to professional office use because of its RU-5A zoning, but at least the standard masonry wall will be required on the property line between zones.

POINTS OF DIFFERENCE: None

76-6-52  
Robert Izzo  
Continued

approved in its entirety, the motion based upon the recommendations of the Planning Director.  
Any discussion on the motion?

Mr. Richmond: Yes. No addition to the building?

Mr. Schild: No addition to the building.

Mr. Richmond: Only one truck?

Mr. Schild: Yes.

Mr. Richmond: Of what size?

Mr. Schild: A Ford Econoline, half-ton truck, one van.

The Chairman: You write that down as if enforcement is going to go out there and check it.

Mr. Richmond: Mrs. Brown will take care of enforcement.

Mrs. Brown: The problem with that shopping center is not the wholesale operation, but the parking that you all did not insist on.

Mr. Schild: Frank, I promise we won't increase the size of the truck unless we increase the size of the donuts.

The Chairman: All right. We have a motion for approval. All opposed?

The motion for approval carries six to zero.

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Hearing No. 76-6-53

E. L. PARKER, JR.

4-ZAB-268-76

The Chairman: What are the wishes of the board, please?

Mrs. Pagano: Mr. Chairman, I move that we deny the application with prejudice according to the recommendations of the Zoning Director.

The Chairman: Is there a second?

Mrs. Brown: I'll second it.

The Chairman: Motion by Mrs. Pagano, seconded by Mrs. Brown, that the application be denied in its entirety. Is that without prejudice?

Mrs. Pagano: No. It's with prejudice, according to the Zoning Director.

The Chairman: Discussion on the motion? All opposed?

Mr. Rosas-Guyon: I don't think it should be with prejudice.

The Chairman: Let's have a roll call, then.

Mr. Parker: Give me a shot to do something.

The Chairman: Let's have a roll call. We are voting for denial with prejudice.

Mr. Richmond: Judge Starkman?

The Chairman: Excused.

Mr. Richmond: Mrs. Brown?

Mrs. Brown: Yes.

Mr. Richmond: Mrs. Damewood?

The Chairman: Excused.

Mr. Richmond: Mrs. Dickson?

76-6-53  
E. L. Parker, Jr.  
Continued

Mrs. Dickmon: Yes.

Mr. Richmond: Mrs. Nelson?

Mrs. Nelson: Yes.

Mr. Richmond: Mrs. Pagano?

Mrs. Pagano: Yes.

Mr. Richmond: Mr. Rhetta?

The Chairman: Excused.

Mr. Richmond: Mr. Rosas-Guyon?

Mr. Rosas-Guyon: No, because of the prejudice. I don't think we should vote on it with prejudice.

Mr. Richmond: Chairman Coll?

The Chairman: I'm going to vote yes. This is the second time around. I think Mr. Parker should have gotten the word the first time. This is totally out of character for this kind of use. That's why I voted that way.

Mr. Parker: I really honestly don't see it.

The Chairman: Well, you can take your appeal to the County Commission. Mrs. Goldberg is not there anymore. Maybe you will get a better reception this time.

-----

Hearing No. 76-6-54

SUMNER L. EDDY, JUNIOR

4-ZAB-269-76

The Chairman: What are the wishes of the Board, please?

Mr. Rosas-Guyon: I move for approval subject to the Planning Director's recommendation.

The Chairman: Is there a second?

Mr. Rosas-Guyon: You only own the two acres there?

Mr. Eddy: Yes. That's all I have got left. I have owned that for twenty-some-odd years.

Mr. Rosas-Guyon: Do you own all around that our just that?

Mr. Eddy: I used to own the whole thing. Originally, I owned twenty acres, and I don't know, two and a half years ago or so-- I don't know. A couple or so years ago, before a law went into effect, I sold my large home down there, which left me this piece of land, which I have owned for twenty-some-odd years.

The Chairman: The other acre you owned down there, you sold it to a member of your family?

Mr. Eddy: That had no frontage; it was in back of me. This piece of property, as you look at it here, on the top part of it there was a piece that went to the left, which abuts the railroad. South of that belongs to my brother. I told him if I sold my other house, when I sold it, I would sell him that piece of land in back. So that deal took place in the family, say, three years ago or something--longer than that. So now we each have a piece of land side by side.

The Chairman: He has access to his property through your property?

Mr. Eddy: Oh, no. No. Right from his.

The Chairman: He has the south end?

Mr. Eddy: Oh, yes. He lives there. That in fact is his piece of property.

The Chairman: It's to the west then?

Mr. Eddy: Yes, in fact, his piece of property is a sort of historical thing. An original part of his house goes back to Teddy Roosevelt when he gave it as a homestead around.

METROPOLITAN DADE COUNTY PLANNING DEPARTMENT  
RECOMMENDATION TO THE ZONING APPEALS BOARD

TO: Members, Zoning Appeals Board

DATE: June 4, 1976

FROM: *Reginald R. Walters*  
Reginald R. Walters, Director  
Planning Department

SUBJECT: ZAB Hearing Item #76-6-53  
E. L. Parker, Jr.  
Section: 32-55-40

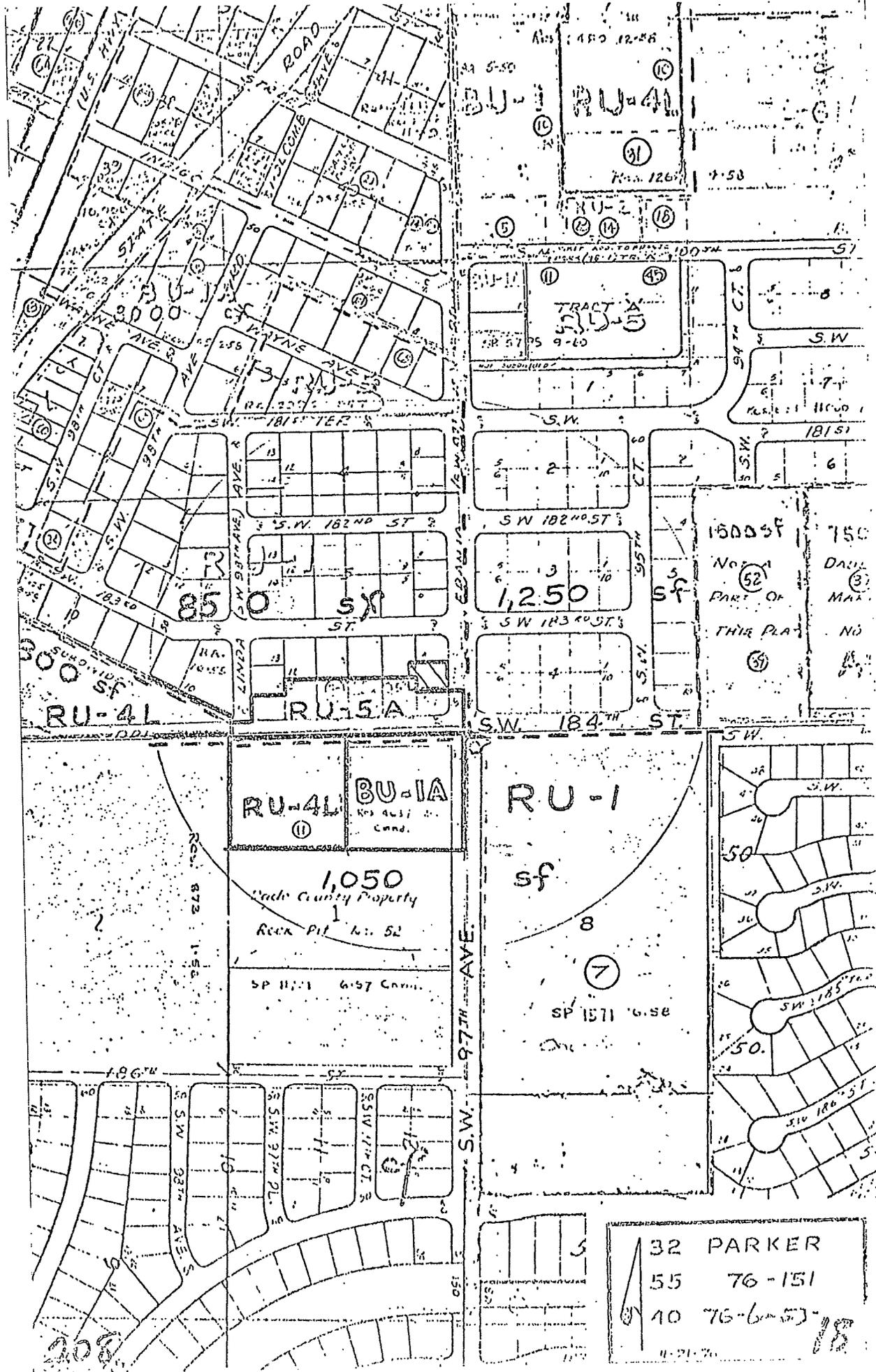
REQUEST:

1. Use Variance for office in RU-1.
2. Setback variance.
3. Variance to waive wall.

RECOMMENDATION:

DENIAL. RU-5A zoning for office use of this lot was requested and denied in 1974. The present application amounts to the same thing. The southern half of this block, with frontage on Eureka Drive (SW 184 Street) has now been zoned RU-5A, after several attempts. Some of the existing residences have been converted to office use, and in most instances variances to the code were required to accomplish this conversion. This lot, which does not have frontage on Eureka Drive, should not be included in the office zone, either by district boundary change or use variance. To do so would be to encourage the strip zoning of SW 97 Avenue in this area for non-residential uses. There are existing single family homes across the street from this one and adjacent to it on the north. The one on the south may be converted to professional office use because of its RU-5A zoning, but at least the standard masonry wall will be required on the property line between zones.

RRW:WFG:DJC:ss



|    |          |
|----|----------|
| 32 | PARKER   |
| 55 | 76-151   |
| 40 | 76-60-53 |

FROM: Environmental Resources DEPARTMENT (Division)  
(If subject matter of this hearing not pertinent to your department, so state, sign and return)

APPLICANT: E. L. PARKER, JR. PROCESS HRC NO 76-151  
BOARD Zoning Appeals Board  
PROJECT NAME: \_\_\_\_\_ PROPOSED HRC DATE June 3, 1976  
EXPLANATION OF PROPOSED DEVELOPMENT OR REASON FOR HEARING E U/V he now just wants U/V  
Memo previously sent for Z/C

Use Variance for semi professional office bldg. and variances  
LEGAL DESCRIPTION OR BOUNDARY IDENTIFICATION BY ROADS 18320 SW 97 Ave.

Lot 7 and E 22' of N 41.7' of Lot 5 and E 22' of S 41.7' of Lot 9 Blk. 6  
Morningside Acres (PB 46, P 67) Sec. 32 Twp. 55 Rge. 40

EXISTING ZONING RU-1 PROPOSED ZONING \_\_\_\_\_  
LOT SIZE OR  
WITHIN DIC THRESHOLD ( ) Yes (X) No GROSS ACREAGE 122' X 83.40'  
PLANS ATTACHED ( ) Yes (X) No DATE OF PLANS \_\_\_\_\_

DIST BDY CHANGE ( ) SITE PLAN APPROVAL ( ) UNUSUAL USE ( )  
USE SPECIAL EXCEPTION ( ) USE VARIANCE (X)

PLEASE ANSWER AS INSTRUCTED BELOW, WHEREVER PERTINENT:

- A. DEPARTMENTAL REQUIREMENTS APPLICABLE AND COMMENTS RELATIVE TO THE PROPOSED DEVELOPMENT: Include data as to existing and proposed facilities under the jurisdiction of your department concerned with the proposed land use or development. This data and comments should include, but not necessarily be limited to location, identification and extent of such facilities and/or services; capacity and capability of such facilities and/or services to serve the proposed development; and including comment as to new facilities and/or services or expansion of the facilities and/or services, if any, necessitated because of proposed development; when such expansion must take place to serve this development; whether such expansion is planned, and when and at whose cost.
- B. Comments on the impact of the proposed zoning or development on the neighborhood, community and county insofar as the proposed development will effect items under your jurisdiction.
- C. Other considerations:

RECOMMENDATIONS:

This project is not located within an assigned water and sewer service area. However, the closest water and sewer service area belongs to the Miami-Dade Water and Sewer Authority South District.

Potable Water Supply:

The nearest facility is an 8-inch water line on U.S. Highway #1 and approximately S.W. 183rd Street.

Sewage Service:

The nearest facility consists of an 8-inch gravity sewer line on S.W. 183rd Street and theo. S.W. 101st Avenue.

Approval of this project by Dade County Environmental Resources Management for a building permit would depend upon (among other considerations) the capacity of the immediate systems and of the treatment facilities to accept additional demand at the time of application.

Interim septic tank may be an acceptable alternative provided that it complies with all applicable rules and regulations governing such systems.

Kenneth W. Schang RR  
KENNETH W. SCHANG, P. E.  
Representative

DERM  
Department or Division  
April 30, 1976

Process Hearing No. \_\_\_\_\_

INFORMATION REQUIRED  
FROM: Public Safety DEPARTMENT (Division)  
(If subject matter of this hearing not pertinent to your department, so state, sign and return)

APPLICANT: E. L. PARKER, JR. PROCESS HRG. NO. 76-151  
BOARD County Commission  
PROPOSED HRG. DATE May 25, 1976

PROJECT NAME: \_\_\_\_\_  
EXPLANATION OF PROPOSED DEVELOPMENT OR REASON FOR HEARING Zone change OR IN THE  
ALTERNATIVE Use Variance for semi professional office bldg. and variances

LEGAL DESCRIPTION OR BOUNDARY IDENTIFICATION BY ROADS 18320 SW 97 Ave.  
Lot 7 and E 22' of N 41.7' of Lot 5 and E 22' of S 41.7' of Lot 9 Blk. 6  
Morningside Acres (PB 46, P 67) Sec. 32 Twp. 55 Rge. 40

EXISTING ZONING RU-1 PROPOSED ZONING RU-5A  
LOT SIZE OR GROSS ACREAGE 122' X 83.40'  
DATE OF PLANS \_\_\_\_\_  
WITHIN DIC THRESHOLD ( ) Yes (X) No  
PLANS ATTACHED ( ) Yes (X) No

DIST BDRY CHANGE (X) SITE PLAN APPROVAL ( ) UNUSUAL USE ( )  
USE SPECIAL EXCEPTION ( ) USE VARIANCE (X)

PLEASE ANSWER AS INSTRUCTED BELOW, WHEREVER PERTINENT:

- A. DEPARTMENTAL REQUIREMENTS APPLICABLE AND COMMENTS RELATIVE TO THE PROPOSED DEVELOPMENT: Include data as to existing and proposed facilities under the jurisdiction of your department concerned with the proposed land use or development. This data and comments should include, but not necessarily be limited to location, identification and extent of such facilities and/or services; capacity and capability of such facilities and/or services to serve the proposed development; and including comment as to new facilities and/or services or expansion of the facilities and/or services, if any, necessitated because of proposed development; when such expansion must take place to serve this development; whether such expansion is planned, and when and at whose cost.
- B. Comments on the impact of the proposed zoning or development on the neighborhood, community and county insofar as the proposed development will effect items under your jurisdiction.
- C. Other considerations:

DADE COUNTY PUBLIC SAFETY DEPARTMENT

PRELIMINARY INFORMATION

Information relative to police services for each project is based on preliminary factors listed in respective Letter of Intent supplemented by plot plans if included:

1. Project Number: 76-151
2. This site is within the South District.  
The following factors presently exist:  
Ratio of officers to population: .98 (per 1,000).  
Emergency service response time: 5.6 minutes.  
Routine service response time: 14.9 minutes.
3. A report from the International Association of Chiefs of Police indicated that a response time of two (2) minutes or less is required to achieve a 75 percent probability of capturing an assailant or perpetrator of a crime in progress. Five (5) minutes or less is recommended for routine service calls.
4. Comments: Minimum lot width shall be seventy-five feet. Lot area should be ten thousand square feet.

Process Hearing No. 76-151 Robert Embilke Public Safety Dept  
Representative Department of Division  
April 30, 1976

APPLICANT: E. L. PARKER, JR. PROCESS HRG. NO. 76-151  
BOARD County Commission  
PROJECT NAME: \_\_\_\_\_ PROPOSED HRG. DATE May 25, 1976

EXPLANATION OF PROPOSED DEVELOPMENT OR REASON FOR HEARING Zone change OR IN THE  
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- B. Comments on the impact of the proposed zoning or development on the neighborhood, community and county insofar as the proposed development will effect items under your jurisdiction.
- C. Other considerations:

The dedication of an additional 5 feet of right of way for S.W. 97th Avenue is required.

Process Hearing No. \_\_\_\_\_

Representative

  
Department or Division

April 30, 1976

123.05-40

Return to Hearing Section, Building and Zoning Department NO LATER THAN

INFORMATION REQUIRED FOR...

FROM: Water & Sewer DEPARTMENT (Division)  
(If subject matter of this hearing not pertinent to your department, so state, sign and return)

APPLICANT: E. L. PARKER, JR. PROCESS HRG. NO. 76-151  
BOARD County Commission  
PROJECT NAME: \_\_\_\_\_ PROPOSED HRG. DATE May 25, 1976

EXPLANATION OF PROPOSED DEVELOPMENT OR REASON FOR HEARING Zone change OR IN THE  
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DATE OF PLANS \_\_\_\_\_

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PLANS ATTACHED ( ) Yes (X) No

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- B. Comments on the impact of the proposed zoning or development on the neighborhood, community and county insofar as the proposed development will effect items under your jurisdiction.
- C. Other considerations:

MIAMI - DADE WATER AND SEWER AUTHORITY

- COMMENTS ON "A"
1. UTILITY SERVICE AREA None
  2. M. D. W. S. A. SYSTEMS APPROXIMATE DISTANCE TO  
WATER 1800'  
SEWER 2500'
  3. DISTANCE TO NEAREST UTILITY IF M. D. W. S. A. SERVICE  
CONNECTIONS ARE EXCESSIVE  
WATER UNKNOWN  
SEWER UNKNOWN

- COMMENTS ON "B"
1. REQUIRED WATER DEMAND  
 \_\_\_\_\_ GPD  
 UNKNOWN
  2. REQUIRED SEWAGE CAPACITY  
 \_\_\_\_\_ GPD  
 UNKNOWN

- COMMENTS ON "C"
1. WATER CAPACITY AVAILABLE  
 YES  
 NO  
 NOT ENOUGH INFORMATION
  2. SEWAGE CAPACITY AVAILABLE  
 YES  
 NO  
 NOT ENOUGH INFORMATION

W. L. ... WATER C. Edstrom SEWER DATE APR 19 1976

Comment:  
In unassigned service area.

Process Hearing No. \_\_\_\_\_  
Carl A. Edstrom Representative  
Contracts Office  
Department or Division  
April 30, 1976

FROM: Fire Dept DEPARTMENT (Division)  
(If subject matter of this hearing not pertinent to your department, so state, sign and return)

APPLICANT: E. L. PARKER, JR. PROCESS HRG. NO. 76-151  
BOARD County Commission  
PROJECT NAME: \_\_\_\_\_ PROPOSED HRG. DATE May 25, 1976

EXPLANATION OF PROPOSED DEVELOPMENT OR REASON FOR HEARING Zone change OR IN THE  
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- C. Other considerations:

PROCESS HEARING NO. 76-151

Within approximately 3 minutes response time from Fire Sta.

# 4 (9366 E. Fern St.)

A 3 minute response time is desired for this use.

Equipment consists of one pumper and one rescue van.

Personnel required-19.70 (continuous manning plus relief)

Cost liability-Dade County.

Utility \_\_\_\_\_ (can) (cannot) provide Fire Flow \_\_\_\_\_

Process Hearing No. \_\_\_\_\_

Representative \_\_\_\_\_

Department or Division \_\_\_\_\_

April 30, 1976

FROM: Traffic & Transportation DEPARTMENT (Division)  
(If subject matter of this hearing not pertinent to your department, so state, sign and return)

APPLICANT: E. L. PARKER, JR. PROCESS HRG. NO. 76-151  
BOARD County Commission

PROJECT NAME: \_\_\_\_\_ PROPOSED HRG. DATE May 25, 1976

EXPLANATION OF PROPOSED DEVELOPMENT OR REASON FOR HEARING Zone change OR IN THE

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Morningside Acres (PB 46, P 67) Sec. 32 Twp. 55 Rge. 40

EXISTING ZONING RU-1 PROPOSED ZONING RU-5A

LOT SIZE OR GROSS ACREAGE 122' X 83.40'

DATE OF PLANS \_\_\_\_\_

WITHIN DIC THRESHOLD ( ) Yes (X) No  
PLANS ATTACHED ( ) Yes (X) No  
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- B. Comments on the impact of the proposed zoning or development on the neighborhood, community and county insofar as the proposed development will effect items under your jurisdiction.
- C. Other considerations:

Reply - 4/22/76

- KES* A. The D.O.T.T. has no objection to granting this request to permit an office in this single family residence. The site plan for this proposed office use is satisfactory.
- B. N/A
- C. N/A

METROPOLITAN DADE COUNTY  
DEPT. OF TRAFFIC & TRANSPORTATION  
Suite 201 Koger Executive Center  
8675 N. W. 53 Street  
Miami, Florida 33186

Process Hearing No. 76-151

*Gene J...*  
Representative

Department or Division

April 30, 1976

INFORMATION REQUIRED FOR \_\_\_\_\_

FROM: School Board DEPARTMENT (Division)  
(If subject matter of this hearing not pertinent to your department, so state, sign and return)

APPLICANT: E. L. PARKER, JR. PROCESS HRG. NO. 76-151  
BOARD County Commission  
PROJECT NAME: \_\_\_\_\_ PROPOSED HRG. DATE May 25, 1976

EXPLANATION OF PROPOSED DEVELOPMENT OR REASON FOR HEARING Zone change OR IN THE  
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- B. Comments on the impact of the proposed zoning or development on the neighborhood, community and county insofar as the proposed development will effect items under your jurisdiction.
- C. Other considerations:

NOT PERTINENT TO SCHOOL BOARD JURISDICTION

Process Hearing No. 76-151

Carol H. Clark  
Representative Carol H. Clark

School Site Planning  
Department or Division  
April 30, 1976

FROM: Traffic & Transportation DEPARTMENT (Division)  
(If subject matter of this hearing not pertinent to your department, so state, sign and return)

APPLICANT: E. L. PARKER, JR. PROCESS HRG NO 76-151  
BOARD Zoning Appeals Board  
PROJECT NAME: \_\_\_\_\_ PROPOSED HRG. DATE June 3, 1976

EXPLANATION OF PROPOSED DEVELOPMENT OR REASON FOR HEARING & U/V he now just wants U/V  
Use Variance for semi professional office bldg. and variances

LEGAL DESCRIPTION OR BOUNDARY IDENTIFICATION BY ROADS 18320 SW 97 Ave.  
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- B. Comments on the impact of the proposed zoning or development on the neighborhood, community and county insofar as the proposed development will effect items under your jurisdiction.
- C. Other considerations:

Reply - 5/6/76

A. The D.O.T.T. has no objection to granting the Use Variance to permit a semi-professional office in this single family home.

*KCS*  
B. N/A  
C. N/A

Process Hearing No. \_\_\_\_\_

Goulet  
Representative

METROPOLITAN DADE COUNTY  
DEPT. OF TRAFFIC & TRANSPORTATION  
Suite 201 Koger Executive Center  
8875 N. W. 53 Street  
Miami, Florida 33166  
Department or Division  
May 7  
April 30, 1976

INFORMATION REQUIRED FOR ZONING

FROM: Parks & Recreation DEPARTMENT (Division)  
(If subject matter of this hearing not pertinent to your department, so state, sign and return)

APPLICANT: E. L. PARKER, JR. PROCESS HRG. NO. 76-151  
BOARD County Commission  
PROJECT NAME: \_\_\_\_\_ PROPOSED HRG. DATE May 25, 1976

EXPLANATION OF PROPOSED DEVELOPMENT OR REASON FOR HEARING Zone change OR IN THE  
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- B. Comments on the impact of the proposed zoning or development on the neighborhood, community and county insofar as the proposed development will effect items under your jurisdiction.
- C. Other considerations:

**NO SIGNIFICANT IMPACT ON PARK AND RECREATION FACILITIES**

  
R. D. SCHARBERT, SUPT.

DADE CO. PARK & RECREATION DEPT.

Process Hearing No. \_\_\_\_\_ Representative \_\_\_\_\_ Department or Division \_\_\_\_\_

123.03-40 Return to Hearing Section, Building and Zoning Department NO LATER THAN April 30, 1976



# Record Results

[Print This Page](#)

## Zoning Records Search

|                           |  |
|---------------------------|--|
| <b>Process Number:</b>    | Z1946000255  |
| <b>Applicant:</b>         | JAMES A. BROWN, ET AL  |
| <b>Location:</b>          | LOTS 1 AND 6 OF BLOCK 26 SEE RESO FOR DETAILED LEGAL DESCRIPTION |
| <b>Legal Description:</b> | LOTS 1 AND 6 OF BLOCK 26 SEE RESO FOR DETAILED LEGAL DESCRIPTION |
| <b>Request:</b>           |  |
| <b>Application Date:</b>  | 7/15/1946  |
| <b>Result:</b>            |  |
| <b>Result Date:</b>       |  |

## Hearings

| Board | Resolution | Result   | Hearing Date | Item # |
|-------|------------|----------|--------------|--------|
| ACC   | 2396       | APPROVED | 1/21/1947    |        |
|       |            |          |              |        |
|       |            |          |              |        |
|       |            |          |              |        |

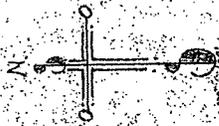
## Documents

HEARING PLAN

RESOLUTION

SKETCH

ZONING MAP



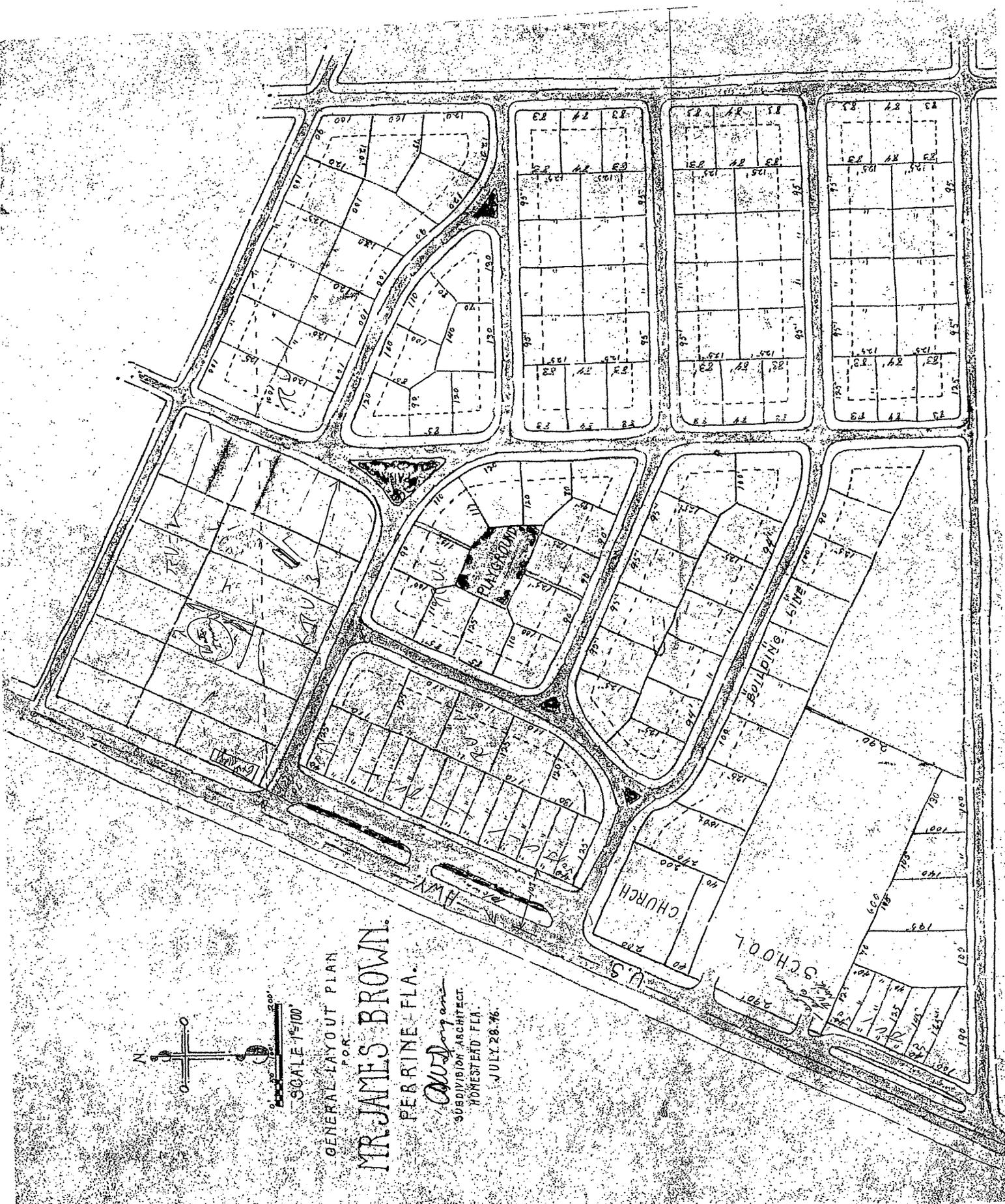
SCALE 1"=100'

GENERAL LAYOUT PLAN  
FOR

MR. JAMES BROWN.  
PERRINE FLA.

*Carroll*  
SUBDIVISION ARCHITECT.  
HOMESTEAD FLA.

JULY 28, '46.



1/21/47

The following resolution was offered by Commissioner \_\_\_\_\_  
and seconded by Commissioner \_\_\_\_\_ and upon  
vote duly adopted: et al

WHEREAS James A. Brown has applied for a change of zone classifications on certain areas in the Town of Perrine, including from residential to industrial on Lots 1 and 6 of Block 26; and to business on the east side of Highway 4-A south of Jessamine Street and from GU and AU to residential on areas adjacent and easterly;

WHEREAS a Public Hearing of the Dade County Zoning Commission was advertised by the Zoning Director, as required by law, and after hearing all interested parties, the members of the Zoning Commission present were of the opinion and recommend the changes as applied for: Change of Zone from RU-2 to BU-1, Lots 2 and 11, Block 37, Lots 2 and 11, Block 38, Lot 11 Block 39; from RU-3 to BU-1, Lots 1 to 4 inclusive Block 25; from GU to BU-1, Lots 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, and 21, Block 28; Lots 1, 3, 5, 7, 9, 11, 13 and 15 Block 29; from RU-2 to BU-2, Lot 2 Block 34; Lots 2 and 11 Block 35; Lots 2 and 11 Block 36; from RU-3 to BU-2, Lot 1 and 10 Block 39; Lots 3 and 4 Block 26; South half Lot 3 Block 27; South half Lot 1 Block 38; from RU-3 to IU-1, Lots 1 and 2 Block 26; from BU-2 to IU-1, <sup>(Lots 5 & 6 Block 27)</sup> Lots 5 and 6 Block 26; all in Town of Perrine (B-79); from GU to IU-1 on that part of F. E. C. Right-of-Way lying between Cleveland Avenue and F. E. C. tracks and extending Northeasterly from Hibiscus Street to Banyan Street, and from GU, RU-2 and AU to RU-1, 8,000 cubic foot minimum on that part of S $\frac{1}{2}$  SE $\frac{1}{4}$  Section 32-55-40 lying East of Florida State Road 4A and known as Morningside Acres ( a proposed subdivision) except as follows: GU on North half Lot 2 Block 1; Lot 1 Block 10; RU4A on Lots 3 and 4 Block 1; BU-1A, masonry construction required on Lots 1 and South Half Lot 2 Block 1; lots 1 to 11 inclusive Block 9; Lots 1 to 4 inclusive Block 11; RU-3 to BU-1A, masonry construction required on that part of South half SE $\frac{1}{4}$  Section 32-55-40 lying North of Northeasterly line of Lot 3, Block 9 projected Northwesterly and lying South of Northeasterly line of Lot 1, Block 11 projected Northwesterly; and, <sup>Division FEE R/W + Stat. Rd 25 & 1/2</sup>

WHEREAS it appears to this Board that said changes are for the betterment of the comprehensive Zoning laws, and

NOW THEREFORE BE IT RESOLVED by the Board of County Commissioners of Dade County, Florida, that the zoning and restrictions on the above property be and the same is hereby changed as recommended by the members of the Zoning Commission.

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

ADOPTED this 21 day of January, 1947.

IV 30  
Map Rev  
11/17



Sec 32  
Map 55  
Rev. 40

**EU-1**  
12,500 sq ft

**EU-2**

**AU**

8000 sq ft

**BU-2**

DADE COUNTY ENGINEERING DEPARTMENT  
DADE COUNTY, FLORIDA  
1955



[Print This Page](#)

### Zoning Records Search

|                           |   |
|---------------------------|---|
| <b>Process Number:</b>    | Z1952000084                               |
| <b>Applicant:</b>         | PERRINE CIVIC LEAGUE                      |
| <b>Location:</b>          | N. W. CORNER OF FRANJO RD. AND EUREKA DR. |
| <b>Legal Description:</b> | N. W. CORNER OF FRANJO RD. AND EUREKA DR. |
| <b>Request:</b>           |   |
| <b>Application Date:</b>  | 2/14/1952                                 |
| <b>Result:</b>            |   |
| <b>Result Date:</b>       |   |

### Hearings

| Board | Resolution | Result   | Hearing Date | Item # |
|-------|------------|----------|--------------|--------|
| ACC   | 4920       | APPROVED | 4/15/1952    |        |
|       |            |          |              |        |
|       |            |          |              |        |
|       |            |          |              |        |

### Documents

APPLICATION

PLANS - REDUCED OR SMALL

LETTER OF INTENT

SKETCH

TRANSCRIPTS

RECEIVED  
FEB 21 1952

Type of Hearing Zoning Comm.  
Map Number 14-30  
Date 2-14-52

APPLICATION FOR PUBLIC HEARING, PLANNING, ZONING & BLDG. DEPT.

Notice to Applicant: pd

This application must be completed and returned, with all enclosures referred to therein, to the office of the Dade County Planning, Zoning and Building Department, before advertisement may be made for a public hearing. This information must be completed and accepted by the Dade County Planning, Zoning and Building Department on or before 2-21-52 in order to be heard at the 3-17-52 hearing.

The applicant is reminded that the change of zone, use, variance, etc. must be justified and the mere filing of the application or appearance at the public hearing does not assure approval of the application.  
\*\*\*\*\*

1. Name of Applicant (print) Perrine Civic League ✓
2. Post Office Address of Applicant 1/2 Mrs. J. H. Haigly, P.O. Perrine ✓  
City Perrine State Florida Tel. No. \_\_\_\_\_ ✓
3. Legal Description of property covered by application \_\_\_\_\_ ✓  
Block 6, Morningside Acres, Dade County P.B. 46  
Pg. 7.
4. Size of Area covered by application 5 Acres, approx. ✓
5. Highway Boundaries Franco Rd. on East, Eureka Dr. on South, Linda Ave. on West ✓
6. (a) Ownership of property obtained \_\_\_\_\_ day of \_\_\_\_\_ 19 \_\_\_\_\_  
(b) When was contract for purchase or deed signed? \_\_\_\_\_  
(c) When was lease signed? \_\_\_\_\_ Term from \_\_\_\_\_ to \_\_\_\_\_  
(d) Owners name and address James A. Brown, 3127 Douglas Rd. Miami, Fla. ✓  
(e) Name and address of mortgagee \_\_\_\_\_
7. Where property is not owned by the Applicant, is a letter attached giving the consent by the owner to the Applicant to request a change of zone on the property? yes ✓
8. Zone Classification at present RU-1 Minimum cubic content at present 8,000
9. Zone Classification desired RU-3 Minimum cubic content desired \_\_\_\_\_
10. What, if any, permit has been applied for? \_\_\_\_\_
11. Has application been denied? \_\_\_\_\_
12. Special uses desired which are not permitted by present zone classification ✓  
Community Recreational Facilities.
13. Special conditions or reasons believed justifying change of restriction ✓  
or appeal to serve as replacement for present  
Community Park and Recreational Center which will  
soon be destroyed by new State Highway Construction.
14. Will applicant execute a Cash Escrow Agreement to insure completion of the proposed development within six(6) months, if the application is approved? \_\_\_\_\_
15. Is the area affected shown on a recorded plat that has not been revoked? yes  
If not, will a plat be submitted for approval and recording? \_\_\_\_\_

16. What provisions will be made for official right-of-ways? Plat.

17. Has tentative layout of area been submitted to County Engineer? \_\_\_\_\_

18. How far is nearest church? \_\_\_\_\_ Nearest Public Park \_\_\_\_\_  
Nearest Airport? \_\_\_\_\_ Nearest School? \_\_\_\_\_ Nearest Corporate  
limits? \_\_\_\_\_

19. The following enclosures are needed to complete this application for a public hearing:

- Enclosed - Plot Plan of Proposed Layout ✓
- \_\_\_\_\_ Building Plans of Structures to be Erected
- \_\_\_\_\_ Certified Survey of Area in Question
- \_\_\_\_\_ Tentative Plat of Proposed Subdivision
- \_\_\_\_\_ Profiles and Topographical of Proposed Excavation
- Enclosed - Sketch showing ALL property owners within 300' feet of the property covered by this application ✓
- A. Hodges List of Names and Post Office Addresses of property owners and legal description of property within 300' feet of the property covered by this application. ✓
- Optional State source used to secure same Dade Co. Tax Records ✓
- Optional Petition of waivers of objection of neighboring property owners
- Waived Hearing fee of twenty-five dollars (\$25.00) in cash or per R.F.C. check drawn to the order of "DADE COUNTY PLANNING, ZONING AND BUILDING DEPARTMENT" ✓
- \_\_\_\_\_ (Other) \_\_\_\_\_

20. The undersigned understands this application must be complete and accurate before a hearing can be advertised. Yes ✓

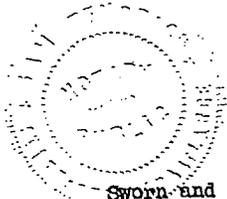
Mrs. J. H. Haigh, Pres.  
I, Berkel Cole League

being first duly sworn, depose and say ✓

that: ( I am the owner )  
( I am the lessee ) of the property  
( I am the legal representative of the owner or lessee ) ✓

described which is the subject matter of this application; that all the answers to the questions in said application, and all sketches and data and matter attached to and made a part of said application are honest and true to the best of my knowledge and belief.

Margaret Haigh (Mrs. J. H. Haigh)  
(Signature)



Sworn and subscribed before me

this 20 day of Feb 1952

Sam Trenchick  
(Notary)

Notary Public, State of Florida at Large.  
My Commission Expires July 5, 1955

Received

FEB 21 1952

DADE COUNTY PLANNING & ZONING DEPT.

By \_\_\_\_\_

Checked by:  
[Signature]  
Dade County Planning,  
Zoning and Building  
Department.

3127 Douglas Rd.  
Miami, Florida  
February 19, 1952

To Whom It May Concern:

This is to certify that as owner of the land described as Block Six, Morningside Acres, I will approve the requested rezoning from RU-1 to RU-3 in order to permit Community Recreational Facilities on this property.

Yours very truly,

James W. Brown

jab/mgl

Received

FEB 21 1952

JADE COUNTY RECORDS & ADMIN. DEPT.

By \_\_\_\_\_

RECEIVED  
FEB 21 1952  
JADE COUNTY RECORDS & ADMIN. DEPT.

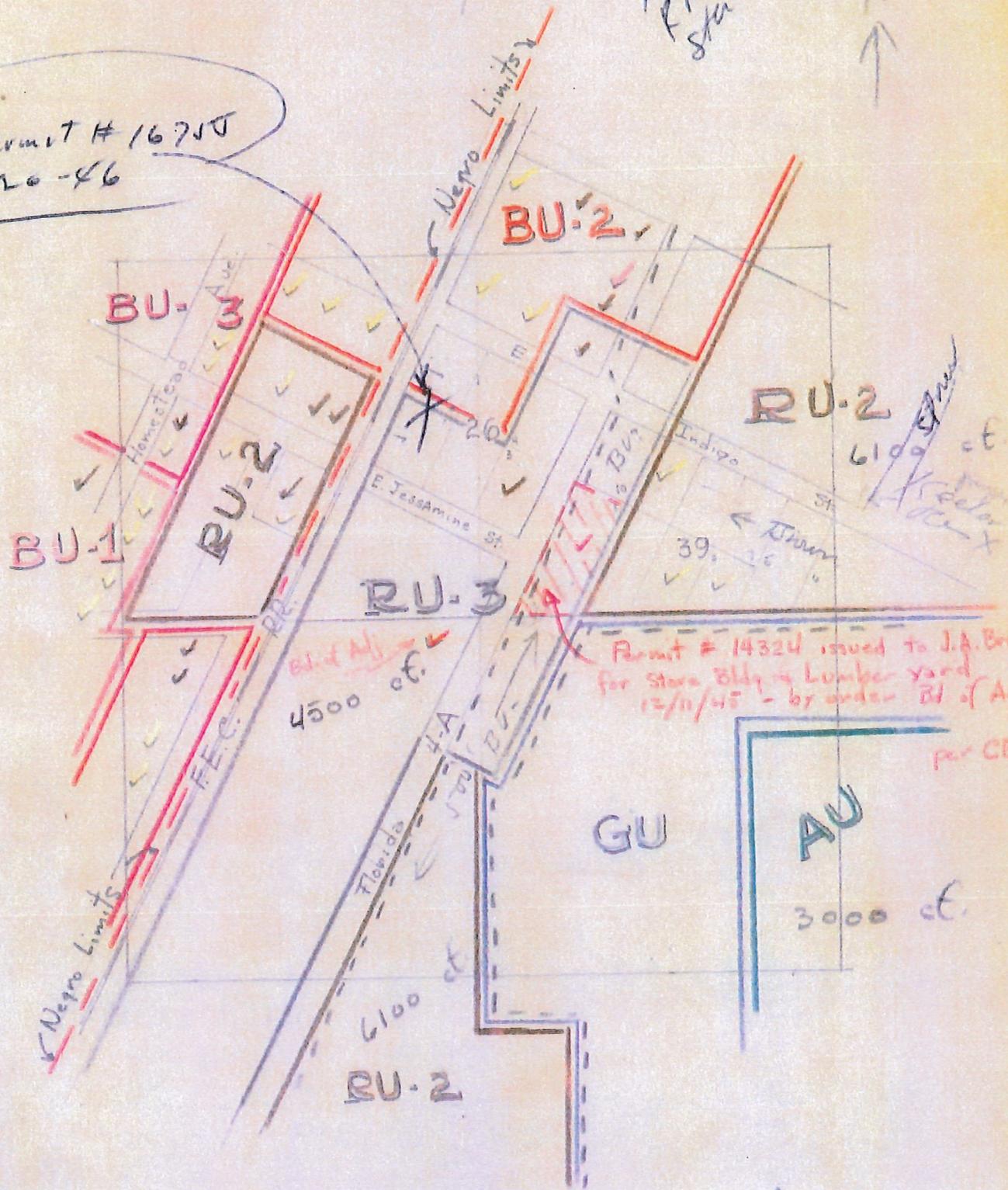
J.A. Brown - List 1 Blk 39 Town of Perrine.

10/40



TK SK

See Permit # 16750  
6-20-46

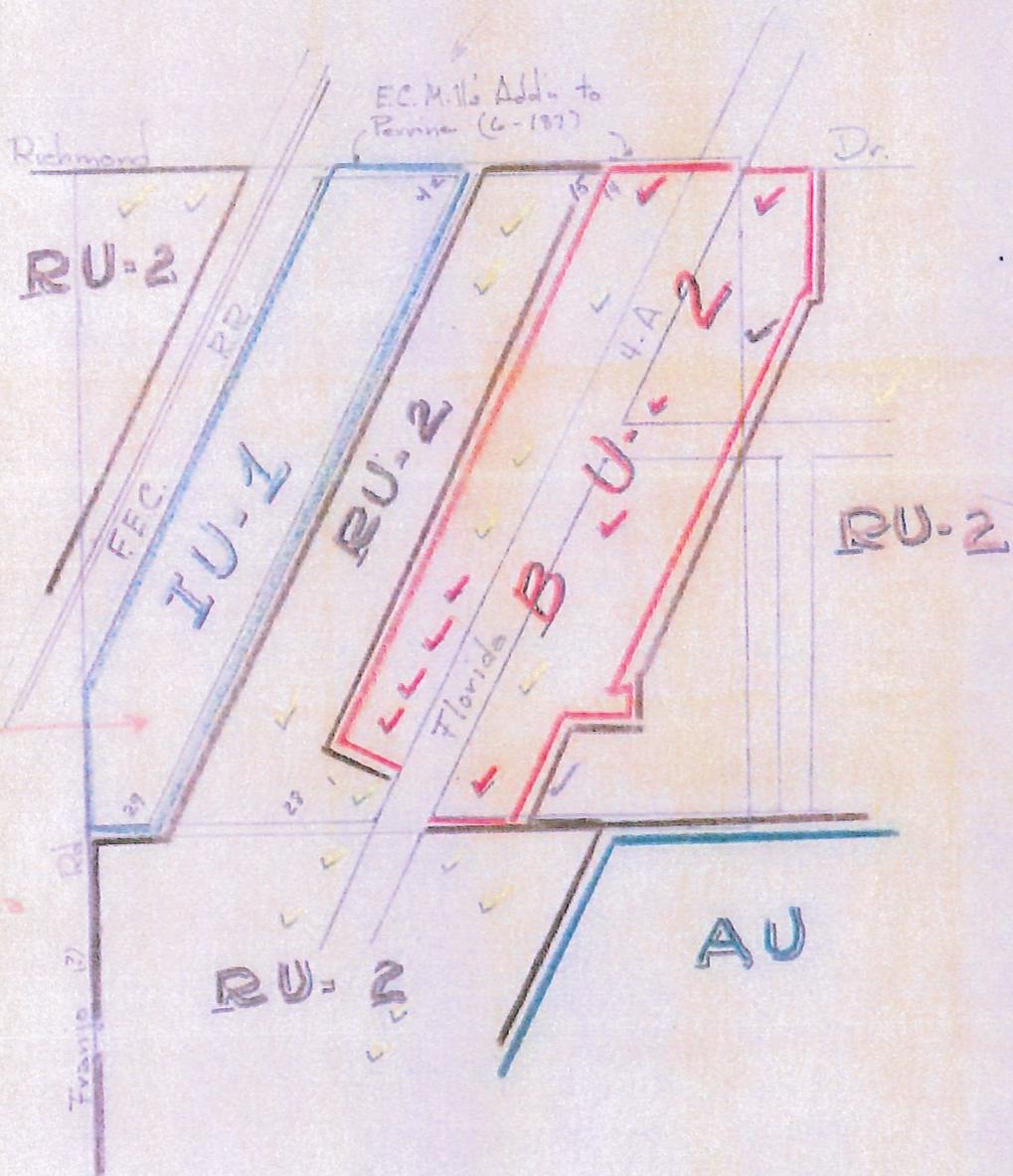


Note: - Large IU-1 zone on W/s F.E.C, 1/4 mile North -  
also see attached for <sup>new</sup> IU-1 zone at F.E.C. - S. of Richmond Dr.

Change of Zone requested by E.L. Cotton

Note: -  
 Changed to IU-1  
 by Public hearing  
 4/2/46

No permits have  
 been issued for use  
 in this changed area





[Print This Page](#)

### Zoning Records Search

|                           |   |
|---------------------------|---|
| <b>Process Number:</b>    | VPB-15-018  |
| <b>Applicant:</b>         | VILLAGE OF PALMETTO BAY   |
| <b>Location:</b>          | FRANJO ACTIVITY CENTER. BETWEEN US-1, 168 ST TO THE NORTH, 184 ST TO SOUTH, AND 94 AVE TO THE EAST. |
| <b>Legal Description:</b> | FRANJO ACTIVITY CENTER. BETWEEN US-1, 168 ST TO THE NORTH, 184 ST TO SOUTH, AND 94 AVE TO THE EAST. |
| <b>Request:</b>           | FLUM AMENDMENT TO FRANJO ACTIVITY CENTER  |
| <b>Application Date:</b>  |   |
| <b>Result:</b>            | APPROVED - PASSED AND ENACTED   |
| <b>Result Date:</b>       | 12/14/2015  |

### Hearings

| Board | Resolution | Result                        | Hearing Date | Item # |
|-------|------------|-------------------------------|--------------|--------|
| VPB   | 2015-18    | APPROVED - PASSED AND ENACTED | 12/14/2015   |        |
| VPB   |            | DEFERRED TO SECOND READING    | 9/9/2015     |        |
|       |            |                               |              |        |
|       |            |                               |              |        |

### Documents

|  |
|--|
| <a href="#">Ordinance No 2015 18.pdf</a> |
|--|

ORDINANCE NO. 2015-18

1  
2  
3 AN ORDINANCE OF THE MAYOR AND VILLAGE COUNCIL OF THE  
4 VILLAGE OF PALMETTO BAY, FLORIDA, ACTING IN ITS CAPACITY  
5 AS THE MAYOR AND VILLAGE COUNCIL AND AS THE LOCAL  
6 PLANNING AGENCY, CREATING THE VILLAGE'S  
7 COMPREHENSIVE PLAN LAND USE CATEGORY, "FRANJO  
8 ACTIVITY CENTER"; PROVIDING FOR PERMITTED USES;  
9 CREATING POLICIES IN SUPPORT THEREOF AND AMENDING  
10 CERTAIN PROVISION IN CONFLICT THERETO; AND RELATING  
11 TO A LARGE SCALE AMENDMENT OF THE FUTURE LAND USE  
12 MAP (FLUM) CONSISTENT WITH 163.3161 AND 163.3184, FLORIDA  
13 STATUTES; CHANGING THE LAND USE DESIGNATION OF  
14 CERTAIN LANDS WITHIN THE DOWNTOWN AREA OF THE  
15 VILLAGE OF PALMETTO BAY, AS FURTHER DESCRIBED AT  
16 ATTACHMENT A, FROM LOW DENSITY RESIDENTIAL, LOW  
17 MEDIUM RESIDENTIAL, MEDIUM RESIDENTIAL MEDIUM, HIGH  
18 RESIDENTIAL, BUSINESS OFFICE, NEIGHBORHOOD MIXED-USE,  
19 AND MIXED-USE CORRIDOR, TO FRANJO ACTIVITY CENTER  
20 (FAC); PROVIDING FOR TRANSMITTAL TO THE DEPARTMENT OF  
21 ECONOMIC OPPORTUNITY; PROVIDING FOR ORDINANCES IN  
22 CONFLICT, CODIFICATION, SEVERABILITY, AND AN EFFECTIVE  
23 DATE.

24  
25 WHEREAS, the Village Council has been designated as the Local Planning Agency for the  
26 Village pursuant to Section 163.3174, Florida Statutes; and

27  
28 WHEREAS, the Comprehensive Plan for the Village of Palmetto Bay was originally  
29 adopted on August 1<sup>st</sup>, 2005, provided for a range of permitted uses and development intensities for  
30 certain lands within the Village which included the designations of Mixed Use Corridor and  
31 Neighborhood Mixed Use; and

32  
33 WHEREAS, the Comprehensive Plan, together with the implementing tools, ensures that  
34 the development patterns for future land uses within the Village match the community vision and  
35 quality-of-life expectations of its residents; and

36  
37 WHEREAS, the specific authority and requirements for municipalities to do  
38 Comprehensive Planning in Florida emanates from Chapter 163, Florida Statutes; and

39  
40 WHEREAS, as the Comprehensive Plan, and amendments thereto are adopted via  
41 Ordinance; and

42  
43 WHEREAS, on November 8, 2004, the Mayor and Village Council adopted Resolution No.  
44 04-89 amending and accepting "The Franjo Triangle Commercial Island Charrette Report, A  
45 Citizen's Vision Plan" prepared September, 2004, and further directed staff to take appropriate  
46 action to implement the Report; and

1           **WHEREAS**, that Report recommended the creation of land use and zoning designations  
2 aimed to guide the redevelopment of that portion of the Village commonly referred to as the Franjo  
3 Triangle and Island (FT&I) area; and  
4

5           **WHEREAS**, the findings of the Report were previously incorporated into the  
6 Comprehensive Plan of the Village of Palmetto Bay on August 1, 2005, and subsequently thereto, on  
7 May 1, 2006, into the Village's Land Development Code as Section 30-50.18, entitled "FT&I, Franjo  
8 Triangle and U.S. 1 Island District" (FT&I); and  
9

10           **WHEREAS**, in light of the lack of development activities that occurred subsequent to that  
11 action, the Village Manager, in May of 2013, convened the Downtown Redevelopment Task Force  
12 (DRTF), consisting of 40 land use based professionals, the vast majority of residents of the Village,  
13 to initiate a broad review of existing zoning and land use regulations, together with other  
14 development indicators including marketing, demographics, infrastructure, and financial feasibility,  
15 to be viewed through the prism of supply and demand forces that may guide future success of a  
16 Downtown Palmetto Bay; and  
17

18           **WHEREAS**, that effort built upon the principals of the previous FT&I study, and further  
19 sought ways simplify code provisions adopted as a result of that study, in order to provide a flexible  
20 development code capable of capturing market demand; and  
21

22           **WHEREAS**, on September 18, 2013, the DRTF received initial funding and vital support  
23 from the Village Council at the Mayor and Village Council's final hearing for the FY 2013/14  
24 Operating & Capital Budget; and  
25

26           **WHEREAS**, at the April 2014 regular Mayor and Village Council meeting, the DRTF  
27 presented their downtown concept for the Village of Palmetto Bay; and  
28

29           **WHEREAS**, since that time, the Mayor and Village Council were presented with (1) a  
30 market study from Lambert Advisory on April 6, 2015, which demonstrated potential market  
31 capture of retail, office and residential demand, (2) a traffic study by Marlin Engineering on March 2,  
32 2015, which demonstrated how the roadway infrastructure must be configured to manage projected  
33 demand, and a (3) concurrency (aka capacity) study by Kimley Horn on July 6, 2015, which  
34 demonstrated the capacity of the infrastructure to support the desired future development; and  
35

36           **WHEREAS**, in fulfillment of the DRTF's vision, and as reflected in the supporting studies  
37 identified in these WHEREAS clauses, the Mayor and Village Council now desire to change the land  
38 use designation of certain lands within the Village's downtown area, as more particularly described at  
39 Attachment A, ; and  
40

41           **WHEREAS**, the adoption of an ordinance requires two readings, a public hearing as the  
42 Local Planning Agency, and a public hearing for second reading of the ordinance; and  
43

44           **WHEREAS**, an amendment which changes permitted uses to the Comprehensive Plan for  
45 the Village of Palmetto Bay has been prepared to be fully consistent with Chapter 163, Florida  
46 Statutes; and

1           **WHEREAS**, a large scale amendment (10 acres or more) to the Comprehensive Plan for the  
2 Village of Palmetto Bay has been prepared to be fully consistent with Chapter 163, Florida Statutes;  
3 and  
4

5           **WHEREAS**, the Village Council acting in its capacity as the Local Planning Agency has  
6 acted in accordance with state law, and in specific compliance with Section 163.3174, Florida  
7 Statutes and has reviewed and recommends approval of the amendment to its Land Use Element of  
8 the Comprehensive Plan; and  
9

10           **WHEREAS**, after receiving extensive input and participation by the public at first reading  
11 of the proposed amendment, the Village Council transmitted the proposed amendment to the  
12 Florida Department of Economic Opportunity and to all other agencies, as required under law, for  
13 their review pursuant to Section 163.3184, Florida Statutes; and  
14

15           **WHEREAS**, the Florida Department of Economic Opportunity (DEO) reviewed the  
16 proposed FLUM and return its Objections, Recommendations and Comments (ORC) Report to the  
17 Village; and  
18

19           **WHEREAS**, the Village Council considered the ORC and made certain changes to the  
20 proposed amendment to the Comprehensive Plan, which changes shall be incorporated in the  
21 Comprehensive Plan of the Village of Palmetto Bay, as applicable; and  
22

23           **WHEREAS**, the Mayor and Village Council conducted a second duly noticed public hearing  
24 on the amendment as required under law following the receipt of approval by the DEO; and  
25

26           **WHEREAS**, the Village Council have reviewed the criteria of 30-30.8(b) and find the  
27 ordinance in compliance with the applicable standards and the Comprehensive Plan; and  
28

29           **WHEREAS**, the Mayor and Village Council of the Village of Palmetto Bay desire to amend  
30 the Land Use Element of the Comprehensive Plan and the FLUM.  
31

32           **NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND VILLAGE**  
33 **COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, ACTING IN ITS**  
34 **CAPACITY AS THE LOCAL PLANNING AGENCY OF THE VILLAGE OF**  
35 **PALMETTO BAY, FLORIDA, AS FOLLOWS:**  
36

37           **Section 1.**     Recitals. The above recitals are true and correct and incorporated herein by  
38 this reference.  
39

40           **Section 2.**     Compliance with Criteria. In evaluating an application for a Comprehensive  
41 Plan amendment, from Neighborhood Mixed Use and Mixed Use Corridor, the Palmetto Bay  
42 Village Council is applying the standard under 30-30.8(b), of the Village's Code.  
43

44           **Section 3.**     The Land Use Element of the Village's Comprehensive Plan is amended to  
45 read as follows:  
46

1  
2 1.0 FUTURE LAND USE ELEMENT

3  
4 GOAL 1 TO GUIDE THE VILLAGE OF PALMETTO BAY FROM BIRTH TO EARLY  
5 MATURITY AS AN OUTSTANDING AND TRULY LIVABLE COMMUNITY  
6 IN SOUTHEAST FLORIDA BY BUILDING ON, AND IMPROVING, THE  
7 EXISTING LAND USE BLUEPRINT THROUGH VISIONARY PLANNING  
8 AND PLACE-MAKING, COST EFFICIENT PROVISION OF HIGH  
9 QUALITY FACILITIES AND SERVICES, QUALITY NEIGHBORHOOD  
10 PROTECTION, AND ENHANCEMENT OF ITS UNIQUE AND BEAUTIFUL  
11 COASTAL ENVIRONMENTAL RESOURCES.

12  
13 Objective 1.1 Future Land Use Map

14 Adoption and implementation of the Future Land Use Map (FLUM), including the  
15 land use amendments to individual parcels as referenced in the supporting Data,  
16 Inventory, and Analysis, and presented in Exhibit 1 and the element goals,  
17 objectives, and policies herein as the official and primary standard governing land use  
18 density and intensity in the Village of Palmetto Bay.

19  
20 \* \* \*

21  
22 Policy 1.1.1: The following future land use categories contained on the Village's Future Land  
23 Use Map are identified, and the use and development standards for each defined,  
24 below:

25  
26 \* \* \*

27  
28 ~~Neighborhood Mixed Use (NMU): This designation accommodates convenience~~  
29 ~~business/retail uses and services within or near neighborhoods for day-to-day~~  
30 ~~living needs. The vertical and horizontal integration of uses is permitted, and~~  
31 ~~existing neighborhood compatibility and interconnection is essential. Supporting~~  
32 ~~low intensity institutional uses are also allowed. Strong adherence and~~  
33 ~~implementation of the Village's Urban Design Manual is required especially with~~  
34 ~~respect to compatibility, and contribution to the character of the street and~~  
35 ~~neighborhood. On-street parking is allowed and off-street parking is highly~~  
36 ~~encouraged to be located in the rear of buildings. Convenience business uses~~  
37 ~~include small grocery stores, laundromats, and business and office uses with~~  
38 ~~relatively low traffic generation characteristics such as florists and law office.~~  
39 ~~Residential density shall range from a minimum of 6 to a maximum of 18~~  
40 ~~dwelling units per gross acre, with the exception of the Franjo Triangle Live~~  
41 ~~Work Area, where the density shall not exceed 8.5 units per acre.~~

42  
43 ~~Mixed Use Corridor (MUC): Vertical integration of primary uses is required in this~~  
44 ~~category, with business and office uses on the ground and bottom floors, and~~  
45 ~~residential uses on the upper floors. Existing car dealerships, hotels, apartment~~  
46 ~~hotels governmental offices, and civic uses are exempt from the integration~~

1 requirement. Compliance with Village's Urban Design Manual is required  
2 especially with respect to compatibility, and contribution to the character of the  
3 street and community. On-street parking is allowed and off-street parking is  
4 highly encouraged to be located in the rear of buildings. Residential density shall  
5 range from a minimum of 18 to a maximum of 40 dwelling units per gross acre.

6  
7 Franjo Activity Center (FAC). This designation encourages development or  
8 redevelopment that seeks to facilitate multi-use and mixed-use projects that  
9 encourage mass transit, reduce the need for automobile travel, provide incentives  
10 for quality development, provide for the efficient use of land and infrastructure,  
11 provide for urban civic open space, and give definition to a pedestrian urban  
12 form. The Franjo Activity Center is intended to support the achievement of a  
13 residential to non-residential balance that increases the opportunities for  
14 transportation demand management alternatives including but not limited to  
15 walking and transit, reduced vehicle miles traveled, and reduced single use trips.  
16 The Franjo Activity Center shall serve as a significant, multifamily, employment,  
17 office and commercial center of the Village.

18  
19 Development within the Franjo Activity Center shall:

- 20  
21 1. Focus on the effective mix of office, service, retail, entertainment, residential,  
22 community facilities, open space and transportation uses that will promote a  
23 lively, livable, and successful downtown area;  
24 2. Encourage a pedestrian oriented core;  
25 3. Promote mass transit and other forms of transportation as an alternative to  
26 the automobile that will link to the Miami-Dade mass transit system and the  
27 Village's local I-bus service or any predecessor service thereto;  
28 4. Encourage the integration of transportation and transit systems with land  
29 use;  
30 5. Allow for development and redevelopment activities at varying density and  
31 intensity ranges, and allow for the transfer of densities and intensities for  
32 properties within the boundaries of the FAC, as may be permitted by the  
33 Village;  
34 6. Promote compact, innovative land development;  
35 7. Promote creative siting of buildings, transportation routes, and open  
36 space to create vistas that will unite the downtown areas, link the downtown  
37 with the rest of Franjo Activity Center area, and

38  
39 Total densities and intensities of development within the Franjo Activity Center  
40 shall be as follows:

- 41 • Residential Land Uses – 5,389 dwelling units, of which 1,246 are to be held  
42 in reserve by the Village to be allocated by the Village at the time of site plan  
43 approval;  
44 • Commercial/Office/Retail – 1,500,000 square feet, of which 500,000 square  
45 feet are held in reserve to be allocated by the Village at the time of site plan  
46 approval.

- 1 • Urban Open Space/ Recreation Uses with a level of service within the FAC  
2 of .25 acres per 1,000 residents within the FAC.

3  
4 Community facilities will continue to be permitted with the FAC designation.  
5 Industrial uses and those uses which are determined to be detrimental to the  
6 goals of the FAC Master Plan are prohibited.

7  
8 The Village may use innovative land development regulations such as transit and  
9 pedestrian-oriented development, transfer development rights, development  
10 bonuses and minimum land use densities/intensities to ensure an appropriate  
11 land use pattern for the Franjo Activity Center. These regulations shall  
12 encourage the integration of transportation and transit systems with land use in  
13 order to promote effective multi-modal transportation.

14 \* \* \*

15  
16  
17 Policy 1.1.2: For the purpose of gross residential density determinations within land use  
18 categories, water bodies and non-residential use areas are not included. ~~For~~  
19 ~~mixed use parcels with vertical use integration, only the actual physical area~~  
20 ~~devoted to residential use may be utilized.~~

21 \* \* \*

22  
23  
24 Objective 1.3 Public Facility Levels-of-Service  
25 Make sure suitable land is available for roads and infrastructure needed to  
26 support proposed development and redevelopment, and the expansion of  
27 necessary public facility capacity and service concurrent with the impacts of  
28 development.

29 \* \* \*

30  
31  
32 Policy 1.3.6 Identify alternative level-of-service components.  
33 which support Complete Street elements such as bicycle capacity, pedestrian facilities, and  
34 multimodal options.

35  
36 2.0 TRANSPORTATION ELEMENT

37 \* \* \*

38  
39  
40 Goal 2.C Preserve and enhance desirable development patterns that support Palmetto  
41 Bay's vision to provide for a safe, convenient, and efficient motorized and non-  
42 motorized transportation system to satisfy the transportation needs of the  
43 residents and visitors of the residents.

44  
45 Objective 2.C.1 Future Land Use Coordination

1 The transportation system shall be coordinated with the Future Land Use Map  
2 (FLUM) and the goals, objectives, and policies of the Future Land Use Element  
3 to ensure that transportation facilities and services are available to adequately  
4 serve existing and proposed population densities, land uses, and housing and  
5 employment patterns.

6 \* \* \*

7  
8  
9 Policy 2C.1.5: Continue to coordinate with Miami-Dade County and the Miami-Dade County  
10 Metropolitan Planning Organization to support redevelopment of the portion of  
11 southwest Palmetto Bay located along the South Dade Busway as a transit  
12 oriented center. The extents of the transit oriented center are illustrated as  
13 Franjo Activity Center ~~"Neighborhood Mixed-Use" and Mixed-Use Corridor<sup>22</sup>~~  
14 land use categories on the Future Land Use Map and further described in the final  
15 ~~Franjo Road/US-1 Commercial Area Charrette Report: A Citizens' Vision Plan~~  
16 ~~accepted by Village Council in November 2004.~~

17 \* \* \*

18  
19  
20 7.0 RECREATION AND OPEN SPACE ELEMENT

21  
22 Goal 7 Provide a balanced, multi-purpose system of excellent parks, greenways, and  
23 trails that meet and exceed the needs of Palmetto Bay's residents, businesses, and  
24 visitors.

25  
26 Objective 7.1 Parks and Recreational System Needs  
27 Maintain and enhance Village parks and open space lands and facilities consistent  
28 with the adopted level-of-service (LOS) standard.

29 \* \* \*

30  
31  
32 Policy 7.1.2 Through the maintenance and expansion of the existing park facilities and the  
33 acquisition and/or development of new parks and open space, achieve: (1) a  
34 Village-wide level of service (LOS) standard of 5.0 acres per 1,000 residents by  
35 2025; and (2) a separate LOS of .25 acres per 1,000 residents for developments  
36 within the Franjo Activity Center area.

37  
38 **Section 4.** The amended Future Land Use Map is incorporated by reference and  
39 attached hereto as Attachment A, and shall be included in the "2013-2025 Future Land Use Map."

40  
41 **Section 5.** Transmittal. The Village Council, acting in its capacity as the Local Planning  
42 Agency, approves the above amendment, as further modified herein, to the FLUM, which is  
43 attached to this ordinance. The Village Council, acting in its capacity as the Local Planning Agency,  
44 further recommends to the Village Council that it authorize the Village Clerk to transmit the  
45 attached amendments to the FLUM to the State of Florida Department of Economic Opportunity  
46 (DEO) and all other governmental bodies, agencies, or private individuals as required by State law.

1  
2 **Section 6. Severability.** The provisions of this ordinance are declared to be severable,  
3 and if any sentence, section, clause or phrase of this ordinance shall, for any reason, be held to be  
4 invalid or unconstitutional, such decision shall not affect the validity of the remaining sentences,  
5 sections, clauses or phrases of the ordinance, but they shall remain in effect it being the legislative  
6 intent that this ordinance shall stand notwithstanding the invalidity of any part.

7  
8 **Section 7. Conflicts.** The provisions of the Comprehensive Plan of the Village of  
9 Palmetto Bay, Florida and all ordinances or parts of ordinances in conflict with the provisions of  
10 this ordinance are hereby repealed.

11  
12 **Section 8. Codification.** It is the intention of the Village Council and it is hereby  
13 ordained the provisions of this Ordinance shall become and be made part of the Comprehensive  
14 Plan of the Village of Palmetto Bay, Florida.

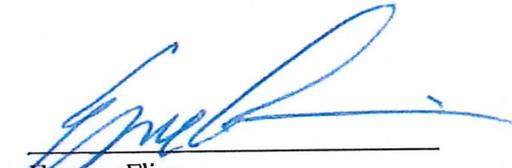
15  
16 **Section 9. Effective Date.** This ordinance shall take effect 31 days after enactment.

17  
18 **PASSED and ENACTED** this 14<sup>th</sup> day of December 2015.

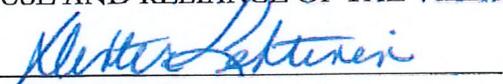
19  
20 First Reading: September 9, 2015  
21 Second Reading: December 14, 2015

22  
23  
24 Attest:

  
25 Meighan Alexander  
26 Village Clerk

  
Eugene Flinn  
Mayor

27  
28 APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE  
29 USE AND RELIANCE OF THE VILLAGE OF PALMETTO BAY ONLY:

30  
31   
32 Dexter W. Lehtinen  
33 Village Attorney

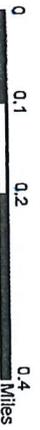
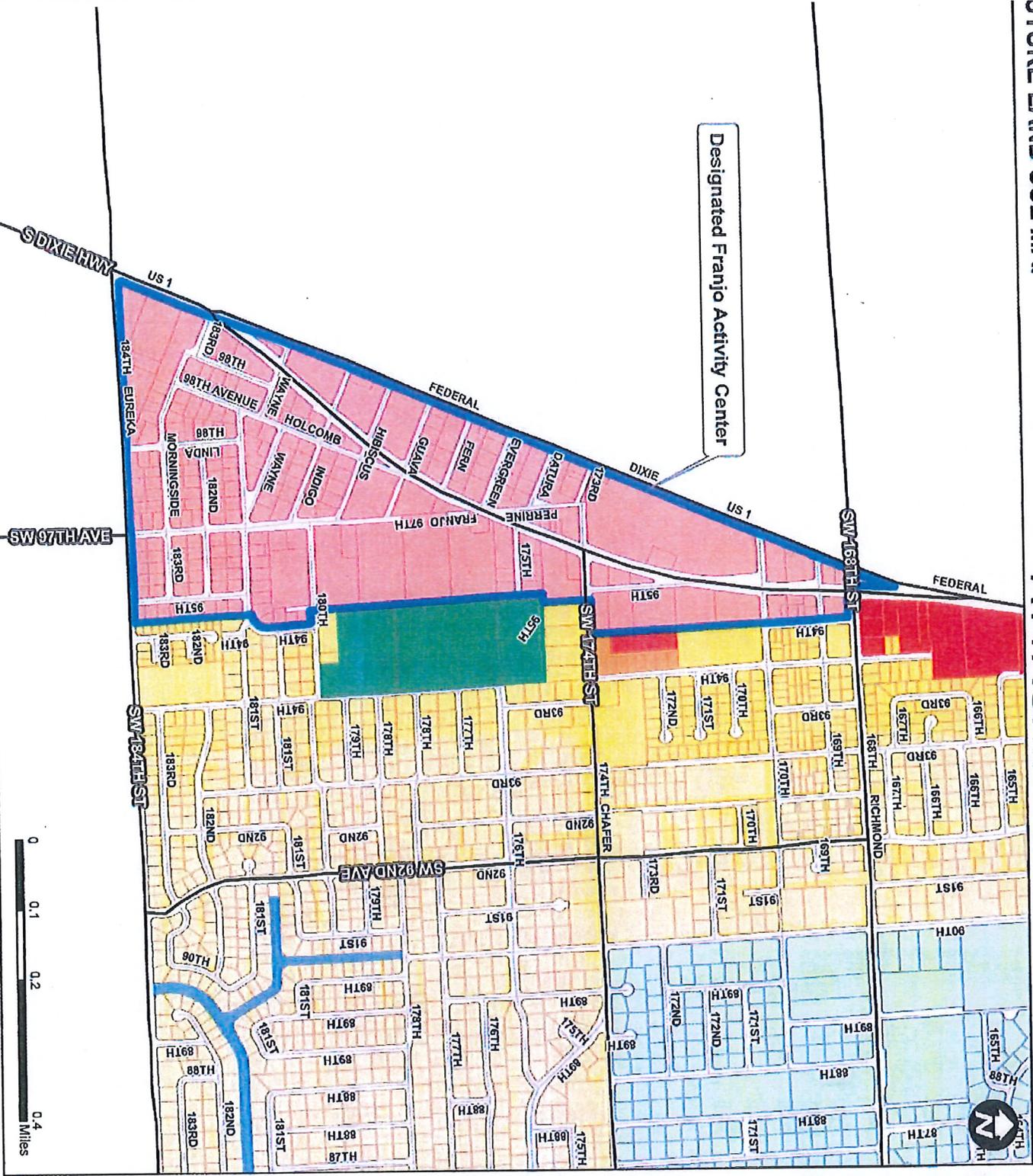
34  
35  
36 FINAL VOTE AT ADOPTION:

37  
38 Council Member Karyn Cunningham YES  
39  
40 Council Member Tim Schaffer YES  
41  
42 Council Member Larissa Siegel Lara YES  
43  
44 Vice-Mayor John DuBois YES  
45  
46 Mayor Eugene Flinn YES

Page 8 of 8

Additions shown by underlining and deletions shown by ~~overstriking~~.  
"\*\*\*\*" indicates portions of code excluded.

Designated Franjo Activity Center



**Legend**

- Business and Office
- Environmental Protection
- Environmentally Protected Parks
- Estate Density Residential
- Institutional and Public Facility
- Low Density Residential
- Low-Medium Density Residential
- Medium Density Residential
- Medium-High Density Residential and Hotel
- Franjo Activity Center
- Office and Residential
- Parks and Recreation
- Village Mixed-Use
- Water
- Roads





# Record Results

[Print This Page](#)

## Zoning Records Search

|                           |   |
|---------------------------|---|
| <b>Process Number:</b>    | VPB-15-019  |
| <b>Applicant:</b>         | VILLAGE OF PALMETTO BAY   |
| <b>Location:</b>          | BETWEEN US-1, 168 ST TO THE NORTH, 184 ST TO SOUTH, AND 94 AVE TO THE EAST. |
| <b>Legal Description:</b> | BETWEEN US-1, 168 ST TO THE NORTH, 184 ST TO SOUTH, AND 94 AVE TO THE EAST. |
| <b>Request:</b>           | REZONING OF FRANJO AREA TO DUV (DOWNTOWN URBAN VILLAGE).                    |
| <b>Application Date:</b>  |   |
| <b>Result:</b>            | APPROVED - PASSED AND ENACTED   |
| <b>Result Date:</b>       | 12/14/2015  |

## Hearings

| Board | Resolution | Result                        | Hearing Date | Item # |
|-------|------------|-------------------------------|--------------|--------|
| VPB   | 2015-19    | APPROVED - PASSED AND ENACTED | 12/14/2015   |        |
| VPB   |            | DEFERRED TO SECOND READING    | 9/9/2015     |        |
|       |            |                               |              |        |
|       |            |                               |              |        |

## Documents

|  |
|--|
| <a href="#">Ordinance No 2015 19.pdf</a> |
|--|

ORDINANCE NO. 2015-19

1  
2  
3 AN ORDINANCE OF THE MAYOR AND VILLAGE COUNCIL OF THE  
4 VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO ZONING;  
5 CREATING SECTION 30-50.23, ENTITLED "DOWNTOWN URBAN  
6 VILLAGE", CREATING ZONING DEVELOPMENT REGULATIONS  
7 FOR A DOWNTOWN PALMETTO BAY DISTRICT; AND AMENDING  
8 THE OFFICIAL ZONING MAP; CHANGING THE ZONING OF  
9 CERTAIN LANDS AS DESCRIBED ON THE MAP AT ATTACHMENT B  
10 FROM R-1, SINGLE FAMILY DISTRICT; R-2, TWO FAMILY  
11 RESIDENTIAL DISTRICT; R-4L, LIMITED APARTMENT HOUSE  
12 DISTRICT; R-4H, HOTEL MOTEL DISTRICT; R-O, BUSINESS  
13 OFFICE; MM, MIXED-USE MAIN STREET; MN, MIXED USE  
14 NEIGHBORHOOD; AND MC, MIXED-USE COMMERCIAL; TO DUV,  
15 DOWNTOWN URBAN VILLAGE DISTRICT; IN PALMETTO BAY,  
16 FLORIDA; PROVIDING FOR ORDINANCES IN CONFLICT,  
17 CODIFICATION, SEVERABILITY, AND AN EFFECTIVE DATE.

18  
19 WHEREAS, on May 1, 2006, the Mayor and Village Council of the Village of Palmetto Bay  
20 adopted Ordinance No. 06-06 establishing the Franjo Triangle and Island District (FT&I), thus  
21 fulfilling the objectives of a charrette initiated in 2004 to establish a downtown zoning district within  
22 the southwest corner of the Village; and

23  
24 WHEREAS, since the adoption of those provisions, the Village has had limited success in  
25 capturing new development within the downtown area, even as its neighbors to the north and south  
26 have enjoyed significant growth in new construction activity with corresponding rises in property  
27 values; and

28  
29 WHEREAS, in late Spring of 2013 the Village Manager formed the Downtown  
30 Redevelopment Task Force (DRTF) to explore initiatives to properly position the Village to capture  
31 its share of the growing development opportunities into the downtown area; and

32  
33 WHEREAS, as part of that effort, the DRTF received initial funding and vital support from  
34 the Village Council on September 18, 2013 at the Mayor and Village Council's final hearing for the  
35 FY 2013/14 Operating & Capital Budget, which funding was to provide for planning and market  
36 studies and for the construction of infrastructure; and

37  
38 WHEREAS, in April of 2004 the DRTF presented their downtown concept to the Mayor  
39 and Village Council; and

40  
41 WHEREAS, Since that time, the Mayor and Village Council have been presented with (1) a  
42 market study from Lambert Advisory (April 6, 2015) which demonstrated potential market capture  
43 of retail, office and residential demand, (2) a traffic study by Matlin Engineering (March 2, 2015),  
44 which demonstrated how the roadway infrastructure must be configured to manage projected

1 demand, and (3) a concurrency (aka capacity) study performed by Kimley Horn (July 13, 2015), to  
2 identify infrastructure needed to support the anticipated development; and  
3

4 **WHEREAS**, the Mayor and Village Council now desire to fulfill the vision of the DRTF as  
5 supported by the findings of the Studies, by adopting new downtown provisions and the rezoning  
6 certain lands therein, in order to promote the development of the Village's southwest corner; and  
7

8 **WHEREAS**, pursuant to Chapter 166, *Florida Statutes*, new zoning provisions, and a change  
9 of zoning, otherwise known as a district boundary change, of more than 10 acres, requires a public  
10 hearing on second reading, and a Local Planning Agency public hearing prior to approval of the  
11 rezoning by ordinance; and  
12

13 **WHEREAS**, pursuant to Section 163.3174, *Florida Statutes* the Village Council has been  
14 designated as the Local Planning Agency for the Village; and  
15

16 **WHEREAS**, on December 14, 2015, the Local Planning Agency approved the proposed  
17 amendment; and  
18

19 **WHEREAS**, to approve a zoning code and/or zoning map amendment, the request must  
20 be consistent with the Village's Comprehensive Plan and a basic finding of compatibility to Code  
21 Section 30-30.7(b) must be rendered by the Mayor and Village Council; and  
22

23 **WHEREAS**, the Mayor and Village Council, now desire to enact Land Development  
24 Regulations for lands within the downtown area as provided at Attachment A, and to rezone the  
25 certain lands within Village's downtown area accordingly, as further described at Attachment B.  
26

27 **BE IT ENACTED BY THE MAYOR AND VILLAGE COUNCIL OF THE**  
28 **VILLAGE OF PALMETTO BAY, FLORIDA, AS FOLLOWS:**  
29

30 **Section 1. Compliance with Code Section 30-30.7(b).** The Mayor and Village  
31 Council find the downtown zoning land development regulations and rezoning consistent with Code  
32 Section 30-30.7(b) of the Code of Ordinances.  
33

34 **Section 2. Compliance with FS Chapter 166.** The Village Council, in compliance  
35 with Chapter 166, *Florida Statutes*, after the first reading and Local Planning Agency hearing,  
36 approved the request to rezone.  
37

38 **Section 3. Creation of Downtown Land Development Regulations.** Section 30-  
39 50.23 is created within the Village's Code of Ordinances to read as provided at Attachment A of this  
40 ordinance.  
41

1           **Section 4. Codification.** It is the intention of the Village Council and it is hereby  
2 ordained the provisions of this Ordinance shall become and be made part of the Code of  
3 Ordinances of the Village of Palmetto Bay, Florida, that sections of this Ordinance may be  
4 renumbered or re-lettered to accomplish such intentions, and that the word "Ordinance" shall be  
5 changed to "Section" or other appropriate word.  
6

7           **Section 5. Rezoning.** That all lands as described and so designated at Attachment B of  
8 this ordinance are rezoned accordingly and be so reflected on the Village of Palmetto Bay's Official  
9 Zoning Map.  
10

11           **Section 6. Conflicting Provisions.** The provisions of the Code of Ordinances of the  
12 Village of Palmetto Bay, Florida and all ordinances or parts of ordinances in conflict with the  
13 provisions of this ordinance are hereby repealed.  
14

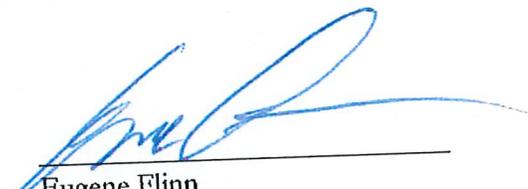
15           **Section 7. Severability.** The provisions of this Ordinance are declared to be severable,  
16 and if any sentence, section, clause or phrase of this Ordinance shall, for any reason, be held to be  
17 invalid or unconstitutional, such decision shall not affect the validity of the remaining sentences,  
18 sections, clauses or phrases of the Ordinance, but they shall remain in effect. It is the legislative  
19 intent that this Ordinance shall stand notwithstanding the invalidity of any part.  
20

21           **Section 8. Effective Date.** This ordinance shall take effect immediately upon  
22 enactment.  
23

24 **PASSED and ENACTED** this 14<sup>th</sup> day of December, 2015.  
25

26           First Reading:           September 9, 2015  
27           Second Reading:        December 14, 2015  
28

29  
30           Attest:   
31           Meighan Alexander  
32           Village Clerk  
33

  
34           Eugene Flinn  
35           Mayor  
36

37           APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE  
38           USE AND RELIANCE OF THE VILLAGE OF PALMETTO BAY ONLY:  
39

40             
41           Dexter W. Lehtinen  
42           Village Attorney  
43

1  
2 FINAL VOTE AT ADOPTION:  
3  
4 Council Member Karyn Cunningham YES  
5  
6 Council Member Tim Schaffer YES  
7  
8 Council Member Larissa Siegel Lara YES  
9  
10 Vice-Mayor John DuBois YES  
11  
12 Mayor Eugene Flinn YES  
13  
14



# Record Results

[Print This Page](#)

## Zoning Records Search

|                           |   |
|---------------------------|---|
| <b>Process Number:</b>    | VPB-16-400  |
| <b>Applicant:</b>         | VILLAGE OF PALMETTO BAY   |
| <b>Location:</b>          | BETWEEN US-1, 168 ST TO THE NORTH, 184 ST TO SOUTH, AND 94 AVE TO THE EAST. |
| <b>Legal Description:</b> | BETWEEN US-1, 168 ST TO THE NORTH, 184 ST TO SOUTH, AND 94 AVE TO THE EAST. |
| <b>Request:</b>           | REZONING OF FRANJO AREA TO DUV (DOWNTOWN URBAN VILLAGE).                    |
| <b>Application Date:</b>  |   |
| <b>Result:</b>            | APPROVED - PASSED AND ENACTED   |
| <b>Result Date:</b>       | 12/14/2015  |

## Hearings

| Board | Resolution | Result                        | Hearing Date | Item # |
|-------|------------|-------------------------------|--------------|--------|
| VPB   | 2016-04    | APPROVED - PASSED AND ENACTED | 12/14/2015   |        |
| VPB   |            | DEFERRED TO SECOND READING    | 9/9/2015     |        |
|       |            |                               |              |        |
|       |            |                               |              |        |

## Documents

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| <a href="#">Ordinance No 2016 04.pdf</a> |
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ORDINANCE NO. 2016-04

AN ORDINANCE OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO ZONING; AMENDING SECTION 30-50.23, ENTITLED "DOWNTOWN URBAN VILLAGE", TO INCLUDE THE AMENDED AT ATTACHMENT A; AND AMENDING THE OFFICIAL ZONING MAP BY CHANGING THE ZONING OF THOSE LANDS EFFECTED AS DESCRIBED AT ATTACHMENT B, FROM R-1, SINGLE FAMILY DISTRICT; R-O, BUSINESS OFFICE; MM, MIXED-USE MAIN STREET; MN, MIXED USE NEIGHBORHOOD; AND LW, LIVE-WORK DISTRICT; TO DUV, DOWNTOWN URBAN VILLAGE DISTRICT; IN PALMETTO BAY, FLORIDA; PROVIDING FOR ORDINANCES IN CONFLICT, CODIFICATION, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, on May 1, 2006, the Mayor and Village Council of the Village of Palmetto Bay adopted Ordinance No. 06-06 establishing the Franjo Triangle and Island District (FT&I), thus fulfilling the objectives of a charrette initiated in 2004 to establish a downtown zoning district within the southwest corner of the Village; and

WHEREAS, since the adoption of those provisions, the Village has had limited success in capturing new development within the downtown area, even as its neighbors to the north and south have enjoyed significant growth in new construction activity with corresponding rises in property values; and

WHEREAS, in late Spring of 2013, the Village Manager formed the Downtown Redevelopment Task Force (DRTF) to explore initiatives to properly position the Village to capture its share of the growing development opportunities into the downtown area; and

WHEREAS, as part of that effort, the DRTF received initial funding and vital support from the Village Council on September 18, 2013 at the Mayor and Village Council's final hearing for the FY 2013/14 Operating & Capital Budget, which funding was to provide for planning and market studies and for the construction of infrastructure; and

WHEREAS, in April of 2014 the DRTF presented their downtown concept to the Mayor and Village Council; and

WHEREAS, Since that time, the Mayor and Village Council have been presented with (1) a market study from Lambert Advisory (April 6, 2015) which demonstrated potential market capture of retail, office and residential demand, (2) a traffic study by Marlin Engineering (March 2, 2015), which demonstrated how the roadway infrastructure must be configured to manage projected demand, and (3) a concurrency (aka capacity) study performed by Kimley Horn (July 13, 2015), to identify infrastructure needed to support the anticipated development; and

1           WHEREAS, the Mayor and Village Council have since commenced with the fulfillment of  
2 the vision of the DRTF as supported by the findings of the Studies, by adopting new downtown  
3 provisions and the rezoning certain lands therein, in order to promote the development of the  
4 Village's southwest corner; and  
5

6           WHEREAS, on December 14, 2015, the Mayor and Village Council completed the first  
7 phase of the zoning initiative and now desire apply the Downtown Urban Village land development  
8 regulations to those lands described at Attachment A; and  
9

10           WHEREAS, pursuant to Chapter 166, *Florida Statutes*, new zoning provisions, and a change  
11 of zoning, otherwise known as a district boundary change, of more than 10 acres, requires a public  
12 hearing on second reading, and a Local Planning Agency public hearing prior to approval of the  
13 rezoning by ordinance; and  
14

15           WHEREAS, pursuant to Section 163.3174, *Florida Statutes* the Village Council has been  
16 designated as the Local Planning Agency for the Village; and  
17

18           WHEREAS, on January 4, 2016, the Local Planning Agency approved the proposed  
19 amendment; and  
20

21           WHEREAS, to approve a zoning code and/or zoning map amendment, the request must  
22 be consistent with the Village's Comprehensive Plan and a basic finding of compatibility to Code  
23 Section 30-30.7(b) must be rendered by the Mayor and Village Council; and  
24

25           WHEREAS, the Mayor and Village Council, now desire to enact land development  
26 regulations for lands within the downtown area as provided at Attachment A, and to rezone the  
27 certain lands within Village's downtown area accordingly, as further described at Attachment B.  
28

29           **BE IT ENACTED BY THE MAYOR AND VILLAGE COUNCIL OF THE**  
30 **VILLAGE OF PALMETTO BAY, FLORIDA, AS FOLLOWS:**  
31

32           Section 1. Compliance with Code Section 30-30.7(b). The Mayor and Village  
33 Council find the downtown zoning land development regulations and rezoning consistent with Code  
34 Section 30-30.7(b) of the Code of Ordinances.  
35

36           Section 2. Compliance with FS Chapter 166. The Village Council, in compliance  
37 with Chapter 166, *Florida Statutes*, after the first reading and Local Planning Agency hearing,  
38 approved the request to rezone.  
39

40           Section 3. Creation of Downtown Land Development Regulations. Section 30-  
41 50.23 is amended within the Village's Code of Ordinances to read as provided at Attachment A of  
42 this ordinance.  
43

1           **Section 4. Codification.** It is the intention of the Village Council and it is hereby  
2 ordained the provisions of this Ordinance shall become and be made part of the Code of  
3 Ordinances of the Village of Palmetto Bay, Florida, that sections of this Ordinance may be  
4 renumbered or re-lettered to accomplish such intentions, and that the word "Ordinance" shall be  
5 changed to "Section" or other appropriate word.  
6

7           **Section 5. Rezoning.** That all lands as described and so designated at Attachment B of  
8 this ordinance are rezoned accordingly and be so reflected on the Village of Palmetto Bay's Official  
9 Zoning Map.  
10

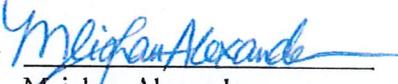
11           **Section 6. Conflicting Provisions.** The provisions of the Code of Ordinances of the  
12 Village of Palmetto Bay, Florida and all ordinances or parts of ordinances in conflict with the  
13 provisions of this ordinance are hereby repealed.  
14

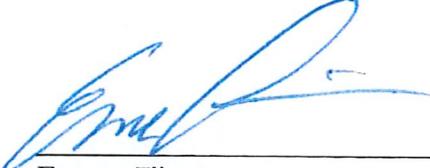
15           **Section 7. Severability.** The provisions of this Ordinance are declared to be severable,  
16 and if any sentence, section, clause or phrase of this Ordinance shall, for any reason, be held to be  
17 invalid or unconstitutional, such decision shall not affect the validity of the remaining sentences,  
18 sections, clauses or phrases of the Ordinance, but they shall remain in effect. It is the legislative  
19 intent that this Ordinance shall stand notwithstanding the invalidity of any part.  
20

21           **Section 8. Effective Date.** This ordinance shall take effect immediately upon  
22 enactment.  
23

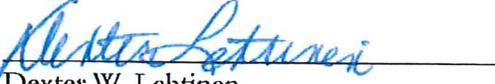
24 **PASSED and ENACTED** this 4<sup>th</sup> day of January, 2016.  
25

26           First Reading:           December 14, 2015  
27           Second Reading:         January 4, 2016  
28

29  
30  
31 Attest:   
32           Meighan Alexander  
33           Village Clerk  
34

  
35           Eugene Flinn  
36           Mayor  
37

38 APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE  
39 USE AND RELIANCE OF THE VILLAGE OF PALMETTO BAY ONLY:  
40

41   
42           Dexter W. Lehtinen  
43           Village Attorney

1  
2  
3 FINAL VOTE AT ADOPTION:  
4  
5 Council Member Karyn Cunningham YES  
6  
7 Council Member Tim Schaffer YES  
8  
9 Council Member Larissa Siegel Lara YES  
10  
11 Vice-Mayor John DuBois YES  
12  
13 Mayor Eugene Flinn YES  
14



# ITEM 2

# MEMO



---

To: Honorable Mayor and Village Council

Date: January 13, 2020

From: Edward Silva, Village Manager

Re: Modification of  
Approved Development Order

---

**REQUEST FOR APPROVAL OF A SITE PLAN MODIFICATION WITH DESIGN CONSIDERATIONS FOR A NEW AUTO SALES CENTER WITH SALES AND SERVICE FACILITIES AND A RETAIL COMPONENT AT SOUTH DIXIE HIGHWAY AND BANYAN ROAD, ZONED DOWNTOWN URBAN VILLAGE (DUV), DOWNTOWN GENERAL (DG) SECTOR, PURSUANT TO SECTION 30-50.23 DUV ZONING DISTRICT; AND SECTION 30-30.5, SITE PLAN APPROVAL.**

**BACKGROUND AND ANALYSIS:**

The request is to approve a proposed modification of an approved site plan on five adjoining parcels in the Downtown Urban Village (DUV), Downtown General (DG) Sector. The approved site plan is for a three-story mixed-use building anchored by a new automobile dealership including ground-floor retail space along Franjo Road, approved on February 12, 2018 by Resolution 2018-26. On October 11, 2019, the Village received site plan modifications for the entire site. After pre-application meetings with staff, the modifications have been divided into 2 phases with this request being for Phase I of the modifications which were received on December 9<sup>th</sup>. The Phase I modification adds an additional showroom and service facility, totaling 7,802 sq. ft. in the southwest surface parking area of the approved site plan; however, this modification overlaps with the approved building footprint and therefore will require Phase II modifications. The approved site plan is a 2-story new car sales facility for the Audi auto marque and includes pedestrian-oriented retail space along Franjo Road. The proposed Phase I modification adds a showroom and service area for sales of new vehicles marketed under the Lamborghini brand. Note that a zoning approval will not be specific to a brand.

The proposed modification of Phase I has been determined by Village of Palmetto Bay Planning and Zoning staff to exceed the threshold for administrative approval; therefore, the modifications are before the Mayor and Village Council for approval at a public hearing.

**FISCAL IMPACT:** The Phase I modification floor area may be offset by a corresponding decrease in the approved building area, so a net impact to the Village portion of ad-valorem property tax is not definite. It is expected that the additional showroom and service area will create primary sector employment opportunities in the Palmetto Bay downtown, with multiplier effects for service business.

**RECOMMENDATION:** Staff recommends approval of the Phase I Site Plan Modification for the development order provided by Resolution 2018-26, approved on February 12, 2018, subject to the conditions provided in the staff report on page 31, and included as part of the proposed resolution.

## RESOLUTION

1 RESOLUTION NO. \_\_\_\_\_

2  
3 ZONING APPLICATION VPB-16-017

4 A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE  
5 VILLAGE OF PALMETTO BAY, FLORIDA APPROVING A SITE PLAN  
6 MODIFICATION WITH DESIGN CONSIDERATIONS FOR A NEW AUTO  
7 SALES CENTER WITH SALES AND SERVICE FACILITIES AND A  
8 RETAIL COMPONENT AT SOUTH DIXIE HIGHWAY AND BANYAN  
9 ROAD, ZONED DOWNTOWN URBAN VILLAGE (DUV), DOWNTOWN  
10 GENERAL (DG) SECTOR, PURSUANT TO SECTION 30-50.23 OF THE  
11 VILLAGE ZONING CODE FOR THE DUV ZONING DISTRICT, AND  
12 PURSUANT TO SECTION 30-30.5 OF THE ZONING CODE REGARDING  
13 SITE PLAN APPROVAL.

14  
15 WHEREAS, Pursuant to Resolution 2018-26, the applicant, Mr. Ken  
16 Gorin of "The Collection, LLC" was approved for a site plan with design  
17 considerations to allow for the construction of a three-story auto sales  
18 center totaling 191,259 sq. ft, including 185,255 sq. ft. of sales and service  
19 space, and 6,004 sq. ft. of small retail space at street level along Franjo  
20 Road, for the entire block bounded by South Dixie Highway, Franjo Road,  
21 Banyan Street and Datura Street, comprising the properties located at:  
22 17405-13 South Dixie Highway, 9742 Banyan Street, 17400 Franjo Road  
23 (SW 97<sup>th</sup> Avenue), and 17414 Franjo Road (SW 97<sup>th</sup> Avenue); bearing folio  
24 numbers 33-5032-004-2480, 33-5032-004-2530, 33-5032-004-2500, 33-  
25 5032-004-2520 and 33-5032-004-2490; and

26  
27 WHEREAS, on December 9, 2019, the Village of Palmetto Bay  
28 Planning and Zoning Division received a request for phased modification of  
29 the approved development order; and

30  
31 WHEREAS, the Phase I modification adds an additional building  
32 containing a new automobile sales showroom and service facility, totaling  
33 7,802 sq. ft. in the southwest surface parking area of the approved site  
34 plan; and

35  
36 WHEREAS, the Phase I modification overlaps with the approved  
37 building footprint and will require Phase II modifications; and

1  
2       **WHEREAS**, the Village Council of the Village of Palmetto Bay  
3 conducted a quasi-judicial hearing on the application at Village Hall, 9705  
4 East Hibiscus Street on January 13, 2020; and  
5

6       **WHEREAS**, the Mayor and Village Council finds, based on  
7 substantial competent evidence in the record, that the application for the  
8 modification to the approved site plan is consistent with the Village of  
9 Palmetto Bay's Comprehensive Plan and the applicable Land Development  
10 Regulations.  
11

12       NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND  
13 VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA:  
14

15       **Section 1.** A public hearing on the present application was held on  
16 January 13, 2020, in accordance with the Village's "Quasi-judicial Hearing  
17 Procedures", and based on the testimony and evidence presented during  
18 the hearing, the Village Council makes the following findings of fact,  
19 conclusions of law and final order.  
20

21       **Section 2. Findings of fact.**  
22

23       1. The requested modification of the approved site plan is  
24 consistent with the Village's Comprehensive Plan, as further specified in  
25 the Analysis Section of the Village's Staff report, which is attached as  
26 Exhibit "1".  
27

28       2. The rules that govern the conditions upon which such uses are  
29 permitted to be configured and operated are principally at Section 30-30.5  
30 styled "Site Plan Approval" and Section 30-50.23, DUV Downtown Urban  
31 Village, of the Village's Land Development Code.  
32

33       3. A review of the Code, as evidenced in the analysis of staff, which  
34 is attached into this Resolution, and after hearing the applicant and  
35 applicant's experts, the Village Council found the site plan request  
36 consistent with those standards.  
37

1           4. The applicant has agreed to all proposed modifications and  
2 conditions in the section below entitled "Order".  
3  
4

5           **Section 3. Conclusions of law.**  
6

7           The site plan for the specific use was reviewed pursuant to the above  
8 referenced Section 30-30.5 and Section 30-50.23 of Palmetto Bay's Code  
9 of Ordinances and was found to be conditionally consistent.  
10

11           **Section 4. Order.**  
12

13           The Village Council grants the Phase I modification to the site plan request  
14 as it would be in keeping with the applicable Land Development  
15 Regulations with the Village's Comprehensive Plan. The Village Council,  
16 pursuant to above-referenced Sections 30-30.5(j)(1), and 30-50.23,  
17 approves the plans as prepared by Spring Engineering, Inc., consisting of 4  
18 sheets, dated and stamped received December 9, 2019, attached as  
19 Exhibit "2", and as presented to Village Council on January 13, 2020 with  
20 the following conditions:  
21

- 22           1) All conditions approved with Resolution 2018-26 are to remain as  
23           required.  
24
- 25           2) The Phase I site plan overlaps with the approved site plan building at  
26           its north boundary. Phase II modifications shall be required for an be  
27           approval at a public hearing and shall not be administratively  
28           determined.  
29
- 30           3) Approval of Phase I does not provide a right to approval of Phase II  
31           modifications that exceed the intensity of the existing development  
32           order provided by Resolution 2018-26.  
33
- 34           4) Subsequent approval of Phase II modifications in conjunction with  
35           Phase I modifications may not exceed the intensity and demand on  
36           infrastructure services of the existing development order provided by  
37           Resolution 2018-26.

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- 5) Subsequent approval of Phase II modifications in conjunction with Phase I modifications may not exceed trip generation and traffic impacts of the existing development order provided by Resolution 2018-26.
- 6) The location of the build-to line for the Phase 1 additional building will be the same as those for the original approval, assuring that the build-to lines for both structures align along South Dixie Highway and Datura Street.
- 7) There will be no reduction of landscape area on the Phase I site plan compared to the same area as approved by the site plan and conditions of Resolution 2018-26. Landscape buffering for surface parking spaces that are along US-1 and Datura Street shall be as it was required in character, area, depth, height and spacing for the existing development order. A landscape plan will be required.
- 8) Interruption of street tree spacing in front of the Phase I building along the US-1 façade for the length of the glazed wall is permitted in a similar manner to Design Consideration#16 of Resolution 2018-26. This condition is permitted contingent on the building being used for new car sales. Deleted trees along US-1 shall be mitigated. Along Datura Street, trees are to be planted consistent with Village of Palmetto Bay requirements.
- 9) Transparency requirements for the ground-level vertical surfaces must meet the requirements of Section 30-50.23. Resolution 2018-26 approval of design considerations for reduced glazing shall not apply to the Phase I building approved by this modification.
- 10) The proposed Phase I, 1-story building shall use architectural design methods to create the outward appearance of a second floor with transparency, fenestration and architectural detail at minimum along US-1 and Datura Street facades that is consistent with the intent and appearance of the approved development order.

1 11) The project shall comply with all Village Public Services Department  
2 comments.

3  
4 12) Should the Phase II project not be built, this Resolution shall become  
5 null and void, and the original site plan approved by Resolution  
6 2018-26 shall control and be built out according to the site plan  
7 approved at that time.

8  
9 **Section 5. Record.**

10  
11 The record shall consist of the notice of hearing, the Village of  
12 Palmetto Bay Staff Report, the application, documents submitted by the  
13 applicant and the applicants' representatives to the Village of Palmetto Bay  
14 in connection with the applications, the testimony of sworn witnesses and  
15 documents presented at the quasi-judicial hearing, and the tape and  
16 minutes of the hearing. The record shall be maintained by the Village  
17 Clerk.

18  
19 **Section 6.** This resolution shall take effect immediately upon  
20 approval.

21  
22 PASSED AND RESOLVED this 13<sup>rd</sup> day of January, 2020.

23  
24 Attest:

25  
26 \_\_\_\_\_  
27 Missy Arocha  
28 Village Clerk

26 \_\_\_\_\_  
27 Karyn Cunningham  
28 Mayor

29  
30  
31 APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE USE AND RELIANCE OF  
32 THE VILLAGE OF PALMETTO BAY ONLY:

33  
34 \_\_\_\_\_  
35 John Dellagloria  
36 Village Attorney

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**FINAL VOTE AT ADOPTION:**

Council Member Patrick Fiore

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Council Member David Singer

---

Council Member Marsha Matson

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Vice Mayor John DuBois

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Mayor Karyn Cunningham

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## STAFF REPORT



### Village of Palmetto Bay, Florida

#### STAFF ANALYSIS

**FILE:** VPB 16-017

**HEARING DATE:** January 13, 2020

**APPLICANT:** The Collection, LLC

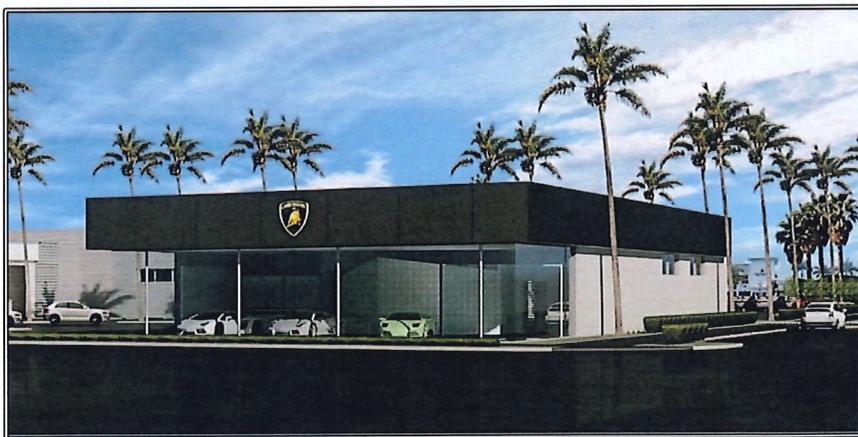
**COUNCIL DISTRICT:** 3

**REQUEST:** The request is to approve a modification of an approved site plan on five adjoining parcels in the Downtown Urban Village (DUV), Downtown General (DG) Sector. The approved site plan is for a three-story mixed use new automobile dealership including ground-floor retail space along Franjo Road, approved on February 12, 2018 by Resolution 2018-26.



*Approved Site Plan: view of southwest corner where Phase I modification is proposed for the surface parking area.*

On October 11, 2018, the Village received site plan modifications for the entire site. After pre-application meetings with staff, the modifications have been divided into 2 phases, with this request being for Phase I of the modifications to the existing site plan approval. The Phase I modification was received on December 9, 2019, and adds an additional showroom and service facility, totaling 7,802 sq. ft. in the southwest surface parking area of the approved site plan. The approved site plan is a 2-story new car sales facility for the Audi auto marque, and includes pedestrian-oriented retail space along Franjo Road. The Phase I modification adds a showroom and service area, proposed sales of new vehicles marketed under the Lamborghini brand. The zoning decision is not specific to a brand. The proposed Phase I building could be used for any sales permitted by the use.



*Phase I modification, Lamborghini sales and service building in southwest corner of site*

The proposed modification of Phase I has been determined by Village of Palmetto Bay Planning and Zoning staff to exceed the threshold for administrative approval; therefore, the modifications are before the Mayor and Village Council for approval at a public hearing.

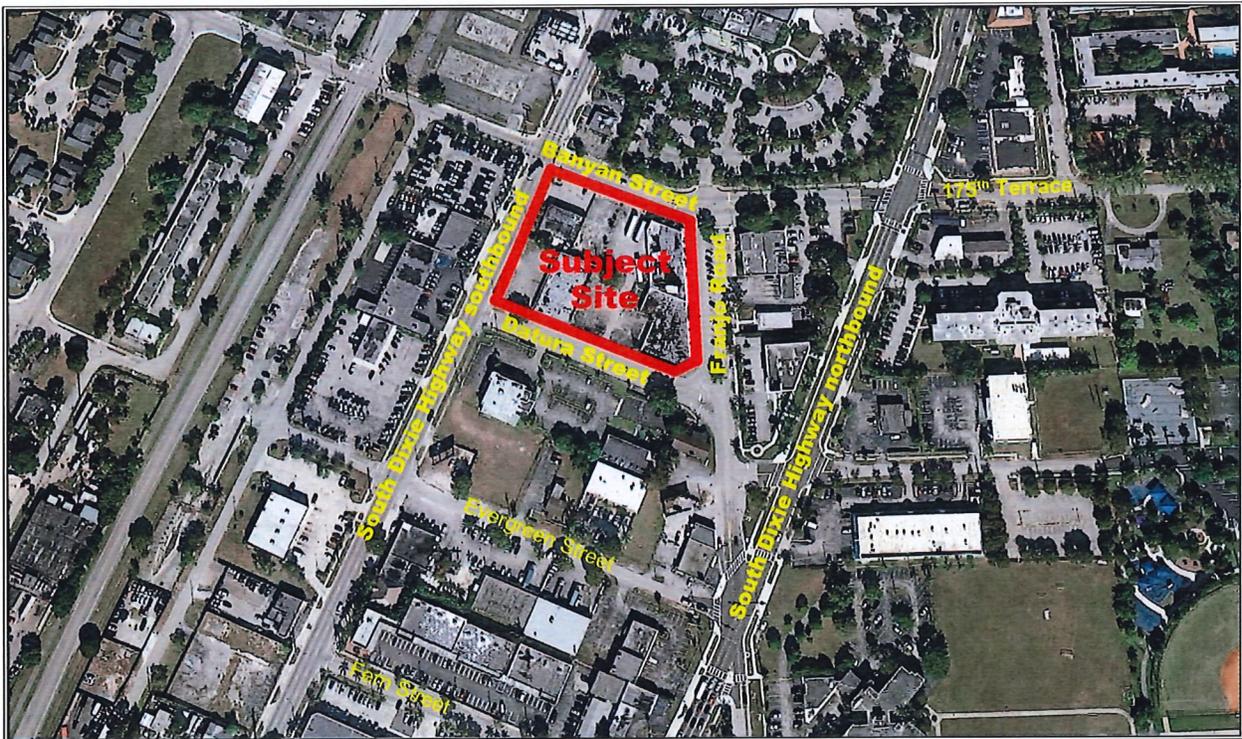
**GENERAL INFORMATION**

**ADDRESS:** 17405 South Dixie Highway:

**LOCATION:** Entire block, bounded by:  
West: South Dixie Highway  
East: Franjo Road (SW 97<sup>th</sup> Avenue)  
North: Banyan Street  
South: East Datura Street

**LOT SIZE:** 105,148 s.f.; approx. 2.41 acres

**FOLIO(s):** Assembled parcels to include:  
17405-13 South Dixie Highway: 33-5032-004-2480  
9742 Banyan Street: 33-5032-004-2530  
17400 SW 97<sup>th</sup> Avenue: 33-5032-004-2500, 33-5032-004-2520  
17414 SW 97<sup>th</sup> Avenue: 33-5032-004-2490



## **BACKGROUND**

The request was made pursuant only to §30-30.3(c) Substantial Compliance; however, the proposed modification of Phase I was determined by Village Planning and Zoning staff to exceed the threshold for administrative approval; therefore, the modifications are before the Mayor and Village Council for approval at a public hearing, pursuant to §30-30.5 *Site Plan Approval* and, §30-50.23 *Section 1.05 Urban design review procedure*.

### ***Sec. 30-30.3. - Administrative development approvals.***

**(c) Substantial compliance.** Any changes or amendments to an approved site plan shall require a re-submission in accordance with the provisions of this division. However, if the department determines that the requested site plan change is minor, as delineated below, the department shall have the authority to review and approve the minor change with or without conditions. The department shall give written notice of his/her preliminary determination regarding the substantial compliance determination and shall hear any objections regarding the preliminary determination during a subsequent 30-day period. The planning determination shall be advertised in a newspaper of general circulation, advising the community of the 30-day deadline for an appeal. The village shall also provide notice as provided under subsections 30-30.11(l) and (o). At the conclusion of the 30-day period the department shall approve, approve with conditions, or deny the substantial compliance determination by written order.

- (1) Does not violate the minimum requirements of Chapter 30.
- (2) Does not violate any conditions of approval.
- (3) Does not violate concurrency requirements.
- (4) Properly considers land use compatibility, buffering, screening and landscape.
- (5) Decreases floor area ration (FAR), and lot coverage by ten percent, or less.
- (6) Decreases height, intensity and/or density by ten percent or less.
- (7) Does not require a variance.
- (8) Allows for a change in the location, size and general site compatibility of the structure, façade, lighting, signage, or general redistribution of square footage amongst structures by ten percent or less.
- (9) Does not increase the number of average daily trips from the site.
- (10) Does not alter the location of any points of ingress, egress, access for vehicular and pedestrian patterns to the site.
- (11) Does not substantially decrease the value of or substantially change the character or location of any improvement or amenity on the site.
- (12) Does not materially alter the landscape material, location, planting techniques, species, or size of trees, or in any fashion violate the village tree ordinance.
- (13) Does not result in a material modification or the cancellation of any condition placed upon the site plan as originally approved.
- (14) Increase in setbacks by up to ten percent. Prior to the release of a certificate of occupancy, a certificate of use or a release of bond, the applicant shall file with the village an "as-built" site plan showing all approved constructed changes.
- (15) Does not increase the number of stories, or building height.
- (16) In the case of a public safety concern or maintenance concern when the variance being applied for encroaches in the public right of way, an administrative variance can be granted if the variance does not exceed two feet, within the public right of way, and does not interfere with the public right of way. Such request shall be submitted to the Planning and Zoning Director for review and final determination.

Regarding site plan review for the DUV zoning district, §30-50.23 *Section 1.05 Urban design review procedure* and §30-30.5 *Site Plan Approval* define the application process and requirements for a proposed development in the DUV. The requirement as provided in the Section are:

**§30-50.23 Section 1.05 Urban design review procedure**

A. **Application process.** All developments within the Village of Palmetto Bay Downtown Urban Village (DUV) shall be afforded the opportunity for site plan and architecture pre-application staff review. These informal meetings are to provide the applicant the opportunity to become familiar with the standards set forth in this code and to be advised on any site planning issues that may arise with regard to a development. Applicants are encouraged to present schematic plans of development with the idea being that all potential issues in the plan may be addressed before application submittal.

At any time, the applicant may submit an application for review by the department, Figure 1. Applications for site plan review shall be accompanied by exhibits prepared by a registered architect/landscape architect, submitted to the department and shall include the following illustrations at a minimum:

- Application;
- Survey;
- Identification of development site area on all regulating plans;
- Identification of street cross-sections within the site plan and the primary frontage for the site;
- Site plans illustrating all proposed development on the site, including a table that indicates all area/frontage calculations, parking, landscape and open spaces that are required;
- All floor plans, elevations and sections of all buildings, for each floor and all dimensions/percentage requirements, including a corresponding table of building heights, square footage by use and number of residential units within the development.

**§30-30.5 Section 1.05 Site Plan Approval**

(i) *Public hearing.* The village council shall hold a quasi-judicial public hearing on any site plan requiring same, at which time all interested parties shall be heard. Notice of the public hearing shall issue as provided in section 30-30.11.

(j) *Findings.*

- (1) *If a public hearing is required, then the granting or granting with conditions, modifications of approval by written resolution shall include findings of fact and conclusion of law related to the specific proposal. The resolution 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.*
  - f. *Upon the granting of approval, either as submitted or with changes and/or special conditions, the village shall upon application, issue a building permit for a portion, or all of the proposed development*

- after it is found that the application is in compliance with the approved site plan, Florida Building Code, and all other village, county, state and federal requirements.*
- g. If it shall appear, at any time, to the village, that the application and accompanying plans and documentation are, in any material respect, false or misleading, or that work is being done upon premises that differ materially from approved plans, the village may revoke the building permit, consistent with the Florida Building Code. Thereupon, it shall be the duty of the person holding the permit to surrender it to the village.*
  - h. Expiration of site plan development approval. Compliance with subsection 30-30.2(k) is required.*
  - i. Modifications. Any changes or amendments to an approved site plan shall require a re-submission in accordance with the provisions of this division.*
  - j. Appeals. Within 30 days of action taken by the village council, the applicant may appeal the decision pursuant to section 30-30.14.*
  - k. Transferability. In the event the property receiving site plan approval shall be sold, transferred, leased, or the ownership thereof changes in any way whatsoever, the site plan approval may be transferred. However, submittal of a new/modified application shall result in the expiration of the old application that had not yet been constructed*

#### **PROPOSED RESOLUTION**

**REQUEST FOR APPROVAL OF A SITE PLAN MODIFICATION WITH DESIGN CONSIDERATIONS FOR A NEW AUTO SALES CENTER WITH SALES AND SERVICE FACILITIES AND A RETAIL COMPONENT AT SOUTH DIXIE HIGHWAY AND BANYAN ROAD, ZONED DOWNTOWN URBAN VILLAGE (DUV), DOWNTOWN GENERAL (DG) SECTOR, PURSUANT TO SECTION 30-50.23 DUV ZONING DISTRICT; AND SECTION 30-30.5, SITE PLAN APPROVAL.**

## NEIGHBORHOOD CHARACTERISTICS

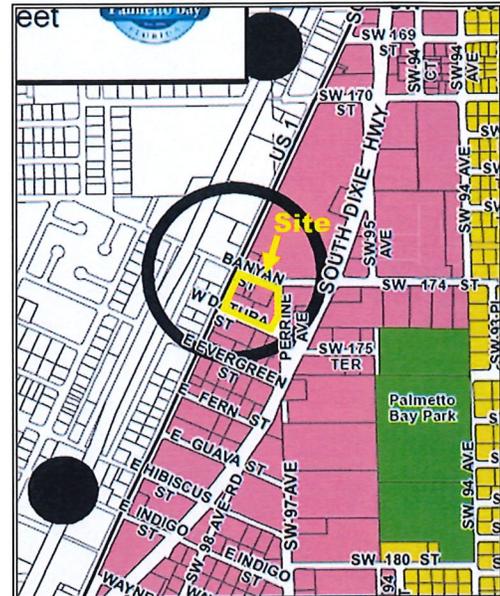
### Comprehensive Plan

#### **Subject Property:**

FLUM            Franjo Activity Center (FAC) (magenta)  
                    Community Urban Center (black circle)

#### **Surrounding Properties**

North:           Franjo Activity Center (magenta)  
South:          Franjo Activity Center (magenta)  
East:            Franjo Activity Center (magenta)  
West:            Miami-Dade County,  
                    Industrial & Office (2020-2030 CDMP)



The Franjo Activity Center (FAC) 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 siting 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 – 5,661 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. *(excerpt from Village of Palmetto Bay adopted Comprehensive Plan)*

### Zoning District

#### **Subject Property:**

Zoning District: Downtown Urban Village, DUV  
DUV Sector: Downtown General, DG

#### **Surrounding Properties**

North: Downtown Urban Village (DUV)  
Downtown General (DG) Sector

South: Downtown Urban Village (DUV)  
Downtown General (DG) Sector

East: Downtown Urban Village (DUV)  
Downtown General (DG) Sector

West: Miami-Dade County,  
Liberal Business, BU-3



The purpose of the Downtown Urban Village (DUV zoning district is regulate and facilitate development of a community village center within the Village of Palmetto Bay, and to:

- Provide for appropriate building and architectural scale through the inception of development standards that provide for a varied building form that responds to the individual districts within the Downtown Urban Village (DUV);
- Promote and enhance commercial and civic street scene activity through adequate provisions for the inclusion of sufficient ground level retail commercial oriented uses and retail commercial architectural typologies;
- Promote and enhance the architectural character of the Downtown Urban Village (DUV) through the inception of provisions that promote high-quality urban design form, architectural and complete streets design standards within the Downtown Urban Village (DUV).

**EXISTING CONDITIONS**

**Subject Property:**

The subject property is vacant and fenced.

**Surrounding Properties:**

**North:** New car auto sales surface inventory parking, building approx. 350-ft beyond



**South:** 1) Surface parking for religious use in 2-story office building; 2) parking in front of 1-story commercial building occupied by school; 3) historic Perrine Community House



**East:** 1) 2-story bank with drive-through; 2) 2-story bank with drive-through



**West:** Perrine general arterial commercial uses: 1) off-site fenced parking for new car dealer inventory; 2) 1-story commercial building.



## **ZONING HEARING HISTORY**

On January 21, 1947, the Board of County Commissioners approved Resolution 2396 to change zoning from RU-2 to GU for the west (approximate) half of the block, from RU-2 to BU-2 in the northeast quadrant of the block, and from RU-2 to BU-3 in the block's southeast quadrant.

On May 9, 1955, the Board of County Commissioners by Resolution 8305 approved with conditions to rezone from GU (Interim) RU-2 (two-family residential) to BU-1A, Neighborhood Business – Masonry for properties on the south part of the block.

On May 23, 1956, the Board of County Commissioners approved by resolution a variance of setback requirements to permit a cantilever extending 7 feet to the front on the property of the northeast quadrant of the block.

On April 23, 1957, the Board of County Commissioners approved a special permit to allow use of the 15-ft. setback on Perrine Avenue and Datura Street, and have a 6½-ft overhang on store fronts.

On June 20, 1957, the Board of County Commissioners approved Resolution 11745 approving a special permit for new lawn and patio supply sales and display, subject to conditions for the property that is on the west half (approximate) of the block.

On October 30, 1957, the Board of County Commissioners by resolution approved a variance to provide access to rear of lot parking for the property west of what is now 9742 Banyan Street.

On March 20, 1958, the Board of County Commissioners by Resolution 1159 approved a change of zone from RU-2 (Two-Family Residential) to BU-1A (Limited Business) the property that is just west of what is now 9742 Banyan Street.

On August 20, 1958, the Board of County Commissioners by Resolution 1966 denied the rezoning of the east part of the block from BU-1 (Neighborhood Business) and BU-1A Limited Business to BU-3 (Liberal Business). By the same resolution, the BCC approved a special permit for an automotive muffler and front-end service use establishment with required automobile lifts.

In 1967, the Board of County Commissioners approved Resolution Z-5-67 by the Director to rezone for all parts of land lying between the northbound and southbound sides of US-1.

On November 9, 1976, the Board of County Commissioners denied Resolution Z-317-76 to change zoning from BU-2 (Special Business) to BU-3 (Liberal Business) for the block's southwest quadrant.

On January 30, 1985, the Board of County Commissioners approved Resolution 4-ZAB-38-85 to permit and unusual use of a fortune teller with conditions, on the property that is now 9742 Banyan Street.

On July 4, 1996, the Board of County Commissioners denied Resolution 9999 to change zoning from BU-1 (Neighborhood Business) to BU-1A masonry (Limited Business) on the southwest quadrant.

On May 1, 2006, the Mayor and Village Council adopted Ordinance 06-06 creating the Franjo Triangle & US-1 Island (FT&I) Zoning District. The subject property, then part of the "Core Sub-District" was rezoned.

On September 9, 2015, the Council of the Village of Palmetto Bay approved and enacted the Franjo Activity Center as the Designation of this land on the Village Future Land Use Map.

On December 14, 2015, the Village of Palmetto Bay Council approved Ordinance 2015-18, adopting comprehensive plan amendment to change the Future Land Use Map and corresponding text in the Future Land Use Element from: Low-Density Residential, Low-Medium Density Residential, Medium-Density Residential, Business-Office, Neighborhood Mixed-Use and Mixed-Use Corridor to: Franjo

Activity Center (FAC) along with textual changes defining the intent of the designation as well as total densities and intensities.

On December 14, 2015, the Village of Palmetto Bay Council approved Ordinance 2015-19, adopting rezoning of the lands described by Attachment B, which is the same as the boundaries of the Franjo Activity Center (FAC) from: R-1, Single Family District; R-2, Two-Family Residential District; R-4L, Limited Apartment House District; R-4H, Hotel Motel District; R-O, Business-Office; MM, Mixed-Use Main Street; MN, Mixed-Use Neighborhood; and MC, Mixed-Use Commercial; to DUV, Downtown Urban Village.

On January 4, 2016, , the Village of Palmetto Bay Council approved Ordinance 2016-04, adopting rezoning of the lands described by Attachment B, from: R-1, Single-Family Residential; R-O, Business Office; MM, Mixed-Use Main Street; MN, Mixed-Use Neighborhood; and LW, Live-Work District; to DUV, Downtown Urban Village, and amending textual parts of the DUV code as provided in Appendix A.

On February 12, 2018, the Village of Palmetto Bay Council approved Resolution 2018-26, approving the site plan for the proposed mixed-use new automobile sales and retail building. The development order approved the plans entitled "Audi Miami South" as prepared by Spring Engineering, Inc., consisting of 12 sheets, dated stamped received August 8, 2017 and as presented to Village Council on February 12, 2017 with scrivener errors corrected on Sheet C2.0, together with the traffic study prepared by Richard Garcia & Associates, Inc., dated July 20, 2017, with 27 design considerations and conditions.

On October 11, 2018, the Village Planning and Zoning Division received site plan modifications for the approval by Resolution 2018-26. After pre-application meetings, the modifications have been divided as 2 phases, with a request for Phase I of the modifications scheduled for public hearing on January 13, 2020. The Phase I modification was received on December 9, 2019, and adds an additional showroom and service facility in the surface parking area in the southwest corner of the approved site plan.

**PROJECT AND SITE PLAN DESCRIPTION:**

**Approved Site Plan (pages 12 through 14)**

The approved site plan is for a new auto sales facility with ancillary services. The 3-story building occupies the full block. On the Franjo Road façade are located ground-level small retail spaces with front doors opening onto the landscaped sidewalk to address the priority of Franjo as the central pedestrian path for the center of the urban village. The building includes a through-drive for access to parking and queueing for service. The drive is covered, and is oriented north-south which preserves the Franjo side as pedestrian and avoids locating a vehicular drive on US-1.



*Approved Site Plan: Audi Auto Sales and Service conceptual image from corner of Banyan Street and US-1 (provided by applicant on June 26, 2017 as part of public workshop)*



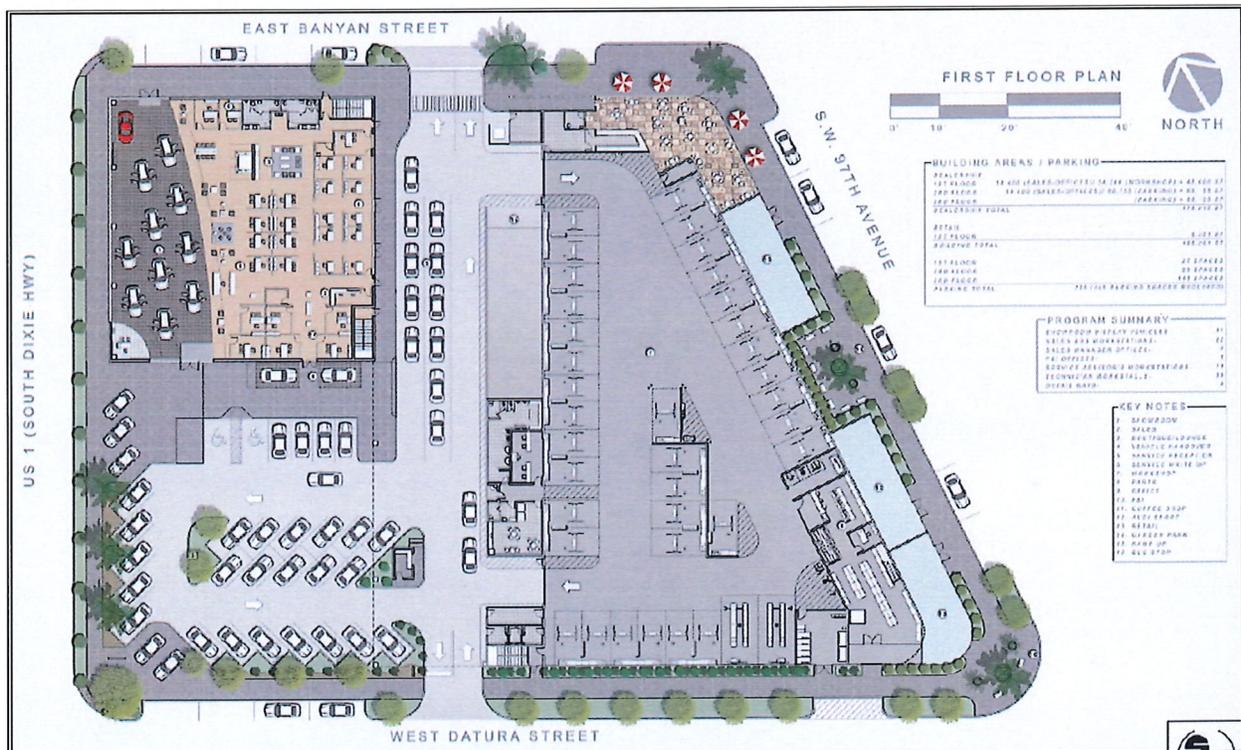
*Approved Site Plan: conceptual image looking northeast along US-1 from intersection with Datura Street (provided by applicant on June 26, 2017 as part of public workshop)*



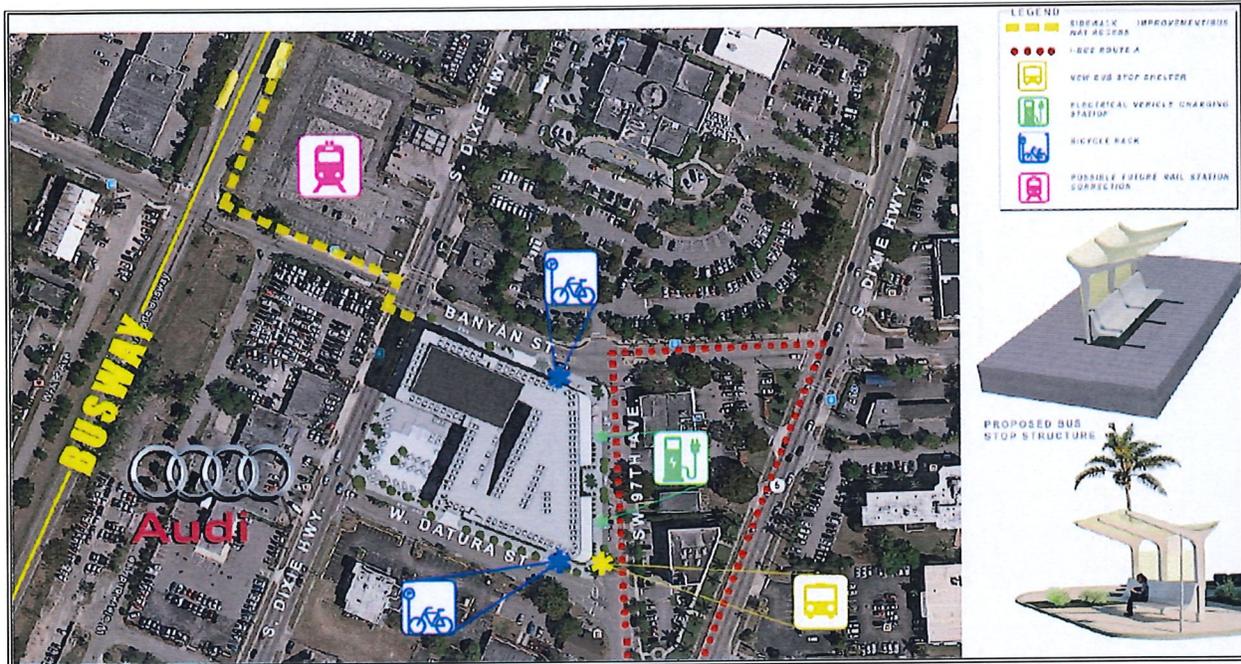
*Approved Site Plan: conceptual image looking north along Franjo Road (provided by applicant on June 26, 2017 as part of public workshop)*



Proposal Elevations conceptual images (provided by applicant on June 26, 2017 as part of public workshop)



Proposal Ground Floor Site Plan conceptual image (provided by applicant on June 26, 2017 as part of public workshop)



*Proposed off-site improvements to create transit station pedestrian connections, bicycle storage and electric vehicle charging stations proffered by applicant as condition of approval (provided by applicant on June 26, 2017)*

**Off-Site Improvements:**

As part of spearheading a “complete-streets” and multimodal approach to support the Downtown Urban Village, the site plan includes:

- continuous improved sidewalks with landscape and on-street parking buffering that range from a minimum of 10-ft. wide to 15-ft width of effective pedestrian path, as shown on site plan;
- a 1,200 s.f. public mini park / open space midblock along Franjo Road, as shown on site plan;
- 13 bicycle spaces (7 on-site and 6 off-site), as shown on site plan;
- Bike lane along the south-bound lane Franjo Road, as shown in site plan:
- 2 public Electric Vehicle (EV) charging points located at 2 of the Franjo Road on-street parking spaces, as shown on site plan with operational details to be defined with development order;
- Bus stop shelter at on Franjo Road near the corner with Datura Street, providing a weather protected, safe and convenient location for transit riders at the near side of the intersection (bus does not block intersection). Bus stop to be designed and constructed as shown in public workshop documents and in coordination with the Village and Miami Dade Department of Transportation and Public Works (DTPW).

In addition, the applicant has proffered additional sidewalk and crosswalk improvements to complete the “first/last mile” connection from the DUV to the Banyan Street Station of the South Dade Transitway: details to be determined prior to development order.

**Phase I Modification to Site Plan (page 15 and 16)**

The modification to the approved site plan adds a second showroom and service facility, totaling 7,802 sq. ft. in the surface parking area in the southwest corner of the approved site plan. The additional showroom and service area is proposed for sales of new vehicles bearing the Lamborghini marque; however, the zoning recommendation is not based on the sales and service product branding. The land use that is established by the approved site plan and by this proposed modification is for new car sales and service. The brand of the new car sales and service may change, and does not affect the approval.

The additional 7,802 sq.. ft. building includes a 3-vehicle showroom, reception area, sales offices, parts center, "configuration" conference room, and a 3-bay service area. It is a 1-story building, at 23-feet, 4-inches in height, with 60 feet of frontage along US-1 and 126.5 feet of frontage along Datura Street.

The entrance door of the building opens to the north facing the parking lot, not the street; however, the entrance is across from the approved site plan showroom (Audi).

Therefore, any modifications to the approved (Audi) showroom must keep the orientation of the customer entrance to retain the balance of the juxtaposed entrances.

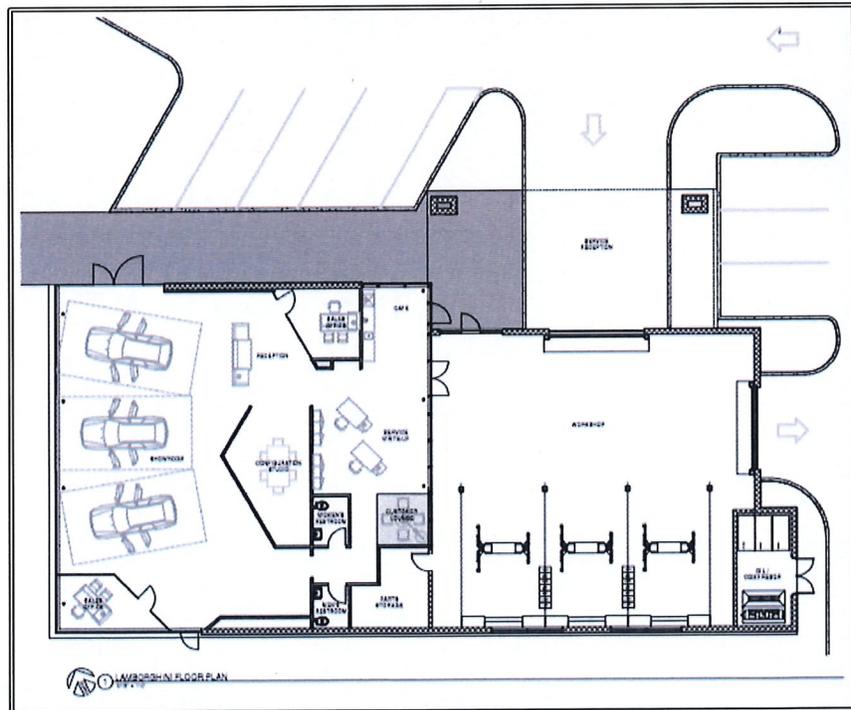
The Phase I site plan modification preserves the internal north-south driveway with its access and exit locations for service to the approved building.



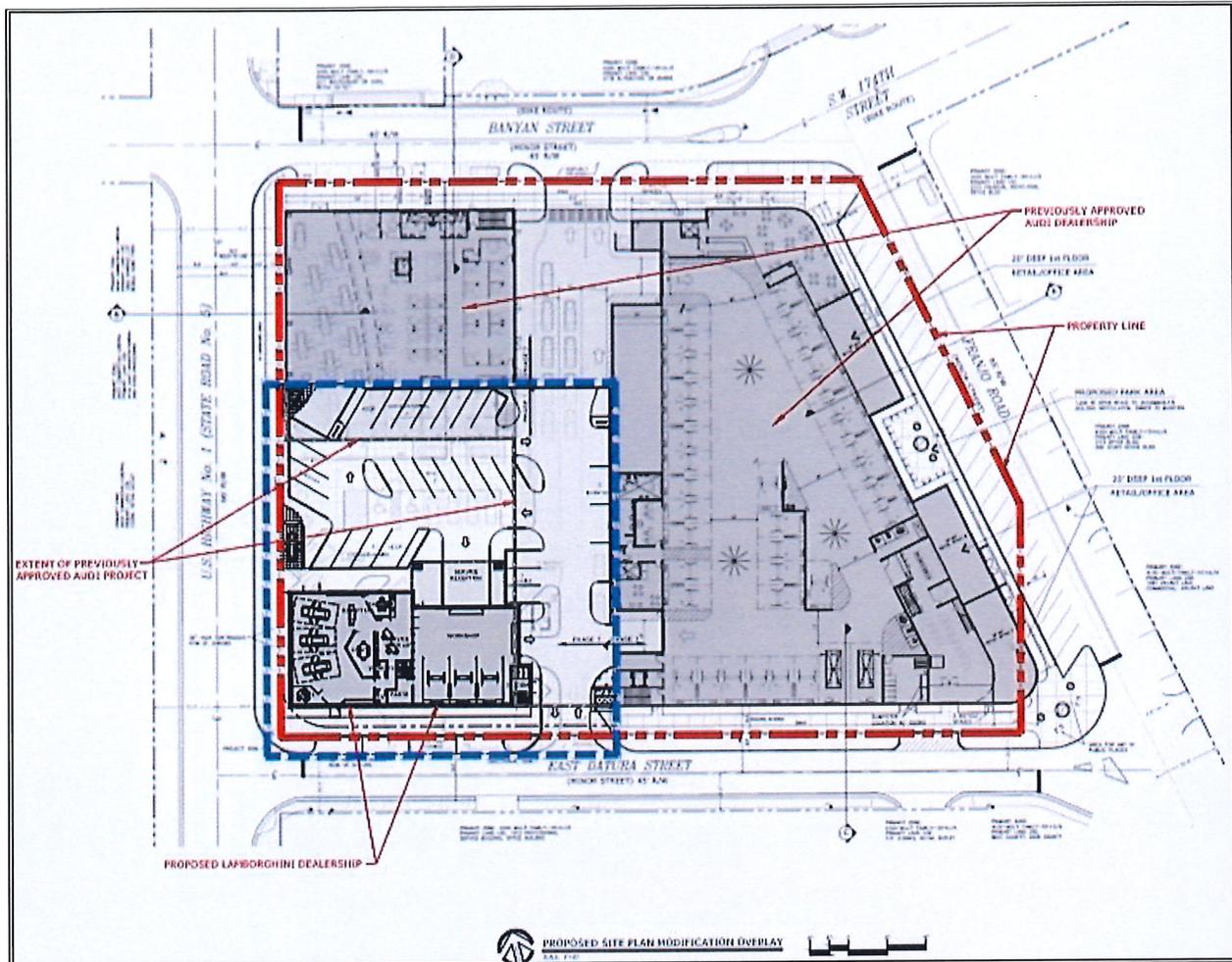
*Proposed Phase I modification:  
new car showroom, sales office and service building concept sketch  
view from US-1 and Datura Street looking northeast*



*Proposed Phase I modification:  
new car showroom, sales office and service building concept sketch  
view from US-1 and Datura Street looking northeast*



*Phase I modification, new vehicle sales and service building first floor plan plan,  
Sheet A101, December 9, 2019*



Proposed Phase I site plan modification overlay, Sheet EX-1, December 9, 2019

The Phase I site plan modification also includes 28 on-site, surface parking spaces, including: 3 service queue spaces, 7 new vehicle inventory spaces, 11 customer spaces, and 7 “demo” spaces. It also includes 4 on-street spaces that are also on the existing approved site plan. The Phase I modification area, displaces a total of 29 on-site parking spaces, and 7 inventory outdoor display locations. The change in parking inventory caused by the Phase I modifications is a reduction of 1 parking space.

The approved site plan includes a design consideration with conditions for outdoor display of new vehicles. The proposed Phase I plan shows the use of 2 locations on pavers and 4 regular diagonal spaces marked as inventory. Display and inventory vehicles are not distinguishable. The inventory spaces shall not be treated as display areas and shall be buffered by landscaping as it was required in character, area, depth, height and spacing for the existing development order. A landscaping plan update will be required.

Most notably, there is overlap of the Phase I site plan and the approved site plan building at the north boundary of the Phase I site plan, which presumes that the approved showroom (Audi) north of this plan must be reduced in footprint with Phase II modifications. Any changes in intensity of the use shall be addressed for the approval of Phase II modification, and shall be brought before a public hearing.

**Project Data – Approved Site Plan and Proposed Phase I Modification**

| Building Areas and Levels   |  | Approved Plan<br>February 12, 2018<br>Res. 2018-26 | Phase I<br>Modification<br>December 9, 2019 | Net<br>Change |
|---|--|--|---|---------------|
| <b>1<sup>st</sup><br/>Floor</b>   | Sales Showroom & Offices ( <i>Audi</i> )   | 32,123   | reduction to be determined                  | TBD           |
|   | Showroom, Offices, Service ( <i>Lamborghini</i> )                                  | --   | 7,802                                       | +7,802        |
|   | Service Area ( <i>Audi</i> )   | 46,523   | no change                                   | 0             |
|   | Public Retail  | 6,004  | no change                                   | 0             |
|   | Service Drive  | 15,137   | to be determined                            | TBD           |
| <b>2<sup>nd</sup><br/>Floor</b>   | Sales Showroom and Offices   | 7,676  | no change                                   | 0             |
|   | Parking Structure (Inventory, Service Queue, Customer, Employee)                   | 50,755   | no change                                   | 0             |
| <b>3<sup>rd</sup><br/>Floor</b>   | Parking Structure - open rooftop with high parapets and glass fenestration details | 65,155   | no change                                   | 0             |
| <b>Total of Habitable Building Areas<br/>(not including service drive or parking)</b>                             |  | <b>92,326</b>                                      | <b>TBD, Phase II</b>                        | <b>TBD</b>    |
| <b>Total of Enclosed Building Areas<br/>(not including service drive or 3<sup>rd</sup> floor rooftop parking)</b> |  | <b>143,081</b>                                     | <b>TBD, Phase II</b>                        | <b>TBD</b>    |

| Building Height  | Approved Site Plan<br>February 12, 2018<br>Res. 2018-26   | Phase I<br>Modification<br>December 9, 2019 | Required<br>DUV, DG Sector  |
|--|---|---|---|
| <b>Sales Showroom &amp; Offices (<i>Audi</i>)</b>      | 2 stories<br>33'-0" to roof<br>44'-0" to parapet<br><i>(3<sup>rd</sup> level is roof parking)</i> | no change                                   | 3 stories minimum<br>5 stories maximum<br><br>1 and 2 stories by development order<br>Res.2018-26 |
| <b>Showroom, Offices, Service (<i>Lamborghini</i>)</b> | --  | 1 story<br>23'-4" to parapet                |   |
| <b>Service Area (<i>Audi</i>)</b>                      | 2 stories<br>33'-0" to roof<br>37'-0" to parapet<br><i>(3<sup>rd</sup> level is roof parking)</i> | no change                                   |   |
| <b>Public Retail</b>                                   | 2 stories<br>18'-0" to roof<br>37'-0" after step-back to parapet                                  | no change                                   |   |

| Frontages                                | Approved Site Plan<br>February 12, 2018<br>Res. 2018-26 | Phase I<br>Modification<br>December 9, 2019 | Required<br>DUV, DG Sector                      |
|--|---|---|---|
| Franjo Road (SW 97 <sup>th</sup> Avenue) | 270.6-foot building<br>300.0-ft. lot<br>90%             | 270.6-ft. building<br>300.0-ft. lot<br>90%  | 70% minimum                                     |
| Banyan Street                            | 272.4-foot building<br>282.4-foot lot<br>97%            | 272.4-ft. building<br>282.4-ft. lot<br>97%  | 70% minimum                                     |
| Datura Street                            | 223.5-foot building<br>402.9-ft. lot<br>55%             | 350.0-ft. building<br>402.9-ft. lot<br>87%  | 70% minimum<br>55% permitted<br>by Res. 2018-26 |
| South Dixie Highway (US-1)               | 130.0 foot building<br>289.2 ft. lot<br>45%             | total building TBD<br>289.2 ft. lot<br>TBD  | 70% minimum<br>45% permitted<br>by Res. 2018-26 |

| Building Placement –<br>Setbacks from property line | Approved Site Plan<br>February 12, 2018<br>Res. 2018-26 | Phase I<br>Modification<br>December 9, 2019       | Required<br>DUV, DG Sector   |
|---|---|---|--|
| Franjo Road (SW 97 <sup>th</sup> Avenue)            | 6 feet  | 6 feet  | 0-ft. from build-to;<br>6-ft. from property<br>line by Res. 2018-26  |
| Banyan Street                                       | 10 feet   | 10 feet   | 0-ft. from build-to;<br>10-ft. from property<br>line by Res. 2018-26 |
| Datura Street                                       | 10 feet   | 10 feet ( <i>approved</i> )<br>15.5-ft. new bldg. | 0-ft. from build-to;<br>10-ft. from property<br>line by Res. 2018-26 |
| South Dixie Highway (US-1)                          | 6 feet  | 6 feet ( <i>approved</i> )<br>4.7-ft. new bldg.   | 0-ft. from build-to;<br>6-ft. from property<br>line by Res. 2018-26  |

| Site Areas        | Approved Site Plan<br>February 12, 2018<br>Res. 2018-26 | Phase I<br>Modification<br>December 9, 2019 | Net Change       |
|-------------------|---|---|------------------|
| Site Area         | 2.42 acres  | 2.42 acres                                  | no change        |
| Impervious Area   | 2.22 acres<br>92%                                       | TBD   | to be determined |
| Pervious Area     | 2.22 acres<br>92%                                       | TBD   | to be determined |
| Public Open Space | 1,200 sq. ft.<br>along Franjo Rd.                       | no additional<br>open space                 | no change        |

| Parking                     | Approved Site Plan<br>February 12, 2018<br>Res. 2018-26 | Phase I Modification<br>December 9, 2019           | Net Change                                       |
|-----------------------------|---|--|--|
| <b>Required Parking</b>     | 130 vehicular<br>13 bicycle racks                       | 147 vehicular<br>15 bicycle racks                  | 17 vehicular<br>2 bicycle                        |
| <b>Provided: On-Site</b>    | 245 vehicular<br>7 on-site bicycle racks                | 244 vehicular<br>6 on-site bicycle racks           | Less 1 vehicular<br>Less 1 bicycle               |
| <b>Provided – On Street</b> | 16 vehicular<br>6 off-site bicycle racks                | 16 vehicular<br>6 off-site bicycle racks           | no change  |
| <b>Surplus / Deficit</b>    | <b>surplus 115 vehicular<br/>sufficient bicycle</b>     | <b>surplus 114 vehicular<br/>deficit 3 bicycle</b> | <b>reduced surplus (1)<br/>deficit 3 bicycle</b> |

**SUBSTANTIAL COMPLIANCE REVIEW**

Any changes or amendments to an approved site plan require re-submission; however, if the requested site plan change is minor according to the criteria below, the Planning and Zoning Department can review and approve the changes with or without conditions. The Village of Palmetto Bay Planning and Zoning staff determined that the proposed modification of Phase I exceeds the threshold for administrative approval; therefore, the modifications are before the Mayor and Village Council for approval at a public hearing. The criteria and analysis for administrative approval are summarized below.

|    | <b>Criteria from Sec. 30-30.3(c)</b>  | <b>Review Response Summary</b>   |
|----|---|--|
| 1  | Does not violate the minimum requirements of Chapter 30.  | The proposed revisions meet the minimum requirements of Chapter 30 with design considerations.   |
| 2  | Does not violate any conditions of approval. (Resolution 2108-26)   | The proposed revisions generally meet approval and conditions of the development order, Resolution 2018-26   |
| 3  | Does not violate concurrency requirements.  | To Be Determined:<br>Phase I adds 7,802 sq. ft. of floor area in a new building with a presumed reduction in approved floor area. The net change is not defined. Concurrency requirements are to be met with the proposed Phase II for approval at a public hearing.   |
| 4  | Properly considers land use compatibility, buffering, screening and landscape.  | There are no changes in land use, maximum height, minimum height, setbacks, step-backs, or public open space in disposition or size when the project is considered as a whole. Compatibility, buffering, screening and landscape are not substantially changed.  |
| 5  | Decreases floor area ratio (FAR), and lot coverage by ten percent, or less.   | To Be Determined:<br>Phase I adds 7,802 sq. ft. of floor area in a new building with a presumed reduction in approved floor area. The net change is not defined. FAR and lot coverage are to be determined.  |
| 6  | Decreases height, intensity and/or density by ten percent or less.  | To Be Determined:<br>Phase I adds 7,802 sq. ft. of floor area in a new building with a presumed reduction in approved floor area. The net change is not defined. Intensity are not to be determined.   |
| 7  | Does not require a variance.  | No variances are required. Design considerations and associated conditions are generally met.  |
| 8  | Allows for a change the location, size and general site compatibility of the structure, façade, lighting, signage, or general redistribution of square footage amongst structures by ten percent or less. | A new building is added, which comprises 7,802 sq. ft. of the total of 92,326 sq. ft. of total habitable space. The change or redistribution of area is 8.5%; however, the criterion is to allow for up to 10% change to the approved structure in location, façade, lighting, signage, or general redistribution of square footage amongst structures. The approved site plan has one structure. The modification adds a building; and therefore, exceeds the standard for administrative review. |
| 9  | Does not increase the number of average daily trips from the site.  | To Be Determined:<br>Phase I adds 7,802 sq. ft. of floor area in a new building with a presumed reduction in approved floor area. The net change is not defined. The number of daily trips is to be determined with the proposed Phase II for approval at a public hearing.  |
| 10 | Does not alter the location of any points of ingress, egress, access for vehicular and pedestrian patterns to the site.   | There is no substantial change to vehicular or pedestrian patterns on site.  |

|    |   |  |
|----|---|--|
| 11 | Does not substantially decrease the value of or substantially change the character or location of any improvement or amenity on the site. | The location or value of improvements and amenities that were approved by Resolution 2018-26 are not substantially changed in size or disposition by the proposed Phase I modification.  |
| 12 | Does not materially alter the landscape material, location, planting techniques, species, or size of trees.                               | The disposition, material and general characteristics of landscaping at the southwest corner of the site is altered in by the proposed Phase I modifications, specifically: along west part of Datura Street, and along the south part of US-1.  |
| 13 | Does not result in a material modification or the cancellation of any condition placed upon the site plan as originally approved.         | There are no changes that affect conditions of development.  |
| 14 | Increase in setbacks by up to ten percent.  | Setback changes shown in the proposed Phase I modification vary by more than 10% from the approved setbacks along US-1 and Datura Street. The proposed new building has a setback along US-1 that is less than the approved setback by 22%. The proposed new building has a setback along Datura Street that is more than the approved setback by 55%. |
| 15 | Does not increase the number of stories or building height.   | Building height and number of stories for the overall project are not increased.   |

## **REVIEW FINDINGS BASED ON THE APPROVED SITE PLAN (RESOLUTION 2018-26) AND THE PROPOSED PHASE I MODIFICATION**

The following findings have been made by staff pursuant to the requirements for Site Plan Review for a public hearing contained in Sec. 30-30.5(j)(1) a. through e. of the zoning ordinance of the Village of Palmetto Bay, Florida.

### **a. CONSISTENT WITH THE COMPREHENSIVE PLAN**

#### **Staff Findings on Consistency with the Village Comprehensive Plan**

The site plan has been found to be consistent with the Village of Palmetto Bay, Florida adopted Comprehensive Plan. Consistent means compatible with the principles of, and furthering the objectives, policies, land uses, and intensities of the Village Comprehensive Plan. Specific policies that the site plan furthers are cited below, with analysis of each policy in blue italics.

#### **Land Use Policy 1.1.1**

Franjo Activity Center, (FAC)

- a. Mix of office, service, retail, entertainment, residential, community facilities, open space and transportation uses that will promote a lively, livable, and successful downtown area;
  - b. Pedestrian oriented core;
  - c. Promote mass transit and alternative transportation;
  - d. Encourage the integration of transportation and transit systems with land use;
  - e. Development and redevelopment at varying density and intensity ranges;
  - f. Promote compact, innovative land development;
  - g. Promote creative siting 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;
  - h. Total densities and intensities of development to include 5,661 residential units, 1,500,000 s.f. of commercial/office/retail space, urban open space and recreational space toward a goal of 0.25 acres per 1,000 residents.
- *The project provides a commercial mixed-use project offering of small-scale pedestrian-oriented retail along Franjo Road, supporting Part a, while providing a high-quality urban transition from US-1, leading potential patrons from high-volume vehicular traffic toward the Village's future main street.*
  - *The site plan provides a highly visible, strongly iconic building that can attract vehicular passers-by to new main-street development along Franjo Road, supporting Part g. Design considerations are proposed to adapt the automotive sales use to address the context of US-1 and Franjo Road, and support small-scale retail uses into the context of an anchor development with a high likelihood of long-term market viability.*
  - *The approved site plan includes enhancements to develop a higher quality continuous pedestrian connection between the South Dade Transitway, Banyan Street Station and Franjo Road, furthering Part c, and Part d.*
  - *The site plan provides bicycle facilities in addition to high-quality pedestrian facilities, furthering Part b, Part c, and Part d.*
  - *The site plan integrates commercial development that addresses highway-scale and small scale commercial uses located with transition to a main street environment, furthering Part e.*
  - *The site plan provides for a large, new-car sales facility that is compact, vertical, urban and minimizes surface inventory storage and display, furthering Part f.*

**Land Use Policy 1.3.2**

Require that all new development and redevelopment maintain the adopted level-of-service standards for public facilities in this Plan concurrent with the build-out of planned projects.

- *Adopted level-of-service standards for water, wastewater, and drainage public facilities will be maintained through the permitting process. Transportation levels-of-service are found acceptable for the approved plan and are to be maintained as a condition of the Phase I approval. (see Transportation Policies below).*

**Land Use Policy 1.7.5**

Provide landscaping within an average 50-foot right-of-way, whenever feasible adjacent to non-residential development.

- *Landscaping meets or exceeds landscape requirements, except for the corner of Banyan Street and US-1, where a design consideration was accepted with conditions. Landscaping along Datura Street and US-1 is shall meet all requirements as a condition of the Phase I approval.*

**Land Use Policy 1.7.8**

Study opportunities to provide landscape pockets with automatic irrigation systems along arterial streets that do not currently have landscaping to soften the visual effect of the block wall.

- *Along Franjo Road, the approved site plan provides a landscape pocket park area with a living wall at the middle of the block.*

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

1. All development applications within the Urban Infill Area Transportation Concurrency Exception Area are exempt from transportation concurrency requirements; however the following level of service thresholds are established for reviewing projects within the UIA TCEA: (1) Where no public mass transit service exists, roadways shall operate at or above Level of Service E (100% of capacity), (2) Where mass transit service having headways of 20 minutes or less is provided within a half-mile distance, roadways shall operate at Level of Service of 120% of capacity (3) Where extraordinary transit service, such as express bus service exists, parallel roadways within a half-mile shall operate at no greater than 150% of their capacity; and
  2. Between the UDB and UIA: (1) Where no public mass transit service exists, roadways shall operate at or above Level of Service D (90% of capacity) (2) Where mass transit service having headways of 20 minutes or less is provided within a half-mile distance, roadways shall operate at Level of Service E (100% of capacity) (3) Where extraordinary transit service, such as express bus service exists, parallel roadways within a half-mile shall operate at no greater than 120% of their capacity
- *With the approved site plan, the applicant submitted an accepted traffic study, dated July 20, 2017 by a licensed professional engineer. The engineer has concluded that based on the analysis documented in the traffic report, "most impacted intersections and roadways are currently operating within the Village's acceptable LOS threshold and will continue to do so with the new traffic generated by the subject project. Therefore, no off-site improvements are required or recommended at this time. Lastly, it is fair to conclude that*

*the subject project will not adversely impact the traffic operations within the study area.” (p. 5, 22, Richard Garcia Associates, Traffic Impact Study, Audi Miami South, July 20, 2017) any net increase in intensity of use of the project that increases trip generation above diminimus levels shall be re-evaluated as a condition of the Phase I approval.*

#### **Transportation Policy 2A.1.6**

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

- *The approved site plan includes improvements to right-of-way public realm areas that include roadway, parking, bicycle, transit, and pedestrian facilities to be designed and constructed by the developer. The Phase I proposal does not alter these improvements.*

#### **Transportation Objective 2B.2 Transit Usage.**

Increase the transit modal split for all trips within the Village of Palmetto Bay.

- *The approved development order includes off-site improvements to enhance the continuous pedestrian connection from Franjo Road to the Banyan Street Station of the South Dade Transitway. The Phase I proposal does not alter these improvements.*

#### **Transportation Policy 2C.1.1**

In connection with future development, require that adequate and safe internal circulation improvements take into consideration the provision that pedestrian and/or bicycle facilities be in place prior to issuance of final Certificate of Occupancy.

- *The approved site plan includes improvements to right-of-way public realm areas that include bicycle and pedestrian facilities to be designed and constructed by the developer. The Phase I proposal does not alter these improvements.*

#### **Recreation and Open Space 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.

- *The approved site plan includes a landscape pocket park area with a living wall along Franjo Road. The Phase I proposal does not alter this improvement.*

#### **Recreation and Open Space Policy 7.1.8**

Ensure than 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.

- *The approved site plan includes a landscape pocket park area with a living wall along Franjo Road. The Phase I proposal does not alter this improvement.*

**b. CONSISTENT WITH THE PURPOSE AND INTENT OF THE ZONING DISTRICT**

Consistency with the intent of the Zoning District and specifically with the DUV Sector, Section 2.02-B. Sector Plan – DG, of Sec. 30-50.23.1 - Downtown Urban Village. The DG Sector specifically provides: The Downtown General (DG) serves as a transition from the large properties abutting US1 into the area intended to become the main, pedestrian/bike-friendly, transit-connected Downtown Urban Village.

- a. This sector provides for flexible building types in the general form of flexible blocks and flex buildings, both of which may accommodate higher intensity commercial/retail at the ground level and offices or multi-unit residential on the floors above. More traditional 'urban big box' commercial uses may be accommodated in the Downtown General (DG) sector with a selection of other compatible uses, vertically integrated within the same building.
- b. Landscaping should consist of a more urban scale and pattern of planting with street trees planted in tree grates and landscape islands.
- c. Parking is permitted both on-site and off-site within the DG Sector

**Staff Findings on Consistency with Intent of the Zoning District**

**Use:**

The Automotive Use is a use that is permitted with conditions in the DG Sector of the DUV. The conditions are that automotive uses shall be permitted within the Downtown General (DG) sector subject to the following conditions:

- (a) Used sales shall only be permitted in conjunction with new sales; and
- (b) Ancillary sales, service and repair shall only be permitted in conjunction with new sales; and
- (c) No outside storage and/or display of merchandise, equipment, materials or supplies is permitted.

(Sec. 30-50.23.2. - *Regulating plans, 2.07, Uses, Table 4, Supplement to Table 4, D.2.*)

The retail uses along Franjo Road are permitted uses as either "Neighborhood Proprietor Commercial-Retail/Office and Services", or "Food Beverage Establishments."

The parking components would also be permitted use as a "Commercial Parking Structure."

**Density:**

There are no residential units proposed.

**Intensity:**

The commercial use is approved at a non-residential intensity of 3.14 Floor Area Ratio (FAR). The net impact of the Phase I is anticipated to be not materially different; however, it is to be determined.

**Building Type:**

*The approved site plan occupies the entire block and is a Flexible Block building type per Sec. 30-50.23.4. - Architecture standards Section 4.02 Permitted Building Types. A flexible block is a potential mixed-use building type, occupied by one of or a combination of multi-family residential, commercial or offices at the ground floor and office/multi-family residential units on the floor(s) above. The building is intended to front more than two street frontages and accommodate larger footprint commercial uses or structured parking within the envelope. The addition of the Phase I modification places an active building at the southwest corner of the site, and enhances the function of the flexible block.*

**Bonuses or Other Special Permits:**

There are no variances, reserve residential units, reserve commercial floor area, transfer of development rights, development bonuses.

**c. CONFORMANCE WITH ALL APPLICABLE REGULATIONS OF THE ZONING DISTRICT**

**Staff Findings on Conformance with Applicable Regulations of the Zoning District**

The approved development order, including all conditions and design considerations, and with the changes proposed by the Phase I modification are generally in conformance with requirements of the DG Sector of the DUV Zoning District. Modification of approved design considerations for the Phase I modification is summarized in the table below.

|                                     |   |
|-------------------------------------|---|
| <b>Site Plan Review:</b>            | Acceptable with Design Considerations (see below) |
| <b>Scale/Utilization of Site:</b>   | Acceptable with Design Considerations             |
| <b>Location of Building(s):</b>     | Acceptable with Design Considerations             |
| <b>Compatibility:</b>               | Acceptable with Design Considerations             |
| <b>Landscape Treatment:</b>         | Acceptable with Design Considerations             |
| <b>Open Space:</b>                  | Acceptable  |
| <b>Buffering:</b>                   | Acceptable  |
| <b>Access:</b>                      | Acceptable with Design Considerations             |
| <b>Visibility/Visual Screening:</b> | Acceptable with Design Considerations             |
| <b>Circulation:</b>                 | Acceptable with Design Considerations             |

**APPROVED DEVELOPMENT ORDER DESIGN CONSIDERATION SUMMARY**

| DESIGN CONSIDERATIONS               |  | PHASE I MODIFICATION IMPACT               | RECOMMENDED ADDITIONAL CONDITIONS                                     |
|-------------------------------------|--|---|---|
| <b>Scale / Utilization of Site:</b> |  |   |   |
| 7                                   | Remove secondary build-to lines above 2 <sup>nd</sup> story on S. Dixie Hwy.                     | No Change to Existing Approval            | None  |
| 10                                  | Remove secondary build-to lines above 2 <sup>nd</sup> story on Banyan Street                     | No Change to Existing Approval            | None  |
| 14                                  | Remove secondary build-to lines above 2 <sup>nd</sup> story on Datura Street                     | No Change to Existing Approval            | None  |
| 18                                  | Allow 275-ft building frontage along Franjo Road instead of 250-ft.                              | No Change to Existing Approval            | None  |
| 19                                  | Exception to vertical building articulation every 60-ft.   | No Change to Existing Approval            | None  |
| 20                                  | To allow 11-ft. high parapet over showroom only, where 40" is required                           | No Change to Existing Approval Structures | Require 11'-high parapet on new structure for massing compatibility   |
| 21                                  | To eliminate secondary massing element on Datura, Banyan and US-1 facades                        | No Change to Existing Approval            | None  |
| 24                                  | Increase 1 <sup>st</sup> floor height only for showroom from 18-ft. maximum to 20-ft.            | No Change to Existing Approval            | None  |
| <b>Location of Buildings:</b>       |  |   |   |
| 4                                   | Allow 36-ft. build-to line where 50-ft. is required along South Dixie Highway, only for showroom | No Change to Existing Approval Structures | Require proposed structure to align with approved showroom along US-1 |

| DESIGN CONSIDERATIONS <i>(continued)</i> |   | PHASE I<br>MODIFICATION<br>IMPACT | RECOMMENDED<br>ADDITIONAL<br>CONDITIONS   |
|--|---|-----------------------------------|---|
| <b>Compatibility</b>                     |   |                                   |   |
| 1  | Allow on-site, outside vehicle display  | May Change Existing Approval      | Meet all Development Order conditions   |
| 3  | Allow 51% glazing on Franjo Road  | No Change to Existing Approval    | None  |
| 6  | Allow 37% glazing on South Dixie Highway                                      | No Change to Existing Approval    | Require proposed structure to meet glazing requirement                                |
| 9  | Allow 18% glazing on Banyan Street  | No Change to Existing Approval    | None  |
| 13                                       | Allow 13% glazing on Datura Street  | No Change to Existing Approval    | Proposed structure is to meet glazing requirement                                     |
| 22                                       | Eliminate arcade requirement along Franjo Road in lieu of storefront option   | No Change to Existing Approval    | None  |
| 23                                       | Provide 14-ft. between columns in lieu of 10-ft. spacing                      | No Change to Existing Approval    | None  |
| 25                                       | Allow for reduction of ground floor glazing requirement                       | No Change to Existing Approval    | None  |
| <b>Landscape</b>                         |   |                                   |   |
| 16                                       | To allow interruption of street tree spacing in front of showroom             | No Change to Existing Approval    | Permit same interruption for new showroom, only along US-1 facade                     |
| <b>Access</b>                            |   |                                   |   |
| 2  | Allow for 11-ft. sidewalk with 4-ft. wide landscaping along Franjo Road       | No Change to Existing Approval    | None  |
| 5  | Allow for 10½-ft. sidewalk where 16-ft. is required along South Dixie Highway | No Change to Existing Approval    | Permit same adjacent to proposed building   |
| 12                                       | Allow for 11-ft. sidewalk with 4-ft. wide landscaping along Datura Street     | No Change to Existing Approval    | Permit same adjacent to proposed building   |
| <b>Visual Screening</b>                  |   |                                   |   |
| 15                                       | Reduce 30-ft. parking setback along US-1 and Datura Street                    | May Change Existing Approval      | Maintain design consideration for remnant parking areas along US- 1 and Datura Street |
| <b>Circulation</b>                       |   |                                   |   |
| 8  | Accept 40 to 45-ft. ROW cross-section on Banyan Street                        | No Change to Existing Approval    | None  |
| 11                                       | Accept 40 to 45-ft. ROW cross-section on Datura Street                        | No Change to Existing Approval    | None  |
| 17                                       | Eliminate 15-ft. wide paseo from Franjo Road to US-1                          | No Change to Existing Approval    | None  |

## SITE PLAN APPROVAL CONDITIONS

### SCALE / UTILIZATION OF SITE

Design Consideration # 19 permits for an exception to the building articulation requirement of a break in building facade every 60 feet maximum on buildings that occupy 150 feet of frontage, and was approved with the following conditions:

1. only for the Franjo Road Façade.
2. Banyan façade does not require vertical breaks.
3. US-1 façade does not require vertical breaks.
4. Datura Street façade requires shallow vertical breaks.

### COMPATIBILITY

Design Consideration # 1 permits on-site, outside vehicle display, and was approved with the following conditions:

1. Limit the number and location to the area along US-1 with none along Datura Street. Acceptable locations are the three locations along US-1 are shown in the site plan, with 2 more in an interior location flanking the showroom entrance.
2. Display vehicles to be spaced at a distance of not less than 10-ft. from each other, buildings, or landscaping.
3. That ground surface treatments are constructed and maintained pedestrian in appearance, and that any spillage of fluids from vehicles with resulting stains is removed daily and completely.
4. That landscaping is not compromised.
5. That display vehicles are not located on pedestals, ramps, or any location other than with 4 inflated wheels on the ground surface.
6. That at no time are display vehicles to be prepped, maintained, cleaned or detailed on the display location.
7. That display vehicles are treated only as display with closed and locked doors, trunks and hoods, and removed to an inventory location to be shown to customers.
8. **Additional condition for the proposed Phase I Modification:** The proposed Phase I plan shows the use of 2 locations on pavers and 4 regular diagonal spaces marked as inventory. Display and inventory vehicles are not distinguishable. The inventory spaces shall not be treated as display areas and shall be buffered by landscaping as it was required in character, area, depth, height and spacing for the existing development order.

### LANDSCAPE

Design Consideration # 16 is to allow interruption of street tree spacing in front of the showroom at the corner of Banyan Street and South Dixie Highway, and was approved with the following conditions:

1. two additional trees are planted in front of the blank wall part of the showroom along Banyan Street at 25-ft. intervals.
2. that the four trees deleted along the US-1 sides are mitigated.
3. **Additional condition for the proposed Phase I Modification:** Design Consideration #16 may be extended to apply toward the glazed showroom area for the Phase I building only along the US-1 façade. Conditions 1 and 2 shall apply, in that any deleted trees along US-1 shall be mitigated, and that two additional trees are planted in front of the blank wall part of the building along Datura Street at 25-ft. intervals.

## VISUAL SCREENING

Design Consideration # 15 reduces the 30-foot parking setback along US-1 and Datura Street, and was approved with the following conditions:

1. On-site parking spaces along the US-1 side shall be reconfigured to maintain the sidewalk at 10½-ft. width.
2. Maintain a minimum buffer equal to that along Datura Street, which is 6-ft. to 13-ft. following a diagonal parking space pattern.
3. That landscaping does not by design or maintenance permit walk-through from sidewalk to vehicular parking, and that landscaping meet all other Village of Palmetto Bay requirements.
4. As an alternative, the applicant may extend the outdoor new car display area in place of the parking area, subject to all the conditions provided in Design Consideration #1; however, no additional display vehicles may be included above the conditions given in Request #1.
5. **Additional condition for the proposed Phase I Modification:** Design Consideration #16 may be extended to apply toward the glazed showroom area for the Phase I building only along the US-1 façade. Conditions 1 and 2 shall apply, in that any deleted trees along US-1 shall be mitigated, and that along Datura Street, trees are to be planted consistent with Village of Palmetto Bay requirements.

**d. 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.**

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.

- *The proposed development occupies an entire block. There are no adjoining properties.*
- *Vehicular internal circulation is acceptable.*
- *Pedestrian circulation is acceptable.*
- *Disposition of open space is acceptable*
- *The use of screening and buffering is acceptable with conditions to Design Consideration #15.*
- *Building arrangements between buildings in the proposed development are acceptable.*

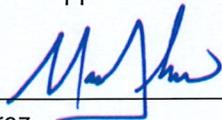
**e. CONFORMANCE WITH THE VILLAGE POLICY IN RESPECT TO SUFFICIENCY OF OWNERSHIP, GUARANTEE FOR COMPLETION OF ALL REQUIRED IMPROVEMENTS AND THE GUARANTEE FOR CONTINUED MAINTENANCE.**

- *The proposal is on 5 contiguous parcels of land that together constitute the entire block. All 5 parcels were purchased by the applicant, and are under common ownership. Unity of title will be required as a condition of approval.*
- *Completion of the required improvements, both off-site and on-site will be required as a condition of approval.*
- *Continued maintenance of on-site and off-site peripheral improvements will be required as a condition of approval (as a recorded covenant running with the land).*

## **RECOMMENDATION**

Staff recommends approval of the Phase I Site Plan Modification for the development order provided by Resolution 2018-26, approved on February 12, 2018, subject to the following conditions.

1. All conditions approved with Resolution 2018-26.
2. This Phase I site plan overlaps and the approved site plan building at its north boundary which necessitates that this building footprint must be reduced with Phase II modifications. Phase II modifications shall be approved at a public hearing, and shall not be administratively determined.
3. Intensity: Approval of Phase I does not provide a right to approval of Phase II modifications that exceed the intensity of the existing development order provided by Resolution 2018-26.
4. Concurrency: Subsequent approval of Phase II modifications in sum with Phase I modifications may not exceed the intensity, and demand-on-services of the existing development order provided by Resolution 2018-26.
5. Traffic: Subsequent approval of Phase II modifications in sum with Phase I modifications may not exceed trip generation and traffic impacts of the existing development order provided by Resolution 2018-26.
6. Setbacks: The location of the build-to line for the Phase 1 additional building will be the same as those for the original approval, assuring that the build-to lines for both structures align along South Dixie Highway and Datura Street.
7. Landscaping and Buffering: There will be no reduction of landscape area on the Phase I site plan compared to the same area as approved by the site plan and conditions of Resolution 2018-26. Landscape buffering for surface parking spaces that are along US-1 and Datura Street shall be as it was required in character, area, depth, height and spacing for the existing development order. A landscape plan will be required
8. Showroom Visibility: Interruption of street tree spacing in front of the Phase I building along the US-1 façade for the length of the glazed wall is permitted in a similar manner to Design Consideration#16 of Resolution 2018-26. This condition is permitted contingent on the building being used for new car sales. Deleted trees along US-1 shall be mitigated. Along Datura Street, trees are to be planted consistent with Village of Palmetto Bay requirements.
9. Glazing: Transparency requirements for the ground-level vertical surfaces will meet the requirements of Section 30-50.23. Resolution 2018-26 approval of design considerations for reduced glazing shall not apply to the Phase I building approved by this modification.
10. Vertical Massing: The DUV Zoning District, DG Sector requires a minimum height of 3 floors. Resolution 2018-26 approved a 2-story building, subject to a tall ground floor, high parapets with glazed transparent areas for display, and architectural details to create an exterior massing that is compatible with the DG Sector. The proposed Phase I, 1-story building shall use the same design techniques, with a ground floor height, parapet height, and architectural detail that is consistent with the approved showroom (Audi) and service, inventory and retail building.



Mark Alvarez  
Interim Planning & Zoning Director  
t. 305-259-1274  
[malvarez@palmettobay-fl.gov](mailto:malvarez@palmettobay-fl.gov)

**PUBLIC NOTICE**



Public Notice Advertisement

Miami Daily Business Review

December 12, 2019



## VILLAGE OF PALMETTO BAY NOTICE OF ZONING PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Village of Palmetto Bay shall conduct a Zoning Public Hearing on Monday, January 13, 2020, at 7:00 p.m. at Village Hall, 9705 East Hibiscus Street, Palmetto Bay, FL. Discussion and public input will be welcomed concerning the following items:

**Item 1:** The following item is being considered pursuant to Section(s) 30-50.23 and 30-30.5 Village's Land Development Code:

**Applicant:** South Dade Imports, LLC

**Folio(s):** 33-5032-004-2480, 33-5032-004-2490, 33-5032-004-2500, 33-5032-004-2520, 33-5032-004-2530

**File No.:** VPB-16-017

**Location:** 17400 SW 97<sup>th</sup> Avenue, 17414 SW 97<sup>th</sup> Avenue, 17405 South Dixie Highway, 17407 South Dixie Highway, 17409 South Dixie Highway, 17411 South Dixie Highway, 17413 South Dixie Highway

**Request:** REQUEST FOR APPROVAL OF A SITE PLAN MODIFICATION WITH DESIGN CONSIDERATIONS FOR A NEW AUTO SALES CENTER WITH SALES AND SERVICE FACILITIES AND A RETAIL COMPONENT AT SOUTH DIXIE HIGHWAY AND BANYAN ROAD, ZONED DOWNTOWN URBAN VILLAGE (DUV), DOWNTOWN GENERAL (DG) SECTOR, PURSUANT TO SECTION 30-50.23 DUV ZONING DISTRICT; AND SECTION 30-30.5, SITE PLAN APPROVAL.

**Item 2:** The following item is being considered pursuant to Section(s) 30-50.23, 30-30.5, and 30-120.1 of the Village's Land Development Code:

**Applicant:** Dream Starts, LLC

**Folio(s):** 33-5033-004-0100

**File No.:** VPB-18-004

**Location:** 16999 South Dixie Highway

**Request:** REQUEST FOR APPROVAL OF A SITE PLAN FOR A MIXED-USE BUILDING ON THREE ADJOINING PARCELS ZONED DOWNTOWN URBAN VILLAGE (DUV), DOWNTOWN GENERAL SECTOR (DG), WITH GROUND-FLOOR COMERCIAL USE, AND OFFICE COMPONENT, A RESIDENTIAL COMPONENT, AND A SCHOOL COMPONENT,

PURSUANT TO SECTION 30-50.23 DUV ZONING DISTRICT; SECTION 30-30.5, SITE PLAN APPROVAL; AND SECTION 30-120.1 PUBLIC CHARTER SCHOOL FACILITIES.

**Item 3:** The following item is being considered pursuant to Section(s) 30-50.23, 30-30.5, and 30-30.6 of the Village's Land Development Code:

**Applicant:** Franjo Medical Offices, LLC

**Folio(s):** 33-5032-007-0630; 33-5032-007-0650; 33-5032-007-0620; 33-5032-007-0660

**File No.:** VPB-19-005

**Location:** 18320 Franjo Road; 18330 Franjo Road; 9700 SW 183<sup>rd</sup> Street; 9720 SW 183<sup>rd</sup> Street

**Request:** REQUEST FOR APPROVAL OF A SITE PLAN AND PARKING VARIANCE FOR A MIXED-USE MEDICAL OFFICE BUILDING ON FOUR ADJOINING PARCELS AT 18330 FRANJO ROAD ZONED DOWNTOWN URBAN VILLAGE (DUV), URBAN VILLAGE (UV) SECTOR, PURSUANT TO SECTION 30-50.23 DUV ZONING DISTRICT; SECTION 30-30.5, SITE PLAN APPROVAL, AND SECTION 30-30.6 VARIANCES.

All persons are invited to appear and be heard. The documents pertaining to this Zoning Hearing may be inspected at the Department of Planning & Zoning at Village Hall Municipal Center located at 9705 East Hibiscus Street, Palmetto Bay, FL 33157 during regular business hours. It is recommended that an appointment is scheduled in advance. 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.

Pursuant to Section 286.0105, F.S., if any person decides to appeal any decision by the Village Council with regard to these matters, he/she will need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

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.

[www.palmettobay-fl.gov](http://www.palmettobay-fl.gov)

Posted Public Notice

December 12, 2019



**VILLAGE OF PALMETTO BAY  
NOTICE OF ZONING HEARING**

**Monday, January 13, 2020, at 7:00 p.m.  
at Village Hall, 9705 East Hibiscus Street, Council Chambers,  
Palmetto Bay, FL.**

Discussion and public input will be welcome concerning the following items that may be of interest to your immediate neighborhood.

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**Property Address:** 17400 SW 97th Avenue; 17414 SW 97th Avenue;  
17405 South Dixie Highway; 17407 South Dixie  
Highway; 17409 South Dixie Highway; 17411  
South Dixie Highway; 17413 South Dixie Highway

**Property Folios:** 33-5032-004-2480; 33-5032-004-2490;  
33-5032-004-2500; 33-5032-004-2520;  
33-5032-004-2530

**Applicant:** South Dade Imports, LLC

**Application:** VPB-16-017

**Request:** REQUEST FOR APPROVAL OF A SITE PLAN  
MODIFICATION WITH DESIGN CONSIDERATIONS FOR A  
NEW AUTO SALES CENTER WITH SALES AND SERVICE  
FACILITIES AND A RETAIL COMPONENT AT SOUTH DIXIE  
HIGHWAY AND BANYAN ROAD, ZONED DOWNTOWN  
URBAN VILLAGE (DUV), DOWNTOWN GENERAL (DG)  
SECTOR, PURSUANT TO SECTION 30-50.23 DUV ZONING  
DISTRICT; AND SECTION 30-30.5, SITE PLAN APPROVAL.

The Village of Palmetto Bay shall conduct a Zoning Hearing on Monday, January 13, 2019, at 7:00 p.m. The Zoning hearing shall be held at Village Hall, 9705 East Hibiscus Street, Council Chambers, Palmetto Bay, Florida. Discussion and public input will be welcome concerning this item that may be of interest to your immediate neighborhood.

All persons are invited to appear and be heard. The documents pertaining to this Zoning Hearing may be inspected at the Department of Planning & Zoning at Village Hall, 9705 East Hibiscus Street, Palmetto Bay, Florida, during regular working hours. Any meeting may be opened and continued, and, under such circumstances, additional legal notice would not be provided. Any person may contact Village Hall for more information.

Pursuant to Section 286.0105, F.S., if any person decides to appeal any decision by the Village Council with regard to this or any matter, he/she will need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. This notice does not constitute consent by the Village for the introduction or admission of otherwise inadmissible evidence, nor does it authorize challenges or appeals not otherwise allowed by law.

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 seven (7) days prior to the proceedings.

[www.palmettobay-fl.gov](http://www.palmettobay-fl.gov)



Public Notice Posted December 12, 2019

Corner of East Datura Street and Southbound South Dixie Highway



Public Notice Posted December 12, 2019

North side of West Datura Street between South Dixie Highway and SW 97<sup>th</sup> Avenue



Public Notice Posted December 12, 2019

West Side of SW 97<sup>th</sup> Avenue between Banyan Street and W Datura Street

Mailed Courtesy Public Notice

December 12, 2019

**VILLAGE OF PALMETTO BAY  
PUBLIC NOTICE**

**APPLICANT: SOUTH DADE IMPORTS, LLC      ZONING APPLICATION NO. VPB-16-017**  
**LOCATION: 17400 SW 97<sup>TH</sup> AVENUE; 17414 SW 97<sup>TH</sup> AVENUE; 17405 SOUTH DIXIE HIGHWAY; 17407**  
**SOUTH DIXIE HIGHWAY; 17409 SOUTH DIXIE HIGHWAY; 17411 SOUTH DIXIE HIGHWAY;**  
**17413 SOUTH DIXIE HIGHWAY**  
**FOLIOS: 33-5032-004-2480; 33-5032-004-2490; 33-5032-004-2500; 33-5032-004-2520;**  
**33-5032-004-2530**

**REQUEST: REQUEST FOR APPROVAL OF A SITE PLAN MODIFICATION WITH DESIGN CONSIDERATIONS FOR A NEW AUTO SALES CENTER WITH SALES AND SERVICE FACILITIES AND A RETAIL COMPONENT AT SOUTH DIXIE HIGHWAY AND BANYAN ROAD, ZONED DOWNTOWN URBAN VILLAGE (DUV), DOWNTOWN GENERAL (DG) SECTOR, PURSUANT TO SECTION 30-50.23 DUV ZONING DISTRICT; AND SECTION 30-30.5, SITE PLAN APPROVAL.**

**A PUBLIC HEARING WILL BE HELD: MONDAY, JANUARY 13, 2020 AT 7:00 P.M.**  
**AT COUNCIL CHAMBERS, VILLAGE HALL, 9705 EAST HIBISCUS STREET, PALMETTO BAY, FLORIDA**

Plans are on file for the above application and may be examined in the Department of Planning and Zoning at Village Hall. Parties may appear at the public hearing, be heard and submit evidence at the hearing with respect to the application. Any interested person is entitled to discuss the application with the Village staff processing and reviewing the application to the same extent as the applicant. The application may change and be modified during the hearing process. Any meeting may be opened and continued, and under such circumstances, additional legal notice would not 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 seven (7) days prior to the hearing.



96 PROPERTIES LLC  
8964 SW 176 TER  
MIAMI, FL 33157

ROBERT DUPONT  
17101 SW 100 AVE  
MIAMI, FL 33157

SOUTH MOTOR COMP OF DADE  
COUNTY  
16165 S DIXIE HWY  
MIAMI, FL 33157-1840

MOHAMED S ALI  
9335 SW 170 LN  
PALMETTO BAY, FL 33157

RUBY CARTER  
10066 W FERN ST  
MIAMI, FL 33157

SEJSVR LLC  
17511 SW 99 RD  
MIAMI, FL 33157

GROUPER OZONE LLC  
2980 MCFARLANE RD 2ND FL  
MIAMI, FL 33133

ITR INVESTMENTS INC  
17460 SW 73 CT  
PALMETTO BAY, FL 33157-6348

SILVERSTEIN INVEST HOLDINGS LLC  
17110 S DIXIE HWY  
MIAMI, FL 33157

LENIN R MERCADO  
9364 SW 172 TER  
PALMETTO BAY, FL 33157

ORLANDO GARCIA MANCEBO  
17031 SW 100 AVE  
MIAMI, FL 33157

GROUPER FEC LLC  
2980 MCFARLANE RD # 12  
MIAMI, FL 33133

RICHARD FORREST LARKINS  
23995 SW 142 AVE  
MIAMI, FL 33032

HARRELL BROWN & W EARLENE  
347 NE 30 AVE  
HOMESTEAD, FL 33033

ROBERT MENA COUTO  
10090 W FERN ST  
MIAMI, FL 33157

EKHLAS MUSTAFA  
1510 KATHLEEN RD  
LAKELAND, FL 33805

AS & J HOLDINGS LLC  
943 SW 87 AVE  
MIAMI, FL 33174

MIAMI-DADE COUNTY  
701 NW 1 CT  
MIAMI, FL 33136

BYRON JOSEPH WILLIAMS & W ALICIA  
17420 SW 93 PL  
VILLAGE OF PALMETTO, FL 33157-5775

17475 LLC  
10800 BISCAYNE BLVD STE 600  
MIAMI, FL 33161

MARY F BAILEY & LISA A BAILEY  
17061 SW 100 AVE  
MIAMI, FL 33157-4312

WARREN HENRY REAL ESTATE LLC  
20800 NW 2 AVE  
MIAMI, FL 33169

BRACUSA LLC  
4300 SW 74 AVE  
MIAMI, FL 33155-4406

EMMA B HARRIS  
10041 W GUAVA ST  
MIAMI, FL 33157-5325

FRED ROYAL & W CARLOTTA  
15213 SW 107 CT  
MIAMI, FL 33157-1346

WEST INDIGO HOLDINGS LLC  
9961 W INDIGO ST  
MIAMI, FL 33157

FLYING EAGLE INC  
943 SW 87 AVE  
MIAMI, FL 33174-3206

WARREN HENRY REAL ESTATE LLC  
20860 NW 2 AVE  
MIAMI, FL 33169

LESLY DURET  
17500 SW 93 PL  
PALMETTO BAY, FL 33157

CONSUMERS ALLIANCE CORP  
PO BOX 7058  
HOLLYWOOD, FL 33081

DENISE KUFELDT  
9851 SW 175 ST  
PERRINE, FL 33157-5441

FERN STREET PROPERTIES LLC  
12080 SW 127 AVE STE B1 149  
MIAMI, FL 33186

RFG 62 LLC  
9757 E INDIGO ST  
MIAMI, FL 33143

DANDER LLC  
1845 SW 86 AVE  
MIAMI, FL 33155

EASY OIL CHANGE CORP  
13507 SW 137 AVE  
MIAMI, FL 33186-5315

CORAL GABLES FED SAVING & LOAN  
PO BOX 2609  
CARLSBAD, CA 92018

MIGUEL CANDA &W LISA  
15621 SW 46 LN  
MIAMI, FL 33185-4287

PALMETTO BAY PK CENTER LLC  
320 SEVILLA AVENUE SUITE 202  
CORAL GABLES, FL 33134-6615

LAUDA LIGHTING LLC  
12550 BISCAYNE BLVD # 406  
MIAMI, FL 33181

BROWNS RLTY GRP INC  
347 NE 30 AVE  
HOMESTEAD, FL 33033

JULIO SANTA CRUZ PACHECO  
16215 SW 275 ST  
HOMESTEAD, FL 33031

IMPERIAL PRIVATE LABORATORIES INC  
17304 WALKER AVE STE 114  
MIAMI, FL 33157

JOSE E. DA SILVA &W ELVIRA  
9420 SW 170 ST #206  
MIAMI, FL 33157-4464

ROBERT C FREEMAN  
9430 SW 170 ST UNIT 301  
MIAMI, FL 33157-4460

GRT CONSULTING LLC  
10030 SW 84 ST  
MIAMI, FL 33173

RONDA INVESTMENT LLC  
6335 SW 93 PL  
MIAMI, FL 33173

TRACY ABBOTT  
17170 SW 94 AVE #805  
MIAMI, FL 33157-4485

IGLIPE CORP  
7951 RIVIERA BLVD 210  
MIRAMAR, FL 33023

ADELMA SANTOS SILVA  
17190 SW 94 AVE 907  
PALMETTO BAY, FL 33157

DIANNA ANDERSON  
10361 SW 145 ST  
MIAMI, FL 33176

QUNHIN SUN  
14750 SW 132 CT  
MIAMI, FL 33186

QUNHUI SUN  
14750 SW 123 CT  
MIAMI, FL 33186

YULONG YANG &W  
14435 SW 95 AVE  
MIAMI, FL 33176

NING ZHU  
17255 SW 95 AVE STE 215-H  
MIAMI, FL 33157

PHILIP SHENKMAN  
12951 SW 79 ST  
MIAMI, FL 33183-4207

GARY L GOBIN  
29690 SW 183 CT  
HOMESTEAD, FL 33030

PALMETTO BAY 17255 LLC  
8385 SW 100 ST  
MIAMI, FL 33156

PALMED LLC  
21031 SW 125 AVENUE RD  
MIAMI, FL 33177

CARLOS FERREIRO JTRS  
2431 W 80 ST #1  
HIALEAH, FL 33016

EZEQUIEL TORINO  
14280 SW 142 ST #202  
MIAMI, FL 33186

HUGO LUIS FRAGA  
16401 SW 81 AVE  
CUTLER BAY, FL 33157

SILNOR LLC  
13803 SW 84 ST  
MIAMI, FL 33183

QUNHUI SUN  
14750 SW 132ND CT  
MIAMI, FL 33186-7636

VIERA CAPITAL LLC  
12945 SW 82 AVE  
PINECREST, FL 33156

CAMILO BERNAL  
13594 SW 117 TER  
MIAMI, FL 33186-4447

MADISON HOLMES JR  
8441 SW 180TH ST  
PALMETTO BAY, FL 33157-6039

MASTER EXCAVATORS INC  
9950 SW 168 TERR  
MIAMI, FL 33157-4329

A VICTOR INVESTMENT GROUP LLC  
8724 SUNSET DRIVE 262  
MIAMI, FL 33173

JOHN H WEBB LE  
17415 DUVAL AVE  
MIAMI, FL 33157

FRED ROYAL JR  
2821 EAST MEYER BLVD  
KANSAS CITY, MO 64132

3PI LLC  
7625 SW 108 TER  
PINECREST, FL 33156

FEI LI  
14834 PADDOCK DR  
WELLINGTON, FL 33414

HUA GUO  
12381 SW 240TH ST  
HOMESTEAD, FL 33032-4244

HUILAN WANG  
15373 SW 139 CT  
MIAMI, FL 33177

3 PI LLC  
7625 SW 108 TER  
PINECREST, FL 33156

STEPHEN SMUTNY  
18530 SW 87 CT  
MIAMI, FL 33157-7228

CUTLER BAY 10521 LLC  
12721 SW 99 AVE  
MIAMI, FL 33176

ARCHIE FINKLEY JR  
10060 W GUAVA ST  
PERRINE, FL 33157-5326

SOUTHERN VILLA CONDOS LLC  
8299 CORAL WAY  
MIAMI, FL 33155

MADRID EXCLUSIVE CONTRACTORS  
CORP  
15240 SW 169 LN  
MIAMI, FL 33187

GOULDIAN INVESTMENTS  
PO BOX 560177  
MIAMI, FL 33256

HUIFANG DENG  
7265 GLISTEN AVE UNIT 136  
ATLANTA, GA 30328-2870

GOVERNMENT TRUST & HOLDING  
CORP  
PO BOX 440584  
MIAMI, FL 33144

AFSAR ELAHI  
10280 SW 142 ST  
MIAMI, FL 33176

ARAEI DIAZ PENA  
17019 SW 100 AVE  
CUTLER BAY, FL 33157

FREDERICK HUGH  
7701 SW 173 ST  
MIAMI, FL 33157

EUGENIO A ACEVEDO  
18500 NW 53 AVE  
MIAMI GARDENS, FL 33055

LAMONE JAY  
17420 HOMESTEAD AVE  
MIAMI, FL 33157

OAK AVENUE INVESTMENTS GROUP  
LLC  
11150 SW 93 ST  
MIAMI, FL 33176

JAIME GROSS (TR)  
4080 WOODRIDGE RD  
COCONUT GROVE, FL 33133-6618

|  |   |   |
|--|---|---|
| TILZER RETAIL CENTER LLC<br>12976 SW 89 AVE<br>MIAMI, FL 33176                   | SOUTH MIAMI AUTOMOTIVE GROUP<br>LLC<br>16501 SOUTH DIXIE HWY<br>MIAMI, FL 33157 | MIAMI DADE COUNTY<br>701 NW 1CT., 14TH FL<br>MIAMI, FL 33136                      |
| SOUTH MOTOR DADE COUNTY<br>16165 S DIXIE HWY<br>MIAMI, FL 33157                  | VIJAY P RAMPERSAD<br>14111 SW 146 TERR<br>MIAMI, FL 33186                       | MARCOS R BECARI<br>17541 SW 93 PL<br>PALMETTO BAY, FL 33157                       |
| TIMOTHY CAPPS &W LORRIE<br>9374 SW 172 TERR<br>MIAMI, FL 33157-4446              | PERRINE 17403 LLC<br>20 PORTO MAR #702<br>PALM COAST, FL 32137                  | FCI PALMETTO BAY LLC<br>2199 PONCE DE LEON BLVD STE 201<br>CORAL GABLES, FL 33134 |
| VILCHES PROPERTY MANAGEMENT LLC<br>9831 E EVERGREEN ST<br>PALMETTO BAY, FL 33157 | WP PROPERTIES LLC<br>15622 SW 74 PL<br>MIAMI, FL 33157                          | JOSE CARLOS SEGARRA &W<br>9740 E EVERGREEN ST<br>CUTLER BAY, FL 33157             |
| EARTH MOVERS OF AMERICA LLC<br>1801 SW 1 ST<br>MIAMI, FL 33135                   | AMAR JYOTI MANDIR OF FLA INC<br>9720 E HIBISCUS ST<br>PALMETTO BAY, FL 33157    | HIBISCUS LAND INVEST LLC<br>1501 VENERA AVE STE 217<br>CORAL GABLES, FL 33146     |
| VARIETY CHILDRENS HOSPITAL<br>3100 SW 62 AVE<br>MIAMI, FL 33155-3009             | GENTLE DOVE REALTY INC<br>9400 SW 174 STREET<br>PALMETTO BAY, FL 33157          | VARIETY CHILDRENS HOSPITAL<br>3100 SW 62 AVE<br>MIAMI, FL 33155-3009              |
| SHAG DIXIE LLC<br>9225 SW 158 LN UNIT C<br>PALMETTO BAY, FL 33157                | ENRIQUETA ESCALONA<br>9381 SW 177 ST<br>MIAMI, FL 33157                         | FLORIDA POWER INVESTMENTS INC<br>17304 WALKER AVE 104<br>MIAMI, FL 33157          |
| AVILA PROPERTY HOLDINGS LLC<br>17304 WALKER AVE 122<br>MIAMI, FL 33157           | HUAN TONG ZHOU<br>20505 SOUTH DIXIE HWY #1845<br>MIAMI, FL 33189-1228           | ROXANA MATOS<br>9420 SW 170 ST #207<br>MIAMI, FL 33157-4464                       |
| SIMONE CLARK<br>9430 SW 170 ST #307<br>PALMETTO BAY, FL 33157                    | EZRA H EVERETT (TR)<br>2307 NE 64 TERR<br>GAINESVILLE, FL 32609                 | MANUEL JR NEYRA<br>17100 SW 94 AVE #506<br>MIAMI, FL 33157-4466                   |
| CATHERINE SOREL<br>17160 SW 94 AVE UNIT 607<br>MIAMI, FL 33157-4473              | WALTER ORTEGA<br>17190 SW 94 AVE 901<br>PALMETTO BAY, FL 33157                  | TOMAS L SANTANA<br>17190 SW 94 AVE 908<br>PALMETTO BAY, FL 33157                  |

SILVER PALM GUAVA FARM LLC  
1172 S DIXIE HWY #148  
CORAL GABLES, FL 33146

JOHN P MASSERIA  
13020 SW 30 CT  
DAVIE, FL 33330

3PI LLC  
18001 OLD CUTLER RD 554  
PALMETTO BAY, FL 33157

HUARAO ZHOU  
3463 N FIELD WAY NW  
KENNESAW, GA 30144

ZHENG FAN DAI  
9 BUCK RDG  
SKILLMAN, NJ 08558-2235

GEORGE S KUSHNER III  
17255 SW 95 AVE #B458  
MIAMI, FL 33157

DEVIKA DEONARAIN  
17255 SW 95 AVE & 9431  
MIAMI, FL 33157-4453

3PI LLC  
19339 SW 80 CT  
MIAMI, FL 33157

CURTIS HENRY LAWRENCE  
17451 SW 109 AVE  
MIAMI, FL 33157

STEPHEN LITKE  
9826 SW 77 AVE  
MIAMI, FL 33146

ROGELIO OBESO  
17255 SW 95 AVE H211  
MIAMI, FL 33157

PHILLIP SHENKMAN  
12951 SW 79 ST  
MIAMI, FL 33183-4207

CARLOS FERREIRO  
2431 W 80 ST #1  
HIALEAH, FL 33016

LUIS E MARU  
8972 NW 167 ST  
HIALEAH, FL 33018

MAHER SHAQRA  
9844 SW 156 CT  
MIAMI, FL 33196

JIMAE T ROBERTSON  
16715 SW 80 AVE  
MIAMI, FL 33157

PALMETTO GREEN PROPERTIES LLC  
8300 SW 152 ST  
PALMETTO BAY, FL 33157

CLARENCE THOMAS &  
17045 SW 99 CT  
MIAMI, FL 33157-4370

SW 170 STREET PROPERTIES LLC  
1685 CHARLES LN  
MERRITT ISLAND, FL 32952

SIMMER REAL ESTATE INVESTMENTS  
8739 BRXFORD ST  
ORLANDO, FL 32836

SANTIAGO BUENO  
17255 SW 95 AVE 115  
PALMETTO BAY, FL 33157

HAO ZHU  
1138 RIDGEMONT DR  
MILPITAS, CA 95035-7825

MARIA CECILIA VASQUEZ BARBA  
7026 SW 154 CT  
MIAMI, FL 33193

EMILIO IRIAS  
2001 BISCAYNE BLVD APT 3407  
MIAMI, FL 33137-5028

QUNHUI SUN  
17255 SW 95 AVE C157  
MIAMI, FL 33157

INGRID B BIAGI &  
8571 SW 214 LN  
CUTLER BAY, FL 33189

YULAN LI  
125 NW 73 TER  
PLANTATION, FL 33317

LEARY M DAVIS EST OF  
17051 SW 99 CT  
MIAMI, FL 33157-4370

FAUSTO GUERRERO  
17082 SW 91 AVE  
MIAMI, FL 33157-4599

KAREN GRIFFIN  
10020 W GUAVA ST  
MIAMI, FL 33157-5326

|  |  |  |
|--|--|--|
| LEMANO INVESTMENTS LLC<br>407 LINCOLN RD PH-NE<br>MIAMI BEACH, FL 33139          | GROVER JACKSON<br>10561 SW 141 DR<br>MIAMI, FL 33176-7057                        | YACSOMI GUZMAN<br>17421 DUVAL AVE<br>MIAMI, FL 33157                           |
| E & J ENTERPRISE OF PERRINE INC<br>10203 SW 184 ST<br>CUTLER BAY, FL 33157       | HENRY LAWRENCE<br>9945 N HIBISCUS ST<br>MIAMI, FL 33157-5329                     | AAPUSHANA INVESTMENT LLC<br>8433 NW 68 ST<br>MIAMI, FL 33166                   |
| GROUPER PARK LLC<br>2980 MCFARLANE RD, SECOND FLOOR<br>MIAMI, FL 33133           | CHRISTOHER J GRIFFIN &W<br>KAWANNAH<br>17440 SW 93 PL<br>MIAMI, FL 33157-5775    | LUDOVICI BLDG ONE INC<br>9000 SW 152 ST #106<br>PALMETTO BAY, FL 33157         |
| SOUTHEASTERN CONFASSN OF<br>1701 ROBIE AVE<br>MT DORA, FL 32757                  | SOUTHEASTERN CONFERENCE ASSOC<br>OF<br>1701 ROBIE AVE<br>MOUNT DORA, FL 32757    | WP PROPERTIES LLC<br>17505 SO DIXIE HWY<br>MIAMI, FL 33157-5435                |
| GROUPER HIBISCUS LLC<br>2980 MCFARLANE RD #12<br>MIAMI, FL 33133                 | AUTONATION USA PERRINE INC<br>200 SW 1 AVE 14 FLOOR<br>FORT LAUDERDALE, FL 33301 | SMK III ENTERPRISES LLC<br>10810 NW 138 ST UNIT 3<br>HIALEAH GARDENS, FL 33018 |
| PARKVIEW AT PALMETTO BAY LLC<br>101 PUGLIESES WAY 2 FL<br>DELRAY BEACH, FL 33444 | SHORES AT PALMETTO BAY LLC<br>888 KINGMAN RD<br>HOMESTEAD, FL 33035              | ARLENE GONZALEZ<br>9380 SW 176 ST<br>MIAMI, FL 33151                           |
| MHR GROUP LLC TRS<br>13190 SW 134 ST 107<br>MIAMI, FL 33186                      | ALFREDO LINARES<br>14546 SW 113 LANE<br>MIAMI, FL 33186                          | ANDERSON MORAES<br>9009 SW 214 ST<br>CUTLER BAY, FL 33189                      |
| EDUARD CARDENAS<br>18590 SW 97TH PL<br>CUTLER BAY, FL 33157-6908                 | PAUL A WINT<br>9430 SW 170 ST UNIT U302<br>MIAMI, FL 33157-4476                  | SANDRA C MACIA<br>17120 SW 94 AVE #402<br>MIAMI, FL 33157-4472                 |
| HIN KWONG CHEUNG<br>17100 SW 94 AVE #504<br>MIAMI, FL 33157                      | BARNET L KAUFMAN &W ADRIANNE<br>9760 SW 99 ST<br>MIAMI, FL 33176-2824            | XUEJUN YU<br>17170 SW 94 AVE # 806<br>PALMETTO BAY, FL 33157                   |
| GONZALO TORREZ &W MARIA T<br>17190 SW 94 AVE UNIT 906<br>MIAMI, FL 33157-4481    | ALTA PINE LLC<br>PO BOX 565871<br>MIAMI, FL 33256                                | GGH 48 LLC<br>18305 BISCAYNE BLVD # 400<br>AVENTURA, FL 33160                  |

NORIS LEDESMA TRS  
16965 SW 113 CT 31441 E  
MIAMI, FL 33157

XIA JIN  
13820 SW 82 CT  
PALMETTO BAY, FL 33158

ALEJANDRO S PEREZ  
17255 SW 95 AVE #D-152  
MIAMI, FL 33157-4453

GERSHOM MCKOY  
17842 SW 88 PL  
PALMETTO BAY, FL 33157

VILLAGE HOMES AND CONDOS AT  
201 ALHAMBRA CIR 603  
CORAL GABLES, FL 33134

KAY BERTHA COLLINS  
14741 FILLMORE ST  
MIAMI, FL 33176

G AND R INVESTORS LLC  
12517 SOUTH DIXIE HWY  
MIAMI, FL 33156

DUVAL SOUTH LLC  
8461 SW 179 ST  
MIAMI, FL 33157

GARSAA HOLDING COMP  
17501 SW 99 RD  
MIAMI, FL 33157-5313

96 PROPERTIES LLC  
8964 SW 176 TERR  
MIAMI, FL 33137

YULONG YANG &W  
10403 SW 120 ST  
MIAMI, FL 33176

GEHONG TAO  
9031 SW 162 LAKE  
PALMETTO BAY, FL 33157

EDWARD T MCGANN  
201 GOLDEN ISLES #205  
HALLANDALE BEACH, FL 33009

ADAM R GROCHOLSKI  
9421 SW 174 ST #9421  
PALMETTO BAY, FL 33157

KADIR ULKEALAN  
600 W LAS OLAS BLVD 1305  
FORT LAUDERDALE, FL 33312

D & H PARTNERSHIP  
16165 S DIXIE HWY  
MIAMI, FL 33157-1840

J A INVEST LLC  
2370 SW 67 AVE  
MIAMI, FL 33155

CHARLES W BROWN JR &W DOROTHY L  
10840 SW 128 ST  
MIAMI, FL 33176-5443

ALTHEA GEORGES & GLORIA ADAMS  
3301 SPANISH MOSS TER #402  
FORT LAUDERDALE, FL 33319

MIGUEL BRAND &W MONICA M  
17520 SW 93 PL  
MIAMI, FL 33157-5782

CARLOS FERREIRO JTRS  
2431 W 80 STREET #1  
HIALEAH, FL 33016

FOJHEZ LLC  
19339 SW 80 CT  
MIAMI, FL 33157

HUA GUO  
17255 SW 95 STREET UNIT C 155  
PALMETTO BAY, FL 33157

MGMJ LLC  
10999 SW 61 CT  
MIAMI, FL 33156

ALEXANDER HARRIS  
17025 SW 99 CT  
MIAMI, FL 33157

10010 SW 170 TER LLC  
13223 SW 11 TERR  
MIAMI, FL 33184

VLADIMIR ANOKHIN  
14092 SW LINDEN DR  
TIGARD, OR 97223

STEPHEN P SMUTNY TR  
18530 SW 87 CT  
MIAMI, FL 33157-7228

WIZ KIDZ LEARNING 2 INC  
9942 HIBISCUS ST  
MIAMI, FL 33157

CAMACA LLC  
305 NW 57 AVE STE 110  
MIAMI, FL 33126

BORIS R RODRIGUEZ  
9375 SW 172 TER  
MIAMI, FL 33157

SOUTH DADE IMPORTS LLC  
1550 BISCAYNE BLVD STE 300  
MIAMI, FL 33132-1464

INDIGO ST PROP INC  
9777 E INDIGO ST  
MIAMI, FL 33157-5643

SOUTH DADE REALTY INC  
17917 SW 97 AVE  
MIAMI, FL 33157-5640

ROSE TAYLOR  
17020 SW 93 AVE  
MIAMI, FL 33157

SOLID ANCHOR MANAGEMENT INC  
13502 SW 21 ST  
MIRAMAR, FL 33027

DYNASTY PROP OF SOUTH FLORIDA LLC  
13500 SW 88 ST 131  
MIAMI, FL 33186

ODALIS ALVAREZ  
17170 SW 94 AVE 802  
PALMETTO BAY, FL 33157

PEDRO MERIDA  
1311 SW 64 AVE  
WEST MIAMI, FL 33144

RIGOBERTO J FERNANDEZ LE  
12369 NW 13 CT  
PEMBROKE PINES, FL 33026

WILMER TIRADO  
9374 SW 173 TER  
PALMETTO BAY, FL 33157

021 INC  
17690 S DIXIE HWY  
PALMETTO BAY, FL 33157

ASN AND N INVESTMENT GROUP LLC  
7408 SW 168 TER  
PALMETTO BAY, FL 33157

JOHN A RUSS &W PATRICIA &  
9719 SO DIXIE HWY  
MIAMI, FL 33156-2834

LAUDA LIGHTING LLC  
12550 BISCAYNE BLVD 406  
MIAMI, FL 33181

GEORGE ALDEGUER JR &W DAWN  
7500 SW 139 ST  
MIAMI, FL 33158-1254

HONGWEI SHAO  
17100 SW 194 AVE #503  
PALMETTO BAY, FL 33157

THOMAS ROSS & BEVERLY ROSS  
17170 SW 94 AVE #804  
MIAMI, FL 33157-4485

ALEESHIA BAILEY  
514 HAWTHORNE LN  
WINDSOR, CT 06095

CANTELI GROUP INC  
8287 SW 128TH ST APT 112  
MIAMI, FL 33156-5910

JOSHUA E CLARIN  
9354 SW 173 TER  
PALMETTO BAY, FL 33157

KELLY O ENTERPRISES INC  
1121 CRANDON BLVD # F804  
KEY BISCAYNE, FL 33149

VILLAGE OF PALMETTO BAY  
9705 E HIBISCUS ST  
PALMETTO BAY, FL 33157-5606

RODRIGUEZ MAURY PROPERTIES LLC  
2485 PAPILLION WAY  
TALLAHASSEE, FL 32309

GREG ALLEN  
17304 SW WALKER AVE UNIT 117  
MIAMI, FL 33157

JAMES C SILL  
9420 SW 170 ST #205  
MIAMI, FL 33157-4457

BARNETT L KAUFMAN &W ADRIENNE  
9760 SW 99 TERR  
MIAMI, FL 33176-2858

EFFECTIVE BLDRS LLC  
7600 SW 109 TER  
MIAMI, FL 33156

MING LIANG  
1435 SW 13 ST  
MIAMI, FL 33145

LICI CADAVID  
730 PENNSYLVANIA AVE #410  
MIAMI BEACH, FL 33139

YONG CAI  
7311 SW 146 TERR  
MIAMI, FL 33158

CECIL L BROWN  
PO BOX 970704  
MIAMI, FL 33197

IBETH GONZALEZ  
15466 SW 36 TER  
MIAMI, FL 33185

MAURA PANIAGUA & H  
12032 SW 208 TERR  
MIAMI, FL 33177-5324

CODY WALLACE & W  
17240 SW 94TH AVE  
PALMETTO BAY, FL 33157

RODOLFO ROMERO  
10035 SW 172 ST  
MIAMI, FL 33157

E M INVESTMENTS HOLDINGS LLC  
7665 SW 88 CT  
MIAMI, FL 33173

PERRINE SERV STATION LLC  
9701 NW 89 AVENUE  
MEDLEY, FL 33178-1435

MIAMI-DADE COUNTY  
PO BOX 330316  
MIAMI, FL 33233

AVILA PROPERTY HOLDINGS LLC  
17304 WALKER AVE LUNIT 122  
MIAMI, FL 33157

JIULIU LU  
16401 SW 80 AVE  
PALMETTO BAY, FL 33157

SUSANA MARIA BORROTO  
1013 SW 133 TER  
PEMBROKE PINES, FL 33025

MONTSEGUR LLC  
848 BRICKELL AVE 1210  
MIAMI, FL 33131

136 WATERFALLS LLC  
PO BOX 56 2022  
MIAMI, FL 33256

WILBUR B BELL TR  
18271 SW 109 AVE  
MIAMI, FL 33157-5045

JOHN BOHLER EST OF  
14123 SW 110 AVE  
MIAMI, FL 33176

E AND J ENTERPRISES OF  
10203 SW 184 ST  
MIAMI, FL 33157

W P PROPERTIES LLC  
17505 SO DIXIE HWY  
MIAMI, FL 33157-5435

PARKVIEW AT PALMETTO BAY LLC  
101 PUGLIESES WAY 2 FLOOR  
DELRAY BEACH, FL 33444

KENNETH AITCHESON & W EDNA  
9400 SW 170 ST #106  
MIAMI, FL 33157-4456

O02 INVESTMENT CORP  
2668 NW 97TH AVE  
DORAL, FL 33172-1400

JIPING WU  
8840 SW 164 ST  
PALMETTO BAY, FL 33157

HUARAO ZHOU  
1400 S OCEAN DR APT 806  
HOLLYWOOD, FL 33019-2307

SOFIA A DASILVA  
17220 SW 94 AVE #17220  
PALMETTO BAY, FL 33157

DREGADO PROPERTIES LLC  
1550 NW 96 AVE  
MIAMI, FL 33172

LAWANDA THOMAS  
10010 W GUAVA ST  
MIAMI, FL 33157-5326

TILZER RETAIL CENTER  
12976 SW 89 AVE  
MIAMI, FL 33176

D & D REALTY LLC  
19400 NW 2 AVE  
MIAMI, FL 33169-3315

VILLAGE OF PALMETTO BAY  
9705 HIBISCUS ST  
PALMETTO BAY, FL 33157

DORIS RODRIGUEZ  
9420 SW 170 ST # 201  
MIAMI, FL 33157

FREDDY NEYRA  
17520 SW 89TH AVE  
PALMETTO BAY, FL 33157-5831

BONNIE MURRAY LEHR  
17180 SW 94 AVE UNIT 701  
MIAMI, FL 33157-4484

ALTA PINE LLC  
PO BOX 56571  
MIAMI, FL 33256

JC & C FLORIDA PROPERTIES LLC  
13722 SW 83 AVE  
PALMETTO BAY, FL 33158

JULIO IGLESIAS  
12930 SW 186 TER  
MIAMI, FL 33177

SUNNY SIDE STATES CORP  
54 SOMERVALE GREEN SW  
CALGARY T2Y3K1 -

MIGUEL ARENCIBIA  
17255 SW 95 AVE # C 456  
PALMETTO BAY, FL 33157

GILBERTO VELASCO TRS  
7861 SW 180 TER  
PALMETTO BAY, FL 33157

SOUTH DADE DEALERSHIP IIB LLC  
29330 SOUTH DIXIE HWY  
HOMESTEAD, FL 33033

JUAN C GUIFARRO  
10050 W GUAVA ST  
MIAMI, FL 33157

EDIL L MEZA  
17160 SW 94 AVE #601  
MIAMI, FL 33157

PALMETTO BAY 17255 L;LC  
8385 SW 100 ST  
MIAMI, FL 33156

MARIA CECILIA VASQUEZ  
7026 SW 154 CT  
MIAMI, FL 33193

FELIX ARRECIS  
14872 SW 96TH TER  
MIAMI, FL 33196-1679

HUGO LUIS FRAGA  
17255 SW 95 AVE #141  
PALMETTO BAY, FL 33157

LIONEL MURATT  
14280 SW 142 ST 202  
MIAMI, FL 33186

MEI FENG HU  
5 ELM CT  
WEST WINDSOR, NJ 08550

ALEXANDER HARRIS &W  
17025 SW 99 CT  
MIAMI, FL 33157-4370

SIMEON LOPEZ GUEVARA  
12224 SW 217 ST  
DORAL, FL 33126

MARTHA HENDERSON  
22005 SW 113 PL  
GOULDS, FL 33170-4749

D SAPAH-GULIAN &W LAURETTE  
17160 SW 94 AVE #606  
MIAMI, FL 33157-4473

SANRAJ LLC  
17255 SW 95 AVE UNIT F-206  
VILLAGE OF PALMETTO BAY, FL 33157

NICOLESCOTT LLC  
11015 SW 77 COURT CIR  
MIAMI, FL 33156

CARLOS FERREIRO  
2431 W 80 ST BAY 1  
HIALEAH, FL 33016

JULIO IGLESIAS  
17255 SW 95 AVE #248  
MIAMI, FL 33157

QUNHUI SUN  
17255 SW 95 AVE UNIT C256  
MIAMI, FL 33157

ETHEL PEREZ  
14155 SW 119 AVE  
MIAMI, FL 33186

WEST PERRINE LAND TR INC  
18271 SW 109 AVE  
MIAMI, FL 33157-5045

JOSE CORONA  
17600 HOMESTEAD AVE  
MIAMI, FL 33157

PALMETTO BAY REAL ESTATE INC  
9431 SW 192ND DR  
CUTLER BAY, FL 33157-7933

AUTOZONE INC  
PO BOX 2198  
MEMPHIS, TN 38101

RJ'S INTERNATIONAL TRADING LLC  
5322 NORTH SPRINGS WAY  
CORAL SPRING, FL 33157

RALPH W THIELE  
17300 SW 90 AVE  
MIAMI, FL 33157-4511

DIXIE 176 CORPORATION  
8255 SW 78 ST  
MIAMI, FL 33143

PALMETTO BAY LAW CENTER LLC  
17345 SOUTH DIXIE HWY  
MIAMI, FL 33157

JORGE CANTILLO  
9354 SW 172 TERR  
PALMETTO BAY, FL 33157-4446

FL REAL EST TAX CONSULTANTS INC  
10750 SW 61 AVE  
MIAMI, FL 33156

MEIFENG HU  
5 ELM CT  
WEST WINDSOR, NJ 08550

MAXIMA DE LOS SANTOS  
9430 SW 170 ST #306  
PALMETTO BAY, FL 33157-4462

SUNG YUEN CHAN  
69 21 136 ST B  
FLUSHING, NY 11367

PINGREE 2000 REAL EST HOLDINGS  
600 CORPORATE PARK DR  
ST LOUIS, MO 63105

MIAMI-DADE COUNTY  
701 NW 1 CT STE 1700  
MIAMI, FL 33136-3902

9730 FERN HOLDINGS LLC  
1150 NW 72 AVE PH  
MIAMI, FL 33126

CORAL GABLES FEDL SVGS& LOAN ASS  
PO BOX 2609  
CARLSBAD, CA 92018

PILAR ISABEL GALLARDO  
17501 SW 93 PL  
PALMETTO BAY, FL 33157

JUAN ERNESTO KESSRA  
9355 SW 173 TER  
PALMETTO BAY, FL 33157

GUSTAVO SANJURJO &W MARIE I  
17304 WALKER AVE #124  
MIAMI, FL 33157

JYING DUAN  
9320 SW 170 ST  
PALMETTO BAY, FL 33157

HEIDIMARIE VOIT  
17160 SW 94 AVE #602  
MIAMI, FL 33157-4474

JANE E CHIN SANG &  
13841 SW 80 AVE  
MIAMI, FL 33158-1136

PERRINE 9911 INC  
PO BOX 55 8365  
MIAMI, FL 33255

PERRINE CUTLER PRESS INC  
990 PERRINE AVE  
MIAMI, FL 33157-5433

MIAMI-DADE COUNTY  
9300 NW 41 ST  
MIAMI, FL 33178-2312

ISAACS DIXIE HOLDINGS LLC  
17225 SO DIXIE HWY #200  
MIAMI, FL 33157

ERICK I JOLY &W REGINE J  
17521 SW 93 PL  
MIAMI, FL 33157-5768

CLAYTON OLIVEIRA DA CRUZ  
9361 SW 174 ST  
PALMETTO BAY, FL 33157

WALKER AVENUE LLC  
17130 SW 89 CT  
PALMETTO BAY, FL 33157

HECTOR CIFUENTES  
9430 SW 170 ST 305  
PALMETTO BAY, FL 33157

MARCIA HITCHINS  
17160 SW 94 AVE #605  
MIAMI, FL 33157-4473

TIBU ONE LLC  
PO BOX 560337  
MIAMI, FL 33176

MARIA ELENA AVILA  
15820 SW 106 TER  
MIAMI, FL 33196

LA CALANDRIA LLC  
5775 SW 39 ST  
MIAMI, FL 33155

GEHONG TAO  
9031 SW 162 LN  
PALMETTO BAY, FL 33157

CARMEN MARIA GARCIA  
17255 SW 95 AVE 153  
MIAMI, FL 33147-0000

CULHUA HUANG  
10800 SW 67 AVE  
MIAMI, FL 33156

MAGGIE HARRIS  
14641 SW 105 CT  
MIAMI, FL 33176-7729

YISLEY DARIAS  
10030 W GUAVA ST  
MIAMI, FL 33157

AL SMILEY  
18000 SW 104 AVE  
MIAMI, FL 33157

RJS INTERNATIONAL TRADING LLC  
5322 N SPRINGSWAY  
CORAL SPRINGS, FL 33076

ADRIAN INVESTMENT AT PALMETTO  
2460 SW 137 AVE # 245  
MIAMI, FL 33175

LIAN MO  
14834 PADDOCK DR  
WELLINGTON, FL 33414

3PI LLC  
18001 OLD CULTER RD 554  
PALMETTO BAY, FL 33157

ELNATAN INVESTMENTS LLC  
6355 NW 36 ST 401  
MIAMI, FL 33166

RAMRAJ SEWNARINE  
5322 NORTH SPRING WAY  
CORAL SPRINGS, FL 33076

GILLES ROMAIN  
17302 SW 94 AVE 17302  
MIAMI, FL 33157

WILBUR B BELL TRS  
18271 SW 109 AVE  
MIAMI, FL 33157-5045

MICHAEL HENRY  
10040 W GUAVA ST  
MIAMI, FL 33157-5326

AUTOZONE STORES LLC  
123 S FRONT STREET 3 FL  
MEMPHIS, TN 38103

HIDDEN VALLEY CORP  
21150 POINT PL #1903  
AVENTURA, FL 33180

RAMON GERARDO VARELA MARTINEZ  
9375 SW 173 TER  
PALMETTO BAY, FL 33157

WANMING ZENG  
6113 SW 127 PL  
MIAMI, FL 33183

SERGEI OULIANOV  
9536 SW 166 TERR  
MIAMI, FL 33157-3429

MARLA SANTOS  
15257 SW 8 WAY  
MIAMI, FL 33194

LAURA PEREZ MOREJON  
9453 SW 174 ST 9453  
PALMETTO BAY, FL 33157

BANGTIAN CHEN  
5 ELM CT  
WEST WINDSOR, NJ 08550

SO MOTOR COMP OF DADE COUNTY  
16165 S DIXIE HWY  
MIAMI, FL 33157-1840

LOLITHA HEAD  
10151 UNIVERSITY BLVD #149  
ORLANDO, FL 32817

SOUTH MIAMI AUTOMOTIVE  
16501 S DIXIE HWY  
MIAMI, FL 33157

SCOTT EWERS  
9380 SW 174 ST  
PALMETTO BAY, FL 33157

ALBERTO J MARINO LE  
9365 SW 173 TER  
PALMETTO BAY, FL 33157

CONG LI  
9381 SW 174 ST  
PALMETTO BAY, FL 33157

MIAMI-DADE COUNTY  
111 NW 1 ST STE 24TH FL  
MIAMI, FL 33128-1924

SOUTHERN CONFERENCE ASSOC  
1701 ROBIE AVE  
MT ROBIE, FL 32757

BANNER TIRE SOUTH INC  
17635 S DIXIE HWY  
MIAMI, FL 33157-5423

HAGAN PROPERTIES LLC  
17637 S DIXIE HWY  
MIAMI, FL 33157

FOOTHOLD INVESTMENTS LLC  
17425 SW 97 AVE  
PALMETTO BAY, FL 33157

SOUTH FLA EDUCATIONAL  
7800 SW 117 AVE  
MIAMI, FL 33183-3825

LCA ACQUISITION CORP  
16915 S DIXIE HWY  
MIAMI, FL 33157-4361

MHR GROUP LLC  
13190 SW 134 ST STE 107  
MIAMI, FL 33186

HANSRAJ RAMKISHUN  
9350 SW 180 ST  
MIAMI, FL 33157-5756

J3CBS COMMERCIAL LLC  
2818 NW 112 AVE  
DORAL, FL 33172

GANG XIAO  
9400 SW 170 ST 103  
PALMETTO BAY, FL 33157

DYNASTY PROPERTIES OF SOUTH  
16153 SW 73 PL  
PALMETTO BAY, FL 33157

ETHEL MARIE DAVIS  
9430 SW 170 ST #303  
MIAMI, FL 33157-4460

DYNASTY PROPERTIES OF  
16153 SW 73 PL  
PALMETTO BAY, FL 33157

IBRAHIM E GUZMAN  
17160 SW 94 AVE 603  
MIAMI, FL 33157

DEANNE Y WEST & W YVONNE  
17160 SW 94 AVE #604  
MIAMI, FL 33157-4474

VICTOR GARCIA  
17190 SW 94 AVE 904  
PALMETTO BAY, FL 33157

LI YAN WU  
6770 SW 106 PLACE  
MIAMI, FL 33173

XIAOYUN ZHU  
10300 SW 118 ST  
MIAMI, FL 33176

CANDALE INVESTMENTS LLC  
11250 SW 156 PLACE  
MIAMI, FL 33196

ZHIMIN YUAN  
PO BOX 720605  
MIAMI, FL 33172

ROSENDO J LOPEZ JORGE EST OF  
17255 SW 95 AVE # 1-222  
PALMETTO BAY, FL 33157

DOUBLE TT LLC  
PO BOX 451908  
MIAMI, FL 33245

JUN ZHENG  
19723 BRICKELL POINT DR  
BOCA RATON, FL 33498

JOSE ANTONIO FLORES  
10301 SW 89 AVE  
MIAMI, FL 33176

RENE LEONARD  
17255 SW 95 AVE # E-245  
MIAMI, FL 33157

JUULIU LU & W  
16401 SW 80 AVE  
PALMETTO BAY, FL 33157

JUJOE 449 LLC  
6415 SW 107 AVE  
MIAMI, FL 33173

BANGTIAN CHEN  
5 ELM COURT  
WEST WINDSOR, NJ 08550

PALMETTO BAY 17255 LLC  
17255 SW 95 AVE # 457  
MIAMI, FL 33157

MICHAEL MAGUIRE  
9451 SW 174 ST #9451  
PALMETTO BAY, FL 33157

WILBUR B BELL  
18271 SW 109 AVE  
MIAMI, FL 33157-5045

DREGADO PROPERTIES LLC  
10010 SW 171ST ST  
MIAMI, FL 33157

ITURRALDE INVESTMENTS INC  
9959 BANYAN ST  
MIAMI, FL 33157-5300

9735 E FERN INC  
9735 E FERN ST  
MIAMI, FL 33157

INDIGO ST PROP INC  
9771 E INDIGO ST  
MIAMI, FL 33157-5643

SAFEGUARD PROPERTIES LLC  
3384 PEACHTREE RD STE#400  
ATLANTA, GA 30326

DAVID M LEVINE  
9364 SW 173 TER  
PALMETTO BAY, FL 33157

ERMILA CASTRO  
9400 SW 170 ST UNIT 204  
MIAMI, FL 33157-4451

ZAIDA ARDERIUS  
17255 SW 95 AVE #A 361  
PALMETTO BAY, FL 33157-4453

LUIS GARCIA JR  
19621 NW 88 AVE  
MIAMI, FL 33018

SOUTH MOTOR CO OF DADE CTY  
16165 SO DIXIE HWY  
MIAMI, FL 33157-1840

HAMILTON REAL ESTATE CORP  
14205 SW 68 AVE  
PALMETTO BAY, FL 33158

JOHN TIMMONS & W CARRIE L  
17347 HOMESTEAD AVE  
MIAMI, FL 33157-5335

GRACE PENTECOSTAL CHURCH  
17510 SOUTH DIXIE HIGHWAY  
MIAMI, FL 33157

PARKVIEW AT PALMETTO BAY LLC  
101 PUGLIESE WAY 2FL  
DELRAY BEACH, FL 33444

KRISTINA ALEXANDRA MARTINEZ  
9374 SW 171 TER  
PALMETTO BAY, FL 33157

ROBERT WATSON  
9745 SW 161 ST  
MIAMI, FL 33157-3315

CARMEN M LLANO GOMEZ  
8871 SW 87 ST  
MIAMI, FL 33173

RENE RIBAS JR  
13445 SW 119 ST  
MIAMI, FL 33186

SANTIAGO FORTEZA  
17340 SW 94 AVE #17340  
PALMETTO BAY, FL 33157

COOKIES & CRAKERS CORP  
15907 NW 52 AVENUE  
MIAMI GARDENS, FL 33014

MARY FAYE TERRY  
10091 W FERN ST  
MIAMI, FL 33157-5371

VELORIE BROWN  
14460 SW 160 TERR  
MIAMI, FL 33177-1700

SOUTH MOTOR CO OF DADE CTY  
16165 S DIXIE HWY  
MIAMI, FL 33157-1840

LISA FIRESTONE  
17540 SW 93 PL  
PALMETTO BAY, FL 33157

DAPHANE A JOBSON  
9365 SW 172 TERR  
MIAMI, FL 33157-4443

VICTOR BUENO  
9420 SW 170 ST 202  
PALMETTO BAY, FL 33157

MICHAEL OKEY EGBOSIUBA UKWENDU  
17100 SW 94 AVE #502  
MIAMI, FL 33157-4465

JOHN KSAKUMA  
17170 SW 94 AVE 801  
PALMETTO BAY, FL 33157-4445

RUN QUN KWOCK ZHENG  
17170 SW 94 AVE #803  
PALMETTO BAY, FL 33157

MARWA MOUSSA  
17190 SW 94 AVE #911  
PALMETTO BAY, FL 33157

RUNXIA TIAN  
17255 SW 95 AVE 109  
MIAMI, FL 33157

PALMETTO BAY CONDO 218 LLC  
7003 N WATERWAY DR STE 218  
MIAMI, FL 33155

CLAUDIA NAVARRO  
14359 MIRAMAR PARKWAY 188  
MIRAMAR, FL 33027

JUN ZHENG  
19723 BRICKEL POINT DR  
BOCA RATON, FL 33498-4503

EDUARDO H COLOMBO LE  
7467 SW 189 ST  
CUTLER BAY, FL 33157

JOSE ARBIDE  
10505 SW 136 CT  
MIAMI, FL 33186

YINGJUN LU  
287 S ORANGE AVE  
LIVINGSTON, NJ 07039

JAMES Z ZHOU & W LONGXIU WU  
9190 SW 70 AVE  
MIAMI, FL 33156-1604

17255 UNIT 156 LLC  
10301 SW 89 AVE  
MIAMI, FL 33176

CYNTHIA STANISLAUS  
35 E AVENUE  
VALLEY STREAM, NY 11580

RAMOND & NICOLE A VALERE JTRS  
17255 SW 95 AVE #363  
PALMETTO BAY, FL 33157-4450

R ALEXANDER RODRIGUEZ  
9411 SW 174 ST 9411  
PALMETTO BAY, FL 33157

DANYS CABRERA  
4526 SW 146 CT  
MIAMI, FL 33175

CLEMENTE F VERA  
10773 NW 58 ST #337  
DORAL, FL 33178

## APPROVAL RESOLUTION

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**RESOLUTION NO. 2018-26**

**ZONING APPLICATION VPB-16-017**

**A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO ZONING; APPROVING MR. KEN GORIN OF THE COLLECTION, LLC AND AUDI SOUTH MIAMI SITE PLAN REQUEST WITH DESIGN CONSIDERAITONS AND CONDITIONS FOR THE PROPERTIES LOCATED AT: 17405-13 SOUTH DIXIE HIGHWAY, 9742 BANYAN STREET, 17400 FRANJO ROAD (SW 97<sup>TH</sup> AVENUE), AND 17414 FRANJO ROAD (SW 97<sup>TH</sup> AVENUE); BEARING FOLIO NUMBERS 33-5032-004-2480, 33-5032-004-2530, 33-5032-004-2500, 33-5032-004-2520 AND 33-5032-004-2490; AND PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, the applicant, Mr. Ken Gorin of "The Collection, LLC" made an application for a site plan with design considerations to allow for the construction of a three-story auto sales center totaling 191,259 s.f, including 185,255 s.f. of sales and service space, and 6,004 s.f. of small retail space at street level along Franjo Road, for the entire block bounded by South Dixie Highway, Franjo Road, Banyan Street and Datura Street, comprising the properties located at: 17405-13 South Dixie Highway, 9742 Banyan Street, 17400 Franjo Road (SW 97<sup>th</sup> Avenue), and 17414 Franjo Road (SW 97<sup>th</sup> Avenue); bearing folio numbers 33-5032-004-2480, 33-5032-004-2530, 33-5032-004-2500, 33-5032-004-2520 and 33-5032-004-2490; 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 February 12, 2018; 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

1           **WHEREAS**, based on the foregoing finding, the Mayor and Village  
2 Council determined to grant the application, as provided in this resolution.  
3

4           **NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND**  
5 **VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA,**  
6 **AS FOLLOWS:**  
7

8           **Section 1.** A public hearing on the present application was held on  
9 February 12, 2018, in accordance with the Village's "Quasi-judicial Hearing  
10 Procedures". Pursuant to the testimony and evidence presented during the  
11 hearing, the Village Council makes the following findings of fact,  
12 conclusions of law and final order.  
13

14           **Section 2. Findings of fact.**  
15

16           1. The requested site plan is consistent with the Village's  
17 Comprehensive Plan, as further specified in the Analysis Section of the  
18 Village's Staff report.  
19

20           2. The rules that govern the conditions upon which such uses are  
21 permitted to be configured and operated are principally at Section 30-30.5  
22 Site Plan Approval, Section 30-50.23, DUV Downtown Urban Village, and  
23 Division 30-100, Environmental Regulations, of the Village's Land  
24 Development Code. A review of the Code, as evidenced in the analysis of  
25 staff, which is incorporated by reference into this resolution, and after  
26 hearing the applicant and applicant's experts, the Village Council found the  
27 site plan request consistent with those standards.  
28

29           3. The Applicant's traffic study, dated July 20, 2017, indicates that  
30 the number of trips generated by the proposed site plan does not cause the  
31 adjacent roadway to exceed the maximum capacity thresholds established  
32 by Miami-Dade County.  
33

34           4. The Village Council accepted the findings of Village Staff as it  
35 relates to compliance with the following provisions of the Village's Code:  
36 Section 30-30.5, 30-50.23, and 30-100, and the accepted the findings of  
37 the traffic study.  
38

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

4  
5           6. The applicant has agreed to all proposed modifications and  
6 conditions in the section entitled Order.

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

11  
12           **Section 3. Conclusions of law.**

13  
14           The site plan for the specific use was reviewed pursuant to Sections  
15 30-30.5, Section 30-50.23, and Division 30-100, of Palmetto Bay's Code of  
16 Ordinances, and was found to be conditionally consistent.

17  
18           **Section 4. Order.**

19  
20           The Village Council grants the site plan request as it would be in keeping  
21 with the applicable Land Development Regulations with the Village's  
22 Comprehensive Plan. The Village Council, pursuant to Section 30-  
23 30.5(j)(1), 30-50.23, and 30-100, approves the plans entitled "Audi Miami  
24 South" as prepared by Spring Engineering, Inc., consisting of 12 sheets,  
25 dated stamped received August 8<sup>th</sup>, 2017 and as presented to Village  
26 Council on February 12, 2017 with scrivener errors corrected on Sheet  
27 C2.0, together with the traffic study prepared by Richard Garcia &  
28 Associates, Inc., dated July 20<sup>th</sup>, 2017, with the following Design  
29 Considerations and Conditions:

- 30  
31  
32           1) Design consideration from DUV Regulations, Section 30-50.23.2.  
33           *Regulating plans, 2.07, Uses, Table 4, Supplement to Table 4, D.2*  
34           (c) is granted, provided that the buildings and off-site improvements  
35           are constructed in substantial compliance with the approved plan  
36           and in compliance with Conditions 1)a. through 1)i, below:  
37           a. Limit the number of display vehicles and their location to the  
38           area along US-1 as requested and shown in the site plan, and  
39           subject to Conditions 1)c. though through 1)i. below;

Vehicle  
Disple

- 1 b. An alternative to Condition 1)a. allows expansion of this  
2 sidewalk-level area to extend along US-1 as a pedestrian-  
3 oriented new vehicle display plaza” area, limited to Conditions  
4 1)c. through 1)i. below, replacing the 5 open parking spaces at  
5 the front of the on-site surface lot, in which the number of  
6 display vehicles is limited to 10 in total which is the sum of the 5  
7 display vehicles shown on the approved site plan plus the 5  
8 vehicles displaced from the parking spaces that will be used for  
9 “pedestrian-oriented new vehicle display plaza” area.
  - 10 c. Display vehicles to be spaced not less than 6-ft. from each  
11 other or buildings. Trees or other landscaping may be placed  
12 closer than 6-ft. if interspersed between display vehicles to  
13 enhance the “pedestrian-oriented new vehicle display plaza”;  
14 however, circulation distance around display vehicles must  
15 remain sufficient to meet ADA requirements;
  - 16 d. Display area to be behind the US-1 façade showroom build-to  
17 line, maintaining a continuous 10½-foot sidewalk with 6½-foot  
18 landscape buffer in front of the display area along US-1.
  - 19 e. Ground surface treatments are constructed and maintained  
20 pedestrian in appearance, and any spillage of fluids from  
21 vehicles is removed immediately and completely, and any  
22 resulting stains on the paver surface are removed completely;
  - 23 f. Display vehicles are not located on pedestals, ramps, or any  
24 elevated disposition other than with 4 inflated tires wheels  
25 directly on the “pedestrian-oriented new vehicle display plaza”;
  - 26 g. At no time are display vehicles to be prepped, maintained,  
27 cleaned or detailed on the “pedestrian-oriented new vehicle  
28 display plaza” location;
  - 29 h. Vehicles are treated only as display with closed and locked  
30 doors, trunks and hoods, and removed to the paved lot or other  
31 inventory location to be shown to customers;
  - 32 i. Coordinate with the conditions for Design Consideration #15  
33 conditions.
- 34 2)Design consideration from DUV Regulations, Section 30-50.23.3.  
35 *Urban Design Standards*, Sec. 3.01. B. *Downtown General (DG)*  
36 *Sector Summary*, Franjo Road Requirements is granted, based on  
37 Staff finding that the design complies with code without design  
38 consideration, and provided that the buildings and off-site  
39 improvements are constructed in substantial compliance with the  
40 approved plan.

- 1 3) Design consideration DUV Regulations, Section 30-50.23.3. *Urban*  
2 *Design Standards*, Sec. 3.01. B. *Downtown General (DG) Sector*  
3 *Summary*, Franjo Road Requirements is granted, based on Staff  
4 finding that the design complies with code without design  
5 consideration, and provided that the buildings and off-site  
6 improvements are constructed in substantial compliance with the  
7 approved plan.
- 8 4) Design consideration from DUV Regulations, Section 30-50.23.3.  
9 *Urban Design Standards*, Section 3.01. B. *Downtown General (DG)*  
10 *Sector Summary*, US-1 Requirements is granted, provided that the  
11 buildings and off-site improvements are constructed in substantial  
12 compliance with the approved site plan.
- 13 5) Design consideration from DUV Regulations, Section 30-50.23.3.  
14 *Urban Design Standards*, Section 3.01. B. *Downtown General (DG)*  
15 *Sector Summary*, US-1 Requirements is granted, provided that the  
16 buildings and off-site improvements are constructed in substantial  
17 compliance with the approved site plan.
- 18 6) Design consideration from DUV Regulations, Section 30-50.23.3.  
19 *Urban Design Standards*, Section 3.01. B. *Downtown General (DG)*  
20 *Sector Summary*, US-1 Requirements is granted, based on Staff  
21 finding that the design complies with code without design  
22 consideration, provided that the buildings and off-site improvements  
23 are constructed in substantial compliance with the approved plan.
- 24 7) Design consideration from DUV Regulations, Section 30-50.23.3.  
25 *Urban Design Standards*, Section 3.01. B. *Downtown General (DG)*  
26 *Sector Summary*, US-1 Requirements is granted, provided that the  
27 buildings and off-site improvements are constructed in substantial  
28 compliance with the approved site plan.
- 29 8) Design consideration from DUV Regulations, Section 30-50.23.3.  
30 *Urban Design Standards*, Section 3.01. B. *Downtown General (DG)*  
31 *Sector Summary*, TS-U1 Requirements is granted, based on Staff  
32 finding that the design complies with code without design  
33 consideration, and provided that the buildings and off-site  
34 improvements are constructed in substantial compliance with the  
35 approved plan.

- 1 9) Design consideration from DUV Regulations, Section 30-50.23.3.  
2 *Urban Design Standards*, Section 3.01. B. *Downtown General (DG)*  
3 *Sector Summary*, TS-U1 Requirements is granted, based on Staff  
4 finding that the design complies with code without design  
5 consideration, and provided that the buildings and off-site  
6 improvements are constructed in substantial compliance with the  
7 approved plan.
- 8 10) Design consideration from DUV Regulations, Section 30-  
9 50.23.3. *Urban Design Standards*, Section 3.01. B. *Downtown*  
10 *General (DG) Sector Summary*, TS-U1 Requirements is granted,  
11 provided that the buildings and off-site improvements are  
12 constructed in substantial compliance with the approved site plan.
- 13 11) Design consideration from DUV Regulations, Section 30-  
14 50.23.3. *Urban Design Standards*, Sec. 3.01. B. *Downtown General*  
15 *(DG) Sector Summary*, TS-U1 Requirements is granted based, on  
16 Staff finding that the design complies with code without design  
17 consideration, and provided that the buildings and off-site  
18 improvements are constructed in substantial compliance with the  
19 approved plan.
- 20 12) Design consideration from DUV Regulations, Section 30-  
21 50.23.3. *Urban Design Standards*, Section 3.01. B. *Downtown*  
22 *General (DG) Sector Summary*, TS-U1 Requirements is granted,  
23 based on Staff finding that the design complies with code without  
24 design consideration, and provided that the buildings and off-site  
25 improvements are constructed in substantial compliance with the  
26 approved plan.
- 27 13) Design consideration from DUV Regulations, Section 30-  
28 50.23.3. *Urban Design Standards*, Section 3.01. B. *Downtown*  
29 *General (DG) Sector Summary*, TS-U1 Requirements is granted,  
30 based on Staff finding that the design complies with code without  
31 design consideration, and provided that the buildings and off-site  
32 improvements are constructed in substantial compliance with the  
33 approved plan.

1 14) Design consideration from DUV Regulations, Section 30-  
2 50.23.3. *Urban Design Standards*, Section 3.01. B. *Downtown*  
3 *General (DG) Sector Summary*, TS-U1 Requirements is granted,  
4 provided that the buildings and off-site improvements are  
5 constructed in substantial compliance with the approved site plan.

6 15) Design consideration from DUV Regulations, Section 3.02. B.5. *Parking*  
7 *Access and Setbacks* is granted, provided that the buildings  
8 and off-site improvements are constructed in substantial compliance  
9 with the approved plan, and in compliance with Conditions 15)a.  
10 through 15)f, below:

*Parking  
Setbacks*

- 11 a. On-site parking spaces and display areas along the US-1 side  
12 be reconfigured to maintain a continuous 10½-foot sidewalk  
13 with 6½-foot landscape buffer between sidewalk and US-1  
14 travel lanes in front of the display area along US-1. If the  
15 configuration of Condition 15)a. is used, then Condition 15)b.,  
16 15)e. and 15)f. apply;
- 17 b. Maintain a minimum buffer equal to that along Datura Street,  
18 which is 6-ft. to 13-ft. in a diagonal pattern or 9½-ft. minimum if  
19 not in a diagonal saw-tooth pattern;
- 20 c. An alternative configuration allowed by Condition 1)b. for the  
21 related Design Consideration 1, allows expansion of the  
22 sidewalk-level area to extend along US-1 as a “pedestrian-  
23 oriented new vehicle display plaza” area, replacing the 5 open  
24 parking spaces at the front of the on-site surface lot, limited to  
25 Conditions 1)c. through 1)i.. For the alternative configuration of  
26 Condition 15)c., then Condition 15)d., 15)e. and 15)f. apply.
- 27 d. Maintain a 6-ft depth of landscape behind the display area and  
28 in front of the paved lot.
- 29 e. Landscaping does not by design or maintenance permit walk-  
30 through from sidewalk or the “pedestrian-oriented new vehicle  
31 display plaza” area to paved vehicular parking or drive aisle;
- 32 f. Landscaping design and maintenance meets all other  
33 applicable requirements.

34 16) Design consideration from DUV Regulations, Section 4.03.  
35 *General Development Parameters*: a. Item F.2. *Landscape*  
36 *Standards* is granted, provided that the buildings and off-site

- 1 improvements are constructed in substantial compliance with the  
2 approved plan, and in compliance with Condition 16)a. below:
- 3 a. All trees deleted for the purpose of this Design Consideration  
4 along US-1 and Banyan Street are mitigated;
- 5 17) Design consideration from DUV Regulations, Section 4.03, Part  
6 G.3(a) *Frontage Standards* is granted, based on Staff finding that the  
7 design complies with code without design consideration, and  
8 provided that the buildings and off-site improvements are  
9 constructed in substantial compliance with the approved plan.
- 10 18) Design consideration from DUV Regulations, Section 4.03, Part  
11 H.1(a) *Building Size and Massing* is granted, provided that the  
12 buildings and off-site improvements are constructed in substantial  
13 compliance with the approved site plan.
- 14 19) Design consideration from DUV Regulations, Section 4.03, Part  
15 H.1(b) *Building Size and Massing* is granted, provided that the  
16 buildings and off-site improvements are constructed in substantial  
17 compliance with the approved plan and in compliance with  
18 Conditions 19)a. through 19)d. below:
- 19 a. Accept the design consideration for the Franjo Road Façade;  
20 b. Accept the design consideration for the Banyan Street Façade;  
21 c. Accept the design consideration for the South Dixie Highway  
22 (US-1) Façade;  
23 d. Require that the Datura Street Façade meets the requirement  
24 for vertical articulation in accordance with the DUV code,  
25 Section 4.03-H-1.(b)
- 26 20) Design consideration from DUV Regulations, Section 4.03, Part  
27 H.2.(a). *Building Size and Massing* is granted, provided that the  
28 buildings and off-site improvements are constructed in substantial  
29 compliance with the approved site plan.
- 30 21) Design consideration from DUV Regulations, Section 4.04.8.  
31 *Specific Development Parameters by Building Type* is granted,  
32 provided that the buildings and off-site improvements are  
33 constructed in substantial compliance with the approved site plan.

- 1        22)        Design consideration from DUV Regulations, Section 4.06. A.1.  
2                *Specific Parameters by Frontage Type*: a. Item A.1. *Arcade* is  
3                granted, based on Staff finding that the design complies with code  
4                without design consideration, and provided that the buildings and off-  
5                site improvements are constructed in substantial compliance with the  
6                approved plan.
- 7        23)        Design consideration from DUV Regulations, Section 4.06. A.1.  
8                *Specific Parameters by Frontage Type*: a. Item B.2(b) *Storefront* is  
9                granted, based on Staff finding that the design complies with code  
10               without design consideration, and provided that the buildings and off-  
11               site improvements are constructed in substantial compliance with the  
12               approved plan.
- 13       24)        Design consideration from DUV Regulations, Section 4.03, Part  
14               H.3. Table 33 under *Building Size and Massing Type* is granted,  
15               provided that the buildings and off-site improvements are  
16               constructed in substantial compliance with the approved site plan.
- 17       25)        Design consideration from DUV Regulations, Section 4.06. A.1.  
18               *Specific Parameters by Frontage Type*: a. Item B.2(b) *Storefront* is  
19               granted, based on Staff finding that the design complies with code  
20               without design consideration, and provided that the buildings and off-  
21               site improvements are constructed in substantial compliance with the  
22               approved plan.
- 23       26)        The Site Plan Approval is subject to the condition that along  
24               Franjo Road, the site plan is modified to provide head-in, diagonal  
25               parking spaces, with the additional conditions 26)a. through 26)e.):  
26               a. With 4 street trees and planting areas at the general locations  
27               shown in the site plan;  
28               b. The additional parking spaces are to count toward the parking  
29               requirement for the four (4) ground-level, retail spaces that are  
30               a part of this site plan along Franjo Road;  
31               c. Additional design consideration to allow diagonal parking on  
32               only this segment of Franjo Road, from Banyan Street to Datura  
33               Street, and only in the southbound side is granted;

- 1 d. Additional design consideration is granted to allow the minimum
- 2 sidewalk width reduction necessary only to the extent that it is
- 3 compellingly required to allow for the additional cross-sectional
- 4 distance to accommodate the diagonal parking;
- 5 e. Maintaining additional improvements proffered and included in
- 6 Condition 27.
- 7 27) The Site Plan Approval is subject to the condition that off-site
- 8 improvements as proffered by the applicant are provided, including
- 9 27)a, through 27)f:
- 10 a. 1,200-square foot public mini park/open space midblock along
- 11 Franjo Road, as shown on the site plan;
- 12 b. thirteen (13) bicycle spaces;
- 13 c. Bike lane along the north-bound lane of Franjo Road from
- 14 Datura Street to Banyan Street;
- 15 d. Two (2) public Electric Vehicle (EV) charging points located at
- 16 two (2) of the Franjo Road on-street parking spaces;
- 17 e. Bus stop shelter on Franjo Road near the corner with Datura
- 18 Street, providing a weather protected, safe and convenient
- 19 location for transit riders, to be designed and constructed as
- 20 shown in public workshop documents and in coordination with
- 21 the Village and the Miami Dade Department of Transportation
- 22 and Public Works (DTPW);
- 23 f. Off-site Sidewalk and crosswalk improvements to complete the
- 24 "first/last mile" connection from the DUV at the Banyan Street
- 25 and US-1 to the Banyan Street Station of the South Dade
- 26 Transitway, to be designed and constructed in coordination with
- 27 the Village and the Miami Dade Department of Transportation
- 28 and Public Works (DTPW);
- 29 28) The project shall comply with all Village Public Services
- 30 Department comments and the Villages traffic engineer.

31  
32 **This is a final order.**

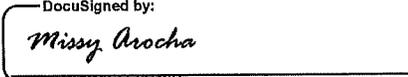
33  
34 **Section 5. Record.**

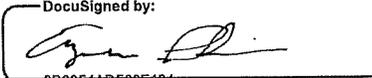
35  
36 The record shall consist of the notice of hearing, the applications,  
37 documents submitted by the applicant and the applicants' representatives  
38 to the Village of Palmetto Bay Division of Planning and Zoning in  
39 connection with the applications, the testimony of sworn witnesses and

1 documents presented at the quasi-judicial hearing, and the tape and  
2 minutes of the hearing. The record shall be maintained by the Village  
3 Clerk.

4  
5 **Section 6.** This Resolution shall take effect immediately upon  
6 approval.

7  
8 PASSED and ADOPTED this 12<sup>th</sup> day of February, 2018.

9  
10  
11 Attest:   
12 Missy Arocha  
13 Village Clerk

  
Eugene Flinn  
Mayor

14  
15  
16 **APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE**  
17 **USE AND RELIANCE OF THE VILLAGE OF PALMETTO BAY ONLY:**

18  
19   
20 Claudio Riedi, Esq.  
21 Village Attorney

22  
23  
24 **FINAL VOTE AT ADOPTION:**

25  
26  
27 Council Member Karyn Cunningham YES  
28  
29 Council Member David Singer YES  
30  
31 Council Member Larissa Siegel Lara YES  
32  
33 Vice-Mayor John DuBois YES  
34  
35 Mayor Eugene Flinn YES

## DRAWINGS





**PROJECT DATA**

PROJECT NAME: 400 SOUTH PHASE  
 OWNER: THE DEVELOPER, LLC  
 3014 U.S. HWY 19, HOUSTON, TX 77058  
 PHONE: (713) 938-1516  
 FAX: (713) 938-1517

ARCHITECT: SPRING ENGINEERING, INC.  
 3014 U.S. HWY 19, HOUSTON, TX 77058  
 PHONE: (713) 938-1516  
 FAX: (713) 938-1517

SPARTNER: SPRING ENGINEERING, INC.  
 3014 U.S. HWY 19, HOUSTON, TX 77058  
 PHONE: (713) 938-1516  
 FAX: (713) 938-1517

CONTACT PERSON: SPRING ENGINEERING, INC.  
 3014 U.S. HWY 19, HOUSTON, TX 77058  
 PHONE: (713) 938-1516  
 FAX: (713) 938-1517

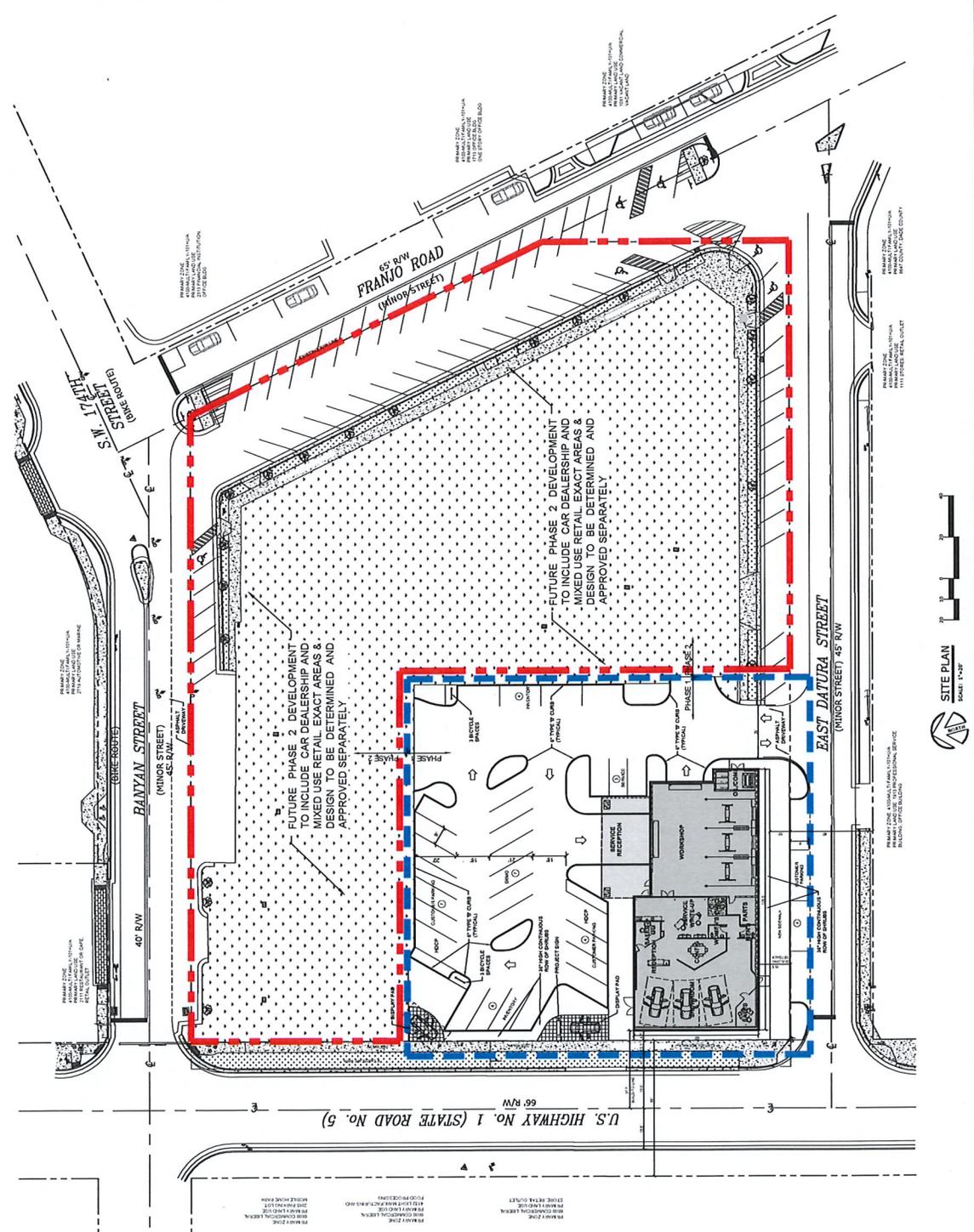
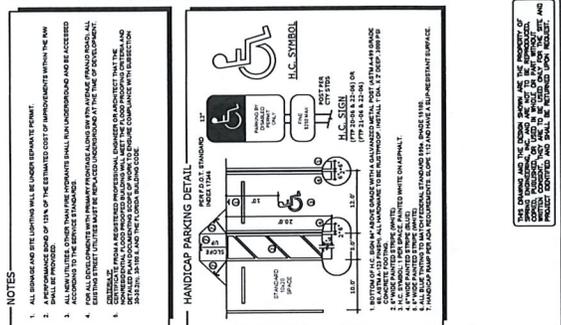
**SITE DATA**

PARCELS: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

PROPOSED BUILDING: 100,000 SQ. FT. (100,000 SQ. FT. TOTAL GROSS AREA)  
 PROPOSED PARKING: 100 SPACES (100 SPACES TOTAL)  
 PROPOSED TRAILER: 10 TRAILERS (10 TRAILERS TOTAL)  
 PROPOSED SIGNAGE: 10 SIGNS (10 SIGNS TOTAL)

**NOTES**

- ALL DIMENSIONS AND SPACING SHALL BE AS SHOWN UNLESS OTHERWISE NOTED.
- ALL DIMENSIONS SHALL BE TO THE CENTERLINE OF THE ROAD UNLESS OTHERWISE NOTED.
- ALL DIMENSIONS SHALL BE TO THE CENTERLINE OF THE ROAD UNLESS OTHERWISE NOTED.
- FOR ALL DEVELOPMENTS WITH PUBLIC ACCESS, ALL DIMENSIONS SHALL BE TO THE CENTERLINE OF THE ROAD UNLESS OTHERWISE NOTED.
- CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE IBC AND ALL APPLICABLE LOCAL ORDINANCES.
- ALL DIMENSIONS SHALL BE TO THE CENTERLINE OF THE ROAD UNLESS OTHERWISE NOTED.
- ALL DIMENSIONS SHALL BE TO THE CENTERLINE OF THE ROAD UNLESS OTHERWISE NOTED.
- ALL DIMENSIONS SHALL BE TO THE CENTERLINE OF THE ROAD UNLESS OTHERWISE NOTED.
- ALL DIMENSIONS SHALL BE TO THE CENTERLINE OF THE ROAD UNLESS OTHERWISE NOTED.
- ALL DIMENSIONS SHALL BE TO THE CENTERLINE OF THE ROAD UNLESS OTHERWISE NOTED.







## LETTER OF INTENT

December 9, 2019

Sent Via Federal Express

Village of Palmetto Bay  
Village Hall  
9705 East Hibiscus Street  
Palmetto Bay, FL 33157

**RECEIVED**  
**Zoning Department**

10 December 2019

**Village of Palmetto Bay**  
**Building & Zoning Department**

By: 

**ATTENTION:** Maria Pineda  
Community & Economic Development Director

**REFERENCE:** Lamborghini Miami South  
SEI Project No. 2015-01

**SUBJECT:** Plans

Dear Ms. Pineda,

Enclosed herewith are two (2) sets of plans (4 Sheets Each – 30” x 42”) for the above referenced project for your review. We have also sent a digital submittal as well.

Please call our office if you have any questions or need additional information.

Sincerely,

**SPRING ENGINEERING, INC.**

  
John “Jay” E. Doucette  
Project Manager

JED/js

Enclosures

cc: Ken Gorin (Via email)  
Cheryl Henwood, SEI

**Tampa Bay**

3014 US Highway 19  
Holiday, FL 34691  
Phone: 727-938-1516  
Fax: 727-942-4174

sei@springengineeringinc.com  
www.springengineeringinc.com

**Atlanta**

1320 Ellsworth Industrial Blvd.  
Suite A-1800  
Atlanta, GA 30318  
Phone: 404-881-8370



**BERCOW RADELL FERNANDEZ & LARKIN**  
ZONING, LAND USE AND ENVIRONMENTAL LAW

DIRECT LINE: (305) 377-6229  
E-MAIL: gpenn@brzoninglaw.com  
www.brzoninglaw.com

October 11, 2019

VIA HAND DELIVERY

Mark Alvarez, AICP  
Interim Planning Director  
Village of Palmetto Bay Municipal Center  
Planning & Zoning Division  
9705 East Hibiscus Street  
Palmetto Bay, FL 33157

RE Zoning Department  
11 Oct 2019  
Palmetto Bay Planning Department  
[Signature]

**Re:** Letter of Intent for Modification of Site Plan VPB-16-017 - Audi/Lamborghini Miami South -- 17400, 17414 SW 97 Avenue, 9742 Banyan Street, and 17405, 17407, 17409, 17411, 17413, 17415 South Dixie Highway.

Dear Mr. Alvarez:

Our firm represents South Dade Imports, LLC (the "Applicant"), the owner of the above referenced land in in the Village of Palmetto Bay (the "Property"). The Property is approximately 2.41 net acres in size and consists of tax folio numbers 30-5032-004-2480, 2490, 2500, 2520, and 2530. Please consider this letter the Applicant's letter of intent for a modification of the approved site plan for the Property with design considerations.

The Property. The Property is currently developed with several single story commercial buildings first developed in the late 1950s. The Property is located in the Downtown General (DG) Sector of the Village's Downtown Urban Village ("DUV"). Existing landscaping is minimal. Existing sidewalks range between five to seven feet in width and are not consistent with the objectives of the DG Sector of the DUV. The pedestrian experience is interrupted by multiple driveways.

Proposed Development. The Applicant proposes to develop the Property

Mark Alvarez, AICP  
Interim Planning Director  
Planning & Zoning Division  
October 11, 2019  
Page 2

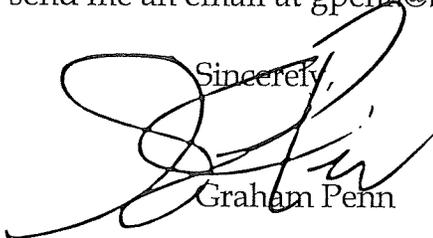
the proposed site plan is for new auto sales facility with ancillary services, to include two luxury car dealerships – an Audi dealership and a Lamborghini dealership. The development will occupy the full block. The corner of Franjo Road and East Banyan street is proposed to be developed with a food and beverage use.

As compared to the approved plan, the proposed design is more modest in scope, reducing the approved three-story volume down to a volume approximately twenty feet in height (equivalent of two stories per Section 4.03(H) of the DUV regulations).

The project proposes to create a high-quality urban transition from South Dixie Highway towards the Franjo Road main street. It will also represent the first new small scale food and beverage use introduced into the DG Sector. We believe that the revised plan retains the benefits of the more intense approved plan, with a reduced impact.

Zoning Requests. The Applicant requests approval of its modified development plan, with design considerations. The proposed development is within the scope of the previously approved plan.

Conclusion. We look forward to your review. If you have any questions or concerns regarding this letter, please do not hesitate to phone my direct line at (305) 377-6229 or send me an email at [gpenn@brzoninglaw.com](mailto:gpenn@brzoninglaw.com).

Sincerely,  
  
Graham Penn

September 26, 2019

**Hand Delivered**

Village of Palmetto Bay  
975 East Hibiscus Street  
Palmetto Bay, FL 33157

**ATTENTION:** Mr. Ed Silva, Village Manager

**REFERENCE:** The Collection LLC; File: VPB-16-017  
SEI Project No. 2015-01

**SUBJECT:** Minor Modifications to Approved Plan

Dear Mr. Silva,

As you may recall, a Public Hearing was held on February 12, 2018 to consider the approval of the above referenced project. The project was approved that evening unanimously by the Village Counsel. The original project consisted of constructing a 2-story 185,253 S.F. Sales/Service Facility along with 6,004 S.F. of ancillary retail space.

We have revised the project and have now included a new 7,802 S.F. Lamborghini Sales & Service building. This addition of Lamborghini represents 4.21% modification to the originally approved 185,253 gross S.F.

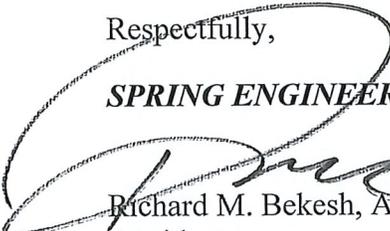
The drawings which reflect these changes are enclosed herewith and are being hand delivered by Mr. Ken Gorin.

Please take a moment to review these documents and let us know your thoughts as soon as possible.

Please feel free to reach-out to me should you require additional information in amplification of the foregoing.

Respectfully,

***SPRING ENGINEERING, INC.***

  
Richard M. Bekesh, AIA  
President  
RMB/js

Enclosures

cc: Ken Gorin (Sent Via Email)  
Cheryl Henwood, SEI

**Tampa Bay**

3014 US Highway 19  
Holiday, FL 34691  
Phone: 727-938-1516  
Fax: 727-942-4174

sei@springengineeringinc.com  
www.springengineeringinc.com

**Atlanta**

1320 Ellsworth Industrial Blvd.  
Suite A-1800

Atlanta, GA 30328  
Phone: 404-881-8370

Page 290 of 364

# APPLICATION

RECEIVED  
Zoning Department

11 October 2019

Form ZH-0107-01

Village of Palmetto Bay  
Building & Zoning Department  
By: *[Signature]*

SEC: 32 TWP: 55 RGE: 40



**ZONING HEARING (ZH) APPLICATION**  
Village of Palmetto Bay, Department of Planning and Zoning

LIST ALL FOLIO #S: 30-5032-004-2480, 2490, 2500, 2520, 2530 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).

South Dade Imports, LLC  
\_\_\_\_\_  
\_\_\_\_\_

**2. APPLICANT'S MAILING ADDRESS, TELEPHONE NUMBER:**

Mailing Address: See Contact  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ Phone#: \_\_\_\_\_

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

Owner's Name (Provide name of ALL owners): Same as Applicant  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ Phone#: \_\_\_\_\_

**4. CONTACT PERSON'S INFORMATION:**

Name: Graham Penn Company: Bercow Radell Fernandez Larkin, PLLC  
City: Miami State: FL Zip: 33131 Cell Phone#: \_\_\_\_\_  
Phone: 305 374 5300 Fax #: 305 377 6222 Email: gpenn@brzoninglaw.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  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

17400, 17414 SW 97 Avenue, 9742 Banyan Street, 17405, 17407, 17409, 17411, 17413, 17415  
South Dixie Highway  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

7. SIZE OF PROPERTY (In acres): 2.41 (divide total sq. ft. by 43,560 to obtain acreage)

8. DATE property  acquired  leased: 7/2016 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.

N/A

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

12. PRESENT ZONING CLASSIFICATION: DUV

13. APPLICATION REQUESTS (Check all that apply and describe nature of the request in space provided)

- District Boundary (zone) Changes [Zone(s) requested]: \_\_\_\_\_  
(Provide a separate legal description for each zone requested)
- Unusual Use: \_\_\_\_\_
- Use Variance: \_\_\_\_\_
- Non-Use Variance: \_\_\_\_\_
- Alternative Site Development: Option: \_\_\_\_\_
- Special Exception: \_\_\_\_\_
- Modification of previous resolution/plan: Modification to Plans Approved via Resolution 2018-26
- Modification of Declaration of Covenant: \_\_\_\_\_

14. Has a public hearing been held on this property within the eighteen (18) months?  NO  YES  
If yes, provide applicant's name, date, purpose and result of hearing, and resolution number:

Resolution 2018-26, Application VPB16-017 — Approval of site plan under DUV

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

16. Describe structures on the property: Single story commercial buildings

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

Use: Former retail and office uses are located on the Property Year: 1957 through 1985

*Planning Staff Use Only*

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

11 October 2019

Village of Palmetto Bay  
Building & Zoning Department

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.

Handwritten initials 'AA' in blue ink.

\*\*\*\*\*

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 \_\_\_\_\_

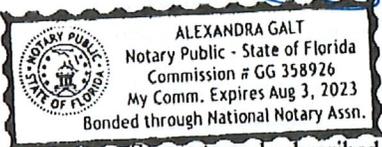
Sworn to and subscribed to before me this \_\_\_\_ day of \_\_\_\_\_, 20\_\_.  
Notary Public: \_\_\_\_\_  
Commission Expires: \_\_\_\_\_

\*\*\*\*\*

Limited Liability Company Affidavit

(I)(WE), Arthur Murphy, being first duly sworn, depose and say that (I am) (we are) the | \_\_\_\_\_ Manager of the aforesaid company, 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 \_\_\_\_\_



(Corporate Seal)

Office Held \_\_\_\_\_

Sworn to and subscribed to before me this 11 day of October, 2019.  
Notary Public: \_\_\_\_\_  
Commission Expires: Aug 3, 2023

\*\*\*\*\*

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.

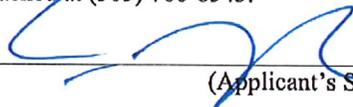
Signature \_\_\_\_\_

Sworn to and subscribed to before me this \_\_\_\_ day of \_\_\_\_\_, 20\_\_.  
Notary Public: \_\_\_\_\_  
Commission Expires: \_\_\_\_\_

**RESPONSIBILITIES OF THE APPLICANT AFFIDAVIT**

I AM AWARE THAT:

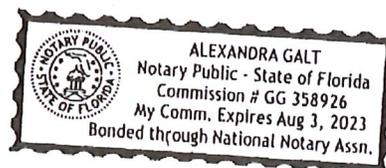
1. The Public Works Department, the Department of Environmental Resources Management (DERM), and other County agencies review and critique zoning hearing applications which may affect the scheduling and outcome of my hearing. These reviews may require additional hearings before DERM's Environmental Quality 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 3<sup>rd</sup> 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)

Arthur Murphy, Manager  
 \_\_\_\_\_  
 (Print Name)

Sworn to and subscribed to before me this 11 day of October, 2019. Affiant is personally known to me or has produced \_\_\_\_\_ as identification.

(Notary Public)  
 My commission expires: Aug 3, 2023



RECEIVED  
Zoning Department

11 October 2019

Village of Palmetto Bay  
Building & Zoning Department  
By: *[Signature]*

OWNERSHIP AFFIDAVIT  
FOR  
LIMITED LIABILITY COMPANY

STATE OF FLORIDA  
COUNTY OF MIAMI-DADE

Public Hearing No. \_\_\_\_\_

Before me, the undersigned authority, personally appeared Arthur Murphy, hereinafter the Affiant, who being first duly sworn by me, on oath, deposes and says:

1. Affiant is the Manager of South Dade Imports, LLC, with the following address:  
1550 Biscayne Blvd., Suite 300 Miami, FL 33132.
2. South Dade Imports, LLC is the owner of the property that is the subject of the proposed hearing.
3. The subject property is legally described as:  
  
See attached
4. The 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

Print Name

Signature

Print Name

Signature

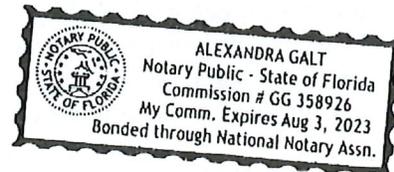
Affiant's signature  
Arthur Murphy, Manager

Sworn to and subscribed before me on the 11 day of October, 2019.  
Affiant is personally known to me or has produced \_\_\_\_\_ as  
identification.

My Commission expires:

Aug 3, 2023

Notary  
(Stamp/Seal)



**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: South Dade Imports, LLC

| <u>NAME AND ADDRESS</u> | <u>Percentage of Stock</u> |
|-------------------------|----------------------------|
| <u>See attached</u>     |                            |
| _____                   | _____                      |
| _____                   | _____                      |
| _____                   | _____                      |

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: \_\_\_\_\_

| <u>NAME AND ADDRESS</u> | <u>Percentage of Stock</u> |
|-------------------------|----------------------------|
| _____                   | _____                      |
| _____                   | _____                      |
| _____                   | _____                      |
| _____                   | _____                      |

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

PARTNERSHIP OR LIMITED PARTNERSHIP NAME: \_\_\_\_\_

| <u>NAME AND ADDRESS</u> | <u>Percentage of Stock</u> |
|-------------------------|----------------------------|
| _____                   | _____                      |
| _____                   | _____                      |
| _____                   | _____                      |
| _____                   | _____                      |

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].

**SUPPLEMENTARY DISCLOSURE OF INTEREST**

**Interests in South Dade Imports, LLC**

|  | Percentage of Interest |
|--|------------------------|
| Ugo Columbo<br>1550 Biscayne Blvd., Suite 300<br>Miami FL 33132                | 98%                    |
| Coral Gables Imports, Inc.<br>1550 Biscayne Blvd., Suite 300<br>Miami FL 33132 | 2%                     |

**Interests in Coral Gables Imports, Inc.**

|   | Percentage of Interest |
|---|------------------------|
| Ugo Columbo<br>1550 Biscayne Blvd., Suite 300<br>Miami FL 33132 | 75%                    |
| Ken Gorin<br>1550 Biscayne Blvd., Suite 300<br>Miami FL 33132   | 25%                    |

## LEGAL DESCRIPTION

### PARCEL 1:

LOTS 1 AND 2, LESS THE WESTERLY 13 FEET OF LOT 1, IN BLOCK 33, OF TOWN OF PERRINE, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK B, PAGE 79, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

### PARCEL 2:

LOTS 3 AND 4 IN BLOCK 33, OF TOWN OF PERRINE, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK B AT PAGE 79, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; LESS A PORTION OF LOTS 3 AND 4 DESCRIBED AS:

COMMENCE AT THE POINT OF INTERSECTION OF THE NORTHEASTERLY BOUNDARY OF SAID LOT 4 AND THE SOUTHEASTERLY EXTENSION OF THE NORTHEASTERLY BOUNDARY OF SAID LOT 3; THENCE RUN NORTHWESTERLY ALONG THE SOUTHEASTERLY EXTENSION OF SAID LOT 3 A DISTANCE OF 55.61 FEET TO THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREINAFTER TO BE DESCRIBED; THENCE CONTINUE NORTHWESTERLY ON THE LAST DESCRIBED COURSE A DISTANCE OF 79.25 FEET TO A POINT, SAID POINT BEING 52.57 FEET FROM THE MOST NORTHERLY CORNER OF SAID LOT 3; THENCE RUN SOUTHWESTERLY AT RIGHT ANGLES TO LAST DESCRIBED COURSE AND ALONG THE FACE OF A 2 STORY CBS BUILDING A DISTANCE OF 0.15 FEET TO THE CORNER OF SAID BUILDING; THENCE RUN SOUTHEASTERLY ALONG THE FACE OF SAID BUILDING A DISTANCE OF 79.25 FEET TO THE MOST SOUTHERLY CORNER OF SAID BUILDING; THENCE RUN AT RIGHT ANGLES TO THE LAST DESCRIBED COURSE A DISTANCE OF 0.12 FEET TO THE POINT OF BEGINNING; LESS THAT PART OF SAID LOT 4 WHICH LIES NORTHEASTERLY OF THE SOUTHEASTERLY EXTENSION OF THE NORTHEASTERLY LOT LINE OF LOT 3 IN SAID BLOCK 33 AND LESS THAT PORTION OF SAID LOT 4 IN SAID BLOCK 33 WHICH LIES NORTHEAST OF A LINE TO BE DRAWN AS FOLLOWS, TO WIT: A LINE TO BE DRAWN AS A CONTINUATION OF THE NORTHEAST BOUNDARY LINE OF LOT 3 IN SAID BLOCK 33, SAID LINE TO EXTEND WITHOUT DEVIATION TO THE WEST BOUNDARY LINE OF PETER'S AVENUE AS SAID PETER'S AVENUE IS SHOWN ON THE AFORESAID PLAT; SUBJECT, HOWEVER, TO THAT DEED FROM P. O. TYRE JOINED BY HIS WIFE ANNIE V. TYRE TO THE COUNTY OF DADE, A BODY CORPORATE AND POLITIC, DATED FEBRUARY 6, 1936, RECORDED IN DEED BOOK 1677, PAGE 503 OF SAID PUBLIC RECORDS, CONVEYING FOR USE AS A PUBLIC HIGHWAY AND FOR ALL PURPOSE INCIDENTAL THERETO, THE FOLLOWING PORTION OF SAID LOT 4 TO WIT: BEGIN AT A POINT IN THE SOUTHERLY LINE OF SAID LOT 4, SAID POINT BEING 100 FEET EAST OF THE SOUTHWEST CORNER OF SAID LOT 4 AS MEASURED ALONG SAID SOUTHERLY LINE; THENCE NORTHEASTERLY PARALLEL WITH THE WESTERLY LINE OF SAID LOT 4 FOR A DISTANCE OF 118.63 FEET; MORE OR LESS, TO A POINT ON THE EASTERLY LINE OF SAID LOT 4; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID LOT 4 FOR A DISTANCE OF 132.08 FEET, MORE OR LESS, TO A POINT IN THE SOUTHERLY LINE OF SAID LOT 4, THENCE WESTERLY ALONG THE SOUTHERLY LINE OF SAID LOT 4 FOR A DISTANCE OF 58.22 FEET, MORE OR LESS, TO SAID POINT OF BEGINNING.

### PARCEL 3:

LOT 5, AND THE SOUTHEASTERLY ONE HALF (1/2) OF LOT 6, IN BLOCK 33, TOWN OF PERRINE, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK B, PAGE 79, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; AND

THAT PORTION OF LOT 4, IN BLOCK 33, OF TOWN OF PERRINE, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK B, PAGE 79, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

FROM A POINT OF BEGINNING AT THE NORTHWEST CORNER OF LOT 4, BLOCK 33, OF TOWN OF PERRINE, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK B, PAGE 79, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, SAID POINT ALSO BEING THE NORTHEAST CORNER OF LOT 5 OF SAID BLOCK 33, THENCE RUN SOUTHWESTERLY ALONG THE LINE DIVIDING SAID LOTS 4 AND 5 FOR A DISTANCE OF 145 FEET, MORE OR LESS, TO THE SOUTHEAST CORNER OF SAID LOT 5; THENCE RUN IN A SOUTHEASTERLY DIRECTION ALONG A LINE WHICH IS A PROLONGATION OF THE SOUTHWESTERLY LINE OF SAID LOT 5, TO A POINT IN THE EAST LINE OF SAID LOT 4; THENCE RUN NORTH ALONG THE EAST LINE OF SAID LOT 4 TO THE NORTHEAST CORNER THEREOF; THENCE NORTHWESTERLY ALONG THE NORTHEASTERLY LINE OF SAID LOT 4, TO THE POINT OF BEGINNING;  
AND

A PORTION OF LOTS 3 AND 4, BLOCK 33, OF TOWN OF PERRINE, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK B, PAGE 79, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE POINT OF INTERSECTION OF THE NORTHEASTERLY BOUNDARY OF SAID LOT 4 AND THE SOUTHEASTERLY EXTENSION OF THE NORTHEASTERLY BOUNDARY OF SAID LOT 3; THENCE RUN NORTHWESTERLY ALONG THE SOUTHEASTERLY EXTENSION OF SAID LOT 3 A DISTANCE OF 55.61 FEET TO THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREINAFTER TO BE DESCRIBED; THENCE CONTINUE NORTHWESTERLY ON THE LAST DESCRIBED COURSE A DISTANCE OF 79.25 FEET TO A POINT, SAID POINT BEING 52.57 FEET FROM THE MOST NORTHERLY CORNER OF SAID LOT 3; THENCE RUN SOUTHWESTERLY AT RIGHT ANGLES TO LAST DESCRIBED COURSE AND ALONG THE FACE OF A 2 STORY CBS BUILDING A DISTANCE OF 0.15 FEET TO THE CORNER OF SAID BUILDING; THENCE RUN SOUTHEASTERLY ALONG THE FACE OF SAID BUILDING A DISTANCE OF 79.25 FEET TO THE MOST SOUTHERLY CORNER OF SAID BUILDING; THENCE RUN AT RIGHT ANGLES TO THE LAST DESCRIBED COURSE A DISTANCE OF 0.12 FEET TO THE POINT OF BEGINNING.

### PARCEL 4:

THE WEST 1/2 OF LOT 6, BLOCK 33, OF MAP OF PERRINE, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK B, PAGE 79, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

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**RESOLUTION NO. 2018-26**

**ZONING APPLICATION VPB-16-017**

**A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO ZONING; APPROVING MR. KEN GORIN OF THE COLLECTION, LLC AND AUDI SOUTH MIAMI SITE PLAN REQUEST WITH DESIGN CONSIDERAITONS AND CONDITIONS FOR THE PROPERTIES LOCATED AT: 17405-13 SOUTH DIXIE HIGHWAY, 9742 BANYAN STREET, 17400 FRANJO ROAD (SW 97<sup>TH</sup> AVENUE), AND 17414 FRANJO ROAD (SW 97<sup>TH</sup> AVENUE); BEARING FOLIO NUMBERS 33-5032-004-2480, 33-5032-004-2530, 33-5032-004-2500, 33-5032-004-2520 AND 33-5032-004-2490; AND PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, the applicant, Mr. Ken Gorin of "The Collection, LLC" made an application for a site plan with design considerations to allow for the construction of a three-story auto sales center totaling 191,259 s.f, including 185,255 s.f. of sales and service space, and 6,004 s.f. of small retail space at street level along Franjo Road, for the entire block bounded by South Dixie Highway, Franjo Road, Banyan Street and Datura Street, comprising the properties located at: 17405-13 South Dixie Highway, 9742 Banyan Street, 17400 Franjo Road (SW 97<sup>th</sup> Avenue), and 17414 Franjo Road (SW 97<sup>th</sup> Avenue); bearing folio numbers 33-5032-004-2480, 33-5032-004-2530, 33-5032-004-2500, 33-5032-004-2520 and 33-5032-004-2490; 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 February 12, 2018; 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

1           **WHEREAS**, based on the foregoing finding, the Mayor and Village  
2 Council determined to grant the application, as provided in this resolution.  
3

4           **NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND**  
5 **VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA,**  
6 **AS FOLLOWS:**  
7

8           **Section 1.** A public hearing on the present application was held on  
9 February 12, 2018, in accordance with the Village's "Quasi-judicial Hearing  
10 Procedures". Pursuant to the testimony and evidence presented during the  
11 hearing, the Village Council makes the following findings of fact,  
12 conclusions of law and final order.  
13

14           **Section 2. Findings of fact.**  
15

16           1. The requested site plan is consistent with the Village's  
17 Comprehensive Plan, as further specified in the Analysis Section of the  
18 Village's Staff report.  
19

20           2. The rules that govern the conditions upon which such uses are  
21 permitted to be configured and operated are principally at Section 30-30.5  
22 Site Plan Approval, Section 30-50.23, DUV Downtown Urban Village, and  
23 Division 30-100, Environmental Regulations, of the Village's Land  
24 Development Code. A review of the Code, as evidenced in the analysis of  
25 staff, which is incorporated by reference into this resolution, and after  
26 hearing the applicant and applicant's experts, the Village Council found the  
27 site plan request consistent with those standards.  
28

29           3. The Applicant's traffic study, dated July 20, 2017, indicates that  
30 the number of trips generated by the proposed site plan does not cause the  
31 adjacent roadway to exceed the maximum capacity thresholds established  
32 by Miami-Dade County.  
33

34           4. The Village Council accepted the findings of Village Staff as it  
35 relates to compliance with the following provisions of the Village's Code:  
36 Section 30-30.5, 30-50.23, and 30-100, and the accepted the findings of  
37 the traffic study.  
38

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

4  
5           6. The applicant has agreed to all proposed modifications and  
6 conditions in the section entitled Order.

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

11  
12           **Section 3. Conclusions of law.**

13  
14           The site plan for the specific use was reviewed pursuant to Sections  
15 30-30.5, Section 30-50.23, and Division 30-100, of Palmetto Bay's Code of  
16 Ordinances, and was found to be conditionally consistent.

17  
18           **Section 4. Order.**

19  
20           The Village Council grants the site plan request as it would be in keeping  
21 with the applicable Land Development Regulations with the Village's  
22 Comprehensive Plan. The Village Council, pursuant to Section 30-  
23 30.5(j)(1), 30-50.23, and 30-100, approves the plans entitled "Audi Miami  
24 South" as prepared by Spring Engineering, Inc., consisting of 12 sheets,  
25 dated stamped received August 8<sup>th</sup>, 2017 and as presented to Village  
26 Council on February 12, 2017 with scrivener errors corrected on Sheet  
27 C2.0, together with the traffic study prepared by Richard Garcia &  
28 Associates, Inc., dated July 20<sup>th</sup>, 2017, with the following Design  
29 Considerations and Conditions:

- 30  
31  
32           1) Design consideration from DUV Regulations, Section 30-50.23.2.  
33           *Regulating plans, 2.07, Uses, Table 4, Supplement to Table 4, D.2*  
34           (c) is granted, provided that the buildings and off-site improvements  
35           are constructed in substantial compliance with the approved plan  
36           and in compliance with Conditions 1)a. through 1)i, below:  
37           a. Limit the number of display vehicles and their location to the  
38           area along US-1 as requested and shown in the site plan, and  
39           subject to Conditions 1)c. though through 1)i. below;

- 1           b. An alternative to Condition 1)a. allows expansion of this  
2           sidewalk-level area to extend along US-1 as a pedestrian-  
3           oriented new vehicle display plaza” area, limited to Conditions  
4           1)c. through 1)i. below, replacing the 5 open parking spaces at  
5           the front of the on-site surface lot, in which the number of  
6           display vehicles is limited to 10 in total which is the sum of the 5  
7           display vehicles shown on the approved site plan plus the 5  
8           vehicles displaced from the parking spaces that will be used for  
9           “pedestrian-oriented new vehicle display plaza” area.
- 10          c. Display vehicles to be spaced not less than 6-ft. from each  
11          other or buildings. Trees or other landscaping may be placed  
12          closer than 6-ft. if interspersed between display vehicles to  
13          enhance the “pedestrian-oriented new vehicle display plaza”;  
14          however, circulation distance around display vehicles must  
15          remain sufficient to meet ADA requirements;
- 16          d. Display area to be behind the US-1 façade showroom build-to  
17          line, maintaining a continuous 10½-foot sidewalk with 6½-foot  
18          landscape buffer in front of the display area along US-1.
- 19          e. Ground surface treatments are constructed and maintained  
20          pedestrian in appearance, and any spillage of fluids from  
21          vehicles is removed immediately and completely, and any  
22          resulting stains on the paver surface are removed completely;
- 23          f. Display vehicles are not located on pedestals, ramps, or any  
24          elevated disposition other than with 4 inflated tires wheels  
25          directly on the “pedestrian-oriented new vehicle display plaza”;
- 26          g. At no time are display vehicles to be prepped, maintained,  
27          cleaned or detailed on the “pedestrian-oriented new vehicle  
28          display plaza” location;
- 29          h. Vehicles are treated only as display with closed and locked  
30          doors, trunks and hoods, and removed to the paved lot or other  
31          inventory location to be shown to customers;
- 32          i. Coordinate with the conditions for Design Consideration #15  
33          conditions.
- 34          2)Design consideration from DUV Regulations, Section 30-50.23.3.  
35          *Urban Design Standards*, Sec. 3.01. B. *Downtown General (DG)*  
36          *Sector Summary*, Franjo Road Requirements is granted, based on  
37          Staff finding that the design complies with code without design  
38          consideration, and provided that the buildings and off-site  
39          improvements are constructed in substantial compliance with the  
40          approved plan.

- 1       3) Design consideration DUV Regulations, Section 30-50.23.3. *Urban*  
2        *Design Standards*, Sec. 3.01. B. *Downtown General (DG) Sector*  
3        *Summary*, Franjo Road Requirements is granted, based on Staff  
4        finding that the design complies with code without design  
5        consideration, and provided that the buildings and off-site  
6        improvements are constructed in substantial compliance with the  
7        approved plan.
- 8       4) Design consideration from DUV Regulations, Section 30-50.23.3.  
9        *Urban Design Standards*, Section 3.01. B. *Downtown General (DG)*  
10       *Sector Summary*, US-1 Requirements is granted, provided that the  
11        buildings and off-site improvements are constructed in substantial  
12        compliance with the approved site plan.
- 13       5) Design consideration from DUV Regulations, Section 30-50.23.3.  
14        *Urban Design Standards*, Section 3.01. B. *Downtown General (DG)*  
15        *Sector Summary*, US-1 Requirements is granted, provided that the  
16        buildings and off-site improvements are constructed in substantial  
17        compliance with the approved site plan.
- 18       6) Design consideration from DUV Regulations, Section 30-50.23.3.  
19        *Urban Design Standards*, Section 3.01. B. *Downtown General (DG)*  
20        *Sector Summary*, US-1 Requirements is granted, based on Staff  
21        finding that the design complies with code without design  
22        consideration, provided that the buildings and off-site improvements  
23        are constructed in substantial compliance with the approved plan.
- 24       7) Design consideration from DUV Regulations, Section 30-50.23.3.  
25        *Urban Design Standards*, Section 3.01. B. *Downtown General (DG)*  
26        *Sector Summary*, US-1 Requirements is granted, provided that the  
27        buildings and off-site improvements are constructed in substantial  
28        compliance with the approved site plan.
- 29       8) Design consideration from DUV Regulations, Section 30-50.23.3.  
30        *Urban Design Standards*, Section 3.01. B. *Downtown General (DG)*  
31        *Sector Summary*, TS-U1 Requirements is granted, based on Staff  
32        finding that the design complies with code without design  
33        consideration, and provided that the buildings and off-site  
34        improvements are constructed in substantial compliance with the  
35        approved plan.

- 1 9) Design consideration from DUV Regulations, Section 30-50.23.3.  
2 *Urban Design Standards*, Section 3.01. B. *Downtown General (DG)*  
3 *Sector Summary*, TS-U1 Requirements is granted, based on Staff  
4 finding that the design complies with code without design  
5 consideration, and provided that the buildings and off-site  
6 improvements are constructed in substantial compliance with the  
7 approved plan.
- 8 10) Design consideration from DUV Regulations, Section 30-  
9 50.23.3. *Urban Design Standards*, Section 3.01. B. *Downtown*  
10 *General (DG) Sector Summary*, TS-U1 Requirements is granted,  
11 provided that the buildings and off-site improvements are  
12 constructed in substantial compliance with the approved site plan.
- 13 11) Design consideration from DUV Regulations, Section 30-  
14 50.23.3. *Urban Design Standards*, Sec. 3.01. B. *Downtown General*  
15 *(DG) Sector Summary*, TS-U1 Requirements is granted based, on  
16 Staff finding that the design complies with code without design  
17 consideration, and provided that the buildings and off-site  
18 improvements are constructed in substantial compliance with the  
19 approved plan.
- 20 12) Design consideration from DUV Regulations, Section 30-  
21 50.23.3. *Urban Design Standards*, Section 3.01. B. *Downtown*  
22 *General (DG) Sector Summary*, TS-U1 Requirements is granted,  
23 based on Staff finding that the design complies with code without  
24 design consideration, and provided that the buildings and off-site  
25 improvements are constructed in substantial compliance with the  
26 approved plan.
- 27 13) Design consideration from DUV Regulations, Section 30-  
28 50.23.3. *Urban Design Standards*, Section 3.01. B. *Downtown*  
29 *General (DG) Sector Summary*, TS-U1 Requirements is granted,  
30 based on Staff finding that the design complies with code without  
31 design consideration, and provided that the buildings and off-site  
32 improvements are constructed in substantial compliance with the  
33 approved plan.

- 1 14) Design consideration from DUV Regulations, Section 30-  
2 50.23.3. *Urban Design Standards*, Section 3.01. B. *Downtown*  
3 *General (DG) Sector Summary*, TS-U1 Requirements is granted,  
4 provided that the buildings and off-site improvements are  
5 constructed in substantial compliance with the approved site plan.
- 6 15) Design consideration from DUV Regulations, Section 3.02. B.5.  
7 *Parking Access and Setbacks* is granted, provided that the buildings  
8 and off-site improvements are constructed in substantial compliance  
9 with the approved plan, and in compliance with Conditions 15)a.  
10 through 15)f, below:
- 11 a. On-site parking spaces and display areas along the US-1 side  
12 be reconfigured to maintain a continuous 10½-foot sidewalk  
13 with 6½-foot landscape buffer between sidewalk and US-1  
14 travel lanes in front of the display area along US-1. If the  
15 configuration of Condition 15)a. is used, then Condition 15)b.,  
16 15)e. and 15)f. apply;
  - 17 b. Maintain a minimum buffer equal to that along Datura Street,  
18 which is 6-ft. to 13-ft. in a diagonal pattern or 9½-ft. minimum if  
19 not in a diagonal saw-tooth pattern;
  - 20 c. An alternative configuration allowed by Condition 1)b. for the  
21 related Design Consideration 1, allows expansion of the  
22 sidewalk-level area to extend along US-1 as a "pedestrian-  
23 oriented new vehicle display plaza" area, replacing the 5 open  
24 parking spaces at the front of the on-site surface lot, limited to  
25 Conditions 1)c. through 1)i.. For the alternative configuration of  
26 Condition 15)c., then Condition 15)d., 15)e. and 15)f. apply.
  - 27 d. Maintain a 6-ft depth of landscape behind the display area and  
28 in front of the paved lot.
  - 29 e. Landscaping does not by design or maintenance permit walk-  
30 through from sidewalk or the "pedestrian-oriented new vehicle  
31 display plaza" area to paved vehicular parking or drive aisle;
  - 32 f. Landscaping design and maintenance meets all other  
33 applicable requirements.
- 34 16) Design consideration from DUV Regulations, Section 4.03.  
35 *General Development Parameters*: a. Item F.2. *Landscape*  
36 *Standards* is granted, provided that the buildings and off-site

- 1 improvements are constructed in substantial compliance with the  
2 approved plan, and in compliance with Condition 16)a. below:
- 3 a. All trees deleted for the purpose of this Design Consideration  
4 along US-1 and Banyan Street are mitigated;
- 5 17) Design consideration from DUV Regulations, Section 4.03, Part  
6 G.3(a) *Frontage Standards* is granted, based on Staff finding that the  
7 design complies with code without design consideration, and  
8 provided that the buildings and off-site improvements are  
9 constructed in substantial compliance with the approved plan.
- 10 18) Design consideration from DUV Regulations, Section 4.03, Part  
11 H.1(a) *Building Size and Massing* is granted, provided that the  
12 buildings and off-site improvements are constructed in substantial  
13 compliance with the approved site plan.
- 14 19) Design consideration from DUV Regulations, Section 4.03, Part  
15 H.1(b) *Building Size and Massing* is granted, provided that the  
16 buildings and off-site improvements are constructed in substantial  
17 compliance with the approved plan and in compliance with  
18 Conditions 19)a. through 19)d. below:
- 19 a. Accept the design consideration for the Franjo Road Façade;  
20 b. Accept the design consideration for the Banyan Street Façade;  
21 c. Accept the design consideration for the South Dixie Highway  
22 (US-1) Façade;  
23 d. Require that the Datura Street Façade meets the requirement  
24 for vertical articulation in accordance with the DUV code,  
25 Section 4.03-H-1.(b)
- 26 20) Design consideration from DUV Regulations, Section 4.03, Part  
27 H.2.(a). *Building Size and Massing* is granted, provided that the  
28 buildings and off-site improvements are constructed in substantial  
29 compliance with the approved site plan.
- 30 21) Design consideration from DUV Regulations, Section 4.04.8.  
31 *Specific Development Parameters by Building Type* is granted,  
32 provided that the buildings and off-site improvements are  
33 constructed in substantial compliance with the approved site plan.

- 1        22)     Design consideration from DUV Regulations, Section 4.06. A.1.  
2            *Specific Parameters by Frontage Type:* a. Item A.1. *Arcade* is  
3        granted, based on Staff finding that the design complies with code  
4        without design consideration, and provided that the buildings and off-  
5        site improvements are constructed in substantial compliance with the  
6        approved plan.
- 7        23)     Design consideration from DUV Regulations, Section 4.06. A.1.  
8            *Specific Parameters by Frontage Type:* a. Item B.2(b) *Storefront* is  
9        granted, based on Staff finding that the design complies with code  
10       without design consideration, and provided that the buildings and off-  
11       site improvements are constructed in substantial compliance with the  
12       approved plan.
- 13       24)     Design consideration from DUV Regulations, Section 4.03, Part  
14       H.3. Table 33 under *Building Size and Massing Type* is granted,  
15       provided that the buildings and off-site improvements are  
16       constructed in substantial compliance with the approved site plan.
- 17       25)     Design consideration from DUV Regulations, Section 4.06. A.1.  
18           *Specific Parameters by Frontage Type:* a. Item B.2(b) *Storefront* is  
19       granted, based on Staff finding that the design complies with code  
20       without design consideration, and provided that the buildings and off-  
21       site improvements are constructed in substantial compliance with the  
22       approved plan.
- 23       26)     The Site Plan Approval is subject to the condition that along  
24       Franjo Road, the site plan is modified to provide head-in, diagonal  
25       parking spaces, with the additional conditions 26)a. through 26)e.:
- 26           a. With 4 street trees and planting areas at the general locations  
27       shown in the site plan;
- 28           b. The additional parking spaces are to count toward the parking  
29       requirement for the four (4) ground-level, retail spaces that are  
30       a part of this site plan along Franjo Road;
- 31           c. Additional design consideration to allow diagonal parking on  
32       only this segment of Franjo Road, from Banyan Street to Datura  
33       Street, and only in the southbound side is granted;

- 1           d. Additional design consideration is granted to allow the minimum
- 2           sidewalk width reduction necessary only to the extent that it is
- 3           compellingly required to allow for the additional cross-sectional
- 4           distance to accommodate the diagonal parking;
- 5           e. Maintaining additional improvements proffered and included in
- 6           Condition 27.
- 7       27)    The Site Plan Approval is subject to the condition that off-site
- 8           improvements as proffered by the applicant are provided, including
- 9           27)a, through 27)f):
- 10          a. 1,200-square foot public mini park/open space midblock along
- 11           Franjo Road, as shown on the site plan;
- 12          b. thirteen (13) bicycle spaces;
- 13          c. Bike lane along the north-bound lane of Franjo Road from
- 14           Datura Street to Banyan Street;
- 15          d. Two (2) public Electric Vehicle (EV) charging points located at
- 16           two (2) of the Franjo Road on-street parking spaces;
- 17          e. Bus stop shelter on Franjo Road near the corner with Datura
- 18           Street, providing a weather protected, safe and convenient
- 19           location for transit riders, to be designed and constructed as
- 20           shown in public workshop documents and in coordination with
- 21           the Village and the Miami Dade Department of Transportation
- 22           and Public Works (DTPW);
- 23          f. Off-site Sidewalk and crosswalk improvements to complete the
- 24           “first/last mile” connection from the DUV at the Banyan Street
- 25           and US-1 to the Banyan Street Station of the South Dade
- 26           Transitway, to be designed and constructed in coordination with
- 27           the Village and the Miami Dade Department of Transportation
- 28           and Public Works (DTPW);
- 29       28)    The project shall comply with all Village Public Services
- 30           Department comments and the Villages traffic engineer.

31  
32       **This is a final order.**

33  
34       **Section 5. Record.**

35  
36       The record shall consist of the notice of hearing, the applications,  
37       documents submitted by the applicant and the applicants’ representatives  
38       to the Village of Palmetto Bay Division of Planning and Zoning in  
39       connection with the applications, the testimony of sworn witnesses and

1 documents presented at the quasi-judicial hearing, and the tape and  
2 minutes of the hearing. The record shall be maintained by the Village  
3 Clerk.

4  
5 **Section 6.** This Resolution shall take effect immediately upon  
6 approval.

7  
8 PASSED and ADOPTED this 12<sup>th</sup> day of February, 2018.

9  
10 DocuSigned by:  
11 *Missy Arocha*  
12 Missy Arocha  
13 Village Clerk

DocuSigned by:  
*Eugene Flinn*  
Eugene Flinn  
Mayor

14  
15  
16 **APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE**  
17 **USE AND RELIANCE OF THE VILLAGE OF PALMETTO BAY ONLY:**

18  
19 DocuSigned by:  
20 *Claudio Riedi, Esq.*  
21 Claudio Riedi, Esq.  
22 Village Attorney

23  
24  
25 **FINAL VOTE AT ADOPTION:**

- 26 Council Member Karyn Cunningham YES
- 27 Council Member David Singer YES
- 28 Council Member Larissa Siegel Lara YES
- 29 Vice-Mayor John DuBois YES
- 30 Mayor Eugene Flinn YES



October 11, 2019

File # VPB-16-017

South Dade Imports, LLC  
c/o Mr. Graham Penn  
Bercow Radell Fernandez Larkin, PLLC  
200 South Biscayne Boulevard, Suite 850  
Miami, Florida 33131

**Application Fee for Site Plan Modification Review**

**Project Site:** 17400 SW 97th Avenue, 17414 SW 97th Avenue, 17405 South Dixie Highway, 17407 South Dixie Highway, 17409 South Dixie Highway, 17411 South Dixie Highway, 17413 South Dixie Highway

**Folios:** 33-5032-004-2480, 33-5032-004-2490, 33-5032-004-2500, 33-5032-004-2520, 33-5032-004-2530

Dear Mr. Penn,

The application for site plan review to modify the Miami South Audi Lamborghini site plan approval (Resolution 2018-26, 12 February 2018) on the 2.41-acre property described by folios 33-5032-004-2480, 33-5032-004-2490, 33-5032-004-2500, 33-5032-004-2520, and 33-5032-004-2530 requires the payment of fees in accordance with the Village of Palmetto Bay Code. The fees for site plan review and public hearing total to \$3,591 with the breakdown shown in the table attached on page 2 of this letter. Fees are due upon acceptance of the application.

In addition, the costs of: postage for mailed notice within the required radius; publishing notice in a newspaper of general circulation; and a traffic impact study as needed are reimbursable prior to the hearing.

Thank you very much.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mark Alvarez".

Mark Alvarez  
Interim Planning & Zoning Director  
t. 305-259-1274  
[malvarez@palmettobay-fl.gov](mailto:malvarez@palmettobay-fl.gov)

**RECEIVED**  
**Zoning Department**

*11 October 2019*

**Village of Palmetto Bay**  
**Building & Zoning Department**

By:

A handwritten signature in blue ink, appearing to be a stylized signature.

Village of Palmetto Bay Planning and Zoning Fee Schedule

Zoning Applications

| Applicability  | Units  | Application   | Required Fee  | Applicable Fee |
|--|--------|---|---------------|----------------|
| yes  |        | Minimum Fee for notice and advertisement  | \$ 855.00     | \$ 855.00      |
|  |        | Minimum Fee if application is a result of violation   | \$ 1,710.00   | \$ -           |
| <b>COMPREHENSIVE PLAN</b>                            |        |   |               |                |
|  |        | Comprehensive Plan Interpretation - under 1.0 acre  | \$ 114.00     | \$ -           |
|  |        | Comprehensive Plan Interpretation - 1.0 acre to 5.0 acres   | \$ 228.00     | \$ -           |
|  |        | Comprehensive Plan Interpretation - 5.0 acres to 20.0 acres   | \$ 342.00     | \$ -           |
|  |        | Written interpretation of comp plan goals, objectives, & policies not related to LOS standard                                   | \$ 114.00     | \$ -           |
|  |        | Written interpretation of comp plan goals, objectives, & policies related to LOS standard                                       | \$ 171.00     | \$ -           |
| <b>COMPREHENSIVE PLAN MAP AMENDMENTS</b>             |        |   |               |                |
|  |        | Amendment to comprehensive plan FLUM - up to 5.0 acres  | \$ 11,400.00  | \$ -           |
|  |        | Amendment to comprehensive plan FLUM - 5.1 acres to 10.0 acres  | \$ 21,660.00  | \$ -           |
|  |        | Amendment to comprehensive plan FLUM - 10.1 acres to 20.0 acres   | \$ 42,750.00  | \$ -           |
|  |        | Amendment to comprehensive plan FLUM - 20.1 acres to 40.0 acres   | \$ 64,410.00  | \$ -           |
|  |        | Amendment to comprehensive plan FLUM - 40.1 acres to 80.0 acres   | \$ 85,500.00  | \$ -           |
|  |        | Amendment to comprehensive plan FLUM - 80.1 acres to 160.0 acres  | \$ 102,600.00 | \$ -           |
|  |        | Amendment to comprehensive plan FLUM - 160.1 acres to 320.0 acres   | \$ 119,700.00 | \$ -           |
|  |        | Amendment to comprehensive plan FLUM - 320.1 acres to 480.0 acres   | \$ 136,800.00 | \$ -           |
|  |        | Amendment to comprehensive plan FLUM - 480.1 acres to 640.0 acres   | \$ 153,900.00 | \$ -           |
|  |        | Amendment to comprehensive plan FLUM - 640.1 acres to 800.0 acres   | \$ 171,000.00 | \$ -           |
|  |        | Amendment to comprehensive plan FLUM - 800.1 acres to 960.0 acres   | \$ 188,100.00 | \$ -           |
|  |        | Amendment to comprehensive plan FLUM - 960.1 acres to 1,120.0 acres   | \$ 205,200.00 | \$ -           |
|  |        | Amendment to comprehensive plan FLUM - 1,120.1 acres to 1,280.0 acres   | \$ 222,300.00 | \$ -           |
|  |        | Amendment to comprehensive plan FLUM - 1,280.1 acres and above - \$171/acre   | \$ 171.00     | \$ -           |
| <b>COMPREHENSIVE PLAN MAP AMENDMENT ELEMENTS FEE</b> |        |   |               |                |
|  |        | Each LOS standard addressing a goal, objective or policy  | \$ 51,300.00  | \$ -           |
|  |        | Each non-LOS standard addressing a goal, objective or policy  | \$ 17,100.00  | \$ -           |
|  |        | Each monitoring measures item   | \$ 10,260.00  | \$ -           |
|  |        | Each capital improvement line item  | \$ 17,100.00  | \$ -           |
|  |        | Each text or map change   | \$ 17,100.00  | \$ -           |
| <b>RE-ZONING</b>                                     |        |   |               |                |
|  |        | Zone change to AU/GU/RU-1/RU-2/EU/RU-1M(a)/RU-1M(b)   | \$ 1,140.00   | \$ -           |
|  |        | Zone change to RU-TH/MULTI-FAM/PAD  | \$ 1,710.00   | \$ -           |
|  |        | Zone change to RU-5/RU-5A/OPD   | \$ 2,280.00   | \$ -           |
|  |        | Zone change to BU   | \$ 3,420.00   | \$ -           |
|  |        | Zone change to IU   | \$ 2,850.00   | \$ -           |
| <b>VARIANCES, &amp; OTHER SPECIAL PERMITS</b>        |        |   |               |                |
|  |        | Use variance-AU/GU/RU-1/RU-2/EU   | \$ 1,710.00   | \$ -           |
|  |        | Use variance-RU-TH/MULTI-FAM/PAD  | \$ 2,850.00   | \$ -           |
|  |        | Use variance-RU-5/RU-5A/OPD   | \$ 3,990.00   | \$ -           |
|  |        | Use variance-BU   | \$ 3,990.00   | \$ -           |
|  |        | Use variance-IU   | \$ 3,420.00   | \$ -           |
|  |        | Non-use variance; signs   | \$ 1,710.00   | \$ -           |
|  |        | Non-use variance or administrative site development option  | \$ -          | \$ -           |
|  |        | Residential/one lot   | \$ 400.00     | \$ -           |
|  |        | Commercial, industrial, office  | \$ 1,140.00   | \$ -           |
|  |        | Special exception   | \$ 2,280.00   | \$ -           |
|  |        | Modifications/deletions   | \$ 1,140.00   | \$ -           |
|  |        | Unusual use   | \$ 2,280.00   | \$ -           |
| <b>IN ADDITION APPLICABLE TO OTHER ISSUES ABOVE:</b> |        |   |               |                |
|  |        | Residential:  | \$ 1,140.00   | \$ -           |
|  |        | Size of Property (\$570 per 10 acres of portion thereof)  | \$ 570.00     | \$ -           |
|  |        | Number of units: (\$285 per 15 units)   | \$ 285.00     | \$ -           |
|  |        | Commercial:   | \$ 1,710.00   | \$ -           |
| yes  | 2.41   | Size of Property: 684.00 per 10 acres or portion thereof  | \$ 684.00     | \$ 684.00      |
| yes  | 42,904 | Size of building: 228.00 per 5,000 sq. ft. or portion thereof   | \$ 228.00     | \$ 2,052.00    |
| <b>SCHOOLS</b>                                       |        |   |               |                |
|  |        | Public hearing for private schools, religious facilities, ACLF's, nursing homes and convalescent homes.                         | \$ 2,280.00   | \$ -           |
|  |        | Public hearing for private schools, religious facilities, ACLF's, nursing homes, convalescent homes if resulting from violation | \$ 2,850.00   | \$ -           |
|  |        | Public Hearing for Charter Schools  | \$ -          | \$ -           |
|  |        | Minimum Fee   | \$ 1,500.00   | \$ -           |
|  |        | Size of Property: 684.00 per 10 acres or portion thereof  | \$ 684.00     | \$ -           |
|  |        | Size of building: 228.00 per 5,000 sq. ft. or portion thereof   | \$ 228.00     | \$ -           |
|  |        | Per revision submitted  | \$ 500.00     | \$ -           |
| <b>OTHER</b>   |        |   |               |                |
|  |        | Public Hearing for Governmental Facilities (if applicable)  | \$ 1,425.00   | \$ -           |
|  |        | Revisions to Public Hearings (per revision after first revision)  | \$ 684.00     | \$ -           |
| <b>TOTAL</b>   |        |   | \$ 3,591.00   |                |



Village of Palmetto Bay, Florida  
 Finance Department  
 9705 East Hibiscus Street  
 Palmetto Bay, FL 33157  
 305-259-1234  
 Welcome

32325135-0032 Keith P. 10/30/2019 03:26PM

**PLANNING AND ZONING**

Payment Tran Code: P&Z

SITE PLAN REVIEWS  
 (pzsitemplan)

Description: VPB-16-017

P&Z SITE PLAN REVIEWS  
 (pzsitemplan)

2020 Item: pzsitemplan

P&Z SITE PLAN REVIEWS  
 (pzsitemplan)

0001-32900105  
 Payment Id: 307232

3,591.00

3,591.00C

3,591.00

Subtotal 3,591.00  
 Total 3,591.00

CHECK 3,591.00  
 Check Number 00000334

Change due 0.00

Paid by: SOUTH DADE IMPORTS

Comments: 17400, 17414 SW 97 AVE, 17405,  
 17409, 17411, 17413 S DIXIE HWY



Thank you for your payment  
 VISIT  
 WWW.PALMETTOBAY-FL.GOV

CUSTOMER COPY

REMITTANCE ADVISE

VILLAGE OF PALMETTO BAY  
 MIAMI, FL

SOUTH DADE IMPORTS, LLC  
 Check Number 850P-00000334  
 Check Date Oct 11, 2019

| Date             | Invoice                 | Reference | Payment Amt | Retention | Discount | Total Payment |
|------------------|-------------------------|-----------|-------------|-----------|----------|---------------|
| 0085             | SOUTH DADE IMPORTS, LLC |           | 3,591.00    | 0.00      | 0.00     | 3,591.00      |
| 10/10/19         | 2019 REVISIONS APP      |           | 3,591.00    | 0.00      | .00      | 3,591.00      |
| Total Remittance |                         |           |             |           |          |               |

**APPROVAL PACKAGE**  
**FEBRUARY 12, 2018**



**AGENDA FOR ZONING HEARING  
MONDAY, FEBRUARY 12, 2018  
VILLAGE HALL COUNCIL CHAMBERS  
9705 E. HIBISCUS STREET, PALMETTO BAY, FLORIDA**

**NOTICE: THE FOLLOWING HEARING IS SCHEDULED FOR 7:00 PM.  
ALL PARTIES SHOULD BE PRESENT AT THAT TIME**

ANY PERSON MAKING IMPERTINENT OR SLANDEROUS REMARKS OR WHO BECOMES BOISTEROUS WHILE ADDRESSING THE VILLAGE OF PALMETTO BAY COUNCIL SHALL BE BARRED FROM FURTHER AUDIENCE BEFORE THE VILLAGE OF PALMETTO BAY COUNCIL BY THE PRESIDING OFFICER, UNLESS PERMISSION TO CONTINUE OR AGAIN ADDRESS THE COUNCIL BE GRANTED BY THE MAJORITY VOTE OF THE COUNCIL MEMBERS PRESENT.

THE NUMBER OF CORRESPONDENCE RECEIVED IN SUPPORT OF AN APPLICATION AND THE NUMBER OF CORRESPONDENCE RECEIVED AGAINST AN APPLICATION WILL BE READ INTO THE RECORD AT THE TIME OF HEARING AS EACH APPLICATION IS READ.

THOSE ITEMS NOT HEARD PRIOR TO THE ENDING TIME FOR THIS MEETING, WILL BE DEFERRED TO THE NEXT AVAILABLE VILLAGE OF PALMETTO BAY ZONING HEARING MEETING DATE FOR THIS COUNCIL.

---

1. **Call to Order, Roll Call, Pledge of Allegiance**
2. **Reading of Decorum Statement/Swearing in of Witnesses**
3. **Public Hearing Item:**

**Item 1:**     The following item is being considered pursuant to Division 30-80 of the Village's Land Development Code:

Applicant:     South Dade Imports, LLC  
Folio(s):       33-5032-004-2480, 33-5032-004-2490, 33-5032-004-2500,  
                    33-5032-004-2520, 33-5032-004-2530  
File No.:       VPB-16-017  
Location:       17400 SW 97<sup>th</sup> Avenue, 17414 SW 97<sup>th</sup> Avenue,  
                    17405 S. Dixie Highway, 17407 S. Dixie Highway,

17409 S. Dixie Highway, 17411 S. Dixie Highway,  
17413 S. Dixie Highway  
Zoned: Downtown Urban Village (DUV)  
Request: A request for design considerations to allow for the construction of a three-story auto sales center with approximately 185,255 S.F. of sales and service facilities, and 6,004 S.F. of retail space at street level.

**4. Resolutions with Public Comment:**

**Item 2:** The Village of Palmetto Bay proposes to adopt the following Resolution sponsored by Administration:

A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, REGARDING SPECIAL EVENTS AND CHARITABLE CONTRIBUTIONS BY THE VILLAGE; APPROVING THE PARTICIPATION OF THE VILLAGE OF PALMETTO BAY AS A SPONSOR OF THE PROPOSED 2018 RELAY FOR LIFE EVENT ON MARCH 17 AT CORAL REEF PARK; AUTHORIZING THE VILLAGE MANAGER TO EXPEND UP TO \$2,500 IN ASSOCIATED CONTRIBUTIONS FOR SPECIFIED IN-KIND SERVICES AND CONTRACTUAL COSTS REQUIRED FOR THIS EVENT; REQUIRING A FOUR-FIFTHS VOTE OF THE VILLAGE COUNCIL; AND PROVIDING AN EFFECTIVE DATE. (*Sponsored by Administration*)

**Item 3:** The Village of Palmetto Bay proposes to adopt the following Resolution sponsored by Administration:

A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, REGARDING SPECIAL EVENTS; AUTHORIZING ANAAK EVENTS AND PRODUCTIONS TO CONDUCT AN INDIAN SPRING FESTIVAL AT LUDOVICI PARK ON SATURDAY, MARCH 10, 2018, 11:00AM TO 4:00PM; SUBJECT TO THE TERMS AND CONDITIONS SET FORTH BY THE DEPARTMENT OF PARKS AND RECREATION; AND PROVIDING AN EFFECTIVE DATE. (*Sponsored by Administration*)

---

WE, THE VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, HEREBY COMMIT OURSELVES TO MAINTAINING CIVILITY IN OUR PUBLIC AND POLITICAL DISCOURSE AND PLEDGE TO THE FOLLOWING PRINCIPLES:

- We will respect the right of all citizens in our community to hold different opinions;
- We will avoid rhetoric intended to humiliate or question the wisdom of those whose opinions are different from ours;

- We will strive to understand differing perspectives;
  - We will choose our words carefully;
  - We will speak truthfully without accusation and we will avoid distortion; and
  - We will speak out against violence, prejudice, and incivility in all of their forms, whenever and wherever they occur.
- 

### NOTICE OF APPEAL RIGHTS

Decisions of the Village of Palmetto Bay Council (VPB) are appealed to the Circuit Court. Appeals to Circuit Court must be filed within 30 days of the execution of the Village of Palmetto Bay resolution. Pursuant to Florida Statutes 286.0105, the Village hereby advises the public that if a person decides to appeal any decision made by this Council with respect to any matter considered at its meeting or hearing, he or she will need a record of the proceedings, and that for such purpose, the affected person may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. This notice does not constitute consent by the Village for the introduction or admission of otherwise inadmissible or irrelevant evidence, nor does it authorize challenges or appeals not otherwise allowed by law. Further information and assistance may be obtained by contacting the Village Clerk at (305) 259-1234. For filing or status of Appeals to Circuit Court, you may call the Clerk of the Circuit Court at (305) 375-5955.

1 RESOLUTION NO. \_\_\_\_\_  
2

3 ZONING APPLICATION VPB-16-017  
4

5 A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE  
6 VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO ZONING;  
7 APPROVING MR. KEN GORIN OF THE COLLECTION, LLC AND  
8 AUDI SOUTH MIAMI SITE PLAN REQUEST WITH DESIGN  
9 CONSIDERAITONS AND CONDITIONS FOR THE PROPERTIES  
10 LOCATED AT: 17405-13 SOUTH DIXIE HIGHWAY, 9742 BANYAN  
11 STREET, 17400 FRANJO ROAD (SW 97<sup>TH</sup> AVENUE), AND 17414 FRANJO  
12 ROAD (SW 97<sup>TH</sup> AVENUE); BEARING FOLIO NUMBERS 33-5032-004-  
13 2480, 33-5032-004-2530, 33-5032-004-2500, 33-5032-004-2520 AND 33-5032-004-  
14 2490; AND PROVIDING AN EFFECTIVE DATE.  
15

16  
17 WHEREAS, The applicant, Mr. Ken Gorin of “The Collection, LLC” made an application  
18 for a site plan with design considerations to allow for the construction of a three-story auto sales  
19 center totaling 191,259 s.f, including 185,255 s.f. of sales and service space, and 6,004 s.f. of small  
20 retail space at street level along Franjo Road, for the entire block bounded by South Dixie Highway,  
21 Franjo Road, Banyan Street and Datura Street, comprising the properties located at: 17405-13 South  
22 Dixie Highway, 9742 Banyan Street, 17400 Franjo Road (SW 97<sup>th</sup> Avenue), and 17414 Franjo Road  
23 (SW 97<sup>th</sup> Avenue); bearing folio numbers 33-5032-004-2480, 33-5032-004-2530, 33-5032-004-2500,  
24 33-5032-004-2520 and 33-5032-004-2490; and  
25

26 WHEREAS, the Village Council of the Village of Palmetto Bay conducted a quasi-judicial  
27 hearing on the application at Village Hall, 9705 East Hibiscus Street on February 12, 2018; and  
28

29 WHEREAS, the Mayor and Village Council finds, based on substantial competent evidence  
30 in the record, that the application for the site plan is consistent with the Village of Palmetto Bay  
31 Comprehensive Plan and the applicable Land Development Regulations; and  
32

33 WHEREAS, based on the foregoing finding, the Mayor and Village Council determined to  
34 grant the application, as provided in this resolution.  
35

36 NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND VILLAGE  
37 COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, AS FOLLOWS:  
38

39 **Section 1.** A public hearing on the present application was held on February 12, 2018,  
40 in accordance with the Village's “Quasi-judicial Hearing Procedures”. Pursuant to the testimony and  
41 evidence presented during the hearing, the Village Council makes the following findings of fact,  
42 conclusions of law and final order.  
43

44 **Section 2. Findings of fact.**  
45

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

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

11 3. The Applicant's traffic study, dated July 20, 2017, indicates that the number of trips  
12 generated by the proposed site plan does not cause the adjacent roadway to exceed the maximum  
13 capacity thresholds established by Miami-Dade County.  
14

15 4. The Village Council accepted the findings of Village Staff as it relates to compliance  
16 with the following provisions of the Village's Code: Section 30-30.5, 30-50.23, and 30-100, and the  
17 accepted the findings of the traffic study.  
18

19 5. The Village adopts and incorporates by reference the Planning & Zoning Division  
20 staff report, which expert report is considered competent substantial evidence.  
21

22 6. The applicant has agreed to all proposed modifications and conditions in the section  
23 entitled Order.  
24

25 7. The Village Council had not substantive disclosures regarding ex-parte  
26 communications and the applicant raised no objections as to the form or content of any disclosures  
27 by the Council.  
28

29 **Section 3. Conclusions of law.**  
30

31 The site plan for the specific use was reviewed pursuant to Sections 30-30.5, Section 30-  
32 50.23, and Division 30-100, of Palmetto Bay's Code of Ordinances, and was found to be  
33 conditionally consistent.  
34

35 **Section 4. Order.**  
36

37 The Village Council grants the site plan request as it would be in keeping with the applicable Land  
38 Development Regulations with the Village's Comprehensive Plan. The Village Council, pursuant to  
39 Section 30-30.5(j)(1), 30-50.23, and 30-100, approves the plans entitled "Audi Miami South" as  
40 prepared by Spring Engineering, Inc., consisting of 12 sheets, dated stamped received August 8<sup>th</sup>,  
41 2017, together with the traffic study prepared by Richard Garcia & Associates, Inc., dated July 20<sup>th</sup>,  
42 2017, with the following conditions:  
43  
44

- 1) Design consideration from DUV Regulations, Section 30-50.23.2. *Regulating plans*, 2.07, *Uses*, Table 4, Supplement to Table 4, D.2 (c) is granted provided the buildings and off-site improvements are constructed in substantial compliance with the approved plan and conditions in the Village Staff Report, pages 21 and 22, Conditions 5, 6, 7, 8, 9, 10, and 11.
- 2) Design consideration from DUV Regulations, Section 30-50.23.3. *Urban Design Standards*, Sec. 3.01. B. *Downtown General (DG) Sector Summary*, Franjo Road Requirements is granted based on Staff finding that the design complies with code without design consideration, provided the buildings and off-site improvements are constructed in substantial compliance with the approved plan.
- 3) Design consideration DUV Regulations, Section 30-50.23.3. *Urban Design Standards*, Sec. 3.01. B. *Downtown General (DG) Sector Summary*, Franjo Road Requirements is granted based on Staff finding that the design complies with code without design consideration, provided the buildings and off-site improvements are constructed in substantial compliance with the approved plan.
- 4) Design consideration from DUV Regulations, Section 30-50.23.3. *Urban Design Standards*, Section 3.01. B. *Downtown General (DG) Sector Summary*, US-1 Requirements is granted provided the buildings and off-site improvements are constructed in substantial compliance with the approved site plan.
- 5) Design consideration from DUV Regulations, Section 30-50.23.3. *Urban Design Standards*, Section 3.01. B. *Downtown General (DG) Sector Summary*, US-1 Requirements is granted provided the buildings and off-site improvements are constructed in substantial compliance with the approved site plan.
- 6) Design consideration from DUV Regulations, Section 30-50.23.3. *Urban Design Standards*, Section 3.01. B. *Downtown General (DG) Sector Summary*, US-1 Requirements is granted based on Staff finding that the design complies with code without design consideration, provided the buildings and off-site improvements are constructed in substantial compliance with the approved plan.
- 7) Design consideration from DUV Regulations, Section 30-50.23.3. *Urban Design Standards*, Section 3.01. B. *Downtown General (DG) Sector Summary*, US-1 Requirements is granted provided the buildings and off-site improvements are constructed in substantial compliance with the approved site plan.
- 8) Design consideration from DUV Regulations, Section 30-50.23.3. *Urban Design Standards*, Section 3.01. B. *Downtown General (DG) Sector Summary*, TS-U1 Requirements is granted based on Staff finding that the design complies with code without design consideration, provided the buildings and off-site improvements are constructed in substantial compliance with the approved plan.
- 9) Design consideration from DUV Regulations, Section 30-50.23.3. *Urban Design Standards*, Section 3.01. B. *Downtown General (DG) Sector Summary*, TS-U1 Requirements is granted based on Staff finding that the design complies with code without design consideration, provided the buildings and off-site improvements are constructed in substantial compliance with the approved plan.

- 1 10) Design consideration from DUV Regulations, Section 30-50.23.3. *Urban Design Standards*,  
2 Section 3.01. B. *Downtown General (DG) Sector Summary*, TS-U1 Requirements is granted  
3 provided the buildings and off-site improvements are constructed in substantial compliance  
4 with the approved site plan.
- 5 11) Design consideration from DUV Regulations, Section 30-50.23.3. *Urban Design Standards*,  
6 Sec. 3.01. B. *Downtown General (DG) Sector Summary*, TS-U1 Requirements is granted based  
7 on Staff finding that the design complies with code without design consideration, provided  
8 the buildings and off-site improvements are constructed in substantial compliance with the  
9 approved plan.
- 10 12) Design consideration from DUV Regulations, Section 30-50.23.3. *Urban Design Standards*,  
11 Section 3.01. B. *Downtown General (DG) Sector Summary*, TS-U1 Requirements is granted  
12 based on Staff finding that the design complies with code without design consideration,  
13 provided the buildings and off-site improvements are constructed in substantial compliance  
14 with the approved plan.
- 15 13) Design consideration from DUV Regulations, Section 30-50.23.3. *Urban Design Standards*,  
16 Section 3.01. B. *Downtown General (DG) Sector Summary*, TS-U1 Requirements is granted  
17 based on Staff finding that the design complies with code without design consideration,  
18 provided the buildings and off-site improvements are constructed in substantial compliance  
19 with the approved plan.
- 20 14) Design consideration from DUV Regulations, Section 30-50.23.3. *Urban Design Standards*,  
21 Section 3.01. B. *Downtown General (DG) Sector Summary*, TS-U1 Requirements is granted  
22 provided the buildings and off-site improvements are constructed in substantial compliance  
23 with the approved site plan.
- 24 15) Design consideration from DUV Regulations, Section 3.02. B.5. *Parking Access and Setbacks*  
25 is granted provided the buildings and off-site improvements are constructed in substantial  
26 compliance with the approved plan and conditions in the Village Staff Report, pages 21 and  
27 22, Conditions 14, 15, 16, and 17.
- 28 16) Design consideration from DUV Regulations, Section 4.03. *General Development Parameters: a.*  
29 *Item F.2. Landscape Standards* is granted provided the buildings and off-site improvements  
30 are constructed in substantial compliance with the approved plan and conditions in the  
31 Village Staff Report, pages 21 and 22, Conditions 12 and 13.
- 32 17) Design consideration from DUV Regulations, Section 4.03, Part G.3(a) *Frontage Standards* is  
33 granted based on Staff finding that the design complies with code without design  
34 consideration, provided the buildings and off-site improvements are constructed in  
35 substantial compliance with the approved plan.
- 36 18) Design consideration from DUV Regulations, Section 4.03, Part H.1(a) *Building Size and*  
37 *Massing* is granted provided the buildings and off-site improvements are constructed in  
38 substantial compliance with the approved site plan.

- 1 19) Design consideration from DUV Regulations, Section 4.03, Part H.1(b) *Building Size and*  
2 *Massing* is granted provided the buildings and off-site improvements are constructed in  
3 substantial compliance with the approved plan and conditions in the Village Staff Report,  
4 pages 21 and 22, Conditions 1, 2, 3 and 4.
- 5 20) Design consideration from DUV Regulations, Section 4.03, Part H.2.(a). *Building Size and*  
6 *Massing* is granted provided the buildings and off-site improvements are constructed in  
7 substantial compliance with the approved site plan.
- 8 21) Design consideration from DUV Regulations, Section 4.04.8. *Specific Development Parameters*  
9 *by Building Type* is granted provided the buildings and off-site improvements are constructed  
10 in substantial compliance with the approved site plan.
- 11 22) Design consideration from DUV Regulations, Section 4.06. A.1. *Specific Parameters by Frontage*  
12 *Type: a. Item A.1. Arcade* is granted based on Staff finding that the design complies with  
13 code without design consideration, provided the buildings and off-site improvements are  
14 constructed in substantial compliance with the approved plan.
- 15 23) Design consideration from DUV Regulations, Section 4.06. A.1. *Specific Parameters by Frontage*  
16 *Type: a. Item B.2(b) Storefront* is granted based on Staff finding that the design complies with  
17 code without design consideration, provided the buildings and off-site improvements are  
18 constructed in substantial compliance with the approved plan.
- 19 24) Design consideration from DUV Regulations, Section 4.03, Part H.3. Table 33 under  
20 *Building Size and Massing Type* is granted provided the buildings and off-site improvements  
21 are constructed in substantial compliance with the approved site plan.
- 22 25) Design consideration from DUV Regulations, Section 4.06. A.1. *Specific Parameters by Frontage*  
23 *Type: a. Item B.2(b) Storefront* is granted based on Staff finding that the design complies with  
24 code without design consideration, provided the buildings and off-site improvements are  
25 constructed in substantial compliance with the approved plan.
- 26 26) The project shall comply with all Village Public Services Department comments and the  
27 Villages traffic engineer.  
28

29 **This is a final order.**

30  
31 **Section 5. Record.**

32  
33 The record shall consist of the notice of hearing, the applications, documents submitted by  
34 the applicant and the applicants' representatives to the Village of Palmetto Bay Division of Planning  
35 and Zoning in connection with the applications, the testimony of sworn witnesses and documents  
36 presented at the quasi-judicial hearing, and the tape and minutes of the hearing. The record shall be  
37 maintained by the Village Clerk.  
38

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

40  
41 PASSED and ADOPTED this \_\_\_\_ day of February, 2018.

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Attest: \_\_\_\_\_  
Missy Arocha  
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 David Singer \_\_\_\_\_
- 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 \_\_\_\_\_, 2018.

\_\_\_\_\_  
Missy Arocha  
Village Clerk



Village of Palmetto Bay  
FLORIDA

ZONING ANALYSIS

FILE: VPB-16-017

HEARING DATE: February 12, 2018

APPLICANT The Collection, LLC

COUNCIL DISTRICT:

GENERAL INFORMATION

**REQUEST:** The applicant, Mr. Ken Gorin of The Collection, LLC requests of the Village, approval of a site plan with design considerations to allow for the construction of a three-story auto sales center totaling 191,259 s.f, including 185,255 s.f. of sales and service space, 6,004 s.f. of small retail space at street level along Franjo Road.

The application for site plan review, pursuant to the Village of Palmetto Bay Code, Section 30-30.5 and Section 1.05 Urban Design review procedure, within Section 30-50.23. - Downtown Urban Village.

The use is a permitted use with provisions in the Downtown General (DG) Sector of the DUV. The request includes design considerations for modifications of site plan and architectural requirements that are required in the DUV, but are not consistent with the characteristics of the automotive new sales use on three sides of this site. Along Franjo Road, the proposal includes pedestrian scale retail that is consistent with the vision for the DUV.

This application does not seek approval of reserve residential units, reserve commercial floor area, transfer of development rights or any development bonuses. There are no requests for non-use variances.

**ADDRESS:** 17405 South Dixie Highway:

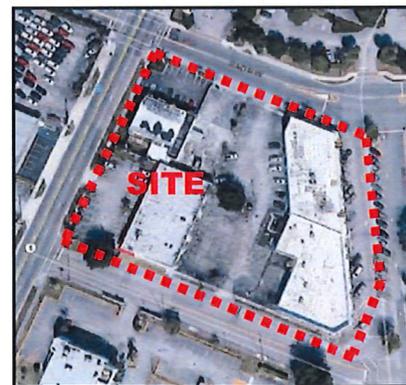
**LOCATION:** Entire block, bounded by:

- West: South Dixie Highway
- East: Franjo Road (SW 97<sup>th</sup> Avenue)
- North: Banyan Street
- South: East Datura Street

**LOT SIZE:** 105,148 s.f.; approx. 2.41 acres

**FOLIO(s):** Assembled parcels to include:

- 17405-13 South Dixie Highway: 33-5032-004-2480
- 9742 Banyan Street: 33-5032-004-2530
- 17400 SW 97<sup>th</sup> Avenue: 33-5032-004-2500, 33-5032-004-2520
- 17414 SW 97<sup>th</sup> Avenue: 33-5032-004-2490



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## **BACKGROUND**

The building that is currently on the site fronting Franjo Road is a one-story structure that was constructed in 1957 and added to in 1959. It was most recently occupied by general retail uses. The building facing Banyan Street, is a one-story structure with parking in front that was constructed in 1958, and was most recently occupied by general retail and service uses. The fourth structure in the southwest corner was is a one-story building, constructed in 1985 and was used for professional offices.

South Dade Imports, an active Florida LLC with address at 1550 Biscayne Boulevard, Suite 300 owns all five properties that comprise this block (purchased in 2016 according to Miami-Dade Property Appraiser records).

The applicant, The Collection, LLC proposes to construct a three-story Audi sales and service facility with 185,255 s.f. of sales and service space, 6,004 s.f. of small retail space at street level along Franjo Road. The new structure will include:

- 1<sup>st</sup> Floor: new car sales and service facilities, small retail along Franjo Road, a service queuing aisle partially under the second and third floors, surface parking with landscaping for customers at the southeast corner, a plaza area for inventory display at the corners of the customer parking, and a mini-park at the center of the Franjo Road side;
- 2<sup>nd</sup> Floor: new car sales and office space, an enclosed car wash and detailing area, and 81 spaces for inventory;
- 3<sup>rd</sup> Floor: enclosed car wash and detailing area, and 136 spaces for inventory.

The proposal includes 261 parking spaces, of which 217 are on the 2<sup>nd</sup> and 3<sup>rd</sup> floors, 29 are on-site surface spaces, and 15 are on-street around block's perimeter along Franjo Road, Datura Street and Banyan Street. In addition, there are 5 display spaces, and 2 customer pick-up spaces on-site.

As part of spearheading a "complete-streets" and multimodal approach to support the Downtown Urban Village, the site plan includes:

- continuous improved sidewalks with landscape and on-street parking buffering that range from a minimum of 10-ft. wide to 15-ft width of effective pedestrian path;
- a 1,200 s.f. public mini park / open space midblock along Franjo Road;
- 13 bicycle spaces (7 on-site and 6 off-site);
- Bike lane along the <sup>North</sup> ~~south~~-bound lane Franjo Road;
- 2 public Electric Vehicle (EV) charging points located at 2 of the Franjo Road on-street parking spaces;
- Bus stop shelter at on Franjo Road near the corner with Datura Street, providing a weather protected, safe and convenient location for transit riders at the near side of the intersection (bus does not block intersection).

In addition, the applicant has proffered additional sidewalk and crosswalk improvements to complete the "first/last mile" connection from the DUV to the Banyan Street Station of the South Dade Transitway.

The work will include the removal of the three existing buildings that total 30,860 s.f.

## **ZONING HEARING HISTORY**

On January 21, 1947, the Board of County Commissioners approved Resolution 2396 to change zoning from RU-2 to GU for the west (approximate) half of the block, from RU-2 to BU-2 in the northeast quadrant of the block, and from RU-2 to BU-3 in the block's southeast quadrant.

On May 9, 1955, the Board of County Commissioners by Resolution 8305 approved with conditions to rezone from GU (Interim) RU-2 (two-family residential) to BU-1A, Neighborhood Business – Masonry for properties on the south part of the block.

On May 23, 1956, the Board of County Commissioners approved by resolution a variance of setback requirements to permit a cantilever extending 7 feet to the front on the property of the northeast quadrant of the block.

On April 23, 1957, the Board of County Commissioners approved a special permit to allow use of the 15-ft. setback on Perrine Avenue and Datura Street, and have a 6½-ft overhang on store fronts.

On June 20, 1957, the Board of County Commissioners approved Resolution 11745 approving a special permit for new lawn and patio supply sales and display, subject to conditions for the property that is on the west half (approximate) of the block.

On October 30, 1957, the Board of County Commissioners by resolution approved a variance to provide access to rear of lot parking for the property west of what is now 9742 Banyan Street.

On March 20, 1958, the Board of County Commissioners by Resolution 1159 approved a change of zone from RU-2 (Two-Family Residential) to BU-1A (Limited Business) the property that is just west of what is now 9742 Banyan Street.

On August 20, 1958, the Board of County Commissioners by Resolution 1966 denied the rezoning of the east part of the block from BU-1 (Neighborhood Business) and BU-1A Limited Business to BU-3 (Liberal Business). By the same resolution, the BCC approved a special permit for an automotive muffler and front-end service use establishment with required automobile lifts.

In 1967, the Board of County Commissioners approved Resolution Z-5-67 by the Director to rezone for all parts of land lying between the northbound and southbound sides of US-1.

On November 9, 1976, the Board of County Commissioners denied Resolution Z-317-76 to change zoning from BU-2 (Special Business) to BU-3 (Liberal Business) for the block's southwest quadrant.

On January 30, 1985, the Board of County Commissioners approved Resolution 4-ZAB-38-85 to permit and unusual use of a fortune teller with conditions, on the property that is now 9742 Banyan Street.

On July 4, 1996, the Board of County Commissioners denied Resolution 9999 to change zoning from BU-1 (Neighborhood Business) to BU-1A masonry (Limited Business) on the southwest quadrant.

On May 1, 2006, the Mayor and Village Council adopted Ordinance 06-06 creating the Franjo Triangle & US-1 Island (FT&I) Zoning District. The subject property, then part of the "Core Sub-District" was rezoned.

On September 9, 2015, the Council of the Village of Palmetto Bay approved and enacted the Franjo Activity Center as the Designation of this land on the Village Future Land Use Map.

On December 14, 2015, the Council of the Village of Palmetto Bay approved and enacted the Downtown Urban Village DUV) as the zoning district in force on these properties, all being within the DG Sector.

**NEIGHBORHOOD CHARACTERISTICS**

**Zoning District**

**Subject Property:**

Zoning District: Downtown Urban Village, DUV  
 DUV Sector: Downtown General, DG

**Surrounding Properties**

North: Downtown Urban Village, DUV  
 Downtown General (DG) Sector  
 South: Downtown Urban Village, DUV  
 Downtown General (DG) Sector  
 East: Downtown Urban Village, DUV  
 Downtown General (DG) Sector  
 West: Miami-Dade County,  
 Liberal Business, BU-3



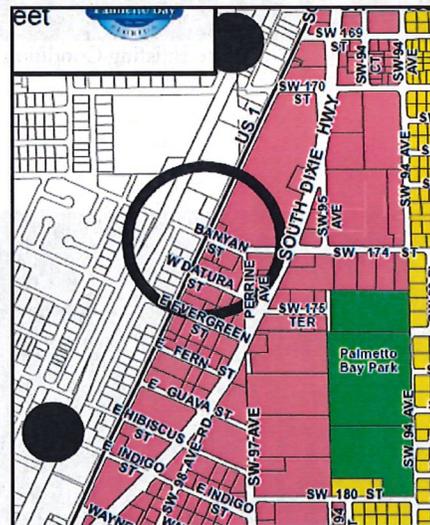
**Comprehensive Plan**

**Subject Property:**

FLUM Cat. Franjo Activity Center (FAC)  
 Community Urban Center (black circle)

**Surrounding Properties**

North: VPB Franjo Activity Center  
 Community Urban Center (black circle)  
 South: VPB Franjo Activity Center  
 Community Urban Center (black circle)  
 East: VPB Franjo Activity Center  
 Community Urban Center (black circle)  
 West: Miami-Dade County,  
 Industrial & Office (2020-2030 CDMP)



**Existing Conditions**

**Subject Property:**

The subject property is occupied by vacated 1-story commercial buildings that are obsolete to the intended development of the DG Sector of the DUV. The buildings occupy approximately 29% of the 2.42-acre site, with the rest of 1.7 acres occupied by unused surface parking. Landscaping is minimal. Pedestrian accommodation is not consistent with the objectives of the DG Sector of the DUV with sidewalks on all sides at 5 to 7-ft. wide. Landscaped buffering from parking or travel lanes ranges from 3 to 7-ft. wide. There are no pedestrian amenities.

**Surrounding Properties:**

North: New car auto sales surface inventory parking, building approx. 350-ft beyond  
 South: 1) Surface parking for religious use in 2-story office building; 2) parking in front of 1-story commercial building occupied by school; 3) historic Perrine Community House  
 East: 1) 2-story bank with drive-through; 2) 2-story bank with drive-through  
 West: Perrine general arterial commercial uses: 1) off-site fenced parking for new car dealer inventory; 2) 1-story commercial building



Site Existing Condition from intersection of Franjo Road and Banyan Street



Site Existing Condition from intersection of Fanjo Road and Datura Street



Site Existing Condition from intersection of Datura Street and US-1  
(photo prior to business occupants vacating)



Site Existing Condition from intersection of Datura Street and US-1

*Enumerate w  
Provisions*

**Project and Site Plan Description:**

**Description:**

The proposed site plan is for a new auto sales facility with ancillary services. The 3-story building occupies the full block. On the Franjo Road façade are located ground-level small retail spaces with front doors opening onto the landscaped sidewalk to address the priority of Franjo as the central pedestrian path for the center of the urban village. The building includes a through-drive for access to parking and queuing for service. The drive is covered, and is oriented north-south which preserves the Franjo side as pedestrian and avoids locating a vehicular drive on US-1.



Proposed Audi Auto Sales and Service conceptual image from corner of Banyan Street and US-1 (provided by applicant on June 26, 2017 as part of public workshop)

**Data:**

|                             |                            |                            |                         |                                 |               |                             |
|-----------------------------|----------------------------|----------------------------|-------------------------|---------------------------------|---------------|-----------------------------|
| Building Area:              |                            | <i>14,400</i>              |                         | <i>32,123</i>                   | <i>32,123</i> | <i>was whole floor area</i> |
| 1 <sup>st</sup> Floor:      | Sales – Office             | <i>32,123</i> sq. ft.      | Workshop                | <i>46,523</i> sq. ft.           |               |                             |
|                             | Service Drive:             | 15,137 sq. ft.             | Franjo Retail           | 6,004 s.f.                      |               |                             |
| 2 <sup>nd</sup> Floor:      | Sales – Office             | 7,676 sq. ft.              | Parking:                | 50,755 sq. ft.                  |               |                             |
| 3 <sup>rd</sup> Floor:      |                            |                            | Parking:                | 65,155 sq. ft.                  |               |                             |
| <u>Building Height:</u>     |                            | 3 stories                  |                         | <del>66 ft.</del> <i>44 ft.</i> |               |                             |
| Site Area:                  |                            | 2.42 acres                 |                         |                                 |               |                             |
| Impervious Area:            |                            | 2.22 acres                 | 91.7%                   |                                 |               |                             |
| Pervious Area:              |                            | 0.20 acres                 | 8.3%                    |                                 |               |                             |
| <u>Landscape Area:</u>      |                            | 0.245 acres                | 10.1%                   |                                 |               |                             |
| Frontages :                 |                            | Building                   | Lot                     | Bldg./Lot                       |               |                             |
| Franjo Road:                |                            | 270.6 ft.                  | 300.0 ft.               | %                               |               |                             |
| Banyan Street:              |                            | 272.4 ft.(non-continuous)  | 282.4 ft.               | 96.7%                           |               |                             |
| Datura Street:              |                            | 223.5 ft.                  | 402.9 ft.               | %                               |               |                             |
| <u>South Dixie Highway:</u> |                            | 130.0 ft.                  | 289.2 ft.               | 45.0%                           |               |                             |
| Setbacks:                   |                            | <i>street connectivity</i> | <i>street hierarchy</i> | <i>setback</i>                  |               |                             |
| Franjo Road:                |                            | Typical Street (TS)        | Priority B Street       | 6 ft.                           |               |                             |
| Banyan Street:              |                            | Typical Street (TS)        | Priority B Street       | 10 ft.                          |               |                             |
| Datura Street:              |                            | Typical Street (TS)        | B Street                | 10 ft.                          |               |                             |
| <u>South Dixie Highway:</u> |                            | US-1                       | A Street                | 6 ft.                           |               |                             |
| Required Parking:           |                            | 125 standard               | 5 HC                    | 130 Total                       |               |                             |
| Provided Parking:           |                            |                            |                         |                                 |               |                             |
|                             | On-site Surface:           | 27 std.                    | 2 HC                    | 29 Total                        |               |                             |
|                             | On-site Interior:          | 214 std.                   | 3 HC                    | 217 Total                       |               |                             |
|                             | <u>Off-site on street:</u> | 15 std.                    |                         | 15 Total                        |               |                             |
|                             |                            |                            |                         | 261 Total                       |               |                             |

*185246  
Sales area  
6,004 retail*



CORNER OF S.W. 97TH AVE. & W. DATURA ST.

Proposal conceptual image looking north along Franjo Road from intersection with Datura Street  
(provided by applicant on June 26, 2017 as part of public workshop)



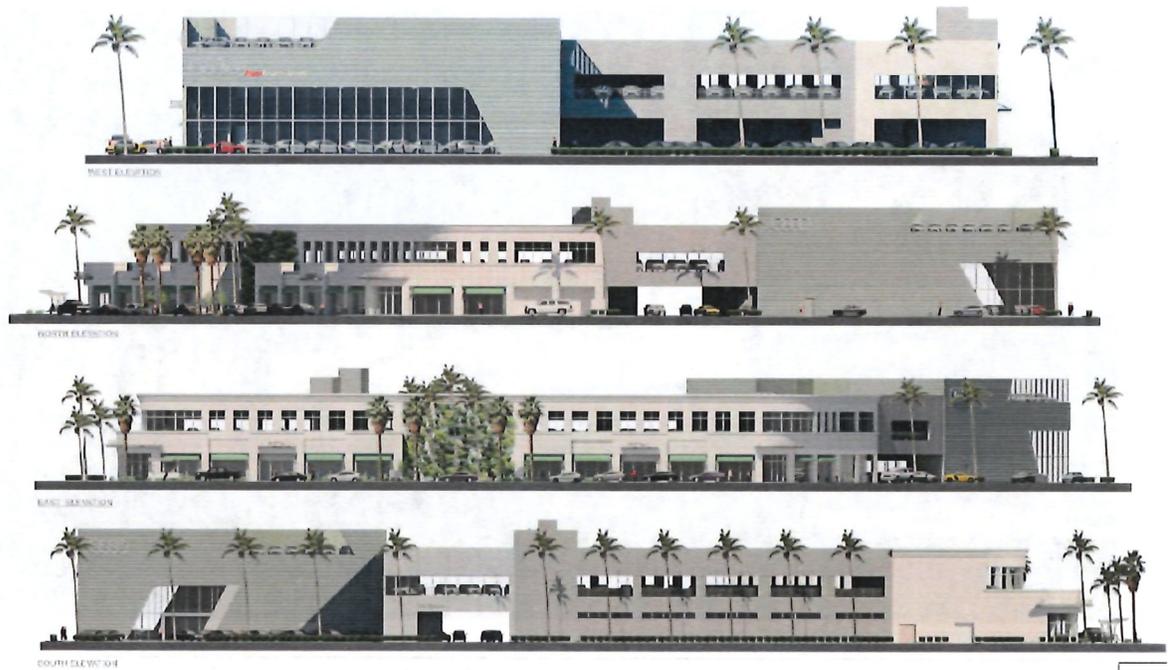
CORNER OF S.W. 97TH AVE. & W. DATURA ST.

Proposal conceptual image looking southwest along Franjo Road and Banyan Street  
(provided by applicant on June 26, 2017 as part of public workshop)

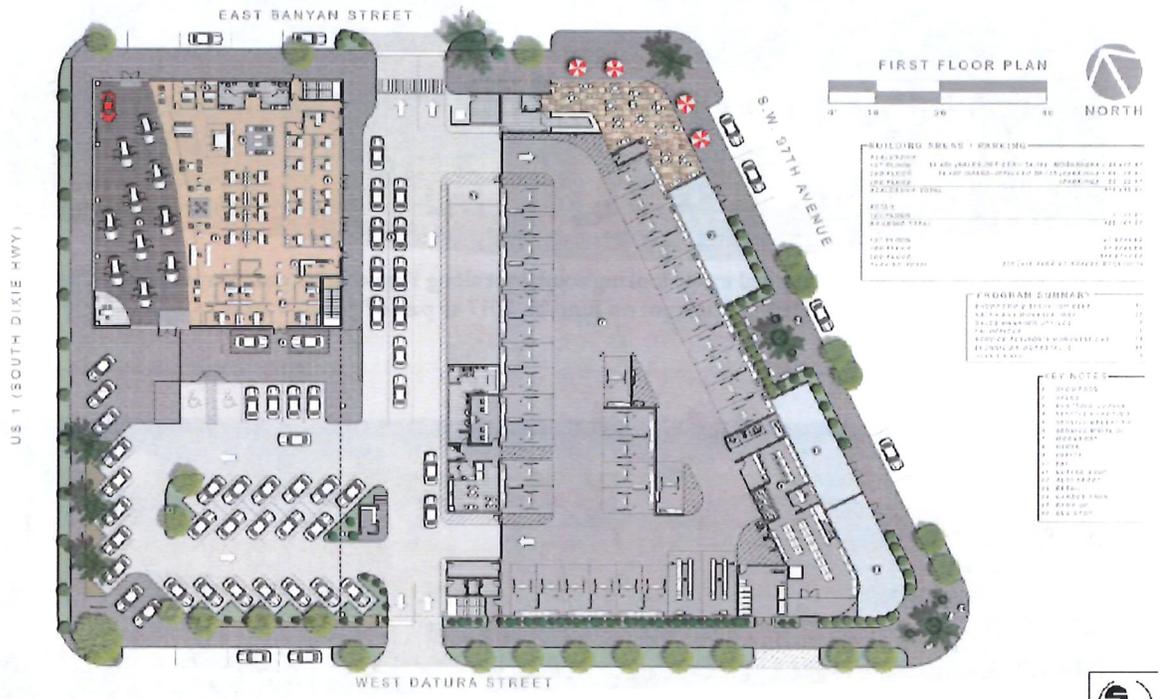


CORNER OF S. 61ST AVE. & W. DATURA ST.

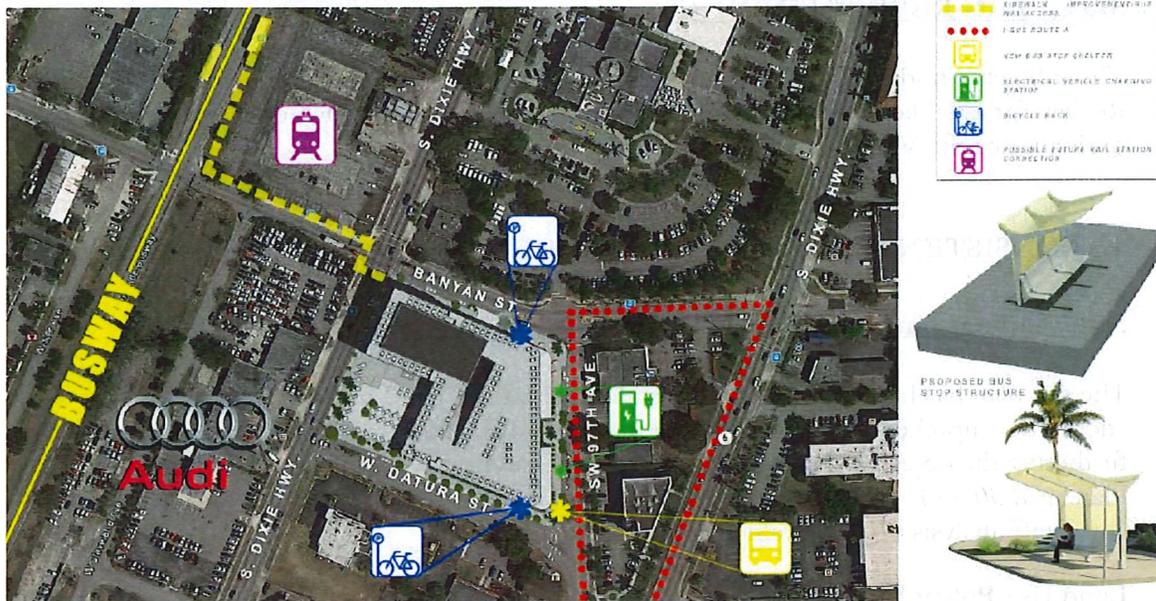
Proposal conceptual image looking northeast along US-1 from intersection with Datura Street  
(provided by applicant on June 26, 2017 as part of public workshop)



Proposal Elevations conceptual images  
 (provided by applicant on June 26, 2017 as part of public workshop)



Proposal Ground Floor Site Plan conceptual image  
 (provided by applicant on June 26, 2017 as part of public workshop)



Proposed off-site improvements  
 to create transit station pedestrian connections, bicycle storage and electric vehicle charging stations  
 proffered by applicant as condition of approval  
 (provided by applicant on June 26, 2017 as part of public workshop)

Off-Site Improvements:

As part of initiating development of a “complete-streets” and multimodal approach to support the Downtown Urban Village, the site plan includes:

- continuous improved sidewalks with landscape and on-street parking buffering. Sidewalks are 10-ft. wide to 15-ft width of effective pedestrian path, as shown on site plan;
- 1,200 s.f. public mini park / open space midblock along Franjo Road, as shown on site plan;
- 13 bicycle spaces: 7 will be on-site and 6 off-site as shown on site plan; six (6) will be offsite, subject to Village approval, along Banyan Street and Datura Street. The bicycle racks shall be installed prior to the issuance of certificate of occupancy for the project.
- Bike lane along the <sup>south</sup> ~~south~~-bound lane Franjo Road, as shown in site plan;
- Subject to approval of the Florida Department of Transportation, Miami-Dade County, the Village, and the issuance of all required governmental approvals, the Applicant will design and construct pedestrian improvements linking the southwest corner of Banyan Street and South Dixie Highway with the South Dade Transitway station just north of Banyan Street.
- Subject to Village approval, the Applicant shall install a I-Bus shelter at the corner of Franjo Road and Datura Street. The bus shelter shall be installed prior to the issuance of certificate of occupancy for the project.
- Subject to Village approval, the Applicant shall install electric vehicle charging stations open to the public in two of the proposed on-street parking spaces on Franjo Road. The charging stations shall be installed prior to the issuance of certificate of occupancy for the project.

## SITE PLAN REVIEW FINDINGS

The following findings have been made by staff pursuant to the requirements for Site Plan Review for a public hearing contained in Sec. 30-30.5(j)(1) a. through e. of the zoning ordinance of the Village of Palmetto Bay, Florida.

### a. CONSISTENT WITH THE COMPREHENSIVE PLAN

#### Staff Findings on Consistency with the Village Comprehensive Plan

The site plan has been found to be consistent with the Village of Palmetto Bay, Florida adopted Comprehensive Plan. Consistent means compatible with the principles of, and furthering the objectives, policies, land uses, and intensities of the Village Comprehensive Plan. (*Sec. 30-40.1. – Definitions*) Specific policies that the site plan furthers are cited below, with Staff analysis of the specific policy in blue italics.

#### **Land Use Policy 1.1.1**

Franjo Activity Center, (FAC)

- a. Mix of office, service, retail, entertainment, residential, community facilities, open space and transportation uses that will promote a lively, livable, and successful downtown area;
- b. Pedestrian oriented core;
- c. Promote mass transit and alternative transportation;
- d. Encourage the integration of transportation and transit systems with land use;
- e. Development and redevelopment at varying density and intensity ranges;
- f. Promote compact, innovative land development;
- g. Promote creative siting 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;
- h. Total densities and intensities of development to include 5,661 residential units, 1,500,000 s.f. of commercial/office/retail space, urban open space and recreational space toward a goal of 0.25 acres per 1,000 residents.

- *The project provides a commercial mixed-use project offering small-scale pedestrian-oriented retail along Franjo Road, supporting Part a, while providing a high-quality urban transition from US-1, leading potential patrons from high-volume vehicular traffic toward the Village's main street.*
- *The site plan provides a highly visible, strongly iconic building that while commercial in branding, will attract vehicular passers-by to new main-street development along Franjo Road, supporting Part g. Design considerations are proposed to adapt the automotive sales use to be viable in addressing US-1 and Franjo Road, and support the initial small-scale retail into the context of a development with a high likelihood of long-term market viability.*
- *In addition, the applicant has proffered of site enhancements to develop a higher quality continuous pedestrian connection between the South Dade Transitway, Banyan Street Station and Franjo Road, furthering Part c, and Part d.*

- *The site plan provides bicycle facilities in addition to high-quality pedestrian facilities, furthering Part b, Part c, and Part d.*
- *The site plan proposes a single-block integration of different commercial development that address both a large scale commercial use and small scale commercial uses, and places the different intensities at the correct locations, furthering Part e.*
- *The site plan provides for a large, new-car sales facility that is compact, vertical, urban and minimizes surface inventory storage and display, furthering Part f.*

#### **Land Use Policy 1.3.2**

Require that all new development and redevelopment maintain the adopted level-of-service standards for public facilities in this Plan concurrent with the build-out of planned projects.

*Adopted level-of-service standards for water, wastewater, and drainage public facilities will be maintained through the permitting process. Transportation levels-of-service are acceptable. (see Transportation Policies below).*

#### **Land Use Policy 1.7.5**

Provide landscaping within an average 50-foot right-of-way, whenever feasible adjacent to non-residential development.

*Landscaping meets or exceeds landscape requirements, with the exception of the corner of Banyan Street and US-1, where a design consideration has been requested and Staff recommends to accept with conditions.*

#### **Land Use Policy 1.7.8**

Study opportunities to provide landscape pockets with automatic irrigation systems along arterial streets that do not currently have landscaping to soften the visual effect of the block wall.

**Along Franjo Road (not an arterial), the site plan provides a landscape pocket park area with a living wall at the middle of the block.**

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

1. All development applications within the Urban Infill Area Transportation Concurrency Exception Area are exempt from transportation concurrency requirements; however the following level of service thresholds are established for reviewing projects within the UIA TCEA: (1) Where no public mass transit service exists, roadways shall operate at or above Level of Service E (100% of capacity), (2) Where mass transit service having headways of 20 minutes or less is provided within a half-mile distance, roadways shall operate at Level of Service of 120% of capacity (3) Where extraordinary transit service, such as express bus

- service exists, parallel roadways within a half-mile shall operate at no greater than 150% of their capacity; and
2. Between the UDB and UIA: (1) Where no public mass transit service exists, roadways shall operate at or above Level of Service D (90% of capacity) (2) Where mass transit service having headways of 20 minutes or less is provided within a half-mile distance, roadways shall operate at Level of Service E (100% of capacity) (3) Where extraordinary transit service, such as express bus service exists, parallel roadways within a half-mile shall operate at no greater than 120% of their capacity

*The applicant submitted an accepted traffic study, dated July 20, 2017 by a licensed professional engineer. The engineer has concluded that based on the analysis documented in the traffic report, "most impacted intersections and roadways are currently operating within the Village's acceptable LOS threshold and will continue to do so with the new traffic generated by the subject project. Therefore, no off-site improvements are required or recommended at this time. Lastly, it is fair to conclude that the subject project will not adversely impact the traffic operations within the study area." (p. 5, 22, Richard Garcia Associates, Traffic Impact Study, Audi Miami South, July 20, 2017)*

#### **Transportation Policy 2A.1.6**

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

*The site plan includes improvements to right-of-way public realm areas that include roadway, parking, bicycle, transit, and pedestrian facilities to be designed and constructed by the developer.*

#### **Transportation 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.

*Along Franjo Road, the site plan provides space for a bike lane outside of the parking lane. The site plan provides 13 securable spaces for bicycles located on 3 sides of the block.*

#### **Transportation Objective 2B.2 Transit Usage.**

Increase the transit modal split for all trips within the Village of Palmetto Bay.

*Along Banyan Street and the crossing at US-1, the applicant has proffered off-site improvements to enhance the continuous pedestrian connection from Franjo Road to the Banyan Street Station of the South Dade Transitway. The off-site improvements will be recommended as a condition of the development order.*

### **Transportation Policy 2C.1.1**

In connection with future development, require that adequate and safe internal circulation improvements take into consideration the provision that pedestrian and/or bicycle facilities be in place prior to issuance of final Certificate of Occupancy.

*The site plan includes improvements to right-of-way public realm areas that include bicycle and pedestrian facilities to be designed and constructed by the developer.*

### **Recreation and Open Space 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.

*Along Franjo Road, the site plan provides a landscape pocket park area with a living wall at the middle of the block. The park is not required and is additional to the pocket parks depicted in the DUV Public Open Spaces Plan (Sec. 2.04)*

### **Recreation and Open Space 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.

*Along Franjo Road, the site plan provides a landscape pocket park area with a living wall at the middle of the block. The park is not required and is additional to the pocket parks depicted in the DUV Public Open Spaces Plan (Sec. 2.04)*

### **Recreation and Open Space 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.

Along Franjo Road (not an arterial), the site plan provides a landscape pocket park area with a living wall at the middle of the block.

*The site plan provides 13 securable spaces for bicycles located on 3 sides of the block.*

**b. CONSISTENT WITH THE PURPOSE AND INTENT OF THE ZONING DISTRICT**

Consistency with the intent of the Zoning District and specifically with the DUV Sector, Section 2.02-B. Sector Plan – DG, of Sec. 30-50.23.1 - Downtown Urban Village. The DG Sector specifically provides: The Downtown General (DG) serves as a transition from the large properties abutting US1 into the area intended to become the main, pedestrian/bike-friendly, transit-connected Downtown Urban Village (DUV).

- a. This sector provides for flexible building types in the general form of flexible blocks and flex buildings, both of which may accommodate higher intensity commercial/retail at the ground level and offices or multi-unit residential on the floors above. More traditional 'urban big box' commercial uses may be accommodated in the Downtown General (DG) sector with a selection of other compatible uses, vertically integrated within the same building.
- b. Landscaping should consist of a more urban scale and pattern of planting with street trees planted in tree grates and landscape islands.
- c. Parking is permitted both on-site and off-site within the DG Sector

**Staff Findings on Consistency with Intent of the Zoning District**

**Use:**

The Automotive Use is a use that is permitted with conditions in the DG Sector of the DUV. The conditions are that automotive uses shall be permitted within the Downtown General (DG) sector subject to the following conditions:

- (a) Used sales shall only be permitted in conjunction with new sales; and
- (b) Ancillary sales, service and repair shall only be permitted in conjunction with new sales; and
- (c) No outside storage and/or display of merchandise, equipment, materials or supplies is permitted.

*(Sec. 30-50.23.2. - Regulating plans, 2.07, Uses, Table 4, Supplement to Table 4, D.2.)*

The retail uses along Franjo Road are permitted uses as either “Neighborhood Proprietor Commercial-Retail/Office and Services”, or “Food Beverage Establishments.”

The parking components would also be permitted use as a “Commercial Parking Structure.”

**Density:**

There are no residential units proposed.

**Intensity:**

The commercial components are proposed at a non-residential intensity of 3.14 Floor Area Ratio (FAR).

Building Type:

The proposal occupies the entire block and is a Flexible Block building type per Sec. 30-50.23.4. - Architecture standards Section 4.02 Permitted Building Types. A flexible block is a potential mixed-use building type, occupied by one of or a combination of multi-family residential, commercial or offices at the ground floor and office/multi-family residential units on the floor(s) above. The building is intended to front more than two street frontages and accommodate larger footprint commercial uses or structured parking within the envelope.

Bonuses or Other Special Permits:

There are no variances, reserve residential units, reserve commercial floor area, transfer of development rights, development bonuses, or any use which requires public hearing pursuant to the village's land development regulations.

**c. CONFORMANCE WITH ALL APPLICABLE REGULATIONS OF THE ZONING DISTRICT**

**Staff Findings on Conformance with Applicable Regulations of the Zoning District**

The proposal and a site plan are in conformance with all applicable requirements of the DG Sector of the DUV Zoning District as established at the time of submittal, with the exception of requested design considerations that were found to be necessary. Design considerations have been reviewed and analyzed, and are recommended for either acceptance or acceptance with conditions. Design Consideration requests are summarized in the Table on Page 18, with detailed findings for each contained in Attachment I.

|                                     |  |
|-------------------------------------|--|
| <b>Site Plan Review:</b>            | Acceptable with Design Considerations (see below)      |
| <b>Scale/Utilization of Site:</b>   | Acceptable with Design Considerations (see table p.19) |
| <b>Location of Building(s):</b>     | Acceptable with Design Considerations (see table p.19) |
| <b>Compatibility:</b>               | Acceptable with Design Considerations (see table p.19) |
| <b>Landscape Treatment:</b>         | Acceptable with Design Considerations (see table p.19) |
| <b>Open Space:</b>                  | Acceptable   |
| <b>Buffering:</b>                   | Acceptable   |
| <b>Access:</b>                      | Acceptable with Design Considerations (see table p.19) |
| <b>Visibility/Visual Screening:</b> | Acceptable with Design Considerations (see table p.19) |
| <b>Circulation:</b>                 | Acceptable with Design Considerations (see table p.19) |

Note: Design Consideration Summary Table Key:

 Green shading: recommendation to accept – design consideration is found to be necessary and consistent with the objectives of the DG Sector of the DUV District.

 Yellow shading: recommendation to accept with conditions – design consideration is found to be necessary and consistent with the objectives of the DG Sector of the DUV District upon the inclusion of conditions listed.

 Blue shading: design is found consistent with the objectives of the DG Sector of the DUV District – no Design Consideration is necessary.

### DESIGN CONSIDERATION SUMMARY

| DESIGN CONSIDERATION REQUEST       |  | RECOMMENDATION                | CONDITIONS  |       |
|------------------------------------|--|-------------------------------|-------------|-------|
| <b>Scale / Utilization of Site</b> |  |                               |             |       |
| 7                                  | To remove secondary build-to lines above 2 <sup>nd</sup> story on South Dixie Highway            | Accept                        | None        | 19    |
| 10                                 | To remove secondary build-to lines above 2 <sup>nd</sup> story on Banyan Street                  | Accept                        | None        | 19    |
| 14                                 | To remove secondary build-to lines above 2 <sup>nd</sup> story on Datura Street                  | Accept                        | None        | 19    |
| 18                                 | Allow 275-ft building frontage along Franjo Road instead of 250-ft. requirement                  | Accept                        | None        | 39    |
| 19                                 | Exception to vertical building articulation every 60-ft.   | Accept with conditions        | Yes (p. 50) | 40    |
| 20                                 | To allow 11-ft. high parapet over showroom only, where 40" is required                           | Accept                        | None        | 46    |
| 21                                 | To eliminate secondary massing element on Datura, Banyan and US-1 facades                        | Accept                        | None        | 44    |
| 24                                 | To increase 1 <sup>st</sup> floor height only for showroom from 18-ft. maximum to 20-ft.         | Accept                        | None        | 40    |
| <b>Location of Buildings</b>       |  |                               |             |       |
| 4                                  | Allow 36-ft. build-to line where 50-ft. is required along South Dixie Highway, only for showroom | Accept                        | None        | 19    |
| <b>Compatibility</b>               |  |                               |             |       |
| 1                                  | Allow on-site, outside vehicle display   | Accept with Conditions        | Yes (p. 30) | 15    |
| G1 - 3                             | Allow 51% glazing on Franjo Road - green wall  | Proposed Design is Consistent | None        | 19    |
| G1 - 6                             | Allow 37% glazing on South Dixie Highway   | Proposed Design is Consistent | None        | 19    |
| G1 - 9                             | Allow 18% glazing on Banyan Street   | Proposed Design is Consistent | None        | 19    |
| G1 - 13                            | Allow 13% glazing on Datura Street   | Proposed Design is Consistent | None        | 19    |
| 22                                 | Eliminate arcade requirement along Franjo Road in lieu of storefront option<br>↳ Arcade          | Proposed Design is Consistent | None        | 24    |
| 23                                 | Provide 14-ft. between columns in lieu of 10-ft. spacing   | Proposed Design is Consistent | None        | 62    |
| G1 - 25                            | Allow for reduction of ground floor glazing requirement  | Proposed Design is Consistent | None        | 63    |
| <b>Landscape</b>                   |  |                               |             |       |
| 16                                 | To allow interruption of street tree spacing in front of showroom                                | Accept with Conditions        | Yes (p. 47) | 39-39 |
| <b>Access</b>                      |  |                               |             |       |
| 2                                  | Allow for 11-ft. sidewalk with 4-ft. wide landscaping along Franjo Road                          | Proposed Design is Consistent | None        | 19    |
| 5                                  | Allow for 10½-ft. sidewalk where 16-ft. is required along South Dixie Highway                    | Accept                        | None        | 19    |
| 12                                 | Allow for 11-ft. sidewalk with 4-ft. wide landscaping along Datura Street                        | Proposed Design is Consistent | None        | 19    |
| <b>Visual Screening</b>            |  |                               |             |       |
| 15                                 | Reduce 30-ft. parking setback along US-1 and Datura Street                                       | Accept with Conditions        | Yes (p. 45) | 25    |
| <b>Circulation</b>                 |  |                               |             |       |
| 8                                  | Accept 40 to 45-ft. ROW cross-section on Banyan Street   | Proposed Design is Consistent | None        | 19    |
| 11                                 | Accept 40 to 45-ft. ROW cross-section on Datura Street   | Proposed Design is Consistent | None        | 19    |
| 17                                 | Eliminate 15-ft. wide paseo from Franjo Road to US-1   | Proposed Design is Consistent | None        | 19    |

19  
floor 3

G1 -  
G1 -  
G1 -  
G1  
G1 -

Streets p's 11, 17, 67  
13

12/50

## SITE PLAN APPROVAL SUMMARY OF CONDITIONS

### SCALE / UTILIZATION OF SITE

Design Consideration Request # 19 to allow for an exception to the building articulation requirement of a break in building facade every 60 feet maximum on buildings that occupy 150 feet of frontage.

Conditions:

1. Staff recommends acceptance of the design consideration for the Franjo Road Façade.
2. Staff recommends that the Banyan façade does not require vertical breaks.
3. Staff recommends that the US-1 façade does not require vertical breaks.
4. Staff recommends that the design consideration is not accepted for the Datura Street façade, and that shallow vertical breaks are required.

### COMPATIBILITY

Design Consideration Request # 1 to allow on-site, outside vehicle display

Conditions:

5. Limit the number and location to the area along US-1 as requested, with none along Datura Street. Acceptable locations are the three locations along US-1 are shown in the site plan, with 2 more in an interior location flanking the showroom entrance;
6. Display vehicles to be spaced at a distance of not less than <sup>6 ft.</sup>~~10-ft.~~ from each other, buildings, or landscaping;
7. That ground surface treatments are constructed and maintained pedestrian in appearance, and that any spillage of fluids from vehicles is with resulting stains removed completely;
8. That landscaping is not compromised;
9. That display vehicles are not located on pedestals, ramps, or any location other than with 4 inflated wheels on ground surface;
10. That at no time are display vehicles to be prepped, maintained, cleaned or detailed on the display location;
11. That vehicles are treated only as display with closed and locked doors, trunks and hoods, and removed to an inventory location to be shown to customers.

### LANDSCAPE

Design Consideration Request # 16 to allow interruption of street tree spacing in front of the showroom at the corner of Banyan Street and South Dixie Highway.

Conditions:

12. two additional trees are planted in front of the blank wall part of the showroom along Banyan Street at 25-ft. intervals, and;
13. that the four trees deleted along the US-1 sides are mitigated. *paid in mitigation bank*

## VISUAL SCREENING

Design Consideration Request # 15 to reduce the 30-ft. parking setback along US-1 and Datura Street.

Conditions:

14. On-site parking spaces along the US-1 side be reconfigured to maintain the sidewalk at 10½-ft. width and;
15. Maintain a minimum buffer equal to that along Datura Street, which is 6-ft. to 13-ft. following a diagonal parking space pattern;
16. That landscaping does not by design or maintenance permit walk-through from sidewalk to vehicular parking, and that landscaping meet all other requirements;
17. As an alternative, applicant may extend the outdoor new car display area thin place of the parking area, subject to all the conditions provided in Request #1; however, no additional display vehicles may be included above the conditions given in Request #1.

- d. **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.** 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.
- *The proposed development occupies an entire block. There are no adjoining properties.*
  - *Vehicular internal circulation is acceptable.*
  - *Pedestrian circulation s acceptable.*
  - *Disposition of open space is acceptable*
  - *The use of screening and buffering is acceptable with conditions to Design Consideration #15.*
  - *Building arrangements between buildings in the proposed development are acceptable.*
- e. Conformance with the village policy in respect to sufficiency of ownership, guarantee for completion of all required improvements and the guarantee for continued maintenance.
- *The proposal is on 5 contiguous parcels of land that together constitute the entire block. All 5 parcels were purchased by the applicant, and are under common ownership. Unity of title will be required as a condition of approval.*
  - *Completion of the required improvements, both off-site and on-site will be required as a condition of approval.*
  - *Continued maintenance of on-site and off-site peripheral improvements will be required as a condition of approval (as a recorded covenant running with the land).*

**RECOMMENDATION**

Staff recommends approval of the site plan, with acceptance of design considerations as provided and conditions as provided.



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Mark Alvarez  
Planning Consultant

**ATTACHMENTS**

- Attachment I Detailed Design Consideration Analysis
- Attachment II Location Aerial
- Attachment III Future Land Use Map Excerpt
- Attachment IV Zoning Map Excerpt
- Attachment V Public Notice: Advertisement, Mailing, Posting
- Attachment VI Application
- Attachment VII Plans: Boundary Survey
  - Site Plan
  - Elevations
  - First Floor
  - Second Floor
  - Third Floor
- Attachment VIII Traffic Study

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**ATTACHMENT I**  
**DESIGN CONSIDERATION ANALYSIS**

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## DESIGN CONSIDERATION ANALYSIS

Per Section 1.05-B. Urban design review procedure, of the DUV code, Section 30-50.23, All applications for development pursuant to section 30-50.23 shall require site plan review. Only those *site plans that include* variances, reserve residential units, reserve commercial floor area, transfer of development rights, development bonuses, any use which requires public hearing pursuant to the village's land development regulations, and/or *any other design considerations not contemplated by these provisions, shall be subject to public hearing review before the mayor and village council.*

The analysis herein is toward the design considerations sought by the applicant that pertain to design issues not contemplated by these provisions. Although the Section provides for a public hearing process for the Village Council to decide on acceptable design considerations for the site plan, criteria for determining acceptability are not contained in the Code.

### Analysis Organization:

- Criteria: To provide fair, even and factual analysis of the design considerations sought, the criteria listed in the section below have been used as the basis for the analysis and recommendation for each design consideration. Each criterion is evaluated to determine if the design consideration is consistent with the criteria. Consistency means that the design consideration generally supports the criteria, or does not countervail or diminish the criteria.
- Description: Since the design considerations are part of a site plan review, the project overall is briefly described in the subsection, "Project and Site Plan Description."
- Design Considerations: There are twenty-five (25) specific design considerations that are being requested. Many of the design considerations are for similar considerations; however, they are separate requests based on the street or façade where they are pertinent. Each design consideration is analyzed on a separate page, with the request, applicant's rationale, staff response, and analysis table summarizing how each design consideration meets the criteria.

**Design Consideration Criteria Applied:**

- b. That the design consideration is required to allow an alternative to design criteria that are mandatory, stated requirements of the DUV code or other parts of Sec. 30. Where the design criteria are not mandatory and consistently stated requirements of the DUV code, then the request has been noted as being consistent with the DUV with no further design consideration. Subsequent criteria and evaluation are not applied.
- c. That the design consideration is motivated by an inconsistency or need particular to the location, land, infrastructure or use that was not contemplated by the DUV code sections. The DUV regulations provide that where a conflict exists in the regulations, that the stricter criteria is applied; however, the staff analysis considers additional aspects of the design that are not anticipated. In these cases where staff finds that the design consideration is needed for a site plan that in other ways supports the objectives and goals of the district, and does not countervail key aspects of the DUV, DG Sector design requirements, then the design consideration is evaluated, and the following criteria are applied.
- d. Consistency with Comprehensive Plan, specifically Policy 1.1.1 of the Future Land Use Element
- e. Consistency with the intent of the Zoning District and specifically with the DUV Sector, Section 2.02-B. Sector Plan – DG, of Sec. 30-50.23.1 - Downtown Urban Village. The DG Sector specifically provides: The Downtown General (DG) serves as a transition from the large properties abutting US1 into the area intended to become the main, pedestrian/bike-friendly, transit-connected Downtown Urban Village (DUV).
  - a. This sector provides for flexible building types in the general form of flexible blocks and flex buildings, both of which may accommodate higher intensity commercial/retail at the ground level and offices or multi-unit residential on the floors above. More traditional 'urban big box' commercial uses may be accommodated in the Downtown General (DG) sector with a selection of other compatible uses, vertically integrated within the same building.
  - b. Landscaping should consist of a more urban scale and pattern of planting with street trees planted in tree grates and landscape islands.
  - c. Parking is permitted both on-site and off-site within the DG Sector.
- f. That the design consideration is allowed within the province of Village Council. These are: setback lines; lot width; street frontage; lot depth; lot coverage; landscape or open space requirements; height limitations; yard regulations; fence and wall regulations; signs; parking; and flood regulations approved under Section 30-100.6.
- g. Existence of special conditions or circumstances that are peculiar to the land, setting involved and which are not applicable to other lands, structures, or buildings in the DUV.
- h. Conditions or circumstances that are particular to the building use involved, if the use is an enumerated permitted use for the DUV. The use sought is for three-story auto sales center, with small retail space at street level along Franjo Road.
- i. That the design consideration is the minimum extent or magnitude of deviation from requirements to meet the requirements of the rational for the design consideration.

- j. The Village Council may prescribe appropriate conditions to the design consideration to ensure greater conformity with the Comprehensive Plan and Chapter 30. When made a part of the design considerations, the conditions must be included in the site plan.

Note 1: *Consistency or consistent* shall mean compatible with the principles of, and furthering the objectives, policies, land uses, and intensities of the village comprehensive plan. (Sec. 30-40.1. – Definitions) Generally used for these criteria to mean that it supports these objective and policies and does not countervail or diminish them.

Note 2: Criteria 3 through 11 are similar to non-use variance criteria and provide well-founded evaluation tests; however, their use does not imply that design considerations are non-use variances or are to be evaluated by the same criteria as non-use variances contained in Section 30-30.6(b) 1. through 9.

**Design Considerations:**

**Request 1: Design consideration to allow on-site, outside vehicle display**

Location: **South Dixie Highway, Datura Street**

Code Section: DUV Regulations, Section 30-50.23.2. *Regulating plans*, 2.07, *Uses*, Table 4, Supplement to Table 4, D.2 (c)

Applicant's Rationale: Due to the automotive use, the applicant requests this consideration in order to display a small segment of their vehicles. The applicant states that when they initially met with staff during the preapplication meeting to review the design of the facility, they agreed to minimize this area and only locate it along US-1.

Staff Analysis: The location of outdoor display is a typical component for new car sales along arterial streets, especially as showroom display may be more difficult to see at afternoon sun angles that cause reflectance on showroom glass. The location of the outdoor display spaces are limited in number to 7 of 41 total (17%). Location is limited to the US-1 side of the proposal with 5 of the 7 spaces at the edge near the sidewalk. On-site parking is permitted in the DG Sector, and the display vehicles are shown on plaza-like pavers instead of asphalt spaces. This treatment is superior to the parking which is allowed behind limited landscaping. It is also noted, that is vehicles are placed on a pedestrian surface in very limited numbers with adequate spacing and placed in a manner that is not like parking spaces, the vehicles can become a point of interest to pedestrians, similar to new car placements in shopping malls. This characteristic is dependent on strict adherence to conditions to maintain an appearance as a display and not as inventory.

**Staff recommends acceptance of the design consideration with conditions:**

- 1. Limit the number of display vehicles, their location, and spacing to the area along US-1 as requested and shown in the site plan. An alternative to the conditions of Design Consideration #15 allows expansion of this area, in which number of display vehicles is limited per the conditions for Design Consideration #15;**
- 2. Display vehicles to be spaced at a distance of not less than 6-ft. from each other or buildings. Trees may be placed closer than 6-ft. if interspersed between display vehicles to enhance the pedestrian area;**
- 3. That ground surface treatments are constructed and maintained pedestrian in appearance, and that any spillage of fluids from vehicles is with resulting stains removed completely;**
- 4. That display vehicles are not located on pedestals, ramps, or any location other than with 4 inflated wheels on ground surface;**
- 5. That at no time are display vehicles to be prepped, maintained, cleaned or detailed on the display location;**

- 6. That vehicles are treated only as display with closed and locked doors, trunks and hoods, and removed to the paved lot or other inventory location to be shown to customers;
- 7. Coordinate with the conditions for Design Consideration #15

| DESIGN CONSIDERATION #1 ANALYSIS OF CONSISTENCY WITH CRITERIA |  |            |  |
|---|--|------------|--|
| CRITERIA  | CONSISTENT                                     | COMMENTS   |  |
| 1   | The design consideration is required           | Yes        | Outdoor display is specifically restricted by Sec. 2.07 D. 2.(c) regarding automotive uses in the DG Sector.   |
| 2   | Motivated by need not contemplated in DUV code | No         | The automotive use is permitted with provisions, which include a restriction on outdoor display of merchandise / inventory.                              |
| 3   | Consistency with Comprehensive Plan            | Consistent | Development responds to the transitional intent of the DG, however, strict conditions are to be applied to maintain pedestrian appearance and function.  |
| 4   | Consistency with intent of DG Sector of DUV    | Consistent | DG is intended as a transition from the US-1 highway condition to pedestrian-oriented DUV.   |
| 5   | Allowed within the province of Village Council | Consistent | It is not prohibited.  |
| 6   | Special conditions peculiar to land            | No         | The land characteristics are not a causal factor.  |
| 7   | Conditions particular to the use               | Consistent | Although not universally so, outdoor display of vehicles is commonly an important characteristic of new-car sales facilities.                            |
| 8   | Design consideration is minimized              | Consistent | Through Pre-application process, outside vehicle display is minimized to 7 vehicles (17%) with 34-vehicle display spaces in interior spaces on 3 floors. |
| 9   | Village Council may impose conditions          | Consistent | Village Council may require condition to restrict extent of outside vehicle display to 7 vehicles as shown on site plan.                                 |

*Collection is all internal \* Collection*

**Request 2: Design consideration to allow for an 11' wide sidewalk with a 4' wide landscape strip adjacent to the proposed building.**

Location: **Franjo Road**

Code Section: DUV Regulations, Section 30-50.23.3. *Urban Design Standards*, Sec. 3.01. B. *Downtown General (DG) Sector Summary*, Franjo Road Requirements

Applicant's Rationale: There is a conflict between the Streets and Building Placement Table and the graphic located below the table. The table requests a 20-ft. sidewalk and the graphic shows a 15-ft. wide sidewalk (11-ft. walk path + 4-ft. landscape). The applicant proposes a 15-ft. wide landscape pedestrian zone along this street.

Staff Analysis: Staff notes that in the Street Type Plan, this part of Franjo Road, north of US-1 is categorized as a "Typical Street." (Sec. 30-50.23.5. - Street connectivity standards, Section 5.01, Figure 62, Street Type Plan) For a Typical Street (TS-U1). (Sec. 30-50.23.5, Sec 5.01 D.) provides that an 11-ft. sidewalk (diagram, 10' stated in table) is required. The 11-ft. width as proposed, does not inhibit pedestrian activity, and is consistent with pedestrian objectives of the DUV District and DG Sector.

**The design is consistent with the requirements of the DG Sector in the DUV. No design consideration is required. The design is acceptable**

**Request 3: Design consideration to allow for a reduction to the 70% glazing requirement down to 51%.**

**Location: Franjo Road**

**Code Section:** DUV Regulations, Section 30-50.23.3. *Urban Design Standards*, Sec. 3.01. B. *Downtown General (DG) Sector Summary*, Franjo Road Requirements

**Applicant's Rationale:** The glazing along this façade has been maximized as the design, structure and energy calculations allow. Further, the applicant is providing a living wall (included in the %) in the public park area that would make glazing on the wall in the public park impractical. The green wall along with the fenestration provided minimizes the areas of blank walls.

**Staff Analysis:** The proposal is an enumerated permitted use in the DG Sector, an "Automotive Use". As with other permitted uses in DG such as big-box retail, this use does not typically have extensive glazing on all sides at street level if it occupies an entire block.

The DUV regulations require 70% glazing on a TS-U1 Street for Commercial-Retail, Office and Residential uses, each also permitted uses enumerated for the Sector. Staff recognizes that automotive uses in the DG Sector and DUV overall are treated with distinction from Commercial-Retail, and are a separate and distinct use. The requirement states that it is applicable to "C-R/O only", and it is not applicable to this use.

Although not applicable, in the interest of considering the pedestrian condition on Franjo Road, it is understood that the is intent to activate the pedestrian street with "eyes on the street" and points of interest for pedestrians. Other treatments may also activate pedestrian paths, such as gathering places (such as pocket park), pedestrian amenities, and landscaping that is variegated. Of particular note, are the location of small retail spaces with glazing and doors to provide pedestrian points of interest that are not typical of this type of use. The reduced percentage of glazing is related to the pocket park and living wall, whereas the retail components along the Franjo façade meet this standard. See elevations, Attachment 8.

See also staff analysis for Design Consideration #25,

**The design is consistent with the requirements of the DG Sector in the DUV. No design consideration is required. The design is acceptable.**

**Further it is noted that on the Franjo Road façade, the proposal addresses the intent of the District to produce points of interest for an active, pedestrian, complete street.**

**Request 4: Design consideration to allow for a reduction to the required 50' build-to line. The proposed design has a 36' build-to line.**

Location: **South Dixie Highway (US-1)**

Code Section: DUV Regulations, Section 30-50.23.3. *Urban Design Standards*, Section 3.01. B. *Downtown General (DG) Sector Summary*, US-1 Requirements

Applicant's Rationale: The existing US-1 right-of-way is only 66' wide, not 100' wide as shown on the table and graphic. The applicant is requesting a design consideration in order to resolve it the issue.

Staff Analysis: The Table in the Sector Summary section requires that for facades fronting US-1, the primary build-to line be 50 ft. from the centerline of the road, where the roadway right-of-way (ROW) is 100 ft. cross-section. Essentially, the requirement is that the building is constructed at the edge of the ROW. Referring to the Boundary Survey in Attachment 5, the US-1 ROW at this location is 66-ft. wide. The centerline is 33 ft. from the property line; therefore, properly setting the build-to line at 33 ft. from the centerline of the road. "Build-to-line" is defined as, "A line established by the Street Connectivity Standards and determined by the street it abuts, which is parallel to the block face, along which the building shall be built." (Sec 30-50.23.6 Definitions). The proposal shows that the building wall is 36½ ft. from the ROW centerline. The build-to line is exceeded by 3½ ft. Staff notes that given that the curb line is fixed, the applicant has included a 10½ ft. landscape buffer to protect pedestrians from US-1 traffic. Reducing the build-to to 33 ft. would reduce the buffer, which is countervailing to pedestrian objectives.

**Staff recommends acceptance of the design consideration to allow 3½ additional feet for sidewalk and landscape buffer.**

| DESIGN CONSIDERATION #4 ANALYSIS OF CONSISTENCY WITH CRITERIA |  |            |  |
|---|--|------------|--|
| CRITERIA  |  | CONSISTENT | COMMENTS   |
| 1   | The design consideration is required           | Yes        | Build-to line is specifically required.  |
| 2   | Motivated by need not contemplated in DUV code | Yes        | The DUV code anticipated the US-1 ROW cross-section to be 100' where it is actually 66' at this location.  |
| 3   | Consistency with Comprehensive Plan            | Consistent | Design consideration accommodates the actual street ROW and enhances pedestrian objectives.                |
| 4   | Consistency with intent of DG Sector of DUV    | Consistent | Design consideration accommodates the actual street ROW and enhances pedestrian objectives.                |
| 5   | Allowed within the province of Village Council | Consistent | It is not prohibited.  |
| 6   | Special conditions peculiar to land            | Consistent | The change from 50' is caused by the different ROW of US-1. The difference from 33' is not caused by land. |
| 7   | Conditions particular to the use               | Consistent | The applicant states structural reasons.   |
| 8   | Design consideration is the minimized          | Consistent | Change is 11%  |
| 9   | Village Council may impose conditions          | Consistent | Village Council may impose additional design conditions. None are recommended.                             |

**Request 5: Design consideration to allow for a reduction to the 16' wide sidewalk requirement down to a 10' wide sidewalk with a portion of it in the ROW.**

**Location: South Dixie Highway (US-1)**

**Code Section:** DUV Regulations, Section 30-50.23.3. *Urban Design Standards*, Section 3.01. B. *Downtown General (DG) Sector Summary*, US-1 Requirements

**Applicant's Rationale:** Due to the 66-ft. wide right-of-way there is not enough space to provide a 16-ft. wide sidewalk in the right-of-way. Also, the current building footprint is at the absolute minimum that is economically developable. The requirement assumes a right of way width of 100 ft. and the requested design consideration is the only way available to the applicant to resolve this. Further, the applicant is proposing off-site improvements to improve pedestrian circulation such as sidewalk improvements, new bus shelter and possible future rail station connection.

**Staff Analysis:** The design consideration is related to the build-to line which is at the edge of the right-of-way (ROW), and requires sidewalks to be in the ROW. The requirement is that sidewalks along US-1 are 16 ft. wide where the roadway ROW is 100 ft. The Boundary Survey (Attachment 5) shows that the US-1 ROW at this location is 66-ft. wide. The centerline is 33 ft. from the property line; therefore, the anticipated 50 ft. to accommodate travel lanes, sidewalk and landscape buffer is 17-ft. less (34%). The site plan shows a 10½-ft. wide sidewalk protected from travel lanes by a 6-ft. landscape buffer. The sidewalk reduction of 35% is proportional to the reduced ROW width. The 10½-ft. width does not inhibit pedestrian activity, and is consistent with objectives of the DUV, and transitional DG Sector.

**Staff recommends acceptance of the design consideration to allow a 10½-ft. sidewalk.**

| DESIGN CONSIDERATION #5 CONSISTENCY WITH CRITERIA |  |            |  |
|---|--|------------|--|
| CRITERIA  |  | CONSISTENT | COMMENTS   |
| 1   | The design consideration is required           | Yes        | Sidewalk width is specifically required.   |
| 2   | Motivated by need not contemplated in DUV code | Yes        | The DUV code anticipated the US-1 ROW cross-section to be 100' where it is actually 66' at this location.  |
| 3   | Consistency with Comprehensive Plan            | Consistent | The sidewalk width of 10½ ft. along with buffering at this transitional location does not reduce pedestrian objectives .                             |
| 4   | Consistency with intent of DG Sector of DUV    | Consistent | The sidewalk width of 10½ ft. along with buffering and at the transitional location along US-1 does not reduce the pedestrian objectives of the DUV. |
| 5   | Allowed within the province of Village Council | Consistent | It is not prohibited.  |
| 6   | Special conditions peculiar to land            | Consistent | The reduced ROW is a factor.   |
| 7   | Conditions particular to the use               | Consistent | Not Applicable   |
| 8   | Design consideration is the minimized          | Consistent | Design consideration is proportional to the reduced ROW.   |
| 9   | Village Council may impose conditions          | Consistent | Village Council may impose additional design conditions. None are recommended.   |

**Request 6: Design consideration for a reduction to the 70% glazing requirement down to 37%.**

**Location: South Dixie Highway (US-1)**

**Code Section:** DUV Regulations, Section 30-50.23.3. *Urban Design Standards*, Section 3.01. B. *Downtown General (DG) Sector Summary*, US-1 Requirements

**Applicant's Rationale:** The portion of the building at the build-to line provides 89% glazing. The design consideration is driven, therefore, by the fact that the remainder of the building needs to be pushed back from the US 1 right of way to allow for additional frontage on Franjo Road.

**Staff Analysis:** The proposal is an enumerated permitted use in the DG Sector, an "Automotive Use". As with other permitted uses in DG such as big-box retail, this use does not typically have extensive glazing on all sides at street level if it occupies an entire block.

The DUV regulations require 70% glazing on US-1 for Commercial-Retail, Office and Residential uses, each also permitted uses enumerated for the Sector. Staff recognizes that automotive uses in the DG Sector and DUV overall are treated with distinction from Commercial-Retail, and are a separate and distinct use. The requirement states that it is applicable to "C-R/O only", and it is not applicable to this use.

See also staff analysis for Design Consideration #25.

**The design is consistent with the requirements of the DG Sector in the DUV. No design consideration is required. The design is acceptable.**

**Request 7: Design consideration to remove the required secondary build-to lines.**

Location: **South Dixie Highway (US-1)**

Code Section: DUV Regulations, Section 30-50.23.3. *Urban Design Standards*, Section 3.01. B. *Downtown General (DG) Sector Summary*, US-1 Requirements

Applicant's Rationale: The value to the public of the step-back design is far more important for the priority "main street" of Franjo Road, which is why the Applicant has moved this portion of the design from the US-1 frontage and is providing the secondary build-to elements along Franjo Road. The Applicant also needs to comply with Audi Terminal facility design guidelines along US 1, which do not allow any step-backs in this portion of the facade.

Staff Analysis: The section requires that for facades fronting US-1, the secondary build-to line (above 2 stories) be 65 ft. from the centerline of the road, where the roadway right-of-way (ROW) is 100 ft. cross-section. The requirement is that upper floors are built 15 ft. from the property line. The Boundary Survey in Attachment 5, shows that US-1 ROW at this location is 66-ft. wide, with the centerline 33 ft. from the property line; therefore, properly setting the secondary build-to line at 48 ft. from the centerline. "Build-to-line" is defined as, "A line established by the Street Connectivity Standards and determined by the street it abuts, which is parallel to the block face, along which the building shall be built." (Sec 30-50.23.6 Definitions). The building is 36½ ft. from the ROW centerline, and does not step back. Staff notes a goal of the DUV is to be more urban, and that this façade presents a 66-ft. high building at a 66-ft. roadway cross-section, creating an aspect ratio of 1:1, and an urban enclosure that supports urban objectives for the DUV.

**Staff recommends acceptance of the design consideration.**

| DESIGN CONSIDERATION # 7 ANALYSIS OF CONSISTENCY WITH CRITERIA |  |            |  |
|--|--|------------|--|
| CRITERIA   |  | CONSISTENT | COMMENTS   |
| 1  | The design consideration is required           | Yes        | Secondary build-to lines are specifically required.  |
| 2  | Motivated by need not contemplated in DUV code | Yes        | While the secondary build-to line is included on the more pedestrian Franjo Road side, the transitional nature of the US-1 façade benefits from a more urban aspect ratio. |
| 3  | Consistency with Comprehensive Plan            | Consistent | Design consideration accommodates the actual street ROW and enhances pedestrian objectives.  |
| 4  | Consistency with intent of DG Sector of DUV    | Consistent | Design consideration accommodates the actual street ROW and enhances pedestrian objectives.  |
| 5  | Allowed within the province of Village Council | Consistent | It is not prohibited.  |
| 6  | Special conditions peculiar to land            | In part    | It is in part due to a smaller ROW than code anticipated   |
| 7  | Conditions particular to the use               | Consistent | The automotive sales uses the building façade as part of its identity, integrating urban design with branding.   |
| 8  | Design consideration is the minimized          | No         | Only with respect to particular need of the use.   |
| 9  | Village Council may impose conditions          | Consistent | Village Council may impose additional design conditions. None are recommended.   |

**Request 8: Design consideration to the 50' – 60' right-of-way requirement.**

Location: **Banyan Street**

Code Section: DUV Regulations, Section 30-50.23.3. *Urban Design Standards*, Section 3.01. B. *Downtown General (DG) Sector Summary*, TS-U1 Requirements

Applicant's Rationale: According to the survey, the right-of-way varies from 40 ft. to 45 ft. along this facade. As with the US 1 frontage, the DUV standards do not reflect the actual width of the right-of-way and the only tool available to the applicant is to seek a design consideration to resolve that issue.

Staff Analysis: The survey provided in Attachment 5, shows the right-of-way (ROW) for Banyan Street to be 45 ft., with the centerline 20 ft. from the applicant's property line (25-ft. on north side). Banyan Street is a Typical Street in the Urban Street Plan (Section 30-50.23.5, Figure 62) and a Priority B Street in the Street Hierarchy Plan (Section 30-50.23.2, Figure 5). To cure the 10% deficiency, the applicant would have to dedicate the additional 5 ft.; however, there is no rationale for the dedication since the site plan provides a 15-ft. sidewalk, pedestrian buffering in the form of a 9-ft. on-street parking lane and landscaped bulb-outs, and there is sufficient pavement for an 11-ft. travel as shown in the Thoroughfare Standards for TS-U1 streets (Sec. 30-50.23.5, Figure 69).

Further, staff notes that the inclusion of ROW in the requirements tables is not clearly distinguished as a reference or requirement. If it is a requirement, text stating the requirement for ROW dedication should include a correct and specific map showing the future streets plan with specific ROW cross-sections. Section 30-50.23.5 states that property owners shall be responsible for the right-of-way on all sides of development, considered street frontage (p.67); however, Section 30-50-.23.1 states that Street Connectivity Standards are guidelines (p.1). Further, the Sector Summary table (p. 23) provides that the ROW for a TS-U1 Street Type is 50-ft. to 60-ft., while Section 30-50.23.5 shows a 60-ft. ROW cross-section (p.71)

Staff finds that the contextual reference in the text, tables and diagrams for ROW width is not consistent and should not compel the Village until corrected to require dedication of private lands, especially when complete street objectives are substantially met.

**The design is not inconsistent with the current requirements of the DG Sector in the DUV. No design consideration is required. The design is acceptable.**

**Request 9: Design consideration for a reduction to the 70% glazing requirement down to 18%.**

**Location: Banyan Street**

**Code Section:** DUV Regulations, Section 30-50.23.3. *Urban Design Standards*, Section 3.01. B. *Downtown General (DG) Sector Summary*, TS-U1 Requirements

**Applicant's Rationale:** Because of the need to focus on the Franjo corridor, there is limited building frontage along Banyan Street. There are structural and energy guidelines that are limiting the glazing along this frontage as well.

**Staff Analysis:** The proposal is an enumerated permitted use in the DG Sector, an "Automotive Use". As with other permitted uses in DG such as big-box retail, this use does not typically have extensive glazing on all sides at street level if it occupies an entire block.

The DUV regulations require 70% glazing on a Typical TS-U1 Street for Commercial-Retail, Office and Residential uses, each also permitted uses enumerated for the Sector. Staff recognizes that automotive uses in the DG Sector and DUV overall are treated with distinction from Commercial-Retail, and are a separate and distinct use. The requirement states that it is applicable to "C-R/O only", and it is not applicable to this use. The 70% glazing requirement is not applicable to this façade, except for the retail portion that is on the corner with Franjo Road which appears to meet the criteria. This portion of the façade is substantially glazed and appears to meet the requirement; however, staff recommends that the applicant state the percentage of glazing on this part as a condition of this finding.

See also the analysis for Design Consideration #25.

**The design is consistent with the requirements of the DG Sector in the DUV. No design consideration is required. The design is acceptable, conditioned on the applicant state the percentage of glazing on the retail portion of this façade.**

**Request 10: Design consideration to remove the required secondary build-to lines.**

Location: **Banyan Street**

Code Section: DUV Regulations, Section 30-50.23.3. *Urban Design Standards*, Section 3.01. B. *Downtown General (DG) Sector Summary*, TS-U1 Requirements

Applicant's Rationale: The value to the public of the stepback design is far more important for the priority "main street" of Franjo Road, which is why the Applicant has moved this portion of the design from the Banyan frontage to the Franjo Road corridor. The Applicant also needs to comply with Audi Terminal facility design guidelines, which do not allow any stepbacks in this portion of the facade.

Staff Analysis: The section requires that for facades fronting Banyan Street, the secondary build-to line (above 2 stories) be 45 ft. from the centerline of the road, where the roadway right-of-way (ROW) is 50 ft. to 60 ft. in cross-section. The Boundary Survey in Attachment 5, shows that Banyan Street ROW at this location is 45-ft. wide, with the centerline 20 ft. from the property line; therefore, properly setting the secondary build-to line at 25 ft. from the property line. The upper floor of the building is 35 ft. from the ROW centerline., with 20 ft. of ROW and 15 ft. of setback, and no step-back. The secondary build-to line is deficient by 10 ft.

Staff notes that as a goal of the NUV is to be more urban, this façade presents a 66-ft. high building at a 45-ft. roadway cross-section, creating an aspect ratio of 1.3:1, and an urban enclosure that supports objectives for the DUV. Also, the proposal uses the building façade as part of its identity, integrating urban design with branding, which is a superior urban alternative to separate signage.

**Staff recommends acceptance of the design consideration.**

| DESIGN CONSIDERATION #10 ANALYSIS OF CONSISTENCY WITH CRITERIA |  |            |   |
|--|--|------------|---|
|  |  |            | COMMENTS  |
| 1  | The design consideration is required           | Yes        | Secondary build-to lines are specifically required.   |
| 2  | Motivated by need not contemplated in DUV code | Yes        | While the secondary build-to line is included on the more pedestrian Franjo Road side, the transitional nature of the Banyan façade may benefit from a more urban aspect ratio. |
| 3  | Consistency with Comprehensive Plan            | Consistent | Design consideration provides urban enclosure and design, and does not reduce pedestrian objectives.  |
| 4  | Consistency with intent of DG Sector of DUV    | Consistent | Design consideration provides urban enclosure and design, and does not reduce pedestrian objectives.  |
| 5  | Allowed within the province of Village Council | Consistent | It is not prohibited.   |
| 6  | Special conditions peculiar to land            | In part    | The change from 50' is caused by the different ROW of US-1. The remainder is not caused by the land.  |
| 7  | Conditions particular to the use               | Consistent | The automotive sales uses the building façade as part of its identity, integrating urban design with branding.  |
| 8  | Design consideration is the minimized          | No         | Only with respect to particular needs of the use.   |
| 9  | Village Council may impose conditions          | Consistent | Village Council may impose additional design conditions. None are suggested.  |

**Request 11: Design consideration to the 50-ft. to 60-ft. right-of-way requirement.**

Location: **Datura Street**

Code Section: DUV Regulations, Section 30-50.23.3. *Urban Design Standards*, Sec. 3.01. B. *Downtown General (DG) Sector Summary*, TS-U1 Requirements.

Applicant's Rationale: According to the survey, the right-of-way varies from 40 ft. to 45 ft. along this facade. As with the US 1 frontage, the DUV standards do not reflect the actual width of the right of way and the only tool available to an applicant is to seek a design consideration to resolve that issue.

Staff Analysis: The survey provided in Attachment 5, shows the right-of-way (ROW) for Datura Street to be 45 ft., with the centerline 20 ft. from the applicant's property line (25 ft. on north side). Datura Street is a Typical Street in the Urban Street Plan (Section 30-50.23.5, Figure 62) Datura Street is a B Street in the Street Hierarchy Plan (Section 30-50.23.2, Figure 5). To cure the 10% deficiency, the applicant would have to dedicate the additional 5 ft.; however, there is no rationale for the dedication since the site plan provides a 10-ft. sidewalk, a 4.4-ft. interior landscape strip, pedestrian buffering in the form of a 9½-ft. on-street parking lane and outside landscape strip, and there is 24 ½ ft. of pavement from curb to curb for two 12-ft. lanes of local traffic. As shown, the street cross-section is sufficient to accommodate the Thoroughfare Standards for TS-U1 streets (Sec. 30-50.23.5, Figure 69); however, consistency with these standards would require an 11-ft. sidewalk, 9-ft. landscape strip, and 10-ft. vehicular travel lane.

Further, staff notes that the inclusion of ROW in the requirements tables is not clearly distinguished as a reference or requirement. If it is a requirement, text stating the requirement for ROW dedication should include a correct and specific map showing the future streets plan with specific ROW cross-sections. Section 30-50.23.5 states that property owners shall be responsible for the right-of-way on all sides of development, considered street frontage (p.67); however, Section 30-50-23.1 states that Street Connectivity Standards are guidelines (p.1). Further, the Sector Summary table (p. 23) provides that the ROW for a TS-U1 Street Type is 50-ft. to 60-ft., while Section 30-50.23.5 shows a 60-ft. ROW cross-section (p.71)

Staff finds that the contextual reference in the text, tables and diagrams for ROW width is not consistent and should not compel the Village until corrected to require dedication of private lands, especially when complete street objectives are substantially met.

**The design is not inconsistent with the current requirements of the DG Sector in the DUV. No design consideration is required. The design is acceptable.**

**Request 12: Design consideration to allow for an 11' wide sidewalk with a 4' wide landscape strip adjacent to the proposed building.**

Location: **Datura Street**

Code Section: DUV Regulations, Section 30-50.23.3. *Urban Design Standards*, Section 3.01. B. *Downtown General (DG) Sector Summary*, TS-U1 Requirements

Applicant's Rationale: The regulations require a 10' wide sidewalk along this street. The Applicant is seeking to widen the sidewalk and provide some additional landscaping. This will help enhance pedestrian accessibility, especially between the busway and the core of the DUV. Further, the applicant is proposing a number of offsite improvements to improve pedestrian circulation such as sidewalk improvements, new bus shelter and possible future rail station connection."

Staff Analysis: The design consideration is related to the build-to line which is at the edge of the right-of-way (ROW), and essentially requires sidewalks to be in the ROW. The Table in the Sector Summary section requires that sidewalks along an Urban TS-U1 Street are 10 ft. wide where the roadway ROW is 50 ft. to 60 ft. The proposed site plan shows a 10-ft. wide sidewalk with 4.4 ft.-wide landscape strip along the building and protected from travel lanes by a 9½-ft. landscape buffer. The sidewalk width is consistent with the DUV DG requirement cited above. The landscape buffer at the street edge is consistent with TS-U1 Thoroughfare Standards in Figure 69 of Sec. 30-50.23.5.

**The design is consistent with the requirements of the DG Sector in the DUV. No design consideration is required. The design is acceptable**

**Request 13: Design consideration for a reduction to the 70% glazing requirement down to 13%.**

**Location: Datura Street**

**Code Section:** DUV Regulations, Section 30-50.23.3. *Urban Design Standards*, Section 3.01. B. *Downtown General (DG) Sector Summary*, TS-U1 Requirements

**Applicant's Rationale:** The Audi Terminal facility design limits the amount of glazing on this elevation.

There are also structural and energy guidelines that are limiting the glazing along this elevation as well.

**Staff Analysis:** The proposal is an enumerated permitted use in the DG Sector, an "Automotive Use". As with other permitted uses in DG such as big-box retail, this use does not typically have extensive glazing on all sides at street level if it occupies an entire block.

Datura Street is as a "Typical Street." (Sec. 30-50.23.5. - Street connectivity standards, Section 5.01, Figure 62, Street Type Plan). For a Typical Street, with respect to glazing, the requirement is 70%; however, the table notes that this requirement is only for Commercial-Retail (C-R) and Office (O) only. The Datura Street façade is primarily "Automotive Use" as enumerated in the permitted uses for the DG Sector. The 70% glazing requirement is not applicable to this façade, except for the retail portion that is on the corner with Franjo Road which appears to meet the criteria. This portion of the façade is completely glazed and meets the requirement.

See also, the analysis of Design Consideration #25.

**The design is consistent with the requirements of the DG Sector in the DUV. No design consideration is required. The design is acceptable.**

**Request 14: Design consideration to remove the required secondary build-to lines.**

Location: **Datura Street**

Code Section: DUV Regulations, Section 30-50.23.3. *Urban Design Standards*, Section 3.01. B. *Downtown General (DG) Sector Summary*, TS-U1 Requirements

Applicant's Rationale: The value to the public of the step-back design is far more important for the priority "main street" of Franjo Road, which is why the Applicant has moved this portion of the design from the Datura frontage to the Franjo Road corridor. The Applicant also needs to comply with Audi Terminal facility design guidelines, which do not allow any step-backs in this portion of the facade.

Staff Analysis: The section requires that for facades fronting Datura Street, the secondary build-to line (above 2 stories) be 45 ft. from the centerline of the road, where the roadway right-of-way (ROW) is 50 ft. to 60 ft. in cross-section. The Boundary Survey in Attachment 5, shows that the Datura Street ROW is 40-ft. wide, with the centerline 20 ft. from the property line; therefore, properly setting the secondary build-to line at 25 ft. from the property line. The upper floor of the building is 14.4 ft. from the ROW centerline., with 20 ft. of ROW, 14.4 ft. of setback and no step-back. The secondary build-to line is deficient by 10.6 ft.

Staff notes that as a goal of the NUV is to be more urban, this façade creates an aspect ratio of 1.5:1, and an urban enclosure that supports objectives for the DUV. Also, the proposal has less frontage width along Datura Street: 268.6 ft. building frontage along the 402.9 ft. lot frontage (66.7%). This, and that the building is on the north side of the street mitigates any possible shadowing.

**Staff recommends acceptance of the design consideration.**

| DESIGN CONSIDERATION #14 ANALYSIS OF CONSISTENCY WITH CRITERIA |  |            |   |
|--|--|------------|---|
| CRITERIA   |  | CONSISTENT | COMMENTS  |
| 1  | The design consideration is required           | Yes        | Secondary build-to lines are specifically required.   |
| 2  | Motivated by need not contemplated in DUV code | Yes        | While the secondary build-to line is included on the more pedestrian Franjo Road side, the transitional nature of the Datura façade may benefit from a more urban aspect ratio. |
| 3  | Consistency with Comprehensive Plan            | Consistent | Design consideration provides urban enclosure and design, and does not reduce pedestrian objectives.  |
| 4  | Consistency with intent of DG Sector of DUV    | Consistent | Design consideration provides urban enclosure and design, and does not reduce pedestrian objectives.  |
| 5  | Allowed within the province of Village Council | Consistent | It is not prohibited.   |
| 6  | Special conditions peculiar to land            | In part    | The change from 45' is caused by the different ROW of US-1. The remainder is not caused by the land.  |
| 7  | Conditions particular to the use               | Consistent | The building occupies 67% of the block and is located on the north side, limiting shadow.   |
| 8  | Design consideration is the minimized          | No         | Only with respect to the particular needs of the use.   |
| 9  | Village Council may impose conditions          | Consistent | Village Council may impose additional design conditions. None are suggested.  |

**Request 15: Design consideration to reduce the 30' parking setback requirement along US-1 to 3'.**

**Location:** South Dixie Highway, West Datura Street

**Code Section:** DUV Regulations, Section 3.02. B.5. *Parking Access and Setbacks*

**Applicant's Rationale:** Due to the Automotive Use, we are requesting this consideration in order to display a small segment of our vehicles. When we initially met with staff during our preapplication meeting to review the design of the facility, we agreed to minimize the parking lot area and only locate it on the southwest corner of the property. Please note that the parking setback varies from 3' to 10' with an average of 6.5'."

**Staff Analysis:** The request is related to Request 1 for on-site, outside vehicle display. The proposed site plan (Attachment 6) shows surface parking amounting to 29 marked spaces, and an additional 7 locations on pedestrian pavers for inventory display (subject of request 1). This request addresses the 29 marked and paved spaces on the southwest corner of the property. The applicant states that these spaces will be primarily used for additional inventory (not including the 2 HC spaces), and that the primary parking for customers will be by valet services, similar to other urban new car retailers of luxury brands. The valet station is located at between this parking area and the main north-south interior drive. Staff and employees are also to use upper floor parking. (The program summary shows work stations for approximately 80 employees)

Along Datura Street, 7 diagonal parking spaces are buffered by approximately 6 to 13 ft. of landscape. Along US-1, 5 diagonal spaces are buffered by 3 to 10 ft. of landscape, and the sidewalk that is 10½-ft. at the showroom is narrowed to 6½ ft. Landscape buffering and sidewalk along US-1 are not consistent with DUV objectives, and staff recommends conditions to upgrade this area consistent with the DG Sector.

**Staff recommends acceptance of the design consideration with conditions:**

- 1. On-site parking spaces and display areas along the US-1 side be reconfigured to maintain the sidewalk at 10½-ft. width, as it is to the north of this area;**
- 2. Maintain a minimum buffer equal to that along Datura Street, which is 6-ft. to 13-ft. in a diagonal pattern or 9½-ft. minimum if not in a diagonal saw-tooth pattern;**
- 3. Landscaping does not by design or maintenance permit walk-through from sidewalk to paved vehicular parking, and that landscaping meet all other Village requirements;**
- 4. As an alternative, applicant may extend the depth of the outdoor new car display area in place of the part of the parking area, subject to maintaining a 6-ft depth of landscape behind the display area and in front of the paved lot subject to all the conditions provided in Request #1; however, no additional vehicles may be added beyond the sum of the two areas shown on the site plan.**

| <b>DESIGN CONSIDERATION #15 ANALYSIS OF CONSISTENCY WITH CRITERIA</b> |   |                 |   |
|---|---|-----------------|---|
| <b>CRITERIA</b>   | <b>CONSISTENT</b>                                     | <b>COMMENTS</b> |   |
| <b>1</b>  | <b>The design consideration is required</b>           | Yes             | Parking setback is specifically required at 30 ft.  |
| <b>2</b>  | <b>Motivated by need not contemplated in DUV code</b> | Yes             | There is adequate parking; there is no demonstrated need. Display vehicles are part of Request #1. This parking is general parking that may be used for inventory or customers. |
| <b>3</b>  | <b>Consistency with Comprehensive Plan</b>            | Consistent      | The Datura side more adequately meets the general objectives of the land use category. The US-1 side requires more setback.   |
| <b>4</b>  | <b>Consistency with intent of DG Sector of DUV</b>    | Consistent      | The Datura side more adequately meets the general objectives of the land use category. The US-1 side requires more setback.   |
| <b>5</b>  | <b>Allowed within the province of Village Council</b> | Consistent      | It is not prohibited.   |
| <b>6</b>  | <b>Special conditions peculiar to land</b>            | Not Applicable  | The request is not related to land or ROW conditions.   |
| <b>7</b>  | <b>Conditions particular to the use</b>               | Consistent      | While customer parking is important to the use, the need for 27 spaces is not demonstrated as critical.   |
| <b>8</b>  | <b>Design consideration is the minimized</b>          | Consistent      | Design consideration is not minimized. Datura side provides 30% of requirement and US-1 side provides 10% of requirement without justification.                                 |
| <b>9</b>  | <b>Village Council may impose conditions</b>          | Consistent      | Conditions to increase landscape and sidewalk on US-1 side recommended.   |

**Request 16: Design consideration from the requirement that street trees shall be planted at an average of 25' on center.**

Location: **Banyan Street, South Dixie Highway**

Code Section: DUV Regulations, Section 4.03. *General Development Parameters: a. Item F.2. Landscape Standards*

Applicant's Rationale: Audi will not approve trees to be planted in front of the showroom glazing. The applicant requests that this requirement is waived along in front of the building at the showroom volume at the corner of US-1 and Banyan Street."

Staff Analysis: The applicant requests that street trees that will block the fully glazed view of showroom display not be planted. The US-1 facade of the showroom is 120 linear feet, of which 103-ft. are glazed and the remainder to the south is wall. Just beyond to the south is paver surface where three outdoor vehicle display spaces are. While a single street tree may be included in front of the wall area, it would block the view of outdoor display from southbound vehicles. Further, one midblock tree may be awkward in appearance. The Banyan Street façade is 120 linear feet, of which 40 ft. is glazed. From the end of the glazing, there is a tree just beyond the edge of the showroom, approximately 85-ft. away. Two additional trees on this façade of blank wall would be beneficial to the district, and not reduce visibility of the showroom display.

**Staff recommends acceptance of the design consideration with conditions:**

1. **two additional trees are planted in front of the blank wall part of the showroom along Banyan Street at 25-ft. intervals, and;**
2. **that the four trees deleted along the US-1 sides are mitigated**

| DESIGN CONSIDERATION #16 ANALYSIS OF CONSISTENCY WITH CRITERIA |  |            |  |
|--|--|------------|--|
| CRITERIA   |  | CONSISTENT | COMMENTS   |
| 1  | The design consideration is required           | Yes        | Street tree planting is specifically required at 25 ft.  |
| 2  | Motivated by need not contemplated in DUV code | No         | The need for branding and visibility of a blank wall is not sufficient for this criterion.                           |
| 3  | Consistency with Comprehensive Plan            | Consistent | Balances the general objectives of the land use category with the needs of the uses.                                 |
| 4  | Consistency with intent of DG Sector of DUV    | Consistent | Balances the general objectives of the land use category with the needs of the uses.                                 |
| 5  | Allowed within the province of Village Council | Consistent | It is not prohibited.  |
| 6  | Special conditions peculiar to land            | No         | The request is not related to land or ROW conditions.  |
| 7  | Conditions particular to the use               | Consistent | The automotive use is a permitted use with showroom visibility requirements along US-1                               |
| 8  | Design consideration is the minimized          | Consistent | Design consideration is not minimized. Additional trees are possible on Banyan without reducing showroom visibility. |
| 9  | Village Council may impose conditions          | Consistent | Conditions to add trees on Banyan side in front of wall part of showroom are recommended.                            |

**Request 17: Design consideration to eliminate the 15' wide pedestrian paseo requirement.**

Location: **Franjo Road through to South Dixie Highway**

Code Section: DUV Regulations, Section 4.03, Part G.3(a) *Frontage Standards*

Applicant's Rationale: The paseo requirement along Franjo Road would require the applicant to split up the service department into two (2) halves and the building would not function. The visual benefit of breaking up the building wall at the pedestrian level has been accomplished with the introduction of the recess and green wall element in the center of that frontage. As an offset the applicant proposes to increase the number of trees along the southwest corner of the property.

Staff Analysis: Section 4.03, Part G. *Frontage Standards* requires a paseo for frontages greater than 300 feet. recognize proximity to future transit station. Only the Datura Street elevation is on a street frontage than is greater than 300 feet. (402.9-ft.). The frontage across from the Datura Street side is Banyan Street, which is a frontage of 282.4-ft. The Banyan frontage does not meet the criteria to require a paseo.

While the illustrative diagram on p.8 of the DUV code shows a paseo here, Section 2.05, Street Hierarchy Plan does not show a "B Street" through this block, even though the new midblock "B Streets" are shown bifurcating the blocks south of Datura Street, and a "Priority B Street" extending Franjo Road is shown through the property to the north. The omission on this block informs staff that the DUV code does not intend for a pedestrian connection through this block.

Lastly, the Automotive Use, as an enumerated permitted with provisions use is not a use that should have a paseo bifurcating it for general safety reasons.

While the public safety reason would support a recommendation for acceptance of the design consideration, Staff finds that because of the omission for this block from a mid-block thoroughfare depicted in the Street Hierarchy Plan (sec. 2.05) and that only one side meets the criterion to require a paseo, that a paseo is not required.

**The design is consistent with the requirements of the DG Sector in the DUV. No design consideration is required. The design is acceptable.**

**Request 18: Design consideration to allow for 275 L.F. continuous frontage along Franjo Road. The regulations call for a 250 L.F. maximum.**

Location: **Franjo Road**

Code Section: DUV Regulations, Section 4.03, Part H.1(a) *Building Size and Massing*

Applicant's Rationale: The frontage along Franjo Road is 275 linear feet. Due to this condition, the applicant requests a 25' extension to the rule in order to implement the design using the entire property.

Staff Analysis: Section 4.03, Part H.1(a) *Building Size and Massing* requires that no building shall occupy more than 250 feet of continuous frontage. In Section 30-40.1, Frontage is defined as the distance measured along a right-of-way. Using the definition of frontage as given in the village zoning code and the frontages given in the site plan (Sheet C 2.0, Feb.7, 2017) are:

- Franjo Road: 270.6 ft. continuous
- Banyan Street: 272.4 ft. non-continuous
- Banyan St. West side: 120 ft. continuous
- Banyan St. East side: 90.8 ft. continuous
- Datura Street: 223.5 ft. continuous west of drive
- South Dixie Highway: 130.0 ft.

The Franjo Road frontage exceeds the requirement by 20.6 ft., approximately 8%. The purpose of the regulation limiting frontage is to control massing. The applicant has provided a site plan the ameliorates the 8% oversize frontage by providing strong articulation at the center of the block with a 20-ft. deep pocket park that is 50-ft. wide, with remainder frontages of 110.6-ft. and 110.0-ft.

**Staff recommends acceptance of the design consideration with park relief.**

| DESIGN CONSIDERATION #18 ANALYSIS OF CONSISTENCY WITH CRITERIA |  |            |  |
|--|--|------------|--|
| CRITERIA   |  | CONSISTENT | COMMENTS   |
| 1  | The design consideration is required           | Yes        | Continuous frontage is specifically limited at 250 ft. maximum.  |
| 2  | Motivated by need not contemplated in DUV code | Yes        | The building is over the requirement by a small percentage with impacts ameliorated by the park. The effect of the park and deep break in massing is not included in the DUV code. |
| 3  | Consistency with Comprehensive Plan            | Consistent | The applicant has provided a pocket park with living wall that ameliorates massing, and maintains pedestrian scale.  |
| 4  | Consistency with intent of DG Sector of DUV    | Consistent | The applicant has provided a pocket park with living wall that ameliorates massing, and maintains pedestrian scale.  |
| 5  | Allowed within the province of Village Council | Consistent | It is not prohibited.  |
| 6  | Special conditions peculiar to land            | No         | Not applicable   |
| 7  | Conditions particular to the use               | Consistent | The automotive requires continuous parking facilities on upper floors, necessitating higher utilization of the frontage  |
| 8  | Design consideration is the minimized          | Consistent | Requirements for sidewalks and other infrastructure at ends of frontage are adequate.  |
| 9  | Village Council may impose conditions          | Consistent | Village Council may impose additional design conditions. None are suggested.   |

**Request 19: Design consideration to allow for an exception to the building articulation requirement of a break in building facade every 60 feet maximum on buildings that occupy 150 feet of frontage.**

Location: South Dixie Highway, Banyan Street, West Datura Street

Code Section: DUV Regulations, Section 4.03, Part H.1(b) *Building Size and Massing*

Applicant's Rationale: Due to the specific Audi design requirements, the applicant cannot achieve this requirement along US-1, Banyan Street, or Datura Street. The applicant proposes a 50' wide break in the along the important Franjo Road façade to provide articulation along that frontage.

Staff Analysis: Section 4.03, Part H.1(b) *Building Size and Massing* requires that a break in building façade shall occur at a maximum of every 60-ft., that the break should be recessed from the build-to line up to 2 feet maximum, and shall be at a minimum the height of the base element. The continuous facades are:

|                       |                      |                     |
|-----------------------|----------------------|---------------------|
| Franjo Road:          | 270.6 ft. continuous | requires 4 breaks   |
| Banyan St. West side: | 120.0 ft. continuous | breaks not required |
| Banyan St. East side: | 90.8 ft. continuous  | breaks not required |
| Datura Street:        | 223.5 ft. continuous | requires 3 breaks   |
| South Dixie Highway:  | 130.0 ft. continuous | breaks not required |

The Franjo Road façade requirement is substantially met by the fenestration details of storefront windows and wall columns. In combination with the deeply recessed pocket park, Staff finds that building articulation is achieved.

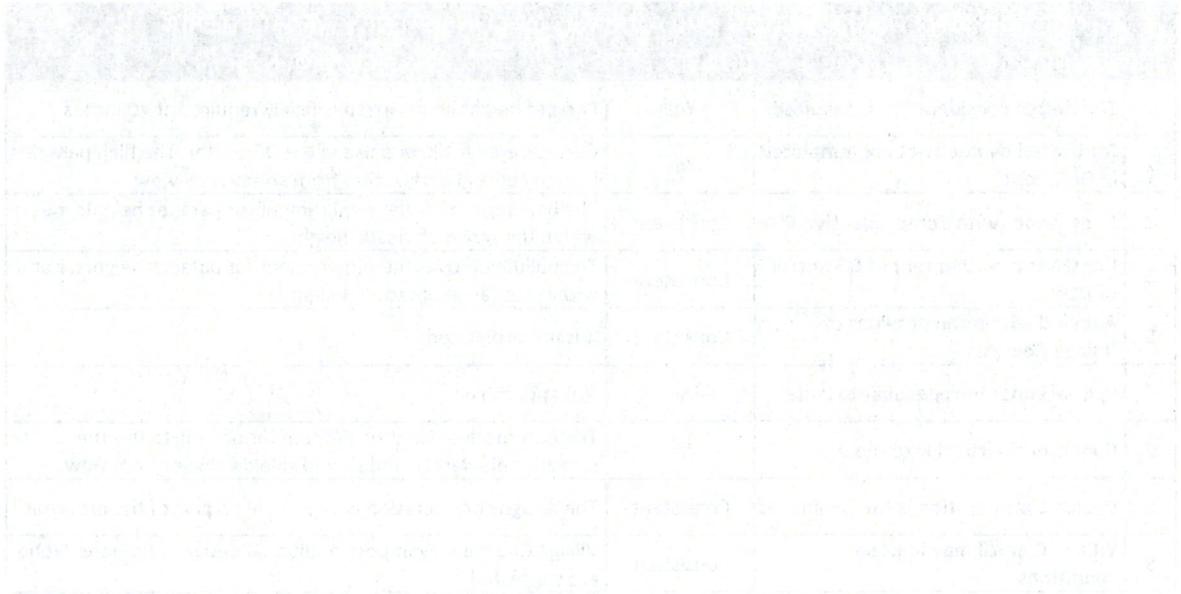
The Banyan Street façade is comprised of two continuous frontages that do not meet the length criteria to require application of the requirement.

The Datura Street façade is comprised of horizontal elements with high windows on the first floor and garage openings above. The horizontal element limits align, and can be vertically connected with vertical breaks. The vertical breaks do not have to be deep (2-ft. max.); therefore, there should be no major impact to the structure or interior operations.

The South Dixie Highway façade is comprised of a large expanse of glass for the showroom and is organized with primarily horizontal elements. The massing pattern is intentional, and according to the applicant important to the visibility and branding of the proposed occupant. The façade frontage does not meet the length criteria to require application of the requirement.

1. Staff recommends acceptance of the design consideration for the Franjo Road Façade.
2. Staff recommends that the Banyan façade does not require vertical breaks.
3. Staff recommends that the US-1 façade does not require vertical breaks.
4. Staff recommends that the design consideration is not accepted for the Datura Street façade, and that shallow vertical breaks are required.

| DESIGN CONSIDERATION # 19 ANALYSIS OF CONSISTENCY WITH CRITERIA |  |                      |  |
|---|--|----------------------|--|
| CRITERIA  | CONSISTENT                                     | COMMENTS             |  |
| 1   | The design consideration is required           | Yes                  | Frontage breaks are specifically required at 60-ft. intervals for frontages over 150 ft.   |
| 2   | Motivated by need not contemplated in DUV code | Yes                  | The building is over the requirement by a small percentage with impacts ameliorated by the park. The effect of the park and deep break in massing is not included in the DUV code. |
| 3   | Consistency with Comprehensive Plan            | Partially Consistent | All except the Datura Street façade are found consistent with the comprehensive plan.  |
| 4   | Consistency with intent of DG Sector of DUV    | Partially Consistent | All except the Datura Street façade are found consistent with the comprehensive plan.  |
| 5   | Allowed within the province of Village Council | Consistent           | It is not prohibited.  |
| 6   | Special conditions peculiar to land            | No                   | Not applicable   |
| 7   | Conditions particular to the use               | No                   | The automotive requires continuous parking facilities on upper floors, necessitating higher utilization of the frontage  |
| 8   | Design consideration is the minimized          | Partially Consistent | On the required Datura façade, the design consideration is not minimized.  |
| 9   | Village Council may impose conditions          | Consistent           | Village Council may impose additional design conditions. None are suggested.   |



**Request 20: Design consideration to allow for an 11' high parapet in lieu of the 40" high maximum allow by this regulation.**

Location: South Dixie Highway, Banyan Street, West Datura Street

Code Section: DUV Regulations, Section 4.03, Part H.2.(a). *Building Size and Massing*

Applicant's Rationale: Due to the specific Audi Terminal facility design requirements, this parapet will need to exceed the allowable 40" high maximum requirement around the showroom volume. The applicant proposes a 48" high parapet on the rear parking structure volume to meet code (min. 42"). Unless the mechanical equipment requires a higher parapet for screening, the retail spaces along Franjo Road should be able to meet the 40" high maximum requirement.

Staff Analysis: Section 4.03, Part H.2.(a). *Building Size and Massing*, requires that a parapet wall shall be a maximum of 40 inches tall measured from the top of the highest slab from the roof. The site plan includes a 37-inch parapet throughout, except for the facades that comprise the main showroom part of the structure at the corner of Banyan Street and US-1, for which the parapets are 11-ft. high.

The purpose of the maximum height limit of parapets, included under the section regulating building heights, is to control façade heights and thereby to control building massing as seen from the street. Although the parapets are substantially taller than the maximum on this part of the building, the total height of the building is 66-ft. The height range required for the DG Sector is 4 stories minimum t 5 stories maximum without bonuses. Based on floor height requirements, this range in façade height is 41-ft. to 96 ft. The high parapets do not adversely affect the building facades to be inconsistent with the DG Sector building massing.

**Staff recommends acceptance of the design consideration with park relief.**

| DESIGN CONSIDERATION # 20 ANALYSIS OF CONSISTENCY WITH CRITERIA |  |            |  |
|---|--|------------|--|
| CRITERIA  |  | CONSISTENT | COMMENTS   |
| 1   | The design consideration is required           | Yes        | Parapet height limits are specifically required at 40 inches   |
| 2   | Motivated by need not contemplated in DUV code | Yes        | Garages are an allowed use in the DG Sector. The high parapets help to conceal parked cars from street-level view.   |
| 3   | Consistency with Comprehensive Plan            | Consistent | The building is over the requirement for parapet heights, but within the range of façade height.                     |
| 4   | Consistency with intent of DG Sector of DUV    | Consistent | The building is over the requirement for parapet heights, but within the range of façade height.                     |
| 5   | Allowed within the province of Village Council | Consistent | It is not prohibited.  |
| 6   | Special conditions peculiar to land            | No         | Not applicable   |
| 7   | Conditions particular to the use               | No         | The Automotive Use uses the roof for parking to use the structure efficiently, and should shield vehicles from view. |
| 8   | Design consideration is the minimized          | Consistent | The design consideration is applicable on part of the proposal.  |
| 9   | Village Council may impose conditions          | Consistent | Village Council may impose additional design conditions. None are suggested.   |

**Request 21: Design consideration to eliminate secondary massing element.**

**Location:** South Dixie Highway, partial façade; Datura Street, partial façade; Banyan Street, partial façade.

**Code Section:** DUV Regulations, Section 4.04.8. *Specific Development Parameters by Building Type*

**Applicant's Rationale:** Due to the specific Audi Terminal facility design requirements, the applicant will not be able to meet this requirement along the Audi facades; however, the applicant proposes to provide secondary massing on the retail spaces along the more important frontage along Franjo Road.

**Staff Analysis:** Staff analysis considers that the introduction of a secondary massing element of reduced floor area, especially in the DG Sector is potentially problematic for certain uses on small blocks. In particular, any use that essentially is a facility for parking cars in a multi-level facility has the potential to require a design consideration, similar to Design Consideration 21 (this one) and the related design consideration for secondary build-to lines on South Dixie Highway (#7), Banyan Street (#10), and Datura Street (#14).

Parking ramps require specific minimum dimensions for parking spaces, aisles, and floor-to-floor ramps. If a dimension that is just sufficient is reduced by even a small amount that causes a sub-standard parking or ramp dimension, for safety reasons an entire row of parking may be lost on every floor, and the proposal can become infeasible or require additional height. Further, parking garages have more limited flexibility for vertically realigning structural supporting walls and columns.

For this site plan, the need to delete secondary massing elements on the Banyan Street and Datura Street sides result mostly from the dimension required for the vehicular ramp for internal circulation, as well as for structural reasons. The secondary mass is deleted on the South Dixie Highway façade for design reasons in which it properly responds to the US-1 built environment. On the Franjo façade, the site plan does provide secondary massing as it properly responds to the more pedestrian scale of that façade.

Staff finds that the design based rationale for the South Dixie Highway side deleting secondary massing is both appropriate to the US-1 condition and mitigated by the response to developing the Franjo Road design consistent with the aspirations of the DUV.

**Staff recommends acceptance of the design consideration to eliminate the secondary massing element on the South Dixie Highway side, the Datura Street side, and the Banyan Street side of the proposal.**

*(analysis of consistency with criteria on next page)*

| <b>DESIGN CONSIDERATION # 21 ANALYSIS OF CONSISTENCY WITH CRITERIA</b> |   |                      |  |
|--|---|----------------------|--|
| <b>CRITERIA</b>  | <b>CONSISTENT</b>                                     | <b>COMMENTS</b>      |  |
| <b>1</b>   | <b>The design consideration is required</b>           | Yes                  | The secondary massing element is not included for the building elements that serve to provide parking space and are motivated by the inability to scale parking ramp dimensions and vehicular ramp dimensions. |
| <b>2</b>   | <b>Motivated by need not contemplated in DUV code</b> | No                   | It is a need that should have been reasonably foreseen for this use, as well as some others that are particular to the DG Sector   |
| <b>3</b>   | <b>Consistency with Comprehensive Plan</b>            | Partially Consistent | Design consideration provides urban enclosure and design, and does not reduce pedestrian objectives.   |
| <b>4</b>   | <b>Consistency with intent of DG Sector of DUV</b>    | Partially Consistent | Design consideration provides urban enclosure and design, and does not reduce pedestrian objectives.   |
| <b>5</b>   | <b>Allowed within the province of Village Council</b> | Consistent           | It is not prohibited.  |
| <b>6</b>   | <b>Special conditions peculiar to land</b>            | No                   | The request is not caused by the land.   |
| <b>7</b>   | <b>Conditions particular to the use</b>               | Yes                  | The design consideration is particular to any DG permitted use that provides automotive parking on upper floors.   |
| <b>8</b>   | <b>Design consideration is the minimized</b>          | Consistent           | Only with respect to particular needs of the use.  |
| <b>9</b>   | <b>Village Council may impose conditions</b>          | Consistent           | Village Council may impose additional design conditions. None are suggested.   |

**Request 22: Design consideration to eliminate the arcade requirement along Franjo Road.**

Location: Franjo Road

Code Section: DUV Regulations, Section 4.06. A.1. *Specific Parameters by Frontage Type*. a. Item A.1. *Arcade*

Applicant's Rationale: The proposed design along Franjo Road will incorporate the storefront façade option.

Staff Analysis: In the DG Sector, three frontage types are permitted: Arcade, Storefront, or Forecourt. A forecourt is more appropriate to residential or residential mixed-use buildings. The arcade or storefront are permitted per Sections 4.04, Table 38 (p.48). In providing for design details, the Section 4.06 Specific Parameters by Frontage Type provides language that arcades are only permitted for certain building types in the Sector, and only along primary frontage on Franjo Road. While this limits the frontage type to Franjo Road, it does not require this option for Franjo road, and the site plan may optionally use a storefront frontage type or arcade storefront type. There is no requirement in the Section that mandates the use of the arcade option.

**The design is consistent with the requirements of the DG Sector in the DUV. No design consideration is required. The design is acceptable.**

**Request 23: Design consideration to provide 14' clear between the columns in lieu of the 10' wide maximum allowed by this regulation.**

Location: Banyan Street

Code Section: DUV Regulations, Section 4.06. A.1. *Specific Parameters by Frontage Type*: a. Item B.2(b) *Storefront*

Applicant's Rationale: The column spacing for the storefronts (along Banyan Street) has 14' openings between the columns to match the adjacent storefront opening widths.

Staff Analysis: In the DG Sector, three frontage types are permitted: Arcade, Storefront, or Forecourt. The storefront has been used for part of the Banyan Street façade. The two 15-ft. wide openings as shown on the site plan are provided to match the storefront openings along Franjo Road, providing a continuity and consistency to help visually lead pedestrians from Banyan Street to Franjo Road.

The requirement contained in Section 4.06. A.1. *Specific Parameters by Frontage Type*: a. Item B.2(b) *Storefront* is for "Openings within the Storefront shall be vertically proportioned and a minimum of 10 feet wide and 10 feet tall." The design consideration request misinterprets the code requirement as a maximum. The glazed storefront openings of 15'-1" openings set approximately 5-feet apart, meet the requirements.

**The design is consistent with the requirements of the DG Sector in the DUV. No design consideration is required. The design is acceptable.**

**Request 24: Design consideration to increase storefront maximum height from 18 feet to 20 feet.**

Location: Banyan Street and US-1

Code Section: DUV Regulations, Section 4.03, Part H.3. Table 33 under *Building Size and Massing*

Applicant's Rationale: Due to the specific Audi Terminal design requirements, 20' minimum is required on all sides of the 2-story showroom volume. This change will allow for more light into the building and a better visual experience for the public.

Staff Analysis: Section 4.03, Part H.3. Table 33 under *Building Size and Massing*, requires that the ground floor of a Flexible Block type building have a ground story height of 14-ft. minimum to 18-ft. maximum. As a part of the building Size and Massing section, the regulation is to control façade heights and thereby to control building massing as seen from the street. Although the ground story height is taller than the maximum for this part of the building, the total height of the building is 66-ft. The height range required for the DG Sector is 4 stories minimum to 5 stories maximum without bonuses, which based on floor height requirements, the range in façade height is 41-ft. to 96 ft. The building height at 66-ft. is still within the expected and permissible range of massing for the DG Sector.

The height of the ground floor of most of the automobile sales use structure and the small retail part of the building along Franjo Road is 18-ft. The showroom part of the building at the Northwest corner is at a ground floor height of 20-ft.

For a building of this size, for a component to have a difference in ground floor height from 18-ft. to 20-ft. is imperceptible. The additional ground story height is 11% of the requirement, and 2-ft. It is 2½-inches more than the de-minimus criteria established in Sec. 30-30.3(d).

Staff finds that the increased height of the ground floor part of the showroom does not cause any adverse impact to building height, exterior massing, or other building or urban design criteria for the DG Sector of the DUV.

**Staff recommends acceptance of the design consideration.**

| DESIGN CONSIDERATION # 24 ANALYSIS OF CONSISTENCY WITH CRITERIA |  |                      |  |
|---|--|----------------------|--|
| CRITERIA  |  | CONSISTENT           | COMMENTS   |
| 1   | The design consideration is required           | Yes                  | Ground floor maximum height of 18-ft. is specifically required.  |
| 2   | Motivated by need not contemplated in DUV code | No                   | It is not a need that should have been reasonably foreseen.  |
| 3   | Consistency with Comprehensive Plan            | Partially Consistent | It does not cause any adverse impact to building height, exterior massing, or other building or urban design criteria    |
| 4   | Consistency with intent of DG Sector of DUV    | Partially Consistent | It does not cause any adverse impact to building height, exterior massing, or other building or urban design criteria    |
| 5   | Allowed within the province of Village Council | Consistent           | It is not prohibited.  |
| 6   | Special conditions peculiar to land            | No                   | Not applicable   |
| 7   | Conditions particular to the use               | Yes                  | The automotive use requires a higher showroom floor.   |
| 8   | Design consideration is the minimized          | Consistent           | The increase in height is 11%. At 2-ft., it is 2½ inches more than it could be permitted administratively as de-minimus. |
| 9   | Village Council may impose conditions          | Consistent           | Village Council may impose additional design conditions. None are suggested.   |

**Request 25: Design consideration to allow for a reduction to the 70% ground floor glazing requirement.**

Location: Banyan Street, Datura Street, Franjo Road

Code Section: DUV Regulations, Section 4.06. A.1. *Specific Parameters by Frontage Type*. a. Item B.2(b) *Storefront*

Applicant's Rationale: This request is addressed above under DUV Section 3.02.

Staff Analysis: The request has been addressed by design considerations 3, 6, 9 and 13.

The proposal is an enumerated permitted use in the DG Sector, an "Automotive Use". As with other permitted uses in DG such as big-box retail, this use does not typically have extensive glazing on all sides at street level if it occupies an entire block.

The DUV regulations require 70% glazing on a TS-U1 Street or on US-1 for Commercial-Retail, Office and Residential uses. The sections of storefront façade, in which the uses are "C-R" along these elevations meet the criteria.

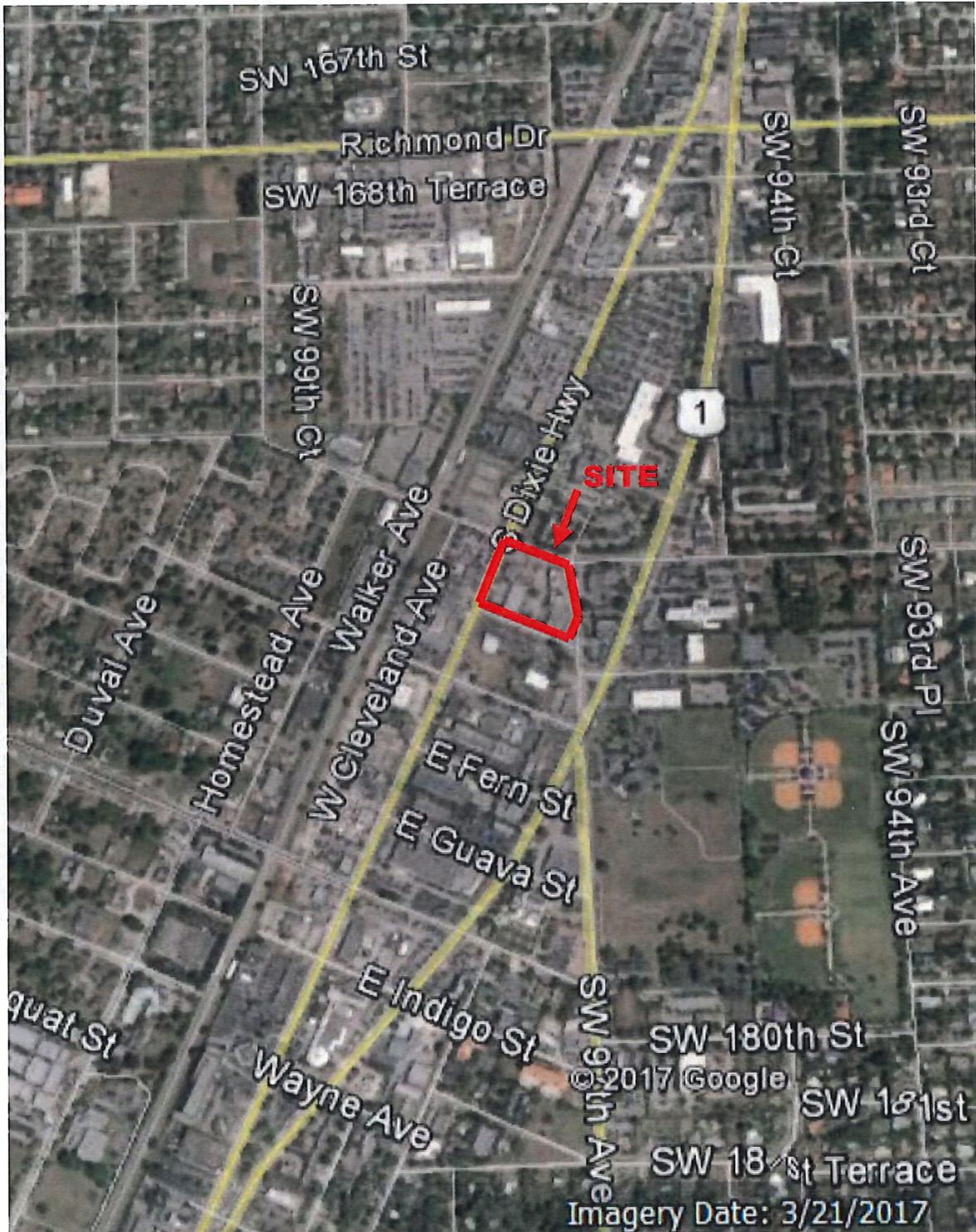
Staff recognizes that automotive uses in the DG Sector and DUV overall are treated with distinction from Commercial-Retail, and are a separate and distinct use. The requirement states that it is applicable to "C-R/O only", and it is not applicable to the parts of this site plan that are for Automotive Use.

**The design is consistent with the requirements of the DG Sector in the DUV. No design consideration is required. The design is acceptable.**

**ATTACHMENT II**  
**LOCATION**

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### GENERAL LOCATION



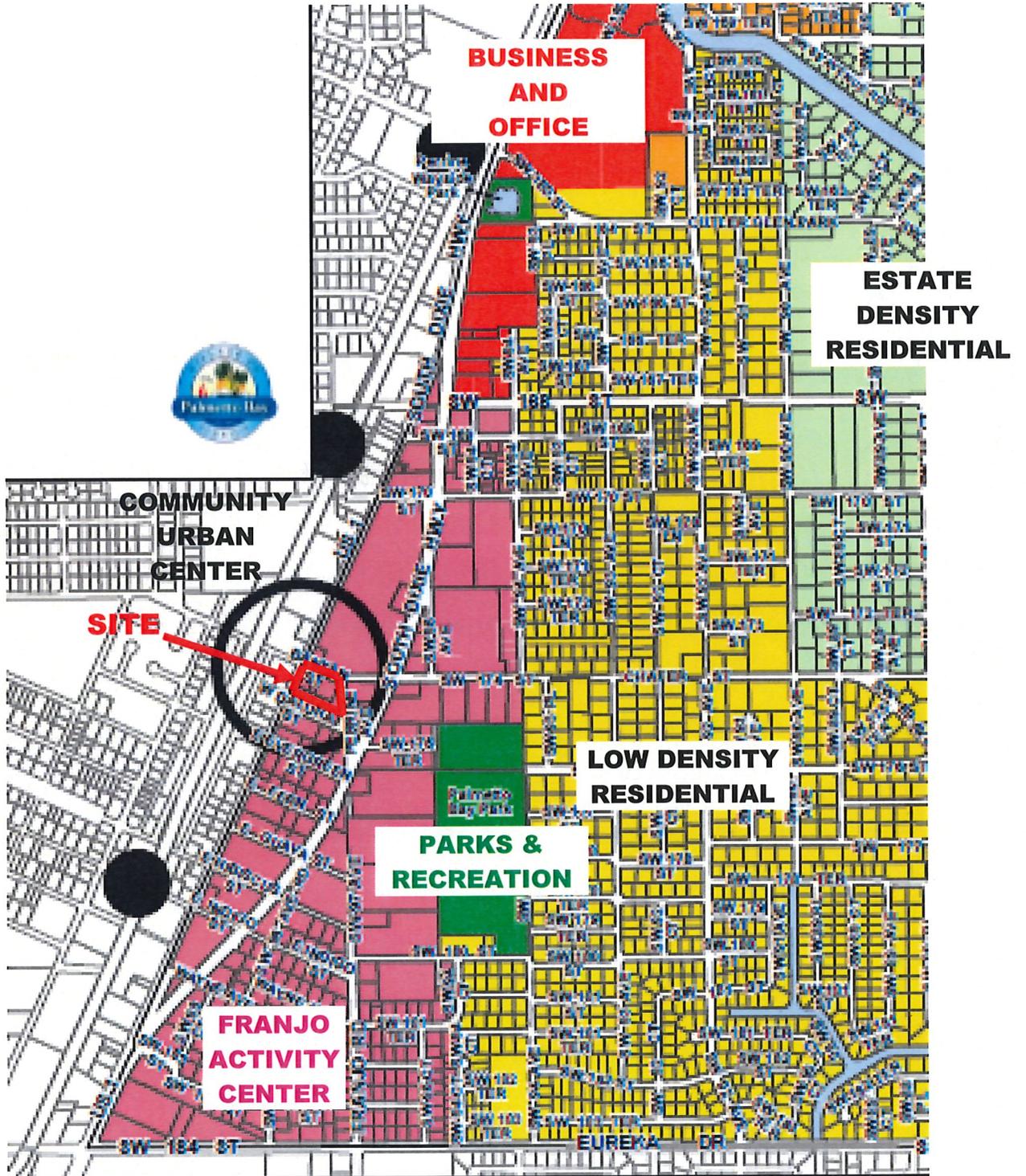
**DETAILED LOCATION**



**ATTACHMENT III**  
**FUTURE LAND USE MAP**

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**ATTACHMENT III  
FUTURE LAND USE MAP EXCERPT**



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**ATTACHMENT IV**  
**ZONING MAP**

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**ATTACHMENT V**  
**PUBLIC NOTICE:**

**ADVERTISEMENT**  
**MAILED POSTCARD**  
**POSTING**

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## PUBLISHED ADVERTISEMENT



### VILLAGE OF PALMETTO BAY NOTICE OF ZONING PUBLIC HEARING

The Village of Palmetto Bay shall conduct a zoning public hearing on Monday, February 12, 2018, at 7:00 p.m. Discussion and public input will be welcomed concerning the following hearing items which may be of interest to your immediate neighborhood.

The following items are being considered pursuant to Division 30-80 of the Village's Land Development Code:

**Applicant:** South Dade Imports, LLC  
**Folio(s):** 33-5032-004-2480, 33-5032-004-2490, 33-5032-004-2500, 33-5032-004-2520, 33-5032-004-2530  
**File #:** VPB-16-017  
**Location:** 17400 SW 97<sup>th</sup> Avenue, 17414 SW 97<sup>th</sup> Avenue, 17405 South Dixie Highway, 17407 South Dixie Highway, 17409 South Dixie Highway, 17411 South Dixie Highway, 17413 South Dixie Highway  
**Zoned:** Downtown Urban Village (DUV)  
**Request:** A request for design considerations to allow for the construction of a three-story auto sales center with approximately 185,255 s.f. of sales and service facilities, and 6,004 s.f. of retail space at street level.

PLANS ARE ON FILE FOR THE ABOVE APPLICATIONS AND MAY BE EXAMINED 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.

Advertisement published in Daily Business Review, January 12, 2018

## POST CARDS



**Village of Palmetto Bay**  
Department of Planning and Zoning  
9705 East Hibiscus Street  
Palmetto Bay, FL 33157



Post Card Front, mailed out to property owners with 1,500-ft. radius: mailed January 12, 2018

### VILLAGE OF PALMETTO BAY PUBLIC NOTICE



**APPLICANT: SOUTH DADE IMPORTS, LLC**

**LOCATION: 17400 SW 97<sup>TH</sup> AVENUE, 17414 SW 97<sup>TH</sup> AVENUE, 9742 BANYAN STREET,  
17405 SOUTH DIXIE HIGHWAY, 17407 SOUTH DIXIE HIGHWAY, 17409 SOUTH DIXIE  
HIGHWAY, 17411 SOUTH DIXIE HIGHWAY, 17413 SOUTH DIXIE HIGHWAY**

**REQUEST: REQUEST FOR SITE PLAN REVIEW AND APPROVAL WITH DESIGN CONSIDERATIONS  
TO ALLOW FOR THE CONSTRUCTION OF A THREE-STORY AUTO SALES CENTER WITH  
APPROXIMATELY 185,255 S.F. OF SALES AND SERVICE FACILITIES, AND 6,004 S.F.  
OF RETAIL SPACE AT STREET LEVEL.**

**A PUBLIC HEARING WILL BE HELD MONDAY, FEBRUARY 12, 2018, AT 7:00 P.M. AT THE COUNCIL  
CHAMBERS LOCATED WITHIN VILLAGE HALL, 9705 EAST HIBISCUS STREET, PALMETTO BAY,  
FL33157.**

**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.

Post Card Back, mailed out to property owners within a 1,500-ft. radius: mailed January 12, 2018

Affidavit Attesting to Providing Public Notice

STATE OF FLORIDA  
COUNTY OF MIAMI DADE

Graham Penn

Property Owner of Authorized Representatives Name(s)

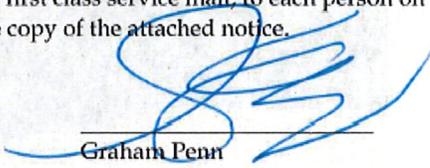
That I am the property owner or the authorized representative of the following described property:

Folio Number(s) (List All):

33-5032-004-2490, 33-5032-004-2500, 33-5032-004-2520, 33-5032-004-2530,  
33-5032-004-2480

That on the 12<sup>th</sup> day of January, 2018, I sent by first class service mail to each person on the list of names and addresses attached a true copy of the attached notice.

STATE OF FLORIDA  
COUNTY OF MIAMI DADE

  
\_\_\_\_\_  
Graham Penn  
Attorney for Applicant

The foregoing instrument was acknowledged before me on the 12<sup>th</sup> day of January, 2018 (date), by Graham Penn

Name of person acknowledging, who is personally known to me or who has produced \_\_\_\_\_ as identification.

(type of identification)



Seal: \_\_\_\_\_

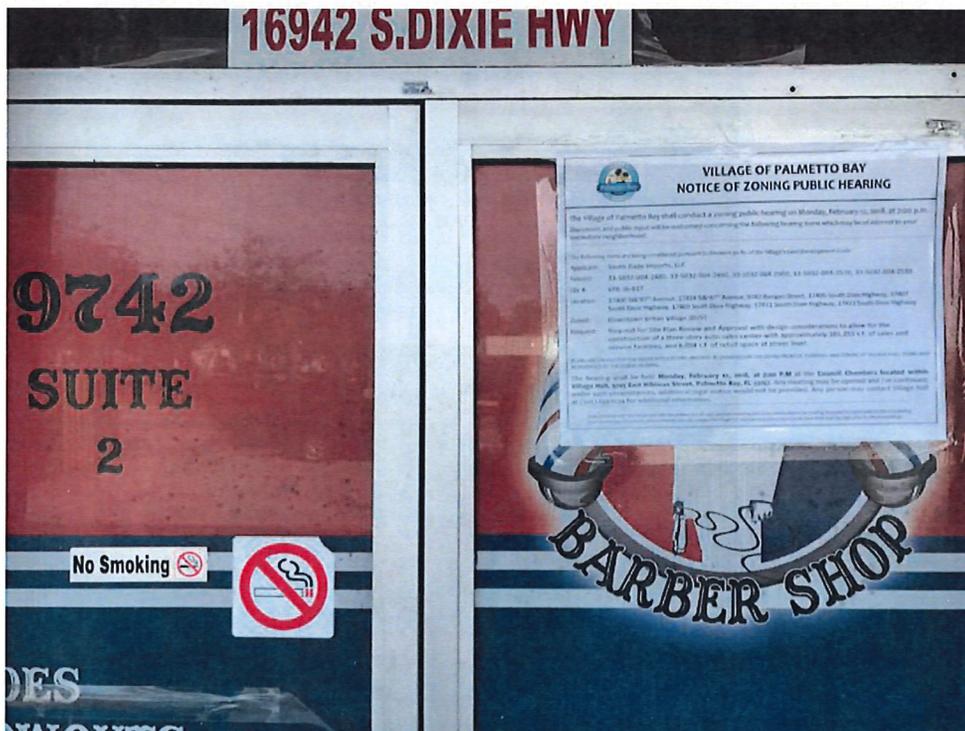


Applicant's affidavit for mailed notice

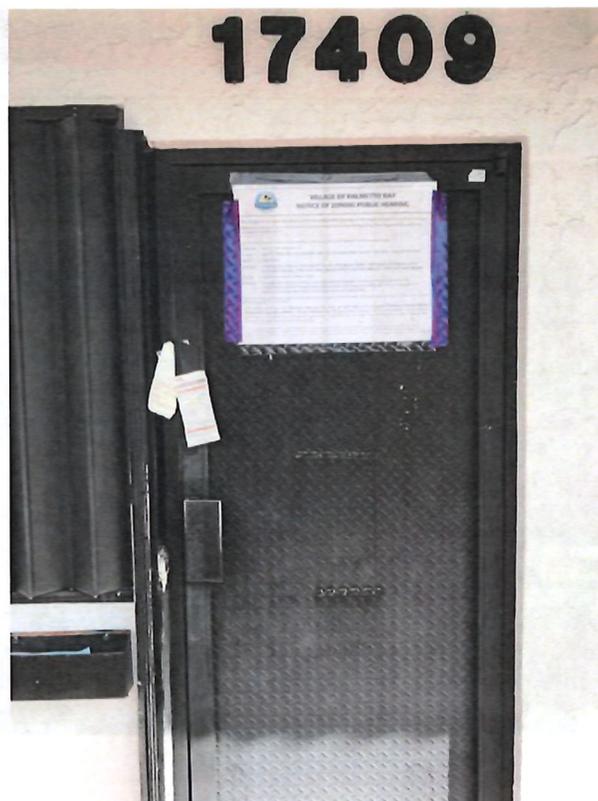
**POSTED ON SITE**  
**Franjo Road**



**POSTED ON SITE**  
**Banyan Street**



**POSTED ON SITE**  
**South Dixie Highway**



**POSTED ON SITE**  
**Datura Street**



 **NOTICE OF ZONING PUBLIC HEARING**

The Village of Palmetto Bay shall conduct a zoning public hearing on Monday, February 12, 2018, at 7:00 P.M. Discussion and public input will be welcomed concerning the following hearing items which may be of interest to you and your immediate neighborhood.

The following items are being considered pursuant to Division 30-80 of the Village's Land Development Code:

**Applicant:** South Dade Imports, LLC

**Parcel ID(s):** 33-5032-004-2480, 33-5032-004-2490, 33-5032-004-2500, 33-5032-004-2520, 33-5032-004-2530

**File #:** VPB-16-017

**Location:** 17400 SW 97<sup>th</sup> Avenue, 17414 SW 97<sup>th</sup> Avenue, 9742 Banyan Street, 17405 South Dixie Highway, 17407 South Dixie Highway, 17409 South Dixie Highway, 17411 South Dixie Highway, 17413 South Dixie Highway

**Zoned:** Downtown Urban Village (DUV)

**Request:** Request for Site Plan Review and Approval with design considerations to allow for the construction of a three-story auto sales center with approximately 185,255 s.f. of sales and service facilities, and 6,004 s.f. of retail space at street level.

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

The hearing shall be held **Monday, February 12, 2018, at 7:00 P.M.** 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) business days prior to the hearing.

**ATTACHMENT VI**  
**APPLICATION**

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**ZONING HEARING (ZH) APPLICATION**  
**Village of Palmetto Bay, Department of Planning and Zoning**

33-5032-004-2490; 33-5032-004-2480;

LIST ALL FOLIO #S: 33-5032-004-2500; 33-5032-004-2530; 33-5032-004-2520 Date Received 10-27-16

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).

South Dade Imports, LLC.

**2. APPLICANT'S MAILING ADDRESS, TELEPHONE NUMBER:**

Mailing Address: 200 Bird Road  
City: Coral Gables State: FL Zip: 33146 Phone#: (305) 476-2004

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

Owner's Name (Provide name of ALL owners): South Dade Imports, LLC  
City: Miami State: FL Zip: 33131 Phone#: (305) 476-2004

**4. CONTACT PERSON'S INFORMATION:**

Name: Graham Penn Company: Bercow Radell & Fernandez, P.A.  
City: Miami State: FL Zip: 33131 Cell Phone#: (305) 775-0340  
Phone: (305) 377-6229 Fax #: (305) 377-6222 Email: GPenn@brzoninglaw.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 legal description

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

- 1) 17414 SW 97th Ave, Palmetto Bay, FL 35175; 2) 17400 SW 97th Ave., Palmetto Bay, FL;
- 3) 17405 S Dixie Highway, Palmetto Bay; 17407 S Dixie Highway, Palmetto Bay; 17409 S Dixie Highway, Palmetto Bay
- 17411 S Dixie Highway, Palmetto Bay; 17413 S Dixie Highway, Palmetto Bay
- 4) 9742 Banyan Street; 5) Banyan St, between 9742 & 17400 SW 97th Ave.

7. SIZE OF PROPERTY (in acres): 2.42 (divide total sq. ft. by 43,560 to obtain acreage)

8. DATE property  acquired  leased: July, 2016 9. Lease term: \_\_\_\_\_ years  
(month & year)

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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

12. PRESENT ZONING CLASSIFICATION: 4100 Multifamily - 101 + 4/A

13. APPLICATION REQUESTS (Check all that apply and describe nature of the request in space provided)

- District Boundary (zone) Changes [Zone(s) requested]: \_\_\_\_\_  
(Provide a separate legal description for each zone requested)
- Establish a Use: \_\_\_\_\_
- Variance: \_\_\_\_\_
- Site Plan \_\_\_\_\_
- Modification of previous resolution/plan: \_\_\_\_\_
- Other: \_\_\_\_\_

14. Has a public hearing been held on this property within the eighteen (18) months?  NO  YES  
If yes, provide applicant's name, date, purpose and result of hearing, and resolution number:

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

16. Describe structures on the property: 18,598 S.F. retail; 3,481 S.F. retail, 8,781 S.F. retail 

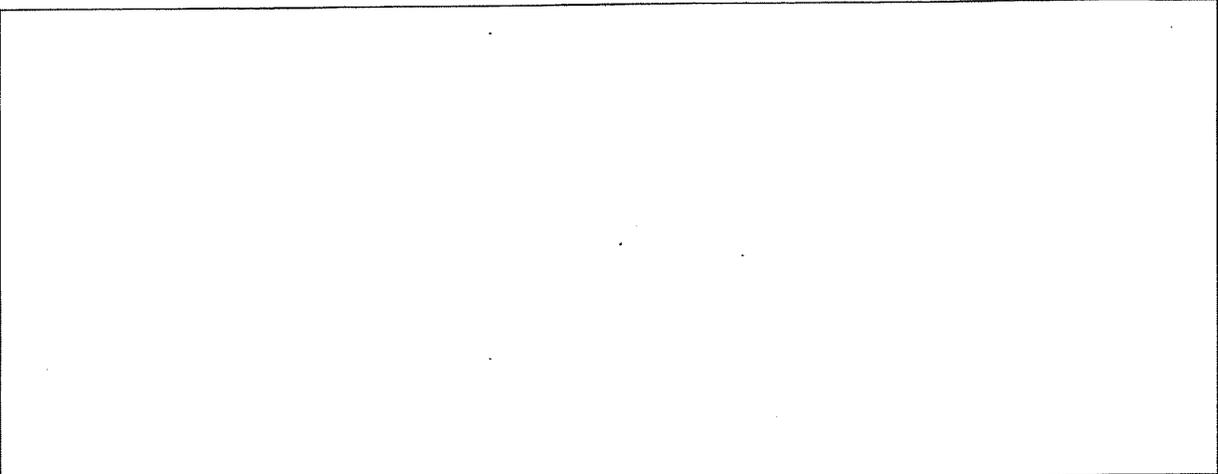
17. Is there any existing use on the property?  NO  YES (If yes, what use and when established?)  
Use: Retail/Office Year: \_\_\_\_\_

*Planning Staff Use Only*

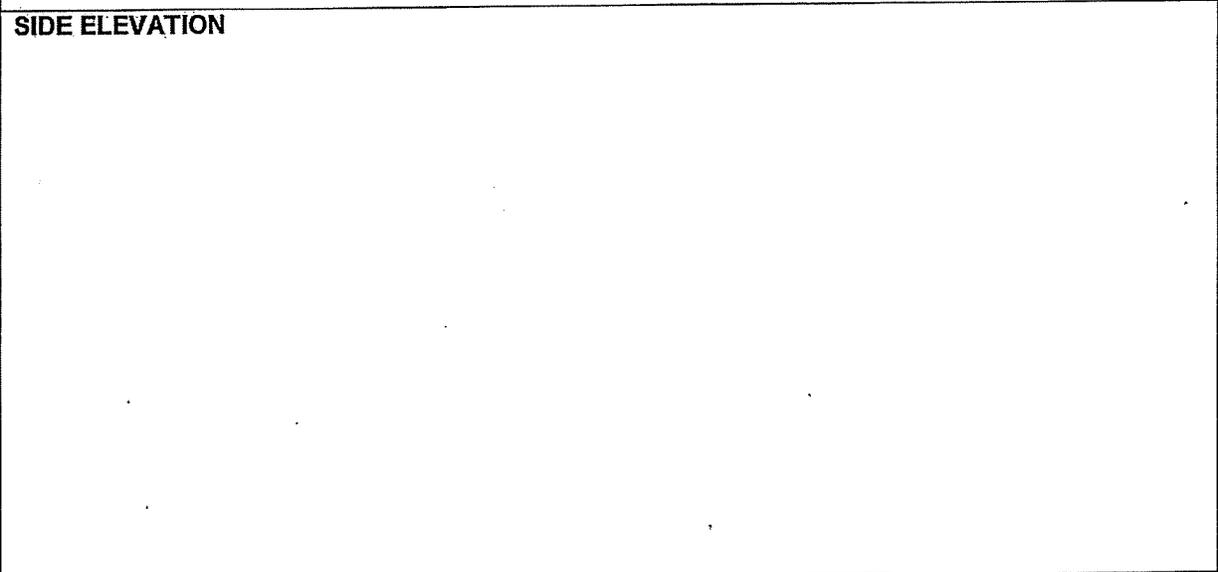
|             |                          |      |
|-------------|--------------------------|------|
| Base Fee    | Reviewed and Accepted By | Date |
| Receipt No. | Deemed Complete By       | Date |

**PHOTOGRAPHS**

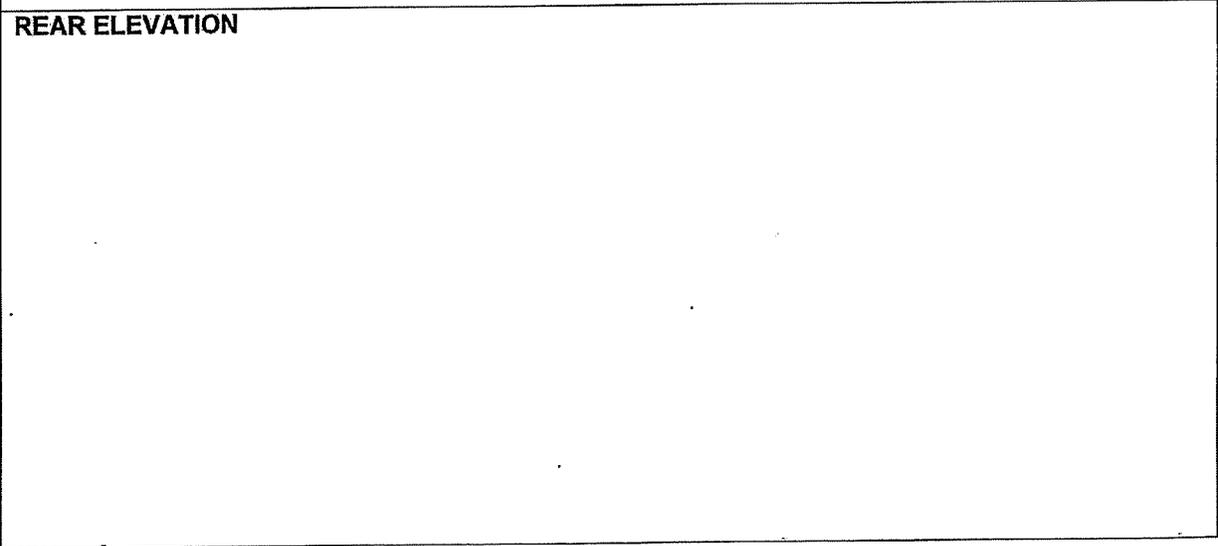
FRONT ELEVATION



**SIDE ELEVATION**



**REAR ELEVATION**



## LEGAL DESCRIPTION

### PARCEL 1:

LOTS 1 AND 2, LESS THE WESTERLY 13 FEET OF LOT 1, IN BLOCK 33, OF TOWN OF PERRINE, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK B, PAGE 79, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

### PARCEL 2:

LOTS 3 AND 4 IN BLOCK 33, OF TOWN OF PERRINE, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK B AT PAGE 79, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; LESS A PORTION OF LOTS 3 AND 4 DESCRIBED AS:

COMMENCE AT THE POINT OF INTERSECTION OF THE NORTHEASTERLY BOUNDARY OF SAID LOT 4 AND THE SOUTHEASTERLY EXTENSION OF THE NORTHEASTERLY BOUNDARY OF SAID LOT 3; THENCE RUN NORTHWESTERLY ALONG THE SOUTHEASTERLY EXTENSION OF SAID LOT 3 A DISTANCE OF 55.61 FEET TO THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREINAFTER TO BE DESCRIBED; THENCE CONTINUE NORTHWESTERLY ON THE LAST DESCRIBED COURSE A DISTANCE OF 79.25 FEET TO A POINT, SAID POINT BEING 52.57 FEET FROM THE MOST NORTHERLY CORNER OF SAID LOT 3; THENCE RUN SOUTHWESTERLY AT RIGHT ANGLES TO LAST DESCRIBED COURSE AND ALONG THE FACE OF A 2 STORY CBS BUILDING A DISTANCE OF 0.15 FEET TO THE CORNER OF SAID BUILDING; THENCE RUN SOUTHEASTERLY ALONG THE FACE OF SAID BUILDING A DISTANCE OF 79.25 FEET TO THE MOST SOUTHERLY CORNER OF SAID BUILDING; THENCE RUN AT RIGHT ANGLES TO THE LAST DESCRIBED COURSE A DISTANCE OF 0.12 FEET TO THE POINT OF BEGINNING; LESS THAT PART OF SAID LOT 4 WHICH LIES NORTHEASTERLY OF THE SOUTHEASTERLY EXTENSION OF THE NORTHEASTERLY LOT LINE OF LOT 3 IN SAID BLOCK 33 AND LESS THAT PORTION OF SAID LOT 4 IN SAID BLOCK 33 WHICH LIES NORTHEAST OF A LINE TO BE DRAWN AS FOLLOWS, TO WIT: A LINE TO BE DRAWN AS A CONTINUATION OF THE NORTHEAST BOUNDARY LINE OF LOT 3 IN SAID BLOCK 33, SAID LINE TO EXTEND WITHOUT DEVIATION TO THE WEST BOUNDARY LINE OF PETER'S AVENUE AS SAID PETER'S AVENUE IS SHOWN ON THE AFORESAID PLAT; SUBJECT, HOWEVER, TO THAT DEED FROM P. O. TYRE JOINED BY HIS WIFE ANNIE V. TYRE TO THE COUNTY OF DADE, A BODY CORPORATE AND POLITIC, DATED FEBRUARY 6, 1936, RECORDED IN DEED BOOK 1677, PAGE 503 OF SAID PUBLIC RECORDS, CONVEYING FOR USE AS A PUBLIC HIGHWAY AND FOR ALL PURPOSE INCIDENTAL THERETO, THE FOLLOWING PORTION OF SAID LOT 4 TO WIT: BEGIN AT A POINT IN THE SOUTHERLY LINE OF SAID LOT 4, SAID POINT BEING 100 FEET EAST OF THE SOUTHWEST CORNER OF SAID LOT 4 AS MEASURED ALONG SAID SOUTHERLY LINE; THENCE NORTHEASTERLY PARALLEL WITH THE WESTERLY LINE OF SAID LOT 4 FOR A DISTANCE OF 118.63 FEET; MORE OR LESS, TO A POINT ON THE EASTERLY LINE OF SAID LOT 4; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID LOT 4 FOR A DISTANCE OF 132.08 FEET, MORE OR LESS, TO A POINT IN THE SOUTHERLY LINE OF SAID LOT 4, THENCE WESTERLY ALONG THE SOUTHERLY LINE OF SAID LOT 4 FOR A DISTANCE OF 58.22 FEET, MORE OR LESS, TO SAID POINT OF BEGINNING.

### PARCEL 3:

LOT 5, AND THE SOUTHEASTERLY ONE HALF (1/2) OF LOT 6, IN BLOCK 33, TOWN OF PERRINE, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK B, PAGE 79, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; AND

THAT PORTION OF LOT 4, IN BLOCK 33, OF TOWN OF PERRINE, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK B, PAGE 79, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

FROM A POINT OF BEGINNING AT THE NORTHWEST CORNER OF LOT 4, BLOCK 33, OF TOWN OF PERRINE, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK B, PAGE 79, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, SAID POINT ALSO BEING THE NORTHEAST CORNER OF LOT 5 OF SAID BLOCK 33, THENCE RUN SOUTHWESTERLY ALONG THE LINE DIVIDING SAID LOTS 4 AND 5 FOR A DISTANCE OF 145 FEET, MORE OR LESS, THE SOUTHEAST CORNER OF SAID LOT 5; THENCE RUN IN A SOUTHEASTERLY DIRECTION ALONG A LINE WHICH IS A PROLONGATION OF THE SOUTHWESTERLY LINE OF SAID LOT 5, TO A POINT IN THE EAST LINE OF SAID LOT 4; THENCE RUN NORTH ALONG THE EAST LINE OF SAID LOT 4 TO THE NORTHEAST CORNER THEREOF; THENCE NORTHWESTERLY ALONG THE NORTHEASTERLY LINE OF SAID LOT 4, TO THE POINT OF BEGINNING;  
AND

A PORTION OF LOTS 3 AND 4, BLOCK 33, OF TOWN OF PERRINE, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK B, PAGE 79, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE POINT OF INTERSECTION OF THE NORTHEASTERLY BOUNDARY OF SAID LOT 4 AND THE SOUTHEASTERLY EXTENSION OF THE NORTHEASTERLY BOUNDARY OF SAID LOT 3; THENCE RUN NORTHWESTERLY ALONG THE SOUTHEASTERLY EXTENSION OF SAID LOT 3 A DISTANCE OF 55.61 FEET TO THE POINT OF BEGINNING OF THE PARCEL OF LAND HEREINAFTER TO BE DESCRIBED; THENCE CONTINUE NORTHWESTERLY ON THE LAST DESCRIBED COURSE A DISTANCE OF 79.25 FEET TO A POINT, SAID POINT BEING 52.57 FEET FROM THE MOST NORTHERLY CORNER OF SAID LOT 3; THENCE RUN SOUTHWESTERLY AT RIGHT ANGLES TO LAST DESCRIBED COURSE AND ALONG THE FACE OF A 2 STORY CBS BUILDING A DISTANCE OF 0.15 FEET TO THE CORNER OF SAID BUILDING; THENCE RUN SOUTHEASTERLY ALONG THE FACE OF SAID BUILDING A DISTANCE OF 79.25 FEET TO THE MOST SOUTHERLY CORNER OF SAID BUILDING; THENCE RUN AT RIGHT ANGLES TO THE LAST DESCRIBED COURSE A DISTANCE OF 0.12 FEET TO THE POINT OF BEGINNING.

### PARCEL 4:

THE WEST 1/2 OF LOT 6, BLOCK 33, OF MAP OF PERRINE, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK B, PAGE 79, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.



August 4, 2017

**LETTER OF INTENT**

We are proposing to construct a three (3) story, +/- 185,255 S.F. Audi Sales and Service facility, with 6,004 S.F. of retail space. This work will include the removal of the three (3) existing buildings, totaling 30,860 S.F. between US-1, Franjo Road and Banyan Street, and East Datura Street. The ground floor will contain the sales and service portion of the facility. The second floor will include sales/office space, a carwash/detail area and 81 parking spaces. The third floor will contain 136 parking spaces and a carwash/detail area.

The entire facility will be connected to the existing utility infrastructure which will include, water, wastewater, electric, phone/data and stormwater.

Please call our office if you have any questions or need additional information.

Sincerely,

***SPRING ENGINEERING, INC.***

Nicholas D. Lingle  
Project Manager



December 15, 2017

Village of Palmetto Bay  
9705 East Hibiscus Street  
Palmetto Bay, FL 33157

**ATTENTION:** Ms. Michelle Lopez, Planner  
Ms. Scarlett Hammons, Planner

**REFERENCE:** Audi South Miami  
SEI Project No. 2015-01

**SUBJECT:** Design Considerations

1. DUV Regulations Section 2.07, Item D.2(c) – pg. 15: No outside storage and/or display of merchandise, equipment, materials or supplies is permitted:

- **(1) We are requesting a design consideration to allow on-site, outside vehicle display.**

“Due to the Automotive use, we are requesting this consideration in order to display a small segment of our vehicles. When we initially met with staff during our pre-application meeting to review the design of the facility, we agreed to minimize this area and only locate it on the southwest corner of the property.”

2. DUV Regulations Section 3.02. B. Sector Summary – pg. 23:

a. Franjo Road Requirements:

- **(2) We are requesting a design consideration to allow for an 11’ wide sidewalk with a 4’ wide landscape strip adjacent to the proposed building.**

“There is a conflict between the Streets and Building Placement Table and the graphic located below the table. The table is requested a 20’ sidewalk and the graphic is showing a 15’ wide sidewalk. We are proposing a 15’ wide landscape pedestrian zone along this street.”

- **(3) We are requesting a design consideration to allow for a reduction to the 70% glazing requirement down to 51%.**

“The glazing along this façade has been maximized as the design, structure and energy calculations allows. Further, we are providing a living wall (included in the %) in the public park area that would make glazing on the wall in the public park impractical. The green wall along with the fenestration provided minimizes the areas of blank walls.”

b. US-1 Requirements:

- **(4) We are requesting a design consideration to allow for a reduction to the required 50’ build-to line. Our proposed design has a 36’ build to line.**

“The existing US-1 right-of-way is only 66’ wide, not 100’ wide as shown on the table and graphic. While this issue was created by a scrivener’s error in the regulations, we are requesting a design consideration in order to resolve it.”

- **(5) We are requesting a design consideration to allow for a reduction to the 16’ wide sidewalk requirement down to a 10’ wide sidewalk with a portion of the sidewalk located within the ROW.**

“Due to the 66’ wide right-of-way, there is not enough space to provide a 16’ wide sidewalk in the right-of-way as shown on the graphic. Also, the current building footprint is at the absolute minimum that is economically developable. Again, the Code requirement assumes a right of way width of 100’ and the requested design consideration is the only way available to an applicant to resolve that issue. Further, the applicant is proposing a number of offsite improvements to improve pedestrian circulation such as sidewalk improvements, new bus shelter and possible future rail station connection.”

- **(6) We are requesting a design consideration for a reduction to the 70% glazing requirement down to 37%.**

“The portion of the building at the build-to line provides 89% glazing. The design consideration is driven, therefore, by the fact that the remainder of the building needs to be pushed back from the US 1 right of way to allow for additional frontage on Franjo Road.”

- **(7) We are requesting a design consideration to remove the required secondary build-to lines.**

“The value to the public of the stepback design is far more important for the priority “main street” of Franjo Road, which is why the Applicant has moved this portion of the design from the US 1 frontage and is providing the secondary build-to elements along Franjo Road. The Applicant also needs to comply with Audi Terminal facility design guidelines along US 1, which do not allow any step-backs in this portion of the facade.”

c. Banyan Street (TS-UI) Requirements:

- **(8) We are requesting a design consideration to the 50' – 60' right-of-way requirement.**

“According to the survey, the right-of-way varies from 40' – 45' along this facade. As with the US 1 frontage, the DUV standards do not reflect the actual width of the right of way and the only tool available to an applicant is to seek a design consideration to resolve that issue.”

- **(9) We are requesting a design consideration for a reduction to the 70% glazing requirement down to 18%.**

“Because of the need to focus on the Franjo corridor, there is limited building frontage along Banyan Street. **There are structural and energy guidelines that are limiting the glazing along this frontage as well.**”

- **(10) We are requesting a design consideration to remove the required secondary build-to lines.**

“The value to the public of the stepback design is far more important for the priority “main street” of Franjo Road, which is why the Applicant has moved this portion of the design **from the Banyan frontage to the Franjo Road corridor**. The Applicant also needs to comply with Audi Terminal facility design guidelines, which do not allow any step-backs in this portion of the facade.”

d. West Datura Street (TS-UI) Requirements:

- **(11) We are requesting a design consideration to the 50' – 60' right-of-way requirement.**

“According to the survey, the right-of-way varies from 40' – 45' along this facade.” As with the US 1 frontage, the DUV standards do not reflect the actual width of the right of way and the only tool available to an applicant is to seek a design consideration to resolve that issue.

- **(12) We are requesting a design consideration to allow for an 11' wide sidewalk with a 4' wide landscape strip adjacent to the proposed building.**

“The regulations require a 10’ wide sidewalk along this street. The Applicant is seeking to widen the sidewalk and provide some additional landscaping. This will help enhance pedestrian accessibility, especially between the busway and the core of the DUV. Further, the applicant is proposing a number of offsite improvements to improve pedestrian circulation such as sidewalk improvements, new bus shelter and possible future rail station connection.”

- **(13) We are requesting a design consideration for a reduction to the 70% glazing requirement down to 13%.**

“The Audi Terminal facility design limits the amount of glazing on this elevation. There are also structural and energy guidelines that are limiting the glazing along this elevation as well.”

- **(14) We are requesting a design consideration to remove the required secondary build-to lines.**

“The value to the public of the stepback design is far more important for the priority “main street” of Franjo Road, which is why the Applicant has moved this portion of the design from the Datura frontage to the Franjo Road corridor. The Applicant also needs to comply with Audi Terminal facility design guidelines, which do not allow any stepbacks in this portion of the facade.”

3. DUV Regulations Section 3.02.B.5. Parking Access and Setbacks – Pg. 25:

- **(15) We are requesting a design consideration to reduce the 30’ parking setback requirement along US-1 to 3’.**

“Due to the Automotive use, we are requesting this consideration in order to display a small segment of our vehicles. ~~When we initially met with staff during our pre-application meeting to review the design of the facility, we agreed to minimize the parking lot area and only locate it on the southwest corner of the property.~~ Please note that the parking setback varies from 3’ to 10’ with an average of 6.5’.”

4. DUV Regulations Section 4.03. General Development Parameters:

a. Item F.2. Landscape Standards – Pg. 38-39:

- **(16) We are requesting a design consideration from the requirement that street trees shall be planted at an average of 25’ on center.**

“Audi will not approve trees to be planted in front of the showroom glazing. We are asking that this requirement is waived along in front of the building at the showroom volume at the corner of US1 and Banyan Street.”

b. Item G.3.(a). Frontage Standards – Pg. 39

- **(17) We are requesting a design consideration to eliminate the 15' wide pedestrian paseo requirement.**

“The paseo requirement along Franjo Road would require us to split up the service department into two (2) halves and the building would not function. The visual benefit of breaking up the building wall at the pedestrian level has been accomplished with the introduction of the recess and greenwall element in the center of that frontage. **As an offset we are proposing to increase the number of trees along the southwest corner of the property.**”

c. Item H.1.(a). Building Size and Massing – Pg. 39:

- **(18) We are requesting a design consideration to allow for 275 L.F. continuous frontage along Franjo Road. The regulations call for a 250 L.F. maximum.**

“The frontage along Franjo Road is 275 L.F. **Due to this condition**, we are requesting a 25' extension to the rule in order to implement the design using the entire property frontage.”

d. Item H.1.(b). Building Size and Massing – Pg. 40:

- **(19) We are requesting a design consideration to allow for an exception to the building articulation requirement of a break in building facade every 60 feet max. on buildings that occupy 150 feet of frontage.**

“Due to the specific Audi design requirements, we cannot achieve this requirement along US 1, Banyan Street, or Datura Street. We are proposing a 50' wide break in the along the important Franjo Road façade to provide articulation along that frontage.”

e. Item H.2.(a). Building Size and Massing – Pg. 40:

- **(20) We are requesting a design consideration to allow for an 11' high parapet in lieu of the 40" high maximum allow by this regulation.**

“Due to the specific Audi Terminal facility design requirements, this parapet will need to exceed the allowable 40" high maximum requirement around the showroom volume. We are proposing a 48" high parapet on the rear parking structure volume to meet code (min. 42"). Unless the mechanical equipment requires a higher parapet for screening, the retail spaces along Franjo Road should be able to meet the 40" high maximum requirement.”

5. DUV Regulations Section 4.04.8. Specific Development Parameters by Building Type -Pg. 44:

- **(21) We are requesting a design consideration to eliminate secondary massing element.**

“Due to the specific Audi Terminal facility design requirements, we will not be able to meet this requirement along the Audi facades. However, we are proposing to provide secondary massing on the retail spaces along the more important frontage along Franjo Road.”

6. DUV Regulations Section 4.06.A.1. Specific Parameters by Frontage Type:

a. Item A.1. Arcade – Pg. 62:

- **(22) We are requesting a design consideration to eliminate the arcade requirement along Franjo Road.**

“The proposed design along Franjo Road will incorporate the storefront façade option.”

b. Item A.3.(b). Arcade – Pg. 62:

- **(23) We are requesting a design consideration to provide 14’ clear between the columns in lieu of the 10’ wide maximum allowed by this regulation.**

“The column spacing for the arcade (along Banyan Street) has 14’ openings between the columns to match the adjacent storefront opening widths.”

c. Item B.2.(a). Storefront – Pg. 63:

- **(24) We are requesting a design consideration to increase storefront maximum height from 18’ to 20’.**

“Due to the specific Audi Terminal design requirements, 20’ minimum is required on all sides of the 2-story showroom volume. This change will allow for more light into the building and a better visual experience for the public.”

d. Item B.2.(b)(i). Storefront – Pg. 63:

- **(25) We are requesting a design consideration to allow for a reduction to the 70% ground floor glazing requirement.**

“This request is addressed above under DUV Section 3.02.”



**ATTACHMENT VII**  
**PLANS**

**SITE PLAN**  
**LANDSCAPE PLAN**  
**FLOOR PLANS**  
**ELEVATIONS**  
**SECTIONS**  
**PROPERTY**  
**SURVEY**

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# Audi

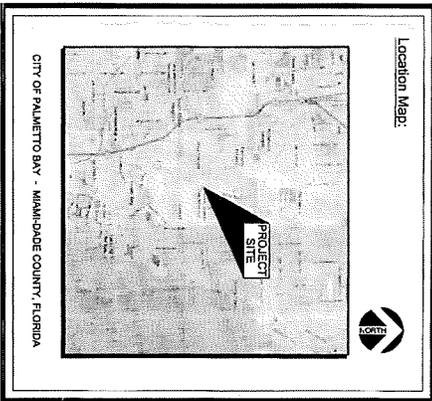
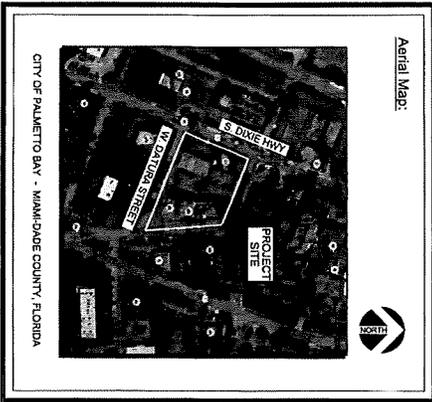
## SOUTH MIAMI

US 1 AND BANYAN STREET - PALMETTO BAY, FL 33157  
 MIAMI-DADE COUNTY, FLORIDA

**Owner:**  
 The Collection, LLC  
 200 Bird Road  
 Coral Gables, Florida 33146  
 Phone: (305) 476-2004  
 Email: kgorn@thecollection.com  
 Ken Gorn

**Architect:**  
 Spring Engineering, Inc.  
 3014 U.S. Highway 19 N.  
 Holiday, Florida 34691  
 Phone: (727) 938-1516  
 Email: sei@springengineering.com  
 Nick Lunge

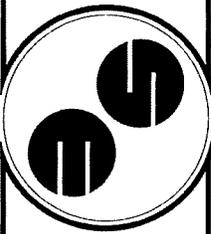
**Surveyor:**  
 Schwelke Shiskin And Associates, Inc.  
 3240 Corporate Way  
 Miramar, Florida 33025  
 Phone: (954) 435-7010



Drawing Index:

|      |                          |
|------|--------------------------|
| T1.0 | TITLE SHEET              |
| C1.0 | EXISTING CONDITIONS PLAN |
| C2.0 | SITE PLAN                |
| C2.1 | LANDSCAPE PLAN           |
| A1.0 | FIRST FLOOR PLAN         |
| A1.1 | SECOND FLOOR PLAN        |
| A1.2 | THIRD FLOOR PLAN         |
| A2.0 | BUILDING ELEVATIONS      |
| A3.0 | BUILDING SECTIONS        |

### ADMINISTRATIVE SITE PLAN REVIEW



**SPRING ENGINEERING, INC.**  
 ARCHITECTURE - ENGINEERING - LAND PLANNING  
 3014 U.S. HWY. 19, HOLIDAY, FL (727) 938-1516



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 US 1 and Banyan Street - Palmetto Bay, FL 33157

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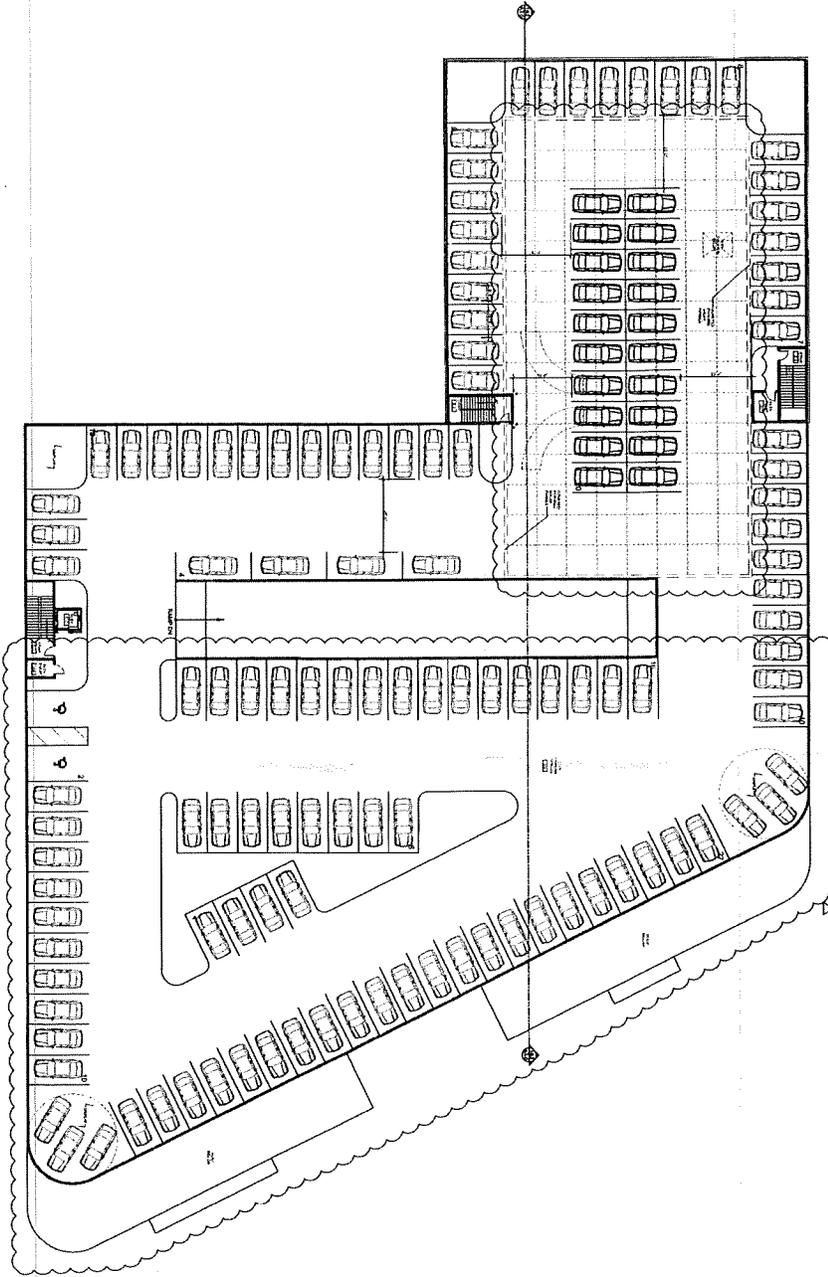




**THIRD FLOOR PLAN**

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

(VERSION 4)



BUILDING AREAS/PARKING  
AS SHOWN ON THESE PLANS

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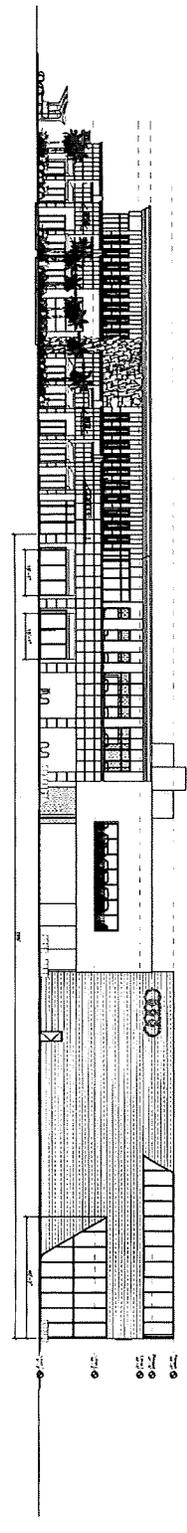


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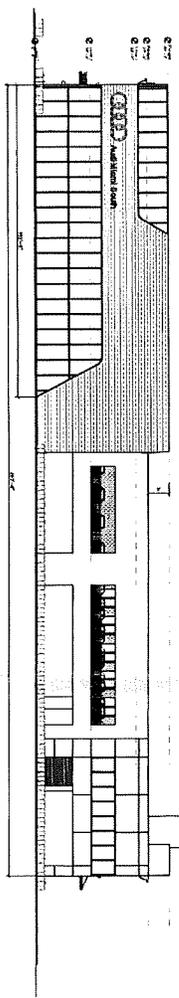
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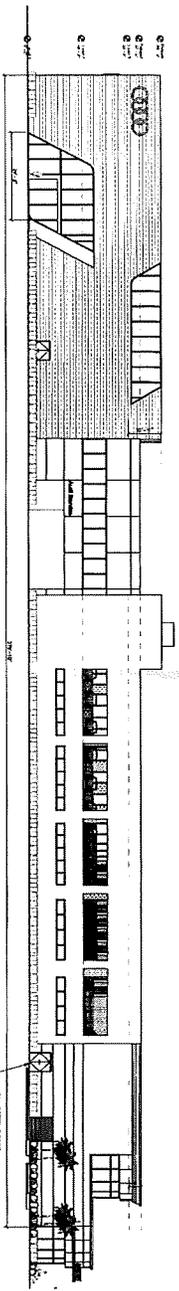
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PROJECT NO.: A12



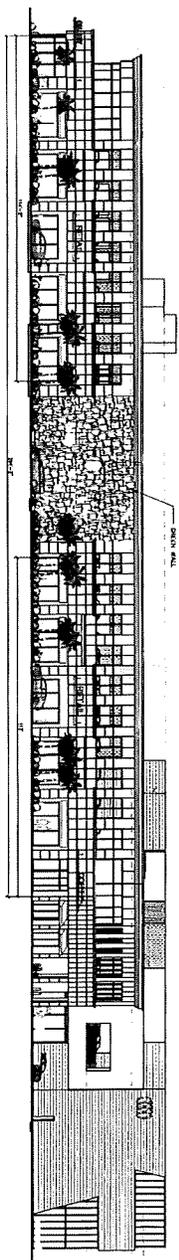
1 NORTH ELEVATION (BANYAN STREET)  
SCALE: 1/8" = 1'-0"



2 WEST ELEVATION (US-1)  
SCALE: 1/8" = 1'-0"



3 SOUTH ELEVATION (EAST DATURA STREET)  
SCALE: 1/8" = 1'-0"



4 EAST ELEVATION (FRANCO ROAD)  
SCALE: 1/8" = 1'-0"

WINDOW INSULATION - 30% MIN. REQUIRED  
438' U OF WINDOW / 1342' U OF BUILDING = 31% PROVIDED

BANYAN STREET - 20% GLAZING REQUIRED = 1339 SF  
483 SF GLAZING / 4770 SF = 10% GLAZING PROVIDED

US-1 - 20% GLAZING REQUIRED = 1276 SF  
1131 SF GLAZING / 4588 SF = 25% GLAZING PROVIDED

EAST DATURA STREET - 20% GLAZING REQUIRED = 1414 SF  
1599 SF GLAZING / 5474 SF = 29% GLAZING PROVIDED

FRANCO ROAD - 20% GLAZING REQUIRED = 1414 SF  
2340 SF GLAZING / 4299 SF = 54% GLAZING PROVIDED

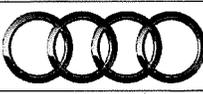
ENTIRE SHEET HAS BEEN REVISED

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DATE: JANUARY 01, 2015

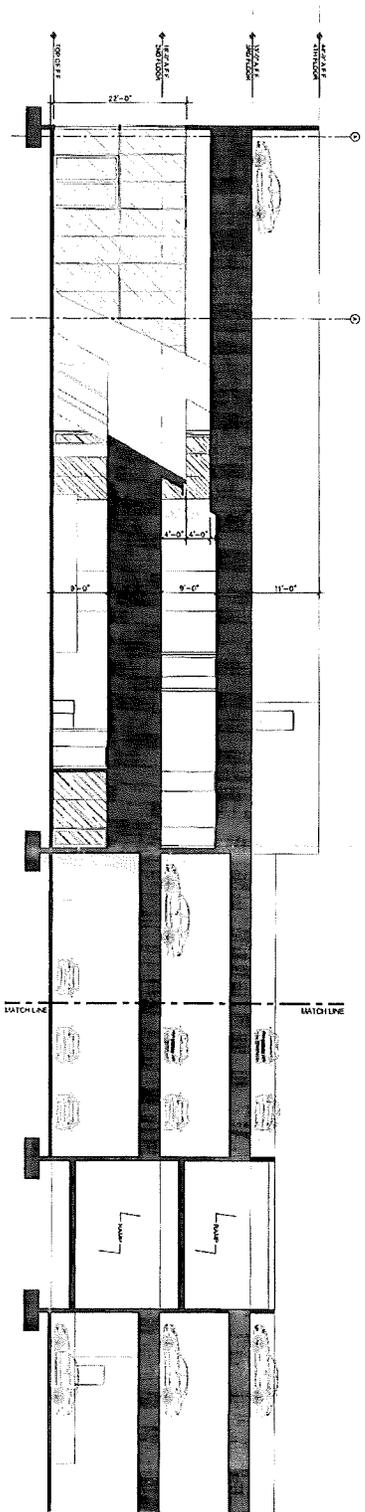


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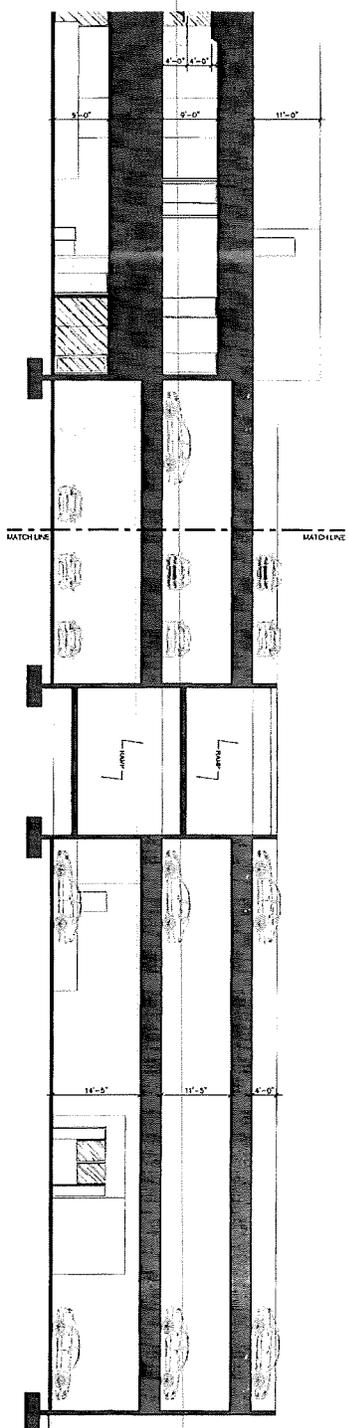
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1 BUILDING SECTION  
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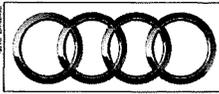


2 BUILDING SECTION  
SCALE: 1/8" = 1'-0"

ENTIRE SHEET HAS BEEN REVISED.  
 THIS SHEET HAS BEEN REVISED TO REFLECT THE REVISIONS TO THE PERMITS FOR THE PROJECT.  
 ALL OTHERS ARE UNCHANGED.  
 DATE: 01/15/13  
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 CHECKED BY: [unreadable]  
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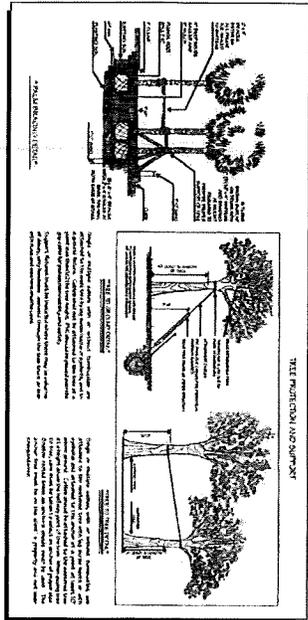
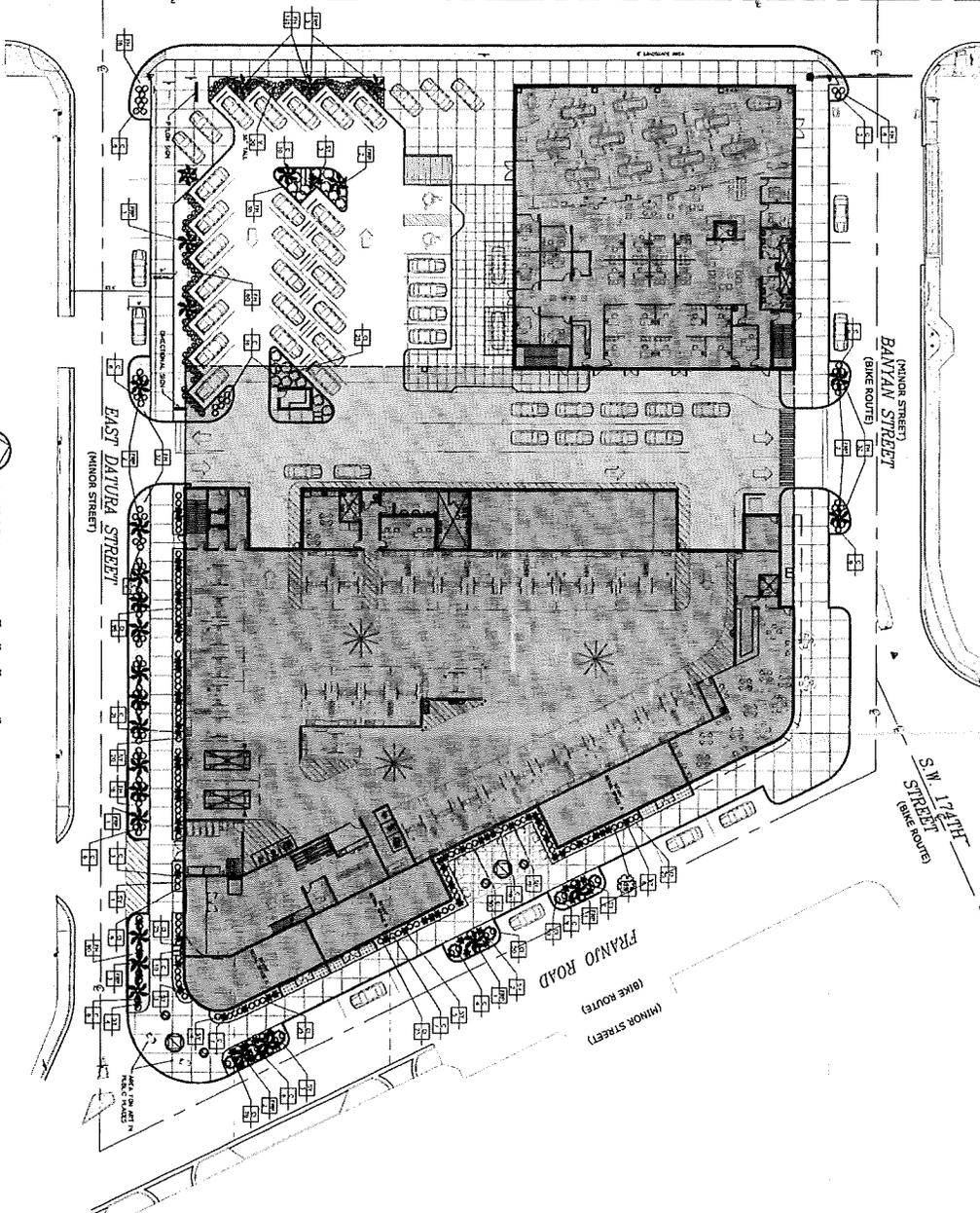
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 DATE: 01/15/13  
 SHEET: 289/17





U.S. HIGHWAY No. 1 (STATE ROAD No. 5)



**PLANTING LEGEND**

| NO. | SYMBOL   | DESCRIPTION       |
|-----|----------|-------------------|
| 1   | [Symbol] | 1. PALM TREE      |
| 2   | [Symbol] | 2. DECIDUOUS TREE |
| 3   | [Symbol] | 3. [Tree Name]    |

**PLANTING NOTES:**

1. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF PALM BEACH PLANTING SPECIFICATIONS.
2. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF PALM BEACH PLANTING SPECIFICATIONS.
3. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF PALM BEACH PLANTING SPECIFICATIONS.
4. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF PALM BEACH PLANTING SPECIFICATIONS.

**EXISTING TREE TABLE**

| NO. | SYMBOL   | DESCRIPTION     |
|-----|----------|-----------------|
| 1   | [Symbol] | 1. [Tree Name]  |
| 2   | [Symbol] | 2. [Tree Name]  |
| 3   | [Symbol] | 3. [Tree Name]  |
| 4   | [Symbol] | 4. [Tree Name]  |
| 5   | [Symbol] | 5. [Tree Name]  |
| 6   | [Symbol] | 6. [Tree Name]  |
| 7   | [Symbol] | 7. [Tree Name]  |
| 8   | [Symbol] | 8. [Tree Name]  |
| 9   | [Symbol] | 9. [Tree Name]  |
| 10  | [Symbol] | 10. [Tree Name] |
| 11  | [Symbol] | 11. [Tree Name] |
| 12  | [Symbol] | 12. [Tree Name] |
| 13  | [Symbol] | 13. [Tree Name] |
| 14  | [Symbol] | 14. [Tree Name] |
| 15  | [Symbol] | 15. [Tree Name] |
| 16  | [Symbol] | 16. [Tree Name] |
| 17  | [Symbol] | 17. [Tree Name] |
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| 20  | [Symbol] | 20. [Tree Name] |
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| 30  | [Symbol] | 30. [Tree Name] |
| 31  | [Symbol] | 31. [Tree Name] |
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| 37  | [Symbol] | 37. [Tree Name] |
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| 42  | [Symbol] | 42. [Tree Name] |
| 43  | [Symbol] | 43. [Tree Name] |
| 44  | [Symbol] | 44. [Tree Name] |
| 45  | [Symbol] | 45. [Tree Name] |
| 46  | [Symbol] | 46. [Tree Name] |
| 47  | [Symbol] | 47. [Tree Name] |
| 48  | [Symbol] | 48. [Tree Name] |
| 49  | [Symbol] | 49. [Tree Name] |
| 50  | [Symbol] | 50. [Tree Name] |

**LANDSCAPE AREA CALCULATIONS**

Total Landscape Area = 5,000 sq ft  
 25% Tree Canopy = 1,250 sq ft  
 75% Open Space = 3,750 sq ft

**LANDSCAPE NOTES**

1. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF PALM BEACH PLANTING SPECIFICATIONS.
2. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF PALM BEACH PLANTING SPECIFICATIONS.
3. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF PALM BEACH PLANTING SPECIFICATIONS.
4. ALL PLANTING SHALL BE DONE IN ACCORDANCE WITH THE CITY OF PALM BEACH PLANTING SPECIFICATIONS.



C21

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**Audi**  
 US 1 and Banyan Street - Palmetto Bay, FL 33157

100%  
 2017  
 2017







**ATTACHMENT VIII**  
**TRAFFIC STUDY**

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Richard Garcia & Associates, Inc.

## Traffic Impact Study

### Audi Miami South



US 1 & Banyan Street  
Palmetto Bay, Florida

July 20<sup>th</sup>, 2017

### Engineer's Certification

I, Richard Garcia, P.E. # 54886, certify that I currently hold an active Professional Engineers License in the State of Florida and am competent through education and experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. In addition, the firm Richard Garcia & Associates, Inc. holds a Certificate of Authorization # 9592 in the State of Florida. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

PROJECT DESCRIPTION: Audi Miami South - Traffic Impact Study

PROJECT LOCATION: US 1 & Banyan Street  
Palmetto Bay, Florida

  
\_\_\_\_\_  
Florida Registration No. 54886      7/20/2017      Date



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- Appendix F: Roadway Analysis

## Executive Summary

---

This study was prepared to determine the vehicle trips associated with the subject project and to evaluate the traffic impacts to the most impacted intersections and roadways.

The subject site is located on the southeast corner of US 1-SB and Banyan Street in the Village of Palmetto Bay, Florida. This site has 30,859 square feet of retail and will be redeveloped as an *automobile sales (car dealership) with 54,036 square feet*. The project build-out is slated for 2019. For vehicular access, the subject project will have a full access driveway on Datura Street and an exit only driveway on Banyan Street.

The trip generation characteristics for the subject project were obtained from **ITE's Trip Generation Manual, 9<sup>th</sup> Edition**. The trip generation analysis was performed for a typical weekday's Daily Condition, AM and PM peak hour. The following land uses, as identified by the Institute of Transportation Engineers (ITE), most closely resemble the subject project. These land uses (LU) are as follows:

|                  |  |
|------------------|--|
| <b>Existing:</b> | LU 826 (Specialty Retail) - 30,859 square feet |
| <b>Proposed:</b> | LU 841 (Automobile Sales) - 54,199 square feet |
|                  | LU 826 (Specialty Retail) - 6,004 square feet  |

Based on the trip generation analysis, the subject project will generate **80 net new trips** (63 trips-in & 17 trips-out) during the **AM peak hour** and **75 net new trips** (27 trips-in & 48 trips-out) in the **PM peak hour**. Moreover, the proposed project will have 649 net new daily trips. Note, these trips are likely to be reduced based on the rate and extent of internal capture and pass-by trips, since neither of these adjustments were utilized in the analysis as a conservative approach. The above peak hour trips were distributed to the most impacted intersections and assigned to the project's driveways consistent with the trip distribution percentages of the project's Traffic Analysis Zone 1145.

Manual Turning Movement Counts (TMC's) and traffic operational characteristics were gathered at the four (4) intersections identified in Table 1: Intersection LOS Summary. These turning movement counts were performed on Thursday, June 29<sup>th</sup>, 2017 during the typical weekday's AM peak period of 7:00 AM to 9:00 AM and PM peak period of 4:00 PM to 6:00 PM. Subsequently, the AM and PM peak hour traffic volumes were determined, adjusted for seasonal variations by using the Florida Department of Transportation (FDOT) Seasonal Factor and utilized in the operational analysis for the existing condition. The operational analysis revealed that all the studied intersections are currently operating at LOS B or better during the AM and PM peak hour.



Based on historical traffic data and trends, regression analyses were performed to estimate the background traffic growth within the project's vicinity. The highest growth rate yielded 1.56 percent. As such, the existing seasonally adjusted turning movement counts were augmented with a background growth rate of 1.56 percent. The resulting traffic volumes represent the proposed future condition without project (No Build 2019). Similarly, the traffic volumes for the future condition with project (Build 2019) include background traffic growth and the project net trips. The future traffic volumes with and without project were evaluated and the analysis revealed that all studied intersections will operate at LOS B or better during the AM peak hour and LOS C or better for the PM peak hour. Lastly, the proposed driveways were also evaluated and yielded LOS A. Table 1 summarizes the LOS and delay per approach for the each intersection and project's driveways.

Additionally, Datura Street (between US 1-SB and SW 97 Avenue) was identified as the roadway link most impacted by the subject project. The roadway peak hour volumes were obtained from the intersection movement counts and evaluated using the using the generalized Table 4 of the 2013 FDOT (Florida Department of Transportation) Quality / Level of Service Handbook. The analysis revealed that Datura Street is operating at LOS C during the AM and PM peak hour.

The existing roadway volumes were augmented with a compounded background growth rate of 1.56 percent. The resulting traffic volumes represent the proposed future condition without project in 2019. Similarly, the traffic volumes for the future condition with project in 2019 include background traffic growth and the project net new trips. The analyses for the future conditions revealed that Datura Street will maintain the existing LOS C during the future AM and PM peak hour.

In conclusion, the most impacted intersections and roadways are currently operating within the Village's acceptable LOS threshold and will continue to do so with the new traffic generated by the subject project. Therefore, no off-site improvements are required or recommended at this time. Lastly, it is fair to conclude that the subject project will not adversely impact the traffic operations within the study area.

**Table 1: Intersection LOS Summary**

| Existing Condition (2017)                                |                      | AM Peak Hour |             |                          |     |             | PM Peak Hour |             |                          |     |             |
|--|----------------------|--------------|-------------|--------------------------|-----|-------------|--------------|-------------|--------------------------|-----|-------------|
| Location   | Intersection Control | Overall      |             | * Critical Approach TWSC |     |             | Overall      |             | * Critical Approach TWSC |     |             |
|  |                      | LOS          | Delay (sec) | Approach                 | LOS | Delay (sec) | LOS          | Delay (sec) | Approach                 | LOS | Delay (sec) |
| 1 S Dixie Highway-NB (US 1/SR 5) & SW 174 Street         | Traffic Signal       | A            | 9.4         | -                        | -   | -           | B            | 11.7        | -                        | -   | -           |
| 2 S Dixie Highway-SB (US 1/SR 5) & Banyan Street         | Traffic Signal       | B            | 11.6        | -                        | -   | -           | B            | 19.8        | -                        | -   | -           |
| 3 S Dixie Highway-SB (US 1/SR 5) & Datura Street         | Two-Way Stop         | A            | 0.4         | WB                       | B   | 11.7        | A            | 0.7         | WB                       | D   | 26.3        |
| 4 SW 97 Avenue & Datura Street **                        | Three-Way Stop       | A            | 7.4         | -                        | -   | -           | A            | 8.0         | -                        | -   | -           |
| Proposed Future Condition (without Project Trips) (2019) |                      | AM Peak Hour |             |                          |     |             | PM Peak Hour |             |                          |     |             |
| Location   | Intersection Control | Overall      |             | * Critical Approach TWSC |     |             | Overall      |             | * Critical Approach TWSC |     |             |
|  |                      | LOS          | Delay (sec) | Approach                 | LOS | Delay (sec) | LOS          | Delay (sec) | Approach                 | LOS | Delay (sec) |
| 1 S Dixie Highway-NB (US 1/SR 5) & SW 174 Street         | Traffic Signal       | A            | 9.7         | -                        | -   | -           | B            | 11.9        | -                        | -   | -           |
| 2 S Dixie Highway-SB (US 1/SR 5) & Banyan Street         | Traffic Signal       | B            | 11.6        | -                        | -   | -           | C            | 21.5        | -                        | -   | -           |
| 3 S Dixie Highway-SB (US 1/SR 5) & Datura Street         | Two-Way Stop         | A            | 0.4         | WB                       | B   | 11.8        | A            | 0.8         | WB                       | D   | 28.2        |
| 4 SW 97 Avenue & Datura Street **                        | Three-Way Stop       | A            | 7.5         | -                        | -   | -           | A            | 8.1         | -                        | -   | -           |
| Proposed Future Condition (with Project Trips) (2019)    |                      | AM Peak Hour |             |                          |     |             | PM Peak Hour |             |                          |     |             |
| Location   | Intersection Control | Overall      |             | * Critical Approach TWSC |     |             | Overall      |             | * Critical Approach TWSC |     |             |
|  |                      | LOS          | Delay (sec) | Approach                 | LOS | Delay (sec) | LOS          | Delay (sec) | Approach                 | LOS | Delay (sec) |
| 1 S Dixie Highway-NB (US 1/SR 5) & SW 174 Street         | Traffic Signal       | B            | 10.4        | -                        | -   | -           | B            | 12.9        | -                        | -   | -           |
| 2 S Dixie Highway-SB (US 1/SR 5) & Banyan Street         | Traffic Signal       | B            | 12.2        | -                        | -   | -           | C            | 24.7        | -                        | -   | -           |
| 3 S Dixie Highway-SB (US 1/SR 5) & Datura Street         | Two-Way Stop         | A            | 0.5         | WB                       | B   | 12.6        | A            | 0.9         | WB                       | D   | 30.9        |
| 4 SW 97 Avenue & Datura Street **                        | Three-Way Stop       | A            | 7.6         | -                        | -   | -           | A            | 8.2         | -                        | -   | -           |
| 5 Datura Street & Driveway 1 (DW1)                       | Two-Way Stop         | A            | 3.2         | SB                       | A   | 9.0         | A            | 2.7         | SB                       | A   | 9.2         |
| 6 Banyan Street & Driveway 2 (DW2)                       | Two-Way Stop         | A            | 0.8         | NB                       | A   | 9.7         | A            | 1.7         | NB                       | B   | 10.7        |

Notes: \* Critical Approach for TWSC.

\*\* Intersection analyzed with All-Way Stop control since HCM does not support Three-Way Stop control.

## Introduction

The main objective of this report is to determine the vehicle trips associated with the subject project and to evaluate the traffic impacts to the most impacted intersections and roadways. The analysis documented herewith evaluates the existing traffic condition and proposed future condition with and without the new project traffic during the roadway's AM and PM peak hour.

### Project Description / Location

The subject site is located on the southeast corner of US 1-SB and Banyan Street in the Village of Palmetto Bay, Florida. This site is comprised of several properties and has 30,859 square feet of retail. The proposed project consists of an *automobile sales (car dealership) with 54,199 square feet and 6,004 square feet of retail*. The project build-out is slated for 2019. For vehicular access, the subject project will have a full access driveway on Datura Street and a driveway on Banyan Street for vehicular exit only. Figure 1 depicts the site's location map while Figure 2 is the site plan included for illustrative purpose only.

**Figure 1: Location Map**

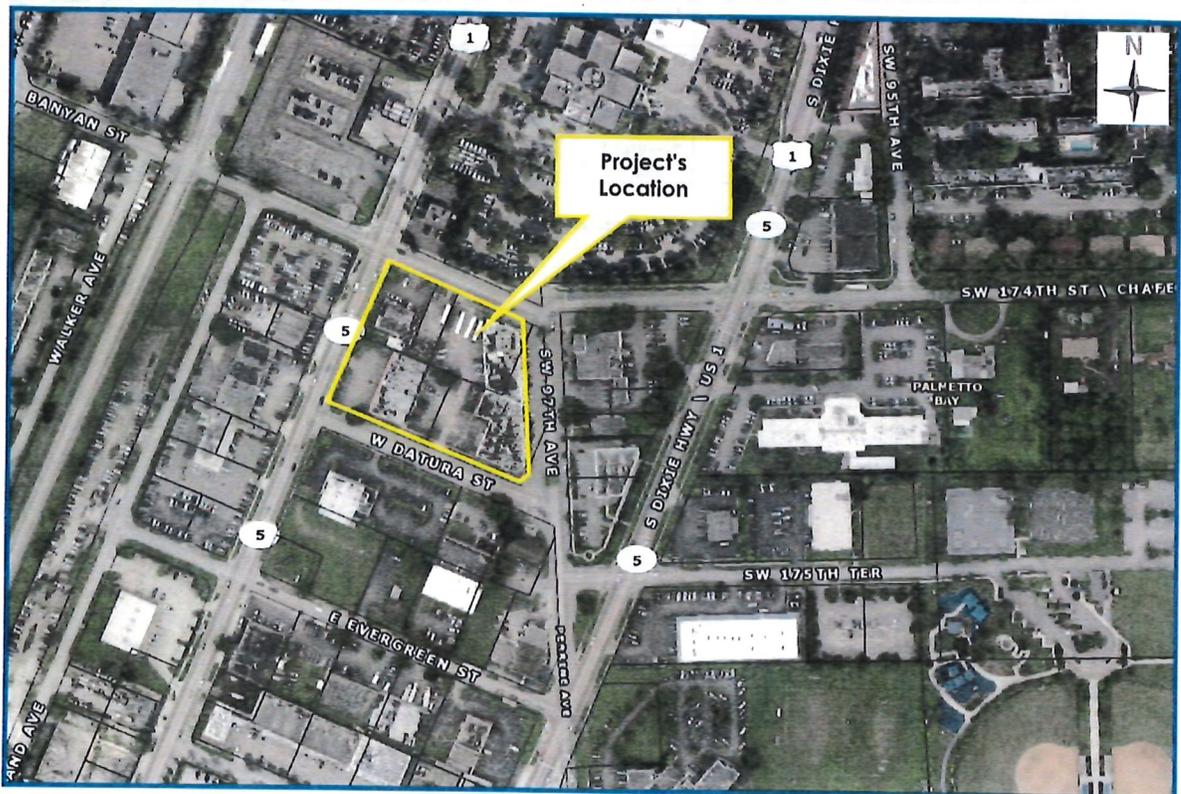
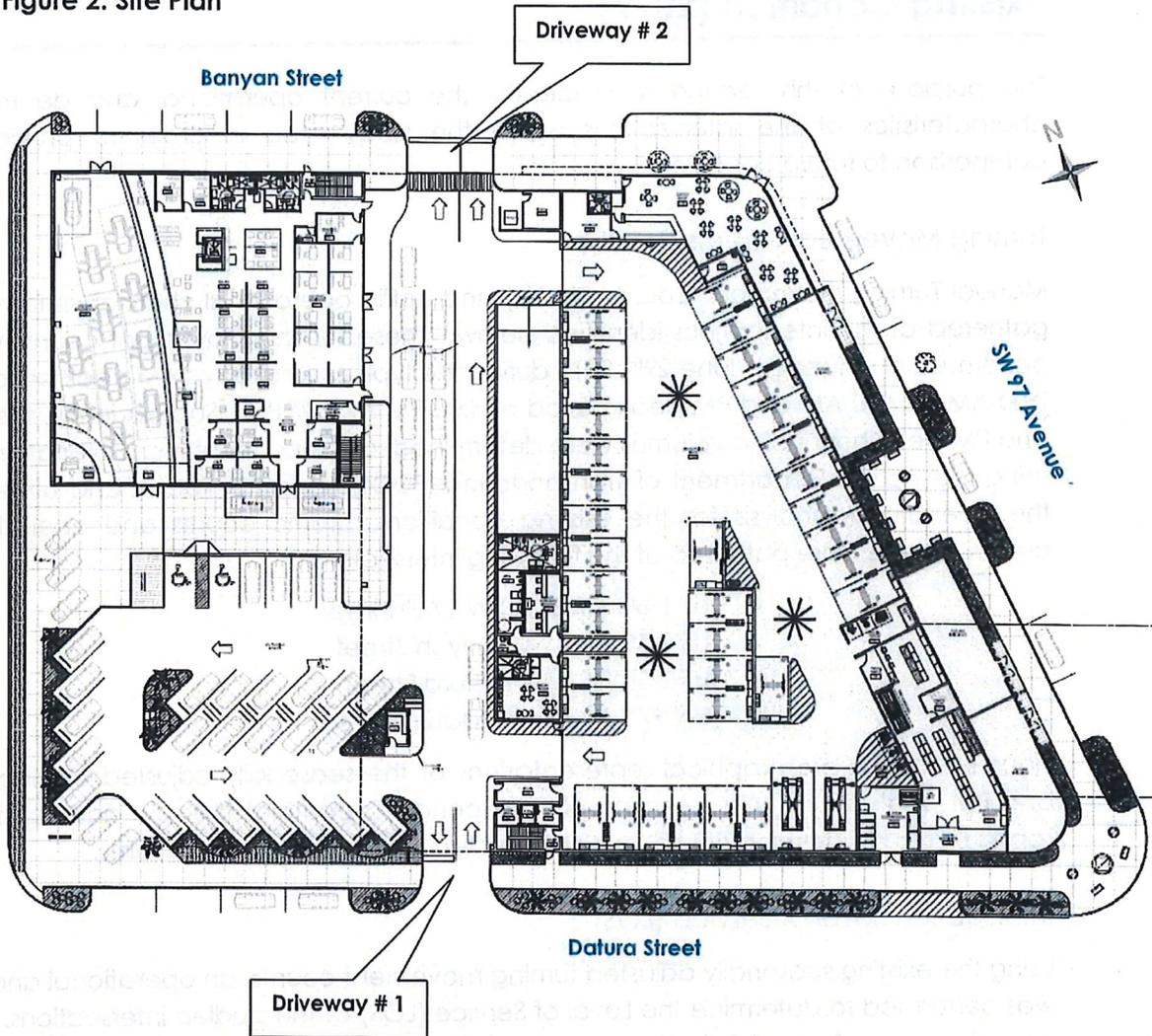


Figure 2: Site Plan



## Existing Condition (2017)

---

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

### Turning Movement Counts (TMC's)

Manual Turning Movement Counts (TMC's) and traffic operational characteristics were gathered at the intersections identified below. These turning movement counts were performed on Thursday, June 29<sup>th</sup>, 2017 during the typical weekday's AM peak period of 7:00 AM to 9:00 AM and PM peak period of 4:00 PM to 6:00 PM. Subsequently, the AM and PM peak hour traffic volumes were determined, adjusted for seasonal variations by using the Florida Department of Transportation (FDOT) Seasonal Factor and utilized in the operational analysis for the existing condition. Traffic counts and operational characteristics were gathered at the following intersections:

- US 1-NB (SR 5) & SW 174<sup>th</sup> Street
- US 1-SB (SR 5) & Banyan Street
- US 1-SB (SR 5) & Datura Street
- SW 97<sup>th</sup> Avenue & Datura Street

Figures 3 and 4 are graphical representations of the seasonally adjusted existing AM and PM peak hour TMC's, respectively. Appendix D contains the raw data and the tables utilized to develop the seasonally adjusted turning movement counts. .

### Intersection Level of Service (LOS)

Using the existing seasonally adjusted turning movement counts, an operational analysis was performed to determine the Level of Service (LOS) at the studied intersections. This analysis was performed following the latest Highway Capacity Manual methodology and utilizing the latest build of the Synchro 10 software.

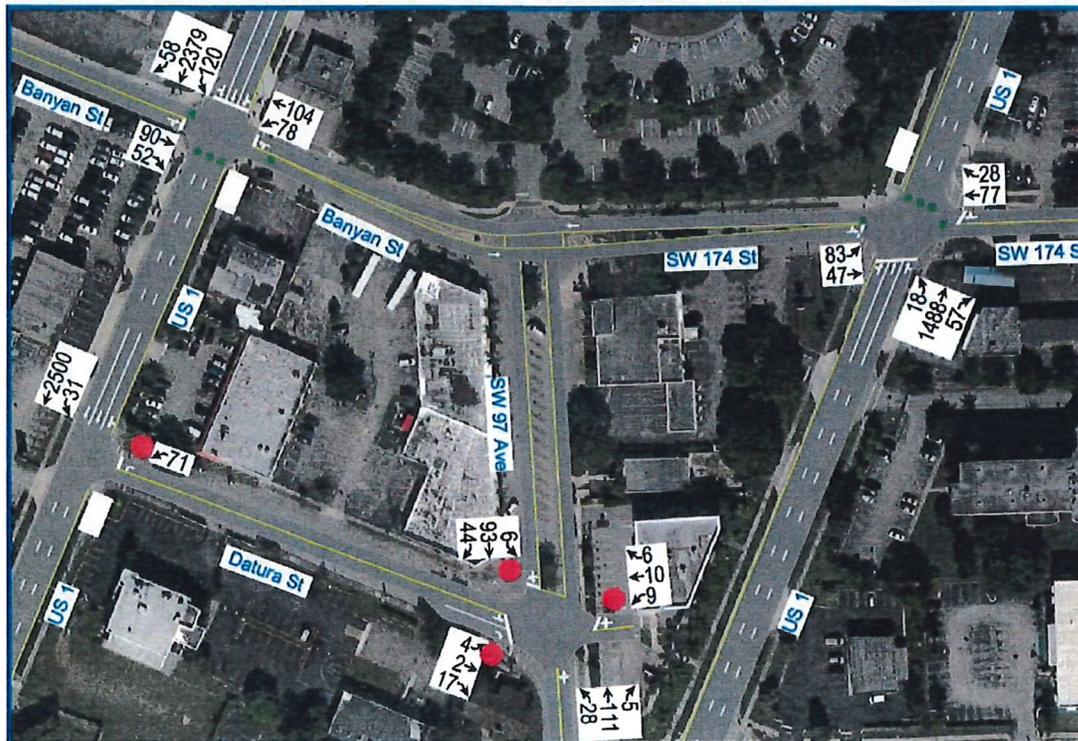
As a result, the studied intersections yielded LOS B or better during both the AM and PM peak hour. Note, the intersection of *SW 97<sup>th</sup> Avenue/Datura Street* operates with a three-way stop control and the LOS criteria for this intersection type is not defined by the Highway Capacity Manual (HCM). Therefore, the subject intersection was evaluated using an all-way stop control (AWSC) as a conservative approach. Table 2 summarizes the LOS and vehicle delay results while Appendix E contains other outputs such as volume to capacity ratio (V/C) and 95<sup>th</sup> Percentile Queue.



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



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



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

| Existing Condition (2017)                        |                      | AM Peak Hour |             |                          |     |             | PM Peak Hour |             |                          |     |             |
|--|----------------------|--------------|-------------|--------------------------|-----|-------------|--------------|-------------|--------------------------|-----|-------------|
| Location   | Intersection Control | Overall      |             | * Critical Approach TWSC |     |             | Overall      |             | * Critical Approach TWSC |     |             |
|  |                      | LOS          | Delay (sec) | Approach                 | LOS | Delay (sec) | LOS          | Delay (sec) | Approach                 | LOS | Delay (sec) |
| 1 S Dixie Highway-NB (US 1/SR 5) & SW 174 Street | Traffic Signal       | A            | 9.4         | -                        | -   | -           | B            | 11.7        | -                        | -   | -           |
| 2 S Dixie Highway-SB (US 1/SR 5) & Banyan Street | Traffic Signal       | B            | 11.6        | -                        | -   | -           | B            | 19.8        | -                        | -   | -           |
| 3 S Dixie Highway-SB (US 1/SR 5) & Datura Street | Two-Way Stop         | A            | 0.4         | WB                       | B   | 11.7        | A            | 0.7         | WB                       | D   | 26.3        |
| 4 SW 97 Avenue & Datura Street **                | Three-Way Stop       | A            | 7.4         | -                        | -   | -           | A            | 8.0         | -                        | -   | -           |

Notes: \* Critical Approach for TWSC.

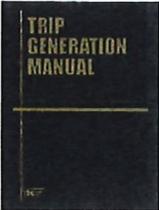
\*\* Intersection analyzed with All-Way Stop control since HCM does not support Three-Way Stop control.



## Project Traffic

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

### Trip Generation



The trip generation characteristics for the subject project were obtained from **ITE's Trip Generation Manual, 9th Edition**. The trip generation analysis was performed for a typical weekday's Daily Condition, AM and PM peak hour. The following land uses, as identified by the Institute of Transportation Engineers (ITE), most closely resemble the subject project. These land uses (LU) are as follows:

**Existing:** LU 826 (Specialty Retail) - 30,859 square feet

**Proposed:** LU 841 (Automobile Sales) - 54,199 square feet  
LU 826 (Specialty Retail) - 6,004 square feet

Based on the trip generation analysis, the subject project will generate **80 net new trips** (63 trips-in & 17 trips-out) during the **AM peak hour** and **75 net new trips** (27 trips-in & 48 trips-out) in the **PM peak hour**. Moreover, the proposed project will have 649 net new daily trips. Note, these trips are likely to be reduced based on the rate and extent of internal capture and pass-by trips, since neither of these adjustments were utilized in the analysis as a conservative approach. Tables 3 and 4 summarize the trip generation results for the AM and PM peak hour, respectively. Table 5 depicts the trip generation results for the daily condition. Appendix A contains the supporting documentation.

**Table 3: Trip Generation - AM Peak Hour**

| LAND USE (LU)   | UNITS            | ITE LU CODE | ITE TRIP GENERATION RATE | AM PEAK HOUR TRIPS |           |           |
|---|------------------|-------------|--------------------------|--------------------|-----------|-----------|
|   |                  |             |                          | IN                 | OUT       | TOTAL     |
| <b>Existing</b>   |                  |             |                          |                    |           |           |
| Specialty Retail *  | 30.859 Th.Sq.Ft. | 820/826     | 0.96                     | 19                 | 11        | 30        |
| <b>Proposed</b>   |                  |             |                          |                    |           |           |
| Automobile Sales  | 54.199 Th.Sq.Ft. | 841         | 1.92                     | 78                 | 26        | 104       |
| Specialty Retail *  | 6.004 Th.Sq.Ft.  | 820/826     | 0.96                     | 4                  | 2         | 6         |
| <b>Net External Trips (Proposed Trips - Existing Trips)</b> |                  |             |                          | <b>63</b>          | <b>17</b> | <b>80</b> |

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

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



**Table 4: Trip Generation - PM Peak Hour**

| LAND USE (LU)   | UNITS            | ITE LU CODE | ITE TRIP GENERATION RATE | PM PEAK HOUR TRIPS |           |           |
|---|------------------|-------------|--------------------------|--------------------|-----------|-----------|
|   |                  |             |                          | IN                 | OUT       | TOTAL     |
| <b>Existing</b>   |                  |             |                          |                    |           |           |
| Specialty Retail  | 30.859 Th.Sq.Ft. | 826         | 2.71                     | 37                 | 47        | 84        |
| <b>Proposed</b>   |                  |             |                          |                    |           |           |
| Automobile Sales  | 54.199 Th.Sq.Ft. | 841         | 2.62                     | 57                 | 86        | 143       |
| Specialty Retail  | 6.004 Th.Sq.Ft.  | 826         | 2.71                     | 7                  | 9         | 16        |
| <b>Net External Trips (Proposed Trips Existing Trips)</b> |                  |             |                          | <b>27</b>          | <b>48</b> | <b>75</b> |

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

**Table 5: Trip Generation - Daily Condition**

| LAND USE (LU)   | UNITS            | ITE LU CODE | ITE TRIP GENERATION RATE | DAILY TRIPS |            |            |
|---|------------------|-------------|--------------------------|-------------|------------|------------|
|   |                  |             |                          | IN          | OUT        | TOTAL      |
| <b>Existing</b>   |                  |             |                          |             |            |            |
| Specialty Retail  | 30.859 Th.Sq.Ft. | 826         | 44.32                    | 684         | 684        | 1,368      |
| <b>Proposed</b>   |                  |             |                          |             |            |            |
| Automobile Sales  | 54.199 Th.Sq.Ft. | 841         | 32.30                    | 875         | 876        | 1,751      |
| Specialty Retail  | 6.004 Th.Sq.Ft.  | 826         | 44.32                    | 133         | 133        | 266        |
| <b>Net External Trips (Proposed Trips - Existing Trips)</b> |                  |             |                          | <b>324</b>  | <b>325</b> | <b>649</b> |

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

### Trip Distribution

The subject project is located within the Traffic Analysis Zone (TAZ) 1145 as assigned by the Metropolitan Planning Organization's (MPO) on the Miami-Dade Transportation Plan (to the Year 2040) Directional Trips Distribution Report, October 2014. As such, the trip distribution was performed consistent with the trip distribution percentages of TAZ 1145 and by interpolating between the 2010 and 2040 TAZ data for the projected design year of 2019. Figure 5 depicts the TAZ map while the directional trip distribution percentages are outlined in Table 6. Appendix C contains the supporting documentation.





Table 7: Directional Trip Assignment

| DIRECTION | DISTRIBUTION | AM PEAK HOUR |     |       | PM PEAK HOUR |     |       |
|-----------|--------------|--------------|-----|-------|--------------|-----|-------|
|           |              | IN           | OUT | TOTAL | IN           | OUT | TOTAL |
| NORTH     | 37.66%       | 23           | 6   | 29    | 10           | 18  | 28    |
| EAST      | 5.76%        | 4            | 1   | 5     | 2            | 3   | 5     |
| SOUTH     | 34.76%       | 22           | 6   | 28    | 9            | 17  | 26    |
| WEST      | 21.82%       | 14           | 4   | 18    | 6            | 10  | 16    |
|           | 100.00%      | 63           | 17  | 80    | 27           | 48  | 75    |

Figure 6: Project Net Trips - AM Peak Hour





## Proposed Future Condition (2019)

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This section of the report describes the traffic parameters utilized to develop and to evaluate the future peak hour volumes with and without project in 2019.

### Background Traffic Growth

Using available traffic data from the Florida Department of Transportation (FDOT Count Stations 2562 & 2563), regression analyses were performed to estimate the background traffic growth within the project's vicinity. The calculations yielded negative growth rates (i.e. decrease in traffic).

Similarly, the trips documented in the Miami-Dade County SERPM travel demand traffic model (project's TAZ 1145) were also utilized to determine a growth rate and resulted in 1.56 percent. This growth rate was compounded and applied to the existing traffic volumes to calculate the background traffic for the year 2019. Appendix C contains the supporting documentation.

### Future Traffic Volumes - AM & PM Peak Hour

The existing seasonally adjusted turning movement counts were augmented with a background growth rate of 1.56 percent. The resulting traffic volumes represent the proposed future condition without project (No Build 2019). Similarly, the traffic volumes for the future condition with project (Build 2019) include background traffic growth and the project net trips. The calculations for the specific movements at each intersection are contained in Appendix D. Figures 8 and 9 depict the future traffic volumes with project trips for the AM and PM peak hour, respectively. Appendix E contains the figures with the proposed future condition without project (No Build).

### Level of Service (LOS)

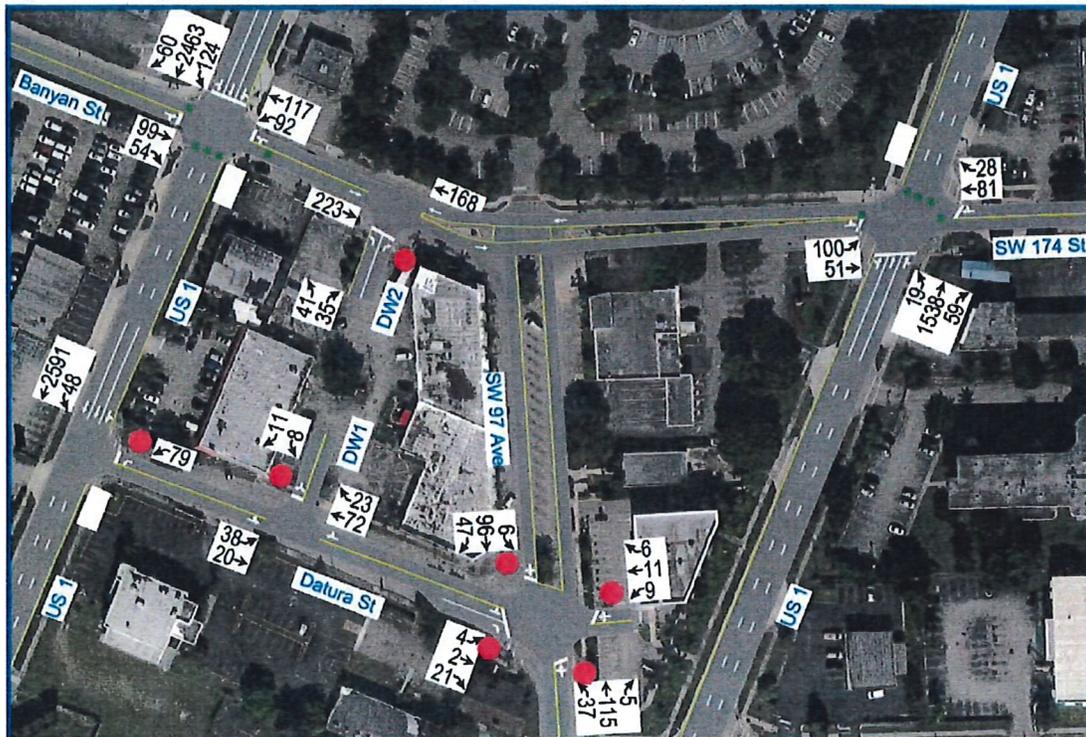
The future traffic volumes with and without project were evaluated to determine the Level of Service at each studied intersection in 2019. The operational analysis for the future conditions revealed that all the studied intersections will operate at LOS B or better during the future AM peak hour and LOS C or better for the PM peak hour condition. Lastly, the project's driveways were also evaluated and yielded LOS A. Table 8 summarizes the LOS results while Appendix E includes the Synchro software sheets with other outputs such as queue lengths and volume to capacity (v/c) ratio.



Figure 8: Proposed Future Condition (Build 2019) - AM Peak Hour



Figure 9: Proposed Future Condition (Build 2019) - PM Peak Hour



**Table 8: Future LOS & Delay - AM & PM Peak Hour**

| Proposed Future Condition (without Project Trips) (2019) |                      | AM Peak Hour |             |                          |     |             | PM Peak Hour |             |                          |     |             |
|--|----------------------|--------------|-------------|--------------------------|-----|-------------|--------------|-------------|--------------------------|-----|-------------|
| Location   | Intersection Control | Overall      |             | * Critical Approach TWSC |     |             | Overall      |             | * Critical Approach TWSC |     |             |
|  |                      | LOS          | Delay (sec) | Approach                 | LOS | Delay (sec) | LOS          | Delay (sec) | Approach                 | LOS | Delay (sec) |
| 1 S Dixie Highway-NB (US 1/SR 5) & SW 174 Street         | Traffic Signal       | A            | 9.7         | -                        | -   | -           | B            | 11.9        | -                        | -   | -           |
| 2 S Dixie Highway-SB (US 1/SR 5) & Banyan Street         | Traffic Signal       | B            | 11.6        | -                        | -   | -           | C            | 21.5        | -                        | -   | -           |
| 3 S Dixie Highway-SB (US 1/SR 5) & Datura Street         | Two-Way Stop         | A            | 0.4         | WB                       | B   | 11.8        | A            | 0.8         | WB                       | D   | 28.2        |
| 4 SW 97 Avenue & Datura Street **                        | Three-Way Stop       | A            | 7.5         | -                        | -   | -           | A            | 8.1         | -                        | -   | -           |
| Proposed Future Condition (with Project Trips) (2019)    |                      | AM Peak Hour |             |                          |     |             | PM Peak Hour |             |                          |     |             |
| Location   | Intersection Control | Overall      |             | * Critical Approach TWSC |     |             | Overall      |             | * Critical Approach TWSC |     |             |
|  |                      | LOS          | Delay (sec) | Approach                 | LOS | Delay (sec) | LOS          | Delay (sec) | Approach                 | LOS | Delay (sec) |
| 1 S Dixie Highway-NB (US 1/SR 5) & SW 174 Street         | Traffic Signal       | B            | 10.4        | -                        | -   | -           | B            | 12.9        | -                        | -   | -           |
| 2 S Dixie Highway-SB (US 1/SR 5) & Banyan Street         | Traffic Signal       | B            | 12.2        | -                        | -   | -           | C            | 24.7        | -                        | -   | -           |
| 3 S Dixie Highway-SB (US 1/SR 5) & Datura Street         | Two-Way Stop         | A            | 0.5         | WB                       | B   | 12.6        | A            | 0.9         | WB                       | D   | 30.9        |
| 4 SW 97 Avenue & Datura Street **                        | Three-Way Stop       | A            | 7.6         | -                        | -   | -           | A            | 8.2         | -                        | -   | -           |
| 5 Datura Street & Driveway 1 (DW1)                       | Two-Way Stop         | A            | 3.2         | SB                       | A   | 9.0         | A            | 2.7         | SB                       | A   | 9.2         |
| 6 Banyan Street & Driveway 2 (DW2)                       | Two-Way Stop         | A            | 0.8         | NB                       | A   | 9.7         | A            | 1.7         | NB                       | B   | 10.7        |

Notes: \* Critical Approach for TWSC.

\*\* Intersection analyzed with All-Way Stop control since HCM does not support Three-Way Stop control.



## Roadway Analysis / Level of Service (LOS)

The roadway links most impacted by the subject project were identified and evaluated for Level of Service (LOS). The roadway analysis was performed for the existing condition, future condition without project (No Build) and future condition with project (Build) during the AM and PM peak hour. Note, the radius of influence (study area) includes the roadway links where the assigned project trips are greater than three (3) percent of the roadway LOS capacity volume as previously requested by the Village's traffic consultant.

### Existing Condition (2017)

Datura Street (between US 1-SB and SW 97 Avenue) was identified as the roadway link most impacted by the subject project. The roadway peak hour volumes were obtained from the intersection movement counts and evaluated using the using the generalized Table 4 of the 2013 FDOT (Florida Department of Transportation) Quality / Level of Service Handbook. The analysis revealed that Datura Street is operating at LOS C during the AM and PM peak hour. Table 9 contains the roadway volume, available capacity and LOS for the AM and PM peak hour. Appendix F contains the supporting documentation.

**Table 9: Existing Roadway LOS - AM & PM Peak Hour**

| ROADWAY LINK ANALYSIS - AM PEAK |               |                         |                                     |                         |                    |     |
|---------------------------------|---------------|-------------------------|-------------------------------------|-------------------------|--------------------|-----|
| ROADWAY                         |               | LOCATION                | LOS / VOLUME STANDARD               | EXISTING TWO-WAY VOLUME | AVAILABLE CAPACITY | LOS |
| 1                               | Datura Street | b/w US 1 & SW 97 Avenue | LOS E / 1,015 VPH<br>2LU - CLASS II | 50                      | 965                | C   |
| ROADWAY LINK ANALYSIS - PM PEAK |               |                         |                                     |                         |                    |     |
| ROADWAY                         |               | LOCATION                | LOS / VOLUME STANDARD               | EXISTING TWO-WAY VOLUME | AVAILABLE CAPACITY | LOS |
| 1                               | Datura Street | b/w US 1 & SW 97 Avenue | LOS E / 1,015 VPH<br>2LU - CLASS II | 94                      | 921                | C   |

| LOS | VOL   |
|-----|-------|
| C   | 475   |
| D   | 958   |
| E   | 1,015 |



Future Conditions (2019)

The existing roadway volumes were augmented with a compounded background growth rate of 1.56 percent. The resulting traffic volumes represent the proposed future condition without project in 2019. Similarly, the traffic volumes for the future condition with project in 2019 include background traffic growth and the project net new trips. The analysis revealed that Datura Street will maintain the existing LOS C during the AM and PM peak hour. Table 10 summarizes the roadway volume, available capacity and LOS for the AM and PM peak hour.

**Table 10: Future Roadway LOS - AM & PM Peak Hour**

| ROADWAY LINK ANALYSIS - AM PEAK |               |                            |   |                                  |                    |     |               |                                 |                    |     |   |
|---------------------------------|---------------|----------------------------|---|----------------------------------|--------------------|-----|---------------|---------------------------------|--------------------|-----|---|
| ROADWAY                         | LOCATION      | EXISTING TWO-WAY VOLUME    | BACKGROUND GROWTH @ 1.56% FOR PROJECT BUILD-OUT OF 2019 (2 YEAR GROWTH) | FUTURE VOLUME W/O PROJECT (2019) | AVAILABLE CAPACITY | LOS | PROJECT TRIPS | FUTURE VOLUME W/ PROJECT (2019) | AVAILABLE CAPACITY | LOS |   |
| 1                               | Datura Street | b/w US 1 SB & SW 97 Avenue | 50  | 2                                | 52                 | 964 | C             | 40                              | 92                 | 924 | C |
| ROADWAY LINK ANALYSIS - PM PEAK |               |                            |   |                                  |                    |     |               |                                 |                    |     |   |
| ROADWAY                         | LOCATION      | EXISTING TWO-WAY VOLUME    | BACKGROUND GROWTH @ 1.56% FOR PROJECT BUILD-OUT OF 2019 (2 YEAR GROWTH) | FUTURE VOLUME W/O PROJECT (2019) | AVAILABLE CAPACITY | LOS | PROJECT TRIPS | FUTURE VOLUME W/ PROJECT (2019) | AVAILABLE CAPACITY | LOS |   |
| 1                               | Datura Street | b/w US 1 SB & SW 97 Avenue | 94  | 3                                | 97                 | 918 | C             | 21                              | 118                | 897 | C |



## **Conclusion**

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Based on the analysis documented in this report, the most impacted intersections and roadways are currently operating within the Village's acceptable LOS threshold and will continue to do so with the new traffic generated by the subject project. Therefore, no off-site improvements are required or recommended at this time. Lastly, it is fair to conclude that the subject project will not adversely impact the traffic operations within the study area.



**Appendix A: Trip Generation**



**Richard Garcia & Associates, Inc.**

Appendix | A

TABLE: A1  
**TRIP GENERATION ANALYSIS**  
**AM PEAK HOUR**

Project Name: Audi Miami South

| LAND USE (LU)   | UNITS            | ITE LU CODE | ITE TRIP GENERATION RATE | AM PEAK HOUR TRIPS |           |           |           |
|---|------------------|-------------|--------------------------|--------------------|-----------|-----------|-----------|
|   |                  |             |                          | %                  | IN        | OUT       | TOTAL     |
| <b>Existing</b>   |                  |             |                          |                    |           |           |           |
| Specialty Retail *  | 30,859 Th.Sq.Ft. | 820/826     | 0.96                     | 62%                | 19        | 11        | 30        |
| <b>Proposed</b>   |                  |             |                          |                    |           |           |           |
| Automobile Sales  | 54,199 Th.Sq.Ft. | 841         | 1.92                     | 75%                | 78        | 26        | 104       |
| Specialty Retail *  | 6,004 Th.Sq.Ft.  | 820/826     | 0.96                     | 62%                | 4         | 2         | 6         |
| <b>Net External Trips (Proposed Trips - Existing Trips)</b> |                  |             |                          | <b>79%</b>         | <b>63</b> | <b>17</b> | <b>80</b> |

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

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

TABLE: A2  
**TRIP GENERATION ANALYSIS**  
**PM PEAK HOUR**

Project Name: Audi Miami South

| LAND USE (LU)   | UNITS            | ITE LU CODE | ITE TRIP GENERATION RATE | PM PEAK HOUR TRIPS |           |           | TOTAL     |
|---|------------------|-------------|--------------------------|--------------------|-----------|-----------|-----------|
|   |                  |             |                          | %                  | IN        | OUT       |           |
| <b>Existing</b>   |                  |             |                          |                    |           |           |           |
| Specialty Retail  | 30,859 Th.Sq.Ft. | 826         | 2.71                     | 44%                | 37        | 47        | 84        |
| <b>Proposed</b>   |                  |             |                          |                    |           |           |           |
| Automobile Sales  | 54,199 Th.Sq.Ft. | 841         | 2.62                     | 40%                | 57        | 86        | 143       |
| Specialty Retail  | 6,004 Th.Sq.Ft.  | 826         | 2.71                     | 44%                | 7         | 9         | 16        |
| <b>Net External Trips (Proposed Trips Existing Trips)</b> |                  |             |                          | <b>36%</b>         | <b>27</b> | <b>48</b> | <b>75</b> |

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

TABLE A3

**TRIP GENERATION ANALYSIS  
DAILY CONDITION**

Project Name: Audi Miami South

| LAND USE (LU)   | UNITS            | ITE LU CODE | ITE TRIP GENERATION RATE | DAILY TRIPS |            |            |            |            |  |
|---|------------------|-------------|--------------------------|-------------|------------|------------|------------|------------|--|
|   |                  |             |                          | %           | IN         | %          | OUT        | TOTAL      |  |
| <b>Existing</b>   |                  |             |                          |             |            |            |            |            |  |
| Specialty Retail  | 30,859 Th.Sq.Ft. | 826         | 44.32                    | 50%         | 684        | 50%        | 684        | 1,368      |  |
| <b>Proposed</b>   |                  |             |                          |             |            |            |            |            |  |
| Automobile Sales  | 54,199 Th.Sq.Ft. | 841         | 32.30                    | 50%         | 875        | 50%        | 876        | 1,751      |  |
| Specialty Retail  | 6,004 Th.Sq.Ft.  | 826         | 44.32                    | 50%         | 133        | 50%        | 133        | 266        |  |
| <b>Net External Trips (Proposed Trips - Existing Trips)</b> |                  |             |                          | <b>50%</b>  | <b>324</b> | <b>50%</b> | <b>325</b> | <b>649</b> |  |

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

# Shopping Center (820)

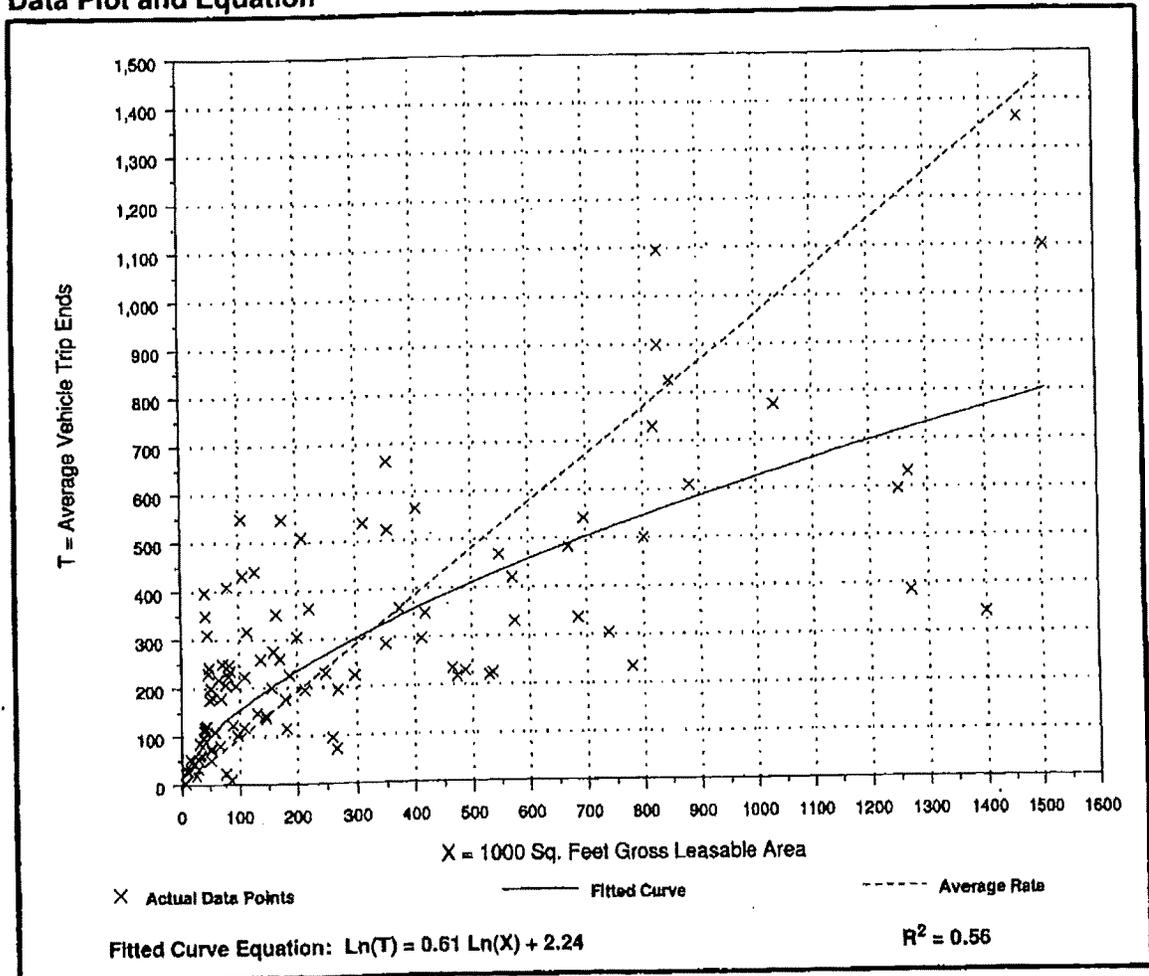
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area  
 On a: Weekday,  
 Peak Hour of Adjacent Street Traffic,  
 One Hour Between 7 and 9 a.m.

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

### Trip Generation per 1000 Sq. Feet Gross Leasable Area

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

### Data Plot and Equation



# Specialty Retail Center (826)

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

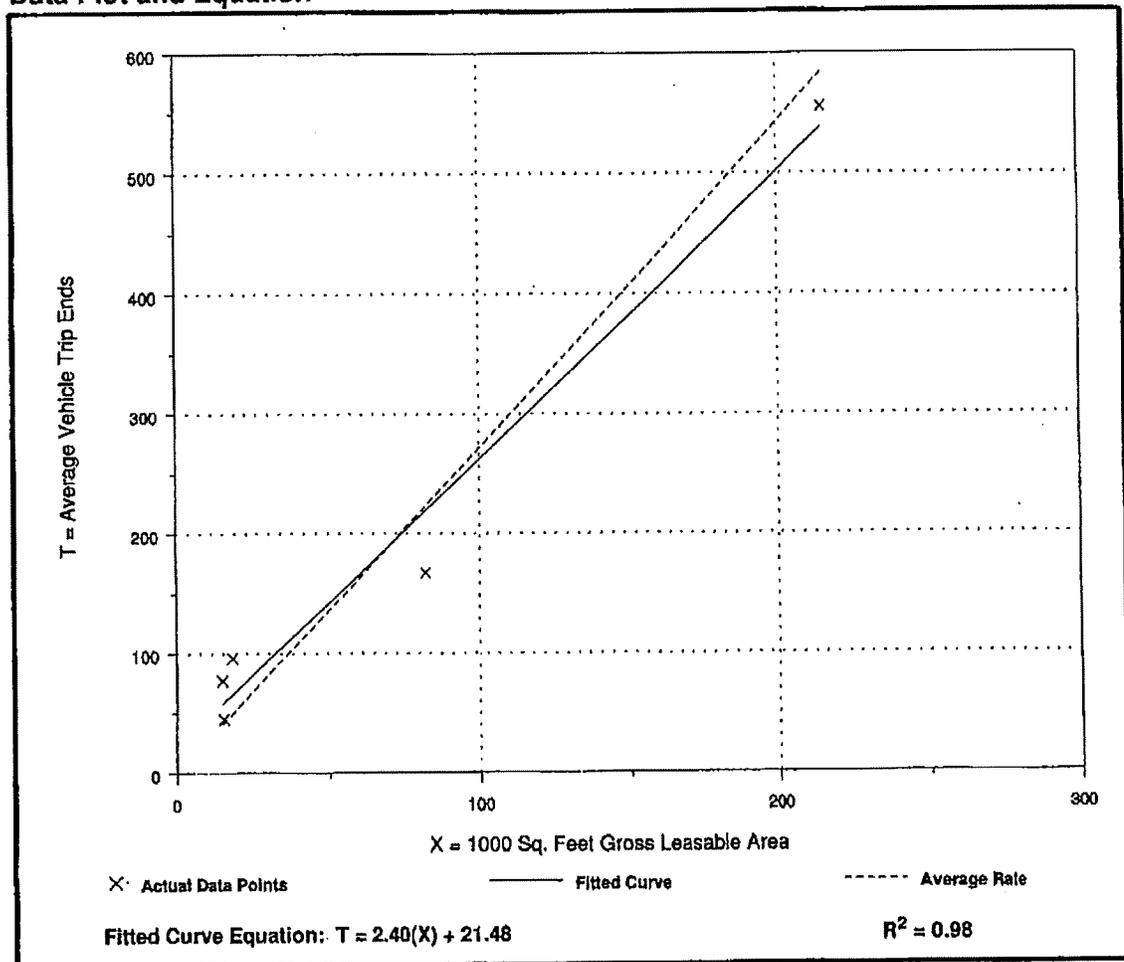
Number of Studies: 5  
 Average 1000 Sq. Feet GLA: 69  
 Directional Distribution: 44% entering, 56% exiting

### Trip Generation per 1000 Sq. Feet Gross Leasable Area

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

### Data Plot and Equation

*Caution - Use Carefully - Small Sample Size*



# Specialty Retail Center (826)

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

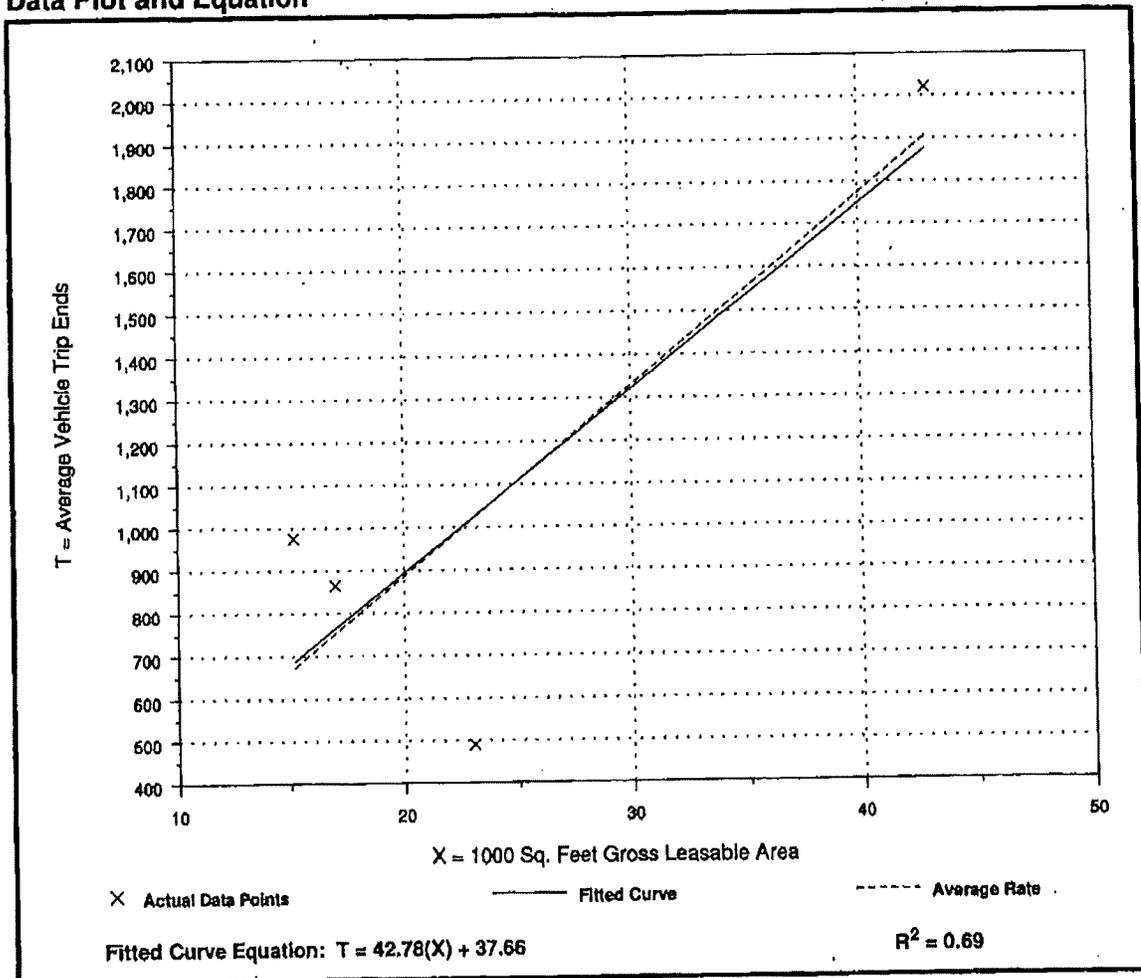
Number of Studies: 4  
Average 1000 Sq. Feet GLA: 25  
Directional Distribution: 50% entering, 50% exiting

### Trip Generation per 1000 Sq. Feet Gross Leasable Area

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

### Data Plot and Equation

*Caution - Use Carefully - Small Sample Size*



# Automobile Sales (841)

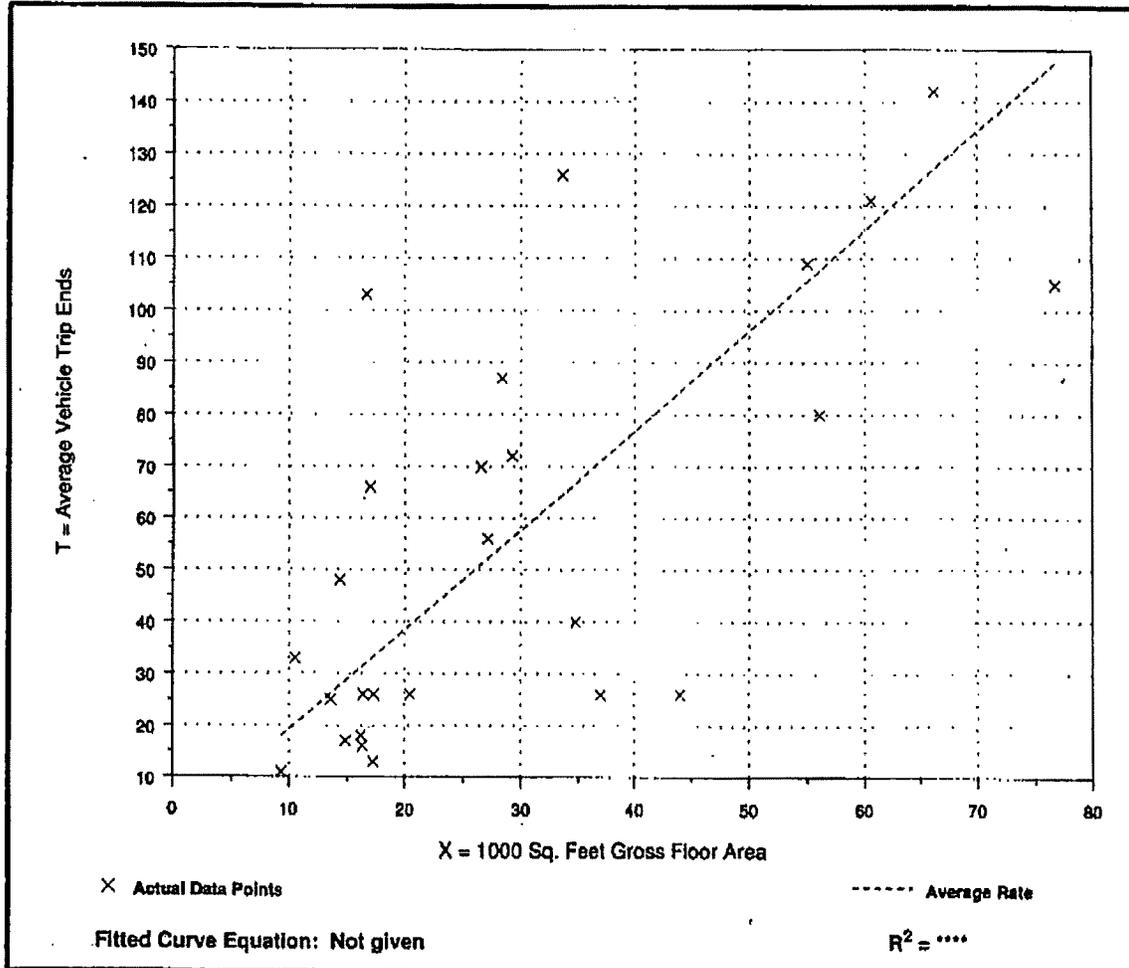
**Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**

Number of Studies: 26  
 Average 1000 Sq. Feet GFA: 30  
 Directional Distribution: 75% entering, 25% exiting

## Trip Generation per 1000 Sq. Feet Gross Floor Area

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 1.92         | 0.59 - 6.17    | 1.72               |

## Data Plot and Equation



# Automobile Sales (841)

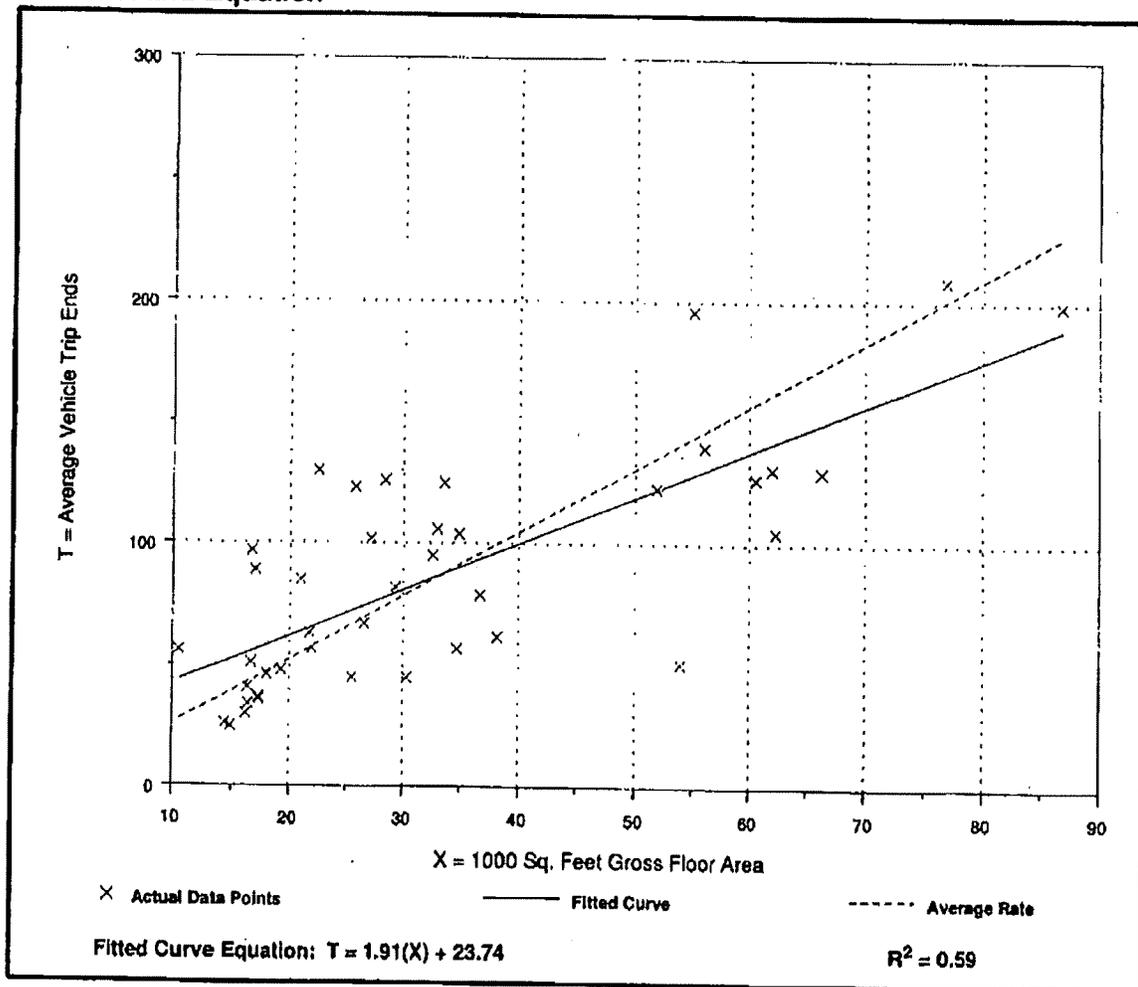
**Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**

Number of Studies: 41  
 Average 1000 Sq. Feet GFA: 33  
 Directional Distribution: 40% entering, 60% exiting

## Trip Generation per 1000 Sq. Feet Gross Floor Area

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 2.62         | 0.94 - 5.81    | 1.90               |

## Data Plot and Equation



# Automobile Sales (841)

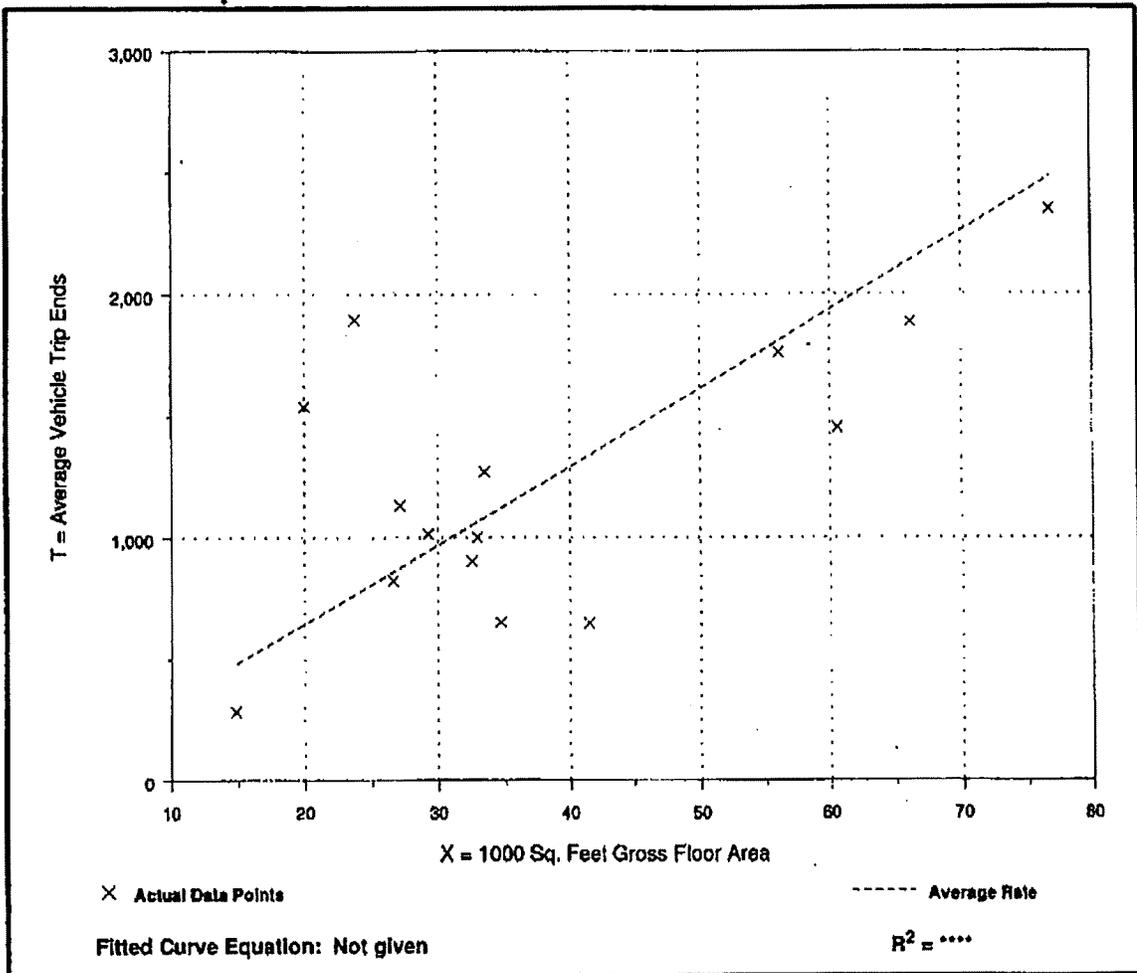
**Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area**  
On a: **Weekday**

Number of Studies: 15  
Average 1000 Sq. Feet GFA: 38  
Directional Distribution: 50% entering, 50% exiting

### Trip Generation per 1000 Sq. Feet Gross Floor Area

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 32.30        | 15.64 - 79.66  | 15.70              |

### Data Plot and Equation



**Appendix B: Trip Distribution / Assignment**



**Richard Garcia & Associates, Inc.**

Appendix | B

TABLE: A4

**Cardinal Distribution  
AM Peak Hour  
Traffic Analysis Zone (TAZ) 1145**

Project Name: Audi Miami South

| DIRECTION    | DISTRIBUTION (%)<br>DESIGN YEAR | DIRECTION | DISTRIBUTION   | AM PEAK HOUR |           |           |
|--------------|---------------------------------|-----------|----------------|--------------|-----------|-----------|
|              |                                 |           |                | IN           | OUT       | TOTAL     |
| NNE          | 24.77                           | NORTH     | 37.66%         | 23           | 6         | 29        |
| ENE          | 3.15                            |           |                |              |           |           |
| ESE          | 2.61                            | EAST      | 5.76%          | 4            | 1         | 5         |
| SSE          | 8.38                            |           |                |              |           |           |
| SSW          | 26.38                           | SOUTH     | 34.76%         | 22           | 6         | 28        |
| WSW          | 11.17                           |           |                |              |           |           |
| WNW          | 10.65                           | WEST      | 21.82%         | 14           | 4         | 18        |
| NNW          | 12.89                           |           |                |              |           |           |
| <b>TOTAL</b> | <b>100.00</b>                   |           | <b>100.00%</b> | <b>63</b>    | <b>17</b> | <b>80</b> |

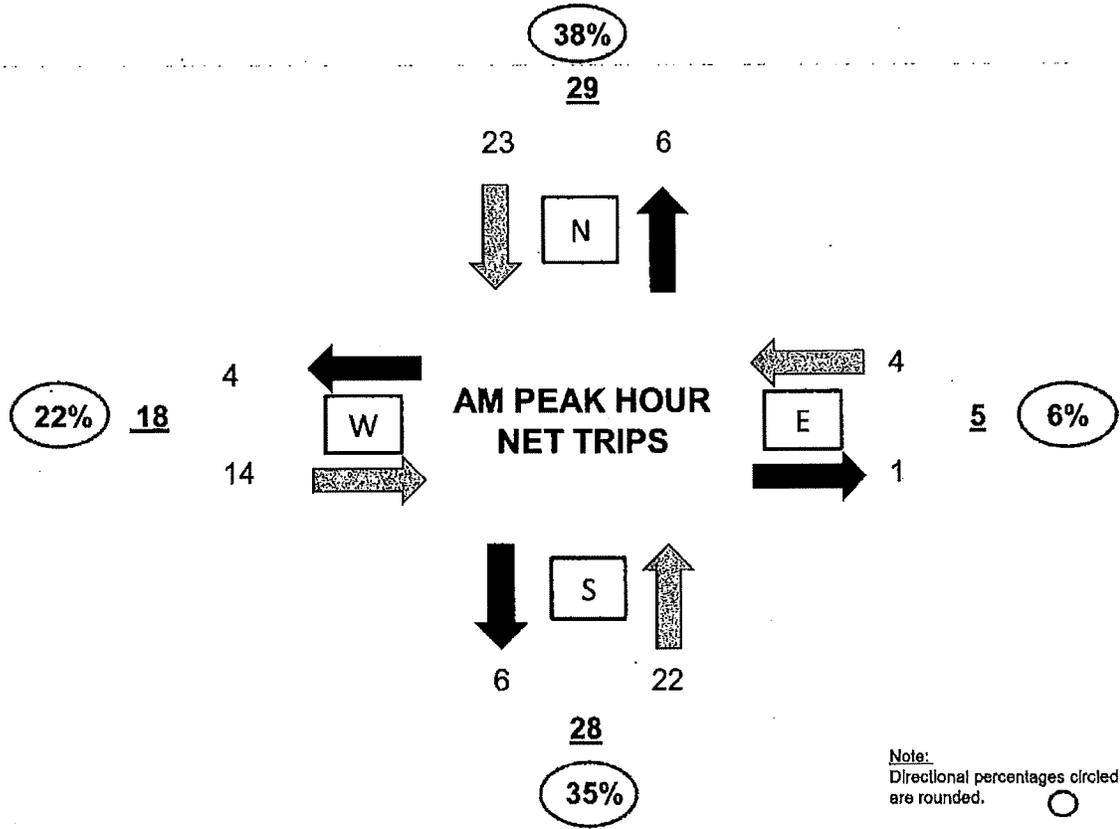


TABLE: A4-1

**Cardinal Distribution  
AM Peak Hour  
Traffic Analysis Zone (TAZ) 1145**

Project Name: Audl Miami South

| DIRECTION    | DISTRIBUTION PERCENTAGES (%) |               |               | AM PEAK HOUR |           |           |
|--------------|------------------------------|---------------|---------------|--------------|-----------|-----------|
|              | MIAMI-DADE LRTP MODEL YEAR   |               | DESIGN YEAR   | IN           | OUT       | TOTAL     |
|              | 2010                         | 2040          | 2019          |              |           |           |
| NNE          | 24.80                        | 24.70         | 24.77         | 15           | 4         | 19        |
| ENE          | 3.00                         | 3.50          | 3.15          | 2            | 1         | 3         |
| ESE          | 2.70                         | 2.40          | 2.61          | 2            | 0         | 2         |
| SSE          | 9.40                         | 6.00          | 8.38          | 5            | 1         | 6         |
| SSW          | 27.10                        | 24.70         | 26.38         | 17           | 5         | 22        |
| WSW          | 10.90                        | 11.80         | 11.17         | 7            | 2         | 9         |
| WNW          | 9.60                         | 13.10         | 10.65         | 7            | 2         | 9         |
| NNW          | 12.50                        | 13.80         | 12.89         | 8            | 2         | 10        |
| <b>TOTAL</b> | <b>100.00</b>                | <b>100.00</b> | <b>100.00</b> | <b>63</b>    | <b>17</b> | <b>80</b> |

Note:

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

TABLE: A4-2

| AM PEAK HOUR | IN     | OUT    | TOTAL        |
|--------------|--------|--------|--------------|
| TRIPS:       | 63     | 17     | 80           |
| PERCENT:     | 78.75% | 21.25% | (Calculated) |

| DIRECTION    | DISTRIBUTION % | INGRESS       |           | EGRESS        |           | TOTAL     |
|--------------|----------------|---------------|-----------|---------------|-----------|-----------|
|              |                | CALCULATED    | USED      | CALCULATED    | USED      |           |
| NNE          | 24.77          | 15,605        | 15        | 4,211         | 4         | 19        |
| ENE          | 3.15           | 1,985         | 2         | 0,536         | 1         | 3         |
| ESE          | 2.61           | 1,644         | 2         | 0,444         | 0         | 2         |
| SSE          | 8.38           | 5,279         | 5         | 1,425         | 1         | 6         |
| SSW          | 26.38          | 16,619        | 17        | 4,485         | 5         | 22        |
| WSW          | 11.17          | 7,037         | 7         | 1,899         | 2         | 9         |
| WNW          | 10.65          | 6,710         | 7         | 1,811         | 2         | 9         |
| NNW          | 12.89          | 8,121         | 8         | 2,191         | 2         | 10        |
| <b>TOTAL</b> | <b>100.00</b>  | <b>63,000</b> | <b>63</b> | <b>17,000</b> | <b>17</b> | <b>80</b> |



TABLE: A6

**Cardinal Distribution  
PM Peak Hour  
Traffic Analysis Zone (TAZ) 1145**  
Project Name: Audi Miami South

| DIRECTION    | DISTRIBUTION (%)<br>DESIGN YEAR | DIRECTION | DISTRIBUTION   | PM PEAK HOUR |           |           |
|--------------|---------------------------------|-----------|----------------|--------------|-----------|-----------|
|              |                                 |           |                | IN           | OUT       | TOTAL     |
| NNE          | 24.77                           | NORTH     | 37.66%         | 10           | 18        | 28        |
| ENE          | 3.15                            |           |                |              |           |           |
| ESE          | 2.61                            | EAST      | 5.76%          | 2            | 3         | 5         |
| SSE          | 8.38                            |           |                |              |           |           |
| SSW          | 28.38                           | SOUTH     | 34.76%         | 9            | 17        | 26        |
| WSW          | 11.17                           |           |                |              |           |           |
| WNW          | 10.65                           | WEST      | 21.82%         | 6            | 10        | 16        |
| NNW          | 12.89                           |           |                |              |           |           |
| <b>TOTAL</b> | <b>100.00</b>                   |           | <b>100.00%</b> | <b>27</b>    | <b>48</b> | <b>75</b> |

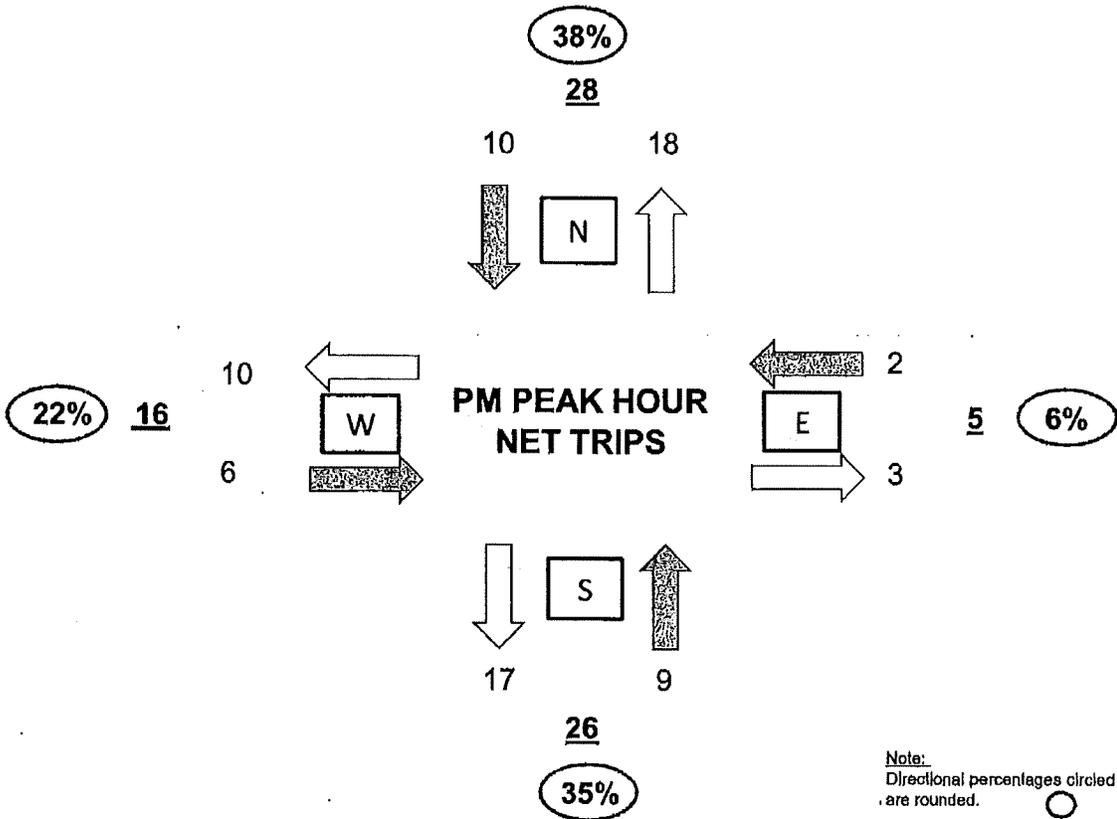


TABLE: A5-1

**Cardinal Distribution  
PM Peak Hour  
Traffic Analysis Zone (TAZ) 1145**  
Project Name: Audi Miami South

| DIRECTION    | DISTRIBUTION PERCENTAGES (%) |               |               | PM PEAK HOUR |           |           |
|--------------|------------------------------|---------------|---------------|--------------|-----------|-----------|
|              | MIAMI-DADE LRTP MODEL YEAR   |               | DESIGN YEAR   | IN           | OUT       | TOTAL     |
|              | 2010                         | 2040          | 2019          |              |           |           |
| NNE          | 24.80                        | 24.70         | 24.77         | 7            | 12        | 19        |
| ENE          | 3.00                         | 3.50          | 3.15          | 1            | 2         | 3         |
| ESE          | 2.70                         | 2.40          | 2.61          | 1            | 1         | 2         |
| SSE          | 9.40                         | 6.00          | 8.38          | 2            | 4         | 6         |
| SSW          | 27.10                        | 24.70         | 26.38         | 7            | 13        | 20        |
| WSW          | 10.90                        | 11.80         | 11.17         | 3            | 5         | 8         |
| WNW          | 9.60                         | 13.10         | 10.65         | 3            | 5         | 8         |
| NNW          | 12.50                        | 13.80         | 12.89         | 3            | 6         | 9         |
| <b>TOTAL</b> | <b>100.00</b>                | <b>100.00</b> | <b>100.00</b> | <b>27</b>    | <b>48</b> | <b>75</b> |

Note:

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

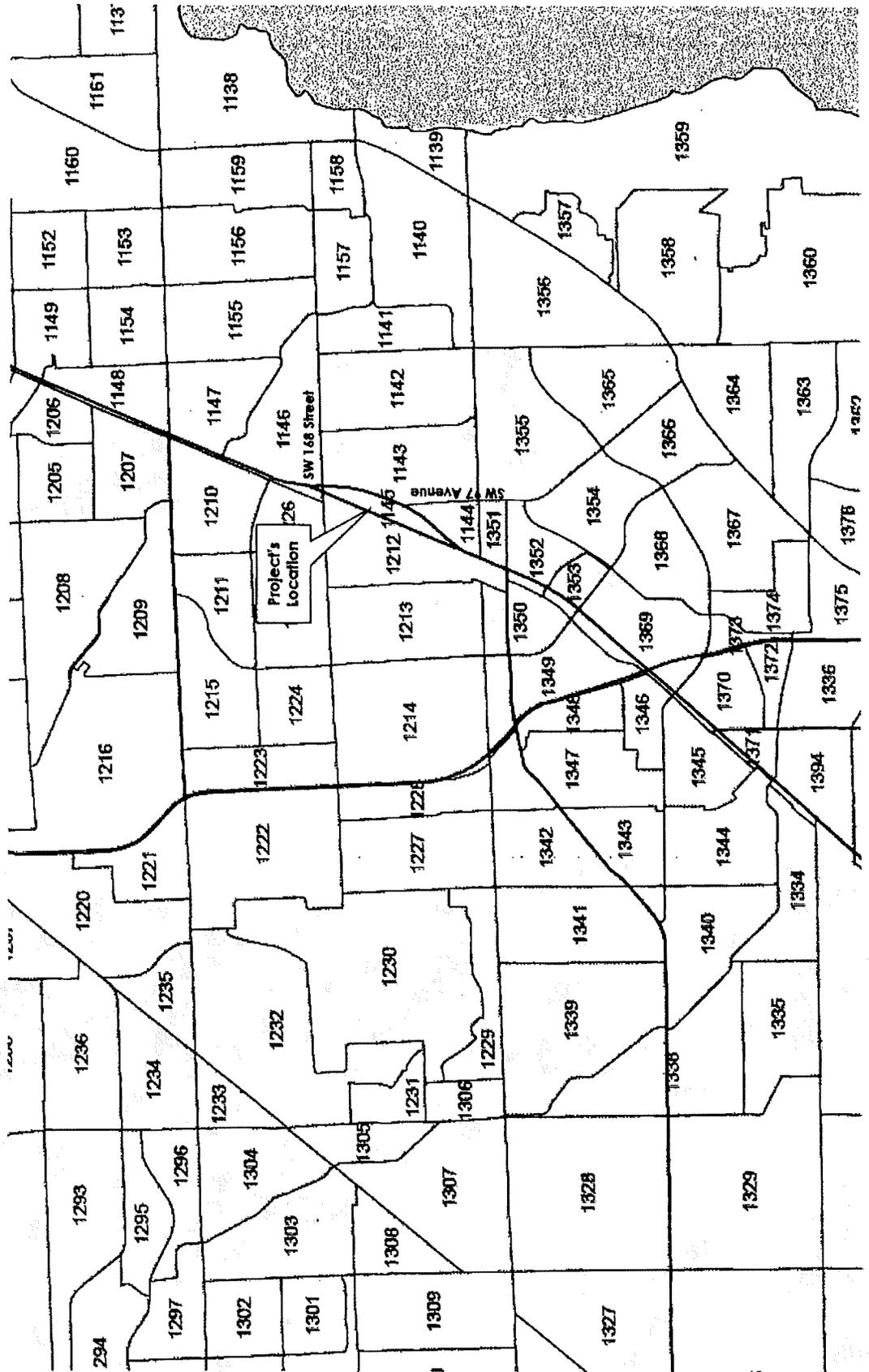
TABLE: A5-2

| PM PEAK HOUR | IN     | OUT    | TOTAL        |
|--------------|--------|--------|--------------|
| GROSS TRIPS: | 27     | 48     | 75           |
| PERCENT:     | 36.00% | 64.00% | (Calculated) |

| DIRECTION    | DISTRIBUTION % | INGRESS       |           | EGRESS        |           | TOTAL     |
|--------------|----------------|---------------|-----------|---------------|-----------|-----------|
|              |                | CALCULATED    | USED      | CALCULATED    | USED      |           |
| NNE          | 24.77          | 6,688         | 7         | 11,890        | 12        | 19        |
| ENE          | 3.15           | 0,851         | 1         | 1,512         | 2         | 3         |
| ESE          | 2.61           | 0,705         | 1         | 1,253         | 1         | 2         |
| SSE          | 8.38           | 2,263         | 2         | 4,022         | 4         | 6         |
| SSW          | 26.38          | 7,123         | 7         | 12,662        | 13        | 20        |
| WSW          | 11.17          | 3,016         | 3         | 5,362         | 5         | 8         |
| WNW          | 10.65          | 2,876         | 3         | 5,112         | 5         | 8         |
| NNW          | 12.89          | 3,480         | 3         | 6,187         | 6         | 9         |
| <b>TOTAL</b> | <b>100.00</b>  | <b>27,000</b> | <b>27</b> | <b>48,000</b> | <b>48</b> | <b>75</b> |



# TRAFFIC ANALYSIS ZONE (TAZ)





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

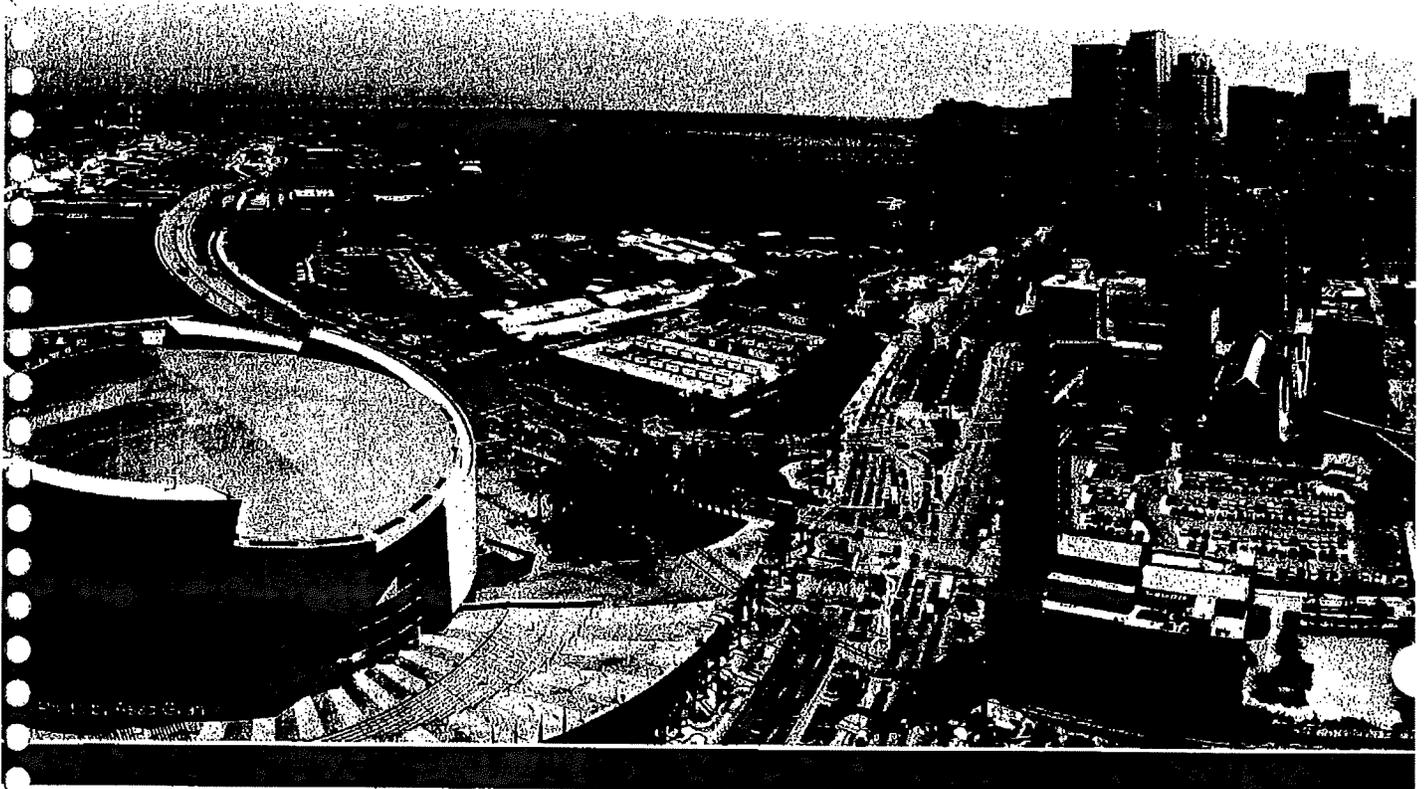
# MIAMI-DADE 2040

Long Range Transportation Plan  
Directional Trip Distribution Report

October 23, 2014



MIAMI-DADE METROPOLITAN  
PLANNING ORGANIZATION



## Directional Trip Distribution Report

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

### Miami-Dade 2010 Directional Distribution Summary

| Origin TAZ |              |         | Cardinal Directions |     |     |     |       |       |      |       | Total |
|------------|--------------|---------|---------------------|-----|-----|-----|-------|-------|------|-------|-------|
| County TAZ | Regional TAZ |         | NNE                 | ENE | ESE | SSE | SSW   | WSW   | WNW  | NNW   |       |
| 1128       | 4028         | PERCENT | 26.6                | 9.1 | 0.8 | 0.8 | 8.4   | 23.2  | 13.1 | 18.0  |       |
| 1129       | 4029         | TRIPS   | 642                 | 178 | 178 | 13  | 212   | 561   | 313  | 553   | 2,650 |
| 1129       | 4029         | PERCENT | 24.2                | 6.7 | 6.7 | 0.5 | 8.0   | 21.2  | 11.8 | 20.9  |       |
| 1130       | 4030         | TRIPS   | 288                 | 83  | 0   | 0   | 35    | 222   | 130  | 258   | 966   |
| 1130       | 4030         | PERCENT | 29.8                | 3.4 | 0.0 | 0.0 | 3.6   | 23.0  | 13.5 | 26.7  |       |
| 1131       | 4031         | TRIPS   | 1,042               | 43  | 0   | 0   | 204   | 683   | 751  | 901   | 3,624 |
| 1131       | 4031         | PERCENT | 28.8                | 1.2 | 0.0 | 0.0 | 5.6   | 18.9  | 20.7 | 24.9  |       |
| 1132       | 4032         | TRIPS   | 216                 | 57  | 3   | 28  | 119   | 172   | 207  | 133   | 935   |
| 1132       | 4032         | PERCENT | 23.1                | 6.1 | 0.3 | 3.0 | 12.7  | 18.4  | 22.1 | 14.2  |       |
| 1133       | 4033         | TRIPS   | 293                 | 10  | 0   | 0   | 56    | 165   | 264  | 266   | 1,054 |
| 1133       | 4033         | PERCENT | 27.8                | 1.0 | 0.0 | 0.0 | 5.3   | 15.7  | 25.1 | 25.2  |       |
| 1134       | 4034         | TRIPS   | 361                 | 35  | 0   | 0   | 59    | 299   | 424  | 450   | 1,628 |
| 1134       | 4034         | PERCENT | 22.2                | 2.2 | 0.0 | 0.0 | 3.6   | 18.4  | 26.0 | 27.6  |       |
| 1135       | 4035         | TRIPS   | 2                   | 0   | 0   | 0   | 0     | 3     | 1    | 3     | 9     |
| 1135       | 4035         | PERCENT | 22.2                | 0.0 | 0.0 | 0.0 | 0.0   | 33.3  | 11.1 | 33.3  |       |
| 1136       | 4036         | TRIPS   | 434                 | 20  | 0   | 0   | 72    | 273   | 321  | 664   | 1,784 |
| 1136       | 4036         | PERCENT | 24.3                | 1.1 | 0.0 | 0.0 | 4.0   | 15.3  | 18.0 | 37.2  |       |
| 1137       | 4037         | TRIPS   | 151                 | 0   | 0   | 0   | 42    | 176   | 118  | 220   | 707   |
| 1137       | 4037         | PERCENT | 21.4                | 0.0 | 0.0 | 0.0 | 5.9   | 24.9  | 16.7 | 31.1  |       |
| 1138       | 4038         | TRIPS   | 295                 | 10  | 0   | 0   | 63    | 151   | 315  | 312   | 1,146 |
| 1138       | 4038         | PERCENT | 25.7                | 0.9 | 0.0 | 0.0 | 5.5   | 13.2  | 27.5 | 27.2  |       |
| 1139       | 4039         | TRIPS   | 115                 | 0   | 0   | 28  | 109   | 231   | 260  | 277   | 1,020 |
| 1139       | 4039         | PERCENT | 11.3                | 0.0 | 0.0 | 2.8 | 10.7  | 22.7  | 25.5 | 27.2  |       |
| 1140       | 4040         | TRIPS   | 999                 | 43  | 3   | 104 | 152   | 408   | 332  | 502   | 2,543 |
| 1140       | 4040         | PERCENT | 39.3                | 1.7 | 0.1 | 4.1 | 6.0   | 16.0  | 13.1 | 19.7  |       |
| 1141       | 4041         | TRIPS   | 470                 | 25  | 10  | 36  | 95    | 331   | 208  | 367   | 1,342 |
| 1141       | 4041         | PERCENT | 35.0                | 1.9 | 0.8 | 2.7 | 7.1   | 9.8   | 15.5 | 27.4  |       |
| 1142       | 4042         | TRIPS   | 908                 | 146 | 0   | 91  | 262   | 363   | 403  | 596   | 2,769 |
| 1142       | 4042         | PERCENT | 32.8                | 5.3 | 0.0 | 3.3 | 9.5   | 13.1  | 14.6 | 21.5  |       |
| 1143       | 4043         | TRIPS   | 1,255               | 115 | 142 | 254 | 631   | 401   | 427  | 768   | 3,993 |
| 1143       | 4043         | PERCENT | 31.4                | 2.9 | 3.6 | 6.4 | 15.8  | 10.0  | 10.7 | 19.2  |       |
| 1144       | 4044         | TRIPS   | 505                 | 14  | 67  | 159 | 404   | 257   | 160  | 247   | 1,813 |
| 1144       | 4044         | PERCENT | 27.9                | 0.8 | 3.7 | 8.8 | 22.3  | 14.2  | 8.8  | 13.6  |       |
| 1145       | 4045         | TRIPS   | 1,446               | 175 | 159 | 550 | 1,577 | 637   | 558  | 727   | 5,829 |
| 1145       | 4045         | PERCENT | 24.8                | 3.0 | 2.7 | 9.4 | 27.1  | 10.9  | 9.6  | 12.5  |       |
| 1146       | 4046         | TRIPS   | 1,318               | 134 | 87  | 523 | 1,115 | 852   | 764  | 890   | 5,683 |
| 1146       | 4046         | PERCENT | 23.2                | 2.4 | 1.5 | 9.2 | 19.6  | 15.0  | 13.4 | 15.7  |       |
| 1147       | 4047         | TRIPS   | 1,202               | 213 | 130 | 89  | 721   | 416   | 506  | 737   | 4,014 |
| 1147       | 4047         | PERCENT | 30.0                | 5.3 | 3.2 | 2.2 | 18.0  | 10.4  | 12.6 | 18.4  |       |
| 1148       | 4048         | TRIPS   | 1,321               | 298 | 142 | 285 | 1,914 | 1,048 | 803  | 1,516 | 7,327 |
| 1148       | 4048         | PERCENT | 18.0                | 4.1 | 1.9 | 3.9 | 26.1  | 14.3  | 11.0 | 20.7  |       |

**Directional Trip Distribution Report**  
 MIAMI-DADE LONG RANGE TRANSPORTATION PLAN UPDATE TO THE YEAR 2040



**Miami-Dade 2040 Directional Distribution Summary**

| Origin TAZ |              |         | Cardinal Directions |      |     |     |       |       |       |       | Total |
|------------|--------------|---------|---------------------|------|-----|-----|-------|-------|-------|-------|-------|
| County TAZ | Regional TAZ |         | NNE                 | ENE  | ESE | SSE | SSW   | WSW   | WNW   | NNW   |       |
| 1128       | 4028         | PERCENT | 27.9                | 10.0 | 1.1 | 0.5 | 6.4   | 21.0  | 13.0  | 20.1  |       |
| 1129       | 4029         | TRIPS   | 760                 | 141  | 73  | 12  | 145   | 588   | 359   | 578   | 2,656 |
| 1129       | 4029         | PERCENT | 28.6                | 5.3  | 2.8 | 0.5 | 5.5   | 22.1  | 13.5  | 21.8  |       |
| 1130       | 4030         | TRIPS   | 307                 | 40   | 0   | 15  | 74    | 181   | 151   | 208   | 976   |
| 1130       | 4030         | PERCENT | 31.5                | 4.1  | 0.0 | 1.5 | 7.6   | 18.6  | 15.5  | 21.3  |       |
| 1131       | 4031         | TRIPS   | 1,125               | 56   | 4   | 0   | 193   | 794   | 716   | 895   | 3,783 |
| 1131       | 4031         | PERCENT | 29.7                | 1.5  | 0.1 | 0.0 | 5.1   | 21.0  | 18.9  | 23.7  |       |
| 1132       | 4032         | TRIPS   | 298                 | 110  | 1   | 23  | 186   | 185   | 272   | 246   | 1,271 |
| 1132       | 4032         | PERCENT | 23.5                | 8.7  | 0.1 | 1.8 | 10.7  | 14.6  | 21.4  | 19.4  |       |
| 1133       | 4033         | TRIPS   | 289                 | 4    | 0   | 0   | 43    | 172   | 237   | 289   | 1,034 |
| 1133       | 4033         | PERCENT | 28.0                | 0.4  | 0.0 | 0.0 | 4.2   | 16.6  | 22.9  | 28.0  |       |
| 1134       | 4034         | TRIPS   | 336                 | 12   | 0   | 0   | 92    | 242   | 279   | 439   | 1,400 |
| 1134       | 4034         | PERCENT | 24.0                | 0.9  | 0.0 | 0.0 | 6.6   | 17.3  | 19.9  | 31.4  |       |
| 1135       | 4035         | TRIPS   | 2                   | 0    | 0   | 0   | 0     | 12    | 1     | 7     | 22    |
| 1135       | 4035         | PERCENT | 9.1                 | 0.0  | 0.0 | 0.0 | 0.0   | 54.6  | 4.6   | 31.8  |       |
| 1136       | 4036         | TRIPS   | 547                 | 12   | 0   | 0   | 144   | 289   | 465   | 681   | 2,138 |
| 1136       | 4036         | PERCENT | 25.6                | 0.6  | 0.0 | 0.0 | 6.7   | 13.5  | 21.8  | 31.9  |       |
| 1137       | 4037         | TRIPS   | 96                  | 5    | 0   | 0   | 41    | 86    | 155   | 156   | 539   |
| 1137       | 4037         | PERCENT | 17.8                | 0.9  | 0.0 | 0.0 | 7.6   | 16.0  | 28.8  | 28.9  |       |
| 1138       | 4038         | TRIPS   | 291                 | 0    | 0   | 0   | 104   | 243   | 357   | 390   | 1,385 |
| 1138       | 4038         | PERCENT | 21.0                | 0.0  | 0.0 | 0.0 | 7.5   | 17.6  | 25.8  | 28.2  |       |
| 1139       | 4039         | TRIPS   | 193                 | 0    | 0   | 23  | 115   | 304   | 218   | 313   | 1,166 |
| 1139       | 4039         | PERCENT | 16.6                | 0.0  | 0.0 | 2.0 | 9.9   | 26.1  | 18.7  | 26.8  |       |
| 1140       | 4040         | TRIPS   | 1,002               | 11   | 8   | 145 | 389   | 485   | 449   | 639   | 3,078 |
| 1140       | 4040         | PERCENT | 32.6                | 0.4  | 0.3 | 4.7 | 11.0  | 15.8  | 14.6  | 20.8  |       |
| 1141       | 4041         | TRIPS   | 466                 | 40   | 4   | 27  | 168   | 255   | 208   | 328   | 1,496 |
| 1141       | 4041         | PERCENT | 31.2                | 2.7  | 0.3 | 1.8 | 11.2  | 17.1  | 13.9  | 21.9  |       |
| 1142       | 4042         | TRIPS   | 756                 | 107  | 12  | 114 | 569   | 458   | 438   | 694   | 3,148 |
| 1142       | 4042         | PERCENT | 24.0                | 3.4  | 0.4 | 3.6 | 18.1  | 14.6  | 13.9  | 22.1  |       |
| 1143       | 4043         | TRIPS   | 1,803               | 134  | 100 | 236 | 1,263 | 845   | 993   | 888   | 6,262 |
| 1143       | 4043         | PERCENT | 28.8                | 2.1  | 1.6 | 3.8 | 20.2  | 13.5  | 15.9  | 14.2  |       |
| 1144       | 4044         | TRIPS   | 821                 | 61   | 155 | 247 | 706   | 290   | 313   | 424   | 3,017 |
| 1144       | 4044         | PERCENT | 27.2                | 2.0  | 5.1 | 8.2 | 23.4  | 9.6   | 10.4  | 14.1  |       |
| 1145       | 4045         | TRIPS   | 2,289               | 326  | 226 | 557 | 2,297 | 1,095 | 1,214 | 1,281 | 9,285 |
| 1145       | 4045         | PERCENT | 24.7                | 3.5  | 2.4 | 6.0 | 24.7  | 11.8  | 13.1  | 13.8  |       |
| 1146       | 4046         | TRIPS   | 1,801               | 216  | 112 | 502 | 1,485 | 932   | 927   | 893   | 6,868 |
| 1146       | 4046         | PERCENT | 26.2                | 3.2  | 1.6 | 7.3 | 21.6  | 13.6  | 13.5  | 13.0  |       |
| 1147       | 4047         | TRIPS   | 1,315               | 112  | 118 | 94  | 1,099 | 494   | 556   | 1,038 | 4,826 |
| 1147       | 4047         | PERCENT | 27.3                | 2.3  | 2.5 | 2.0 | 22.8  | 10.2  | 11.5  | 21.5  |       |
| 1148       | 4048         | TRIPS   | 1,883               | 360  | 138 | 326 | 2,336 | 1,142 | 944   | 1,795 | 8,924 |
| 1148       | 4048         | PERCENT | 21.1                | 4.0  | 1.6 | 3.7 | 26.2  | 12.8  | 10.6  | 20.1  |       |

**Appendix C: Signal Timing, Growth Rate & Adjustment Factors**



**Richard Garcia & Associates, Inc.**

Appendix | C



## MIAMI-DADE ATMS SIGNAL DATA SHEET

Signal Asset ID: 3556  
 Signal Location: US 1 & SW 174 St  
 Analysis Period: AM / PM (Circle One)  
 Local Time of Day Schedule: 20 Plan  
 Local Time of Day Function: - Setting (Blank or Number#)

Signal Settings: -  
 (i.e. Blank, Plan #1 - Phase Bank 1, Max 1)

Cycle Length: 95.1 seconds  
 Offset: 47 seconds

| PHASE:      | Φ1   | Φ2     |  |  |
|-------------|------|--------|--|--|
|             | ↑    | ←<br>→ |  |  |
| WALK        | 7    | 5      |  |  |
| DON'TWALK   | 10   | 8      |  |  |
| MIN INITIAL | 7    | 7      |  |  |
| VEH EXT     | 1    | 2.5    |  |  |
| GREEN       | 69   | 13     |  |  |
| YELLOW      | 4.8  | 4      |  |  |
| RED         | 2    | 2.3    |  |  |
| SPLIT       | 75.8 | 19.3   |  |  |



## MIAMI-DADE ATMS SIGNAL DATA SHEET

Signal Asset ID: 3556  
 Signal Location: US 1 & SW 174 St  
 Analysis Period: AM / PM (Circle One)  
 Local Time of Day Schedule: 16 Plan  
 Local Time of Day Function: - Setting (Blank or Number#)

Signal Settings: -  
 (i.e. Blank, Plan #1 – Phase Bank 1, Max 1)

Cycle Length: 95.1 seconds  
 Offset: 43 seconds

| PHASE:      | Φ1   | Φ2     |  |  |
|-------------|------|--------|--|--|
|             | ↑    | ←<br>→ |  |  |
| WALK        | 7    | 5      |  |  |
| DON'TWALK   | 10   | 8      |  |  |
| MIN INITIAL | 7    | 7      |  |  |
| VEH EXT     | 1    | 2.5    |  |  |
| GREEN       | 64   | 18     |  |  |
| YELLOW      | 4.8  | 4      |  |  |
| RED         | 2    | 2.3    |  |  |
| SPLIT       | 70.8 | 24.3   |  |  |

**TOD Schedule Report**  
for 3556: US 1&SW 174 St

Print Date:  
7/10/2017

Print Time:  
7:43 AM

|              |                     |                     |                |               |              |               |                    |                         |                       |
|--------------|---------------------|---------------------|----------------|---------------|--------------|---------------|--------------------|-------------------------|-----------------------|
| <b>Asset</b> | <b>Intersection</b> | <b>TOD Schedule</b> | <b>On Mode</b> | <b>Plan #</b> | <b>Cycle</b> | <b>Offset</b> | <b>TOD Setting</b> | <b>Active PhaseBank</b> | <b>Active Maximum</b> |
| 3556         | US 1&SW 174 St      | DOW-2               | TOD            | [20]WKND-AVG  | 95           | 47            | N/A                | 1                       | Max2                  |

**Splits**

|            |            |            |            |            |            |            |            |
|------------|------------|------------|------------|------------|------------|------------|------------|
| <b>PH1</b> | <b>PH2</b> | <b>PH3</b> | <b>PH4</b> | <b>PH5</b> | <b>PH6</b> | <b>PH7</b> | <b>PH8</b> |
| -          | -          | -          | WBT        | -          | NBT        | -          | EBT        |
| 0          | 0          | 0          | 13         | 0          | 69         | 0          | 13         |





**Active Phase Bank: Phase Bank 1**

| Phase | Walk |   |   | Don't Walk |    |    | Min Initial |   |   | Veh Ext |      |      | Max Limit |    |    | Max 2 |    |    | Yellow |     |     | Red |     |     |
|-------|------|---|---|------------|----|----|-------------|---|---|---------|------|------|-----------|----|----|-------|----|----|--------|-----|-----|-----|-----|-----|
|       | 1    | 2 | 3 | 1          | 2  | 3  | 1           | 2 | 3 | 1       | 2    | 3    | 1         | 2  | 3  | 1     | 2  | 3  | 1      | 2   | 3   | 1   | 2   | 3   |
| 1 -   | 0    | 0 | 0 | 0          | 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   | 0   | 0   | 0   | 0   |
| 3 -   | 0    | 0 | 0 | 0          | 0  | 0  | 0           | 0 | 0 | 0       | 0    | 0    | 0         | 0  | 0  | 0     | 0  | 0  | 0      | 0   | 0   | 0   | 0   | 0   |
| 4 WBT | 5    | 5 | 5 | 8          | 8  | 8  | 7           | 7 | 7 | 2.5     | -2.5 | -2.5 | 14        | 14 | 22 | 28    | 14 | 14 | 4      | 4   | 4   | 2.3 | 2.3 | 2.3 |
| 5 -   | 0    | 0 | 0 | 0          | 0  | 0  | 0           | 0 | 0 | 0       | 0    | 0    | 0         | 0  | 0  | 0     | 0  | 0  | 0      | 0   | 0   | 0   | 0   | 0   |
| 6 NBT | 7    | 7 | 7 | 10         | 10 | 10 | 7           | 7 | 7 | 1       | -1   | -1   | 40        | 40 | 50 | 0     | 50 | 50 | 4.8    | 4.8 | 4.8 | 2   | 2   | 2   |
| 7 -   | 0    | 0 | 0 | 0          | 0  | 0  | 0           | 0 | 0 | 0       | 0    | 0    | 0         | 0  | 0  | 0     | 0  | 0  | 0      | 0   | 0   | 0   | 0   | 0   |
| 8 EBT | 5    | 5 | 5 | 8          | 8  | 8  | 7           | 7 | 7 | 2.5     | -2.5 | -2.5 | 14        | 14 | 22 | 28    | 14 | 14 | 4      | 4   | 4   | 2.3 | 2.3 | 2.3 |

Last In Service Date: unknown

|                         |                 |
|-------------------------|-----------------|
| <b>Permitted Phases</b> | <b>12345678</b> |
| Default                 | —4-6-8          |
| External Permit 0       | —               |
| External Permit 1       | —               |
| External Permit 2       | —               |

TOD Schedule Report

for 3556: US 1&SW 174 St

Print Date: 7/10/2017

Print Time: 7:43 AM

| Current TOD Schedule | Plan | Cycle | Green Time |   |   |    |   |     |   |    |   |     |
|----------------------|------|-------|------------|---|---|----|---|-----|---|----|---|-----|
|                      |      |       | 1          | 2 | 3 | 4  | 5 | 6   | 7 | 8  |   |     |
| 0500 AM              | Free | 95    | 0          | 0 | 0 | 13 | 0 | 69  | 0 | 13 | 0 | 47  |
| 0930                 | 20   | 70    | 0          | 0 | 0 | 13 | 0 | 44  | 0 | 13 | 0 | 57  |
| 1145                 | 14   | 70    | 0          | 0 | 0 | 18 | 0 | 39  | 0 | 18 | 0 | 28  |
| 1430                 | 17   | 75    | 0          | 0 | 0 | 18 | 0 | 44  | 0 | 18 | 0 | 17  |
| 1500 PM              | 16   | 95    | 0          | 0 | 0 | 18 | 0 | 64  | 0 | 18 | 0 | 43  |
| 1900                 | 5    | 70    | 0          | 0 | 0 | 15 | 0 | 42  | 0 | 15 | 0 | 9   |
| 2100                 | 13   | 65    | 0          | 0 | 0 | 18 | 0 | 34  | 0 | 18 | 0 | 24  |
| 2200                 | Free | 170   | 0          | 0 | 0 | 23 | 0 | 134 | 0 | 23 | 0 | 125 |
|                      | 1    | 85    | 0          | 0 | 0 | 18 | 0 | 54  | 0 | 18 | 0 | 37  |
|                      | 2    | 55    | 0          | 0 | 0 | 13 | 0 | 29  | 0 | 13 | 0 | 30  |
|                      | 4    | 55    | 0          | 0 | 0 | 13 | 0 | 29  | 0 | 13 | 0 | 30  |
|                      | 7    | 55    | 0          | 0 | 0 | 13 | 0 | 29  | 0 | 13 | 0 | 40  |
|                      | 8    | 130   | 0          | 0 | 0 | 30 | 0 | 87  | 0 | 30 | 0 | 121 |
|                      | 9    | 180   | 0          | 0 | 0 | 23 | 0 | 144 | 0 | 23 | 0 | 179 |
|                      | 11   | 70    | 0          | 0 | 0 | 13 | 0 | 44  | 0 | 13 | 0 | 0   |
|                      | 12   | 55    | 0          | 0 | 0 | 13 | 0 | 29  | 0 | 13 | 0 | 15  |
|                      | 15   | 80    | 0          | 0 | 0 | 18 | 0 | 49  | 0 | 18 | 0 | 35  |
|                      | 18   | 85    | 0          | 0 | 0 | 15 | 0 | 57  | 0 | 15 | 0 | 57  |
|                      | 19   | 130   | 0          | 0 | 0 | 30 | 0 | 87  | 0 | 30 | 0 | 121 |
|                      | 21   | 140   | 0          | 0 | 0 | 23 | 0 | 104 | 0 | 23 | 0 | 97  |
|                      | 22   | 55    | 0          | 0 | 0 | 13 | 0 | 29  | 0 | 13 | 0 | 0   |
|                      | 23   | 160   | 0          | 0 | 0 | 13 | 0 | 134 | 0 | 13 | 0 | 122 |
|                      | 25   | 180   | 0          | 0 | 0 | 23 | 0 | 144 | 0 | 23 | 0 | 47  |
|                      | 28   | 190   | 0          | 0 | 0 | 23 | 0 | 154 | 0 | 23 | 0 | 163 |

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

| Current Time of Day Function |             |            | Local Time of Day Function |             |            |
|------------------------------|-------------|------------|----------------------------|-------------|------------|
| Time                         | Function    | Settings * | Time                       | Function    | Settings * |
| 0000                         | TOD OUTPUTS | 1          | 0000                       | TOD OUTPUTS | 1          |
| 0130                         | TOD OUTPUTS | 4          | 0130                       | TOD OUTPUTS | 4          |
| 2200                         | TOD OUTPUTS | 4          | 2200                       | TOD OUTPUTS | 4          |

| * 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             |                       |

**TOD Schedule Report**  
**for 3556: US 1&SW 174 St**

Print Date:  
7/10/2017

Print Time:  
7:43 AM

|                                    |
|------------------------------------|
| <b>No Calendar Defined/Enabled</b> |
|------------------------------------|



## MIAMI-DADE ATMS SIGNAL DATA SHEET

Signal Asset ID: 3566  
 Signal Location: Banyan St & US 1 (SB)  
 Analysis Period: AM / PM (Circle One)  
 Local Time of Day Schedule: 20/16 Plan  
 Local Time of Day Function: - Setting (Blank or Number#)

Signal Settings: -  
 (i.e. Blank, Plan #1 - Phase Bank 1, Max 1)

Cycle Length: 94.8 seconds  
 Offset: 79/92 seconds

AM/PM

| PHASE:      | Φ1   | Φ2     |  |
|-------------|------|--------|--|
|             | ↓    | ←<br>→ |  |
| WALK        | 9    | 5      |  |
| DON'TWALK   | 9    | 7      |  |
| MIN INITIAL | 9    | 7      |  |
| VEH EXT     | 1    | 2.5    |  |
| GREEN       | 64   | 18     |  |
| YELLOW      | 4.8  | 4      |  |
| RED         | 2    | 2      |  |
| SPLIT       | 70.8 | 24     |  |

# TOD Schedule Report

for 3566: Banyan St&US 1 (SB)

Print Date: 7/6/2017  
Print Time: 8:03 AM

| Assel | Intersection        | TOD Schedule | Op Mode | Plan # | Cycle | Offset | TOD Setting | Active PhaseBank | Active Maximum |
|-------|---------------------|--------------|---------|--------|-------|--------|-------------|------------------|----------------|
| 3566  | Banyan St&US 1 (SB) | DOW-5        | N/A     | N/A    | 0     | 0      | N/A         | 0                | Max 0          |

**Splits**

| PH1 | PH2 | PH3 | PH4 | PH5 | PH6 | PH7 | PH8 |
|-----|-----|-----|-----|-----|-----|-----|-----|
| -   | SBT | -   | WBT | -   | -   | -   | EBT |
| 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |

| Phase | Walk |   |   | Don't Walk |   |   | Min Initial |   |   | Yeh Ext |     |     | Max Limit |    |    | Max 2 |    |    | Yellow |     |     | Red |   |   |
|-------|------|---|---|------------|---|---|-------------|---|---|---------|-----|-----|-----------|----|----|-------|----|----|--------|-----|-----|-----|---|---|
|       | 1    | 2 | 3 | 1          | 2 | 3 | 1           | 2 | 3 | 1       | 2   | 3   | 1         | 2  | 3  | 1     | 2  | 3  | 1      | 2   | 3   | 1   | 2 | 3 |
| 1 -   | 0    | 0 | 0 | 0          | 0 | 0 | 0           | 0 | 0 | 0       | 0   | 0   | 0         | 0  | 0  | 0     | 0  | 0  | 0      | 0   | 0   | 0   | 0 | 0 |
| 2 SBT | 9    | 9 | 9 | 9          | 9 | 9 | 9           | 9 | 9 | 1       | 1   | 1   | 40        | 40 | 60 | 0     | 40 | 60 | 4.8    | 4.8 | 4.8 | 2   | 2 | 2 |
| 3 -   | 0    | 0 | 0 | 0          | 0 | 0 | 0           | 0 | 0 | 0       | 0   | 0   | 0         | 0  | 0  | 0     | 0  | 0  | 0      | 0   | 0   | 0   | 0 | 0 |
| 4 WBT | 5    | 5 | 5 | 7          | 7 | 7 | 7           | 7 | 7 | 2.5     | 2.5 | 2.5 | 12        | 27 | 41 | 30    | 27 | 41 | 4      | 4   | 4   | 2   | 2 | 2 |
| 5 -   | 0    | 0 | 0 | 0          | 0 | 0 | 0           | 0 | 0 | 0       | 0   | 0   | 0         | 0  | 0  | 0     | 0  | 0  | 0      | 0   | 0   | 0   | 0 | 0 |
| 6 -   | 0    | 0 | 0 | 0          | 0 | 0 | 0           | 0 | 0 | 0       | 0   | 0   | 0         | 0  | 0  | 0     | 0  | 0  | 0      | 0   | 0   | 0   | 0 | 0 |
| 7 -   | 0    | 0 | 0 | 0          | 0 | 0 | 0           | 0 | 0 | 0       | 0   | 0   | 0         | 0  | 0  | 0     | 0  | 0  | 0      | 0   | 0   | 0   | 0 | 0 |
| 8 EBT | 5    | 5 | 5 | 7          | 7 | 7 | 7           | 7 | 7 | 2.5     | 2.5 | 2.5 | 12        | 27 | 41 | 30    | 27 | 41 | 4      | 4   | 4   | 2   | 2 | 2 |

Last in Service Date: unknown

| Permitted Phases  | 12345678 |
|-------------------|----------|
| Default           | -2-4-8   |
| External Permit 0 | ---      |
| External Permit 1 | ---      |
| External Permit 2 | ---      |

**TOD Schedule Report**  
for 3566: Banyan St&US 1 (SB)

Print Date:  
7/6/2017

Print Time:  
8:03 AM

| Current TOD Schedule | Plan  | Green Time |   |     |   |    |   |   |   |    |   |   |     |
|----------------------|-------|------------|---|-----|---|----|---|---|---|----|---|---|-----|
|                      |       | 1          | 2 | 3   | 4 | 5  | 6 | 7 | 8 |    |   |   |     |
| 0500                 | Flash | 95         | 0 | 64  | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 0 | 79  |
| 0930                 | 20    | 70         | 0 | 43  | 0 | 14 | 0 | 0 | 0 | 14 | 0 | 0 | 24  |
| 1145                 | 14    | 70         | 0 | 44  | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 9   |
| 1430                 | 17    | 75         | 0 | 44  | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 0 | 4   |
| 1500                 | 16    | 95         | 0 | 64  | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 0 | 92  |
| 1900                 | 5     | 70         | 0 | 44  | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 59  |
| 2100                 | 13    | 65         | 0 | 39  | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 53  |
| 2200                 | Free  |            |   |     |   |    |   |   |   |    |   |   |     |
| 1                    | 1     | 170        | 0 | 134 | 0 | 23 | 0 | 0 | 0 | 23 | 0 | 0 | 158 |
| 2                    | 2     | 85         | 0 | 54  | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 0 | 63  |
| 4                    | 4     | 55         | 0 | 29  | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 6   |
| 7                    | 7     | 55         | 0 | 28  | 0 | 14 | 0 | 0 | 0 | 14 | 0 | 0 | 0   |
| 8                    | 8     | 130        | 0 | 103 | 0 | 14 | 0 | 0 | 0 | 14 | 0 | 0 | 96  |
| 9                    | 9     | 180        | 0 | 144 | 0 | 23 | 0 | 0 | 0 | 23 | 0 | 0 | 46  |
| 11                   | 11    | 70         | 0 | 39  | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 0 | 14  |
| 15                   | 15    | 80         | 0 | 49  | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 0 | 6   |
| 18                   | 18    | 85         | 0 | 54  | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 0 | 72  |
| 19                   | 19    | 130        | 0 | 103 | 0 | 14 | 0 | 0 | 0 | 14 | 0 | 0 | 84  |
| 21                   | 21    | 140        | 0 | 99  | 0 | 28 | 0 | 0 | 0 | 28 | 0 | 0 | 16  |
| 22                   | 22    | 55         | 0 | 29  | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 14  |
| 23                   | 23    | 160        | 0 | 123 | 0 | 24 | 0 | 0 | 0 | 24 | 0 | 0 | 0   |
| 25                   | 25    | 180        | 0 | 144 | 0 | 23 | 0 | 0 | 0 | 23 | 0 | 0 | 163 |

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

| Current Time of Day Function |             |            |                 | Local Time of Day Function |             |            |                 |
|------------------------------|-------------|------------|-----------------|----------------------------|-------------|------------|-----------------|
| Time                         | Function    | Settings * | Day of Week     | Time                       | Function    | Settings * | Day of Week     |
| 0000                         | TOD OUTPUTS | -----      | Su M T W Th F S | 0000                       | TOD OUTPUTS | -----      | Su M T W Th F S |
| 2200                         | TOD OUTPUTS | -----      | Su M T W Th F S | 2200                       | TOD OUTPUTS | -----      | Su M T W Th F 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                            |

**TOD Schedule Report**  
**for 3566: Banyan St&US 1 (SB)**

Print Date:  
7/6/2017

Print Time:  
8:03 AM

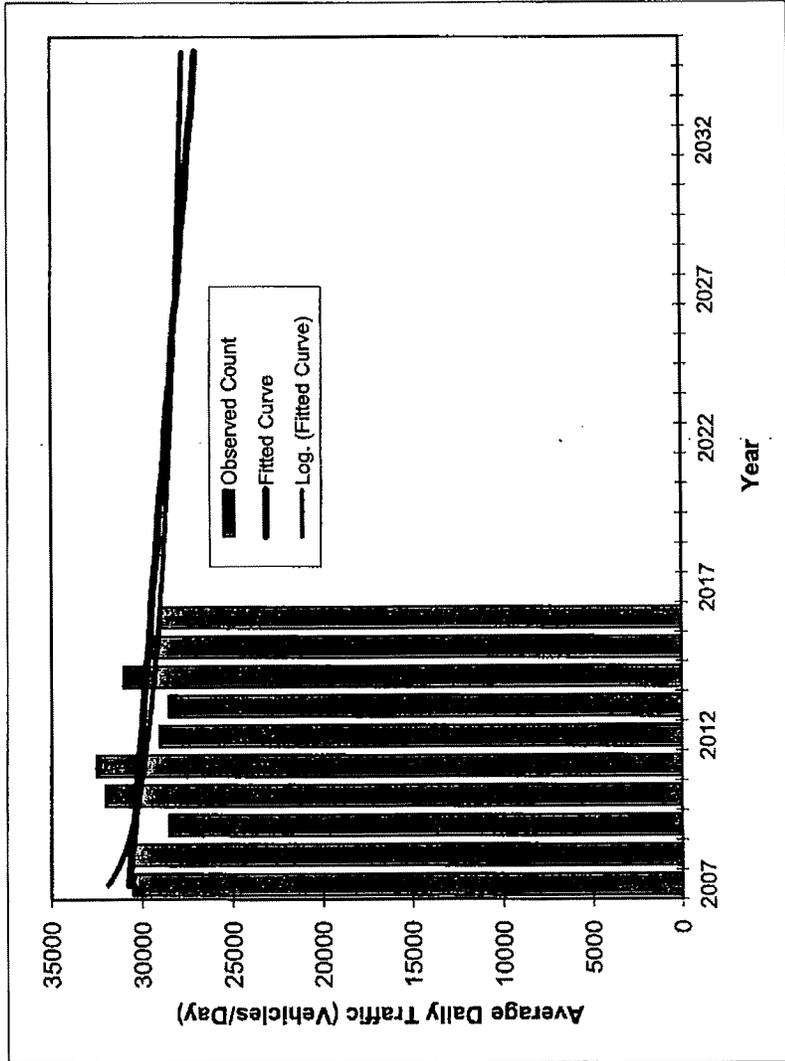
|                                    |
|------------------------------------|
| <b>No Calendar Defined/Enabled</b> |
|------------------------------------|

### Traffic Trends - V2.0

SR5/JUS1 S DIXIE HWY ONE WAY SB -- 300' S OF SW 174 ST

County: Miami (87)  
 Station #: 2562  
 Highway: SR5/JUS1 S DIXIE HWY ONE WAY SB

PIN# 973215-1  
 Location 1



| Year                      | Traffic (ADT/AADT) |         |
|---------------------------|--------------------|---------|
|                           | Count*             | Trend** |
| 2007                      | 30500              | 30700   |
| 2008                      | 30500              | 30600   |
| 2009                      | 28500              | 30400   |
| 2010                      | 32000              | 30300   |
| 2011                      | 32500              | 30200   |
| 2012                      | 29000              | 30000   |
| 2013                      | 28500              | 29900   |
| 2014                      | 31000              | 29800   |
| 2015                      | 29500              | 29600   |
| 2016                      | 29000              | 29500   |
| 2017 Opening Year Trend   |                    |         |
| 2017                      | N/A                | 29400   |
| 2018 Mid-Year Trend       |                    |         |
| 2018                      | N/A                | 29200   |
| 2019 Design Year Trend    |                    |         |
| 2019                      | N/A                | 29100   |
| TRANPLAN Forecasts/Trends |                    |         |

\*\* Annual Trend Increase: -133  
 Trend R-squared: 7.97%  
 Trend Annual Historic Growth Rate: -0.43%  
 Trend Growth Rate (2016 to Design Year): -0.45%  
 Printed: 7-Jul-17

Straight Line Growth Option

\*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2016 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 |
|------|---------|-------------|-------------|-----------|----------|----------|
| 2016 | 29000 C | S 29000     | 0           | 9.00      | 99.90    | 4.70     |
| 2015 | 29500 C | S 29500     | 0           | 9.00      | 99.90    | 5.20     |
| 2014 | 31000 C | S 31000     | 0           | 9.00      | 99.90    | 5.80     |
| 2013 | 28500 C | S 28500     | 0           | 9.00      | 99.90    | 5.40     |
| 2012 | 29000 C | S 29000     | 0           | 9.00      | 99.90    | 5.70     |
| 2011 | 32500 C | S 32500     | 0           | 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     | 0           | 7.70      | 99.90    | 5.90     |
| 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     |

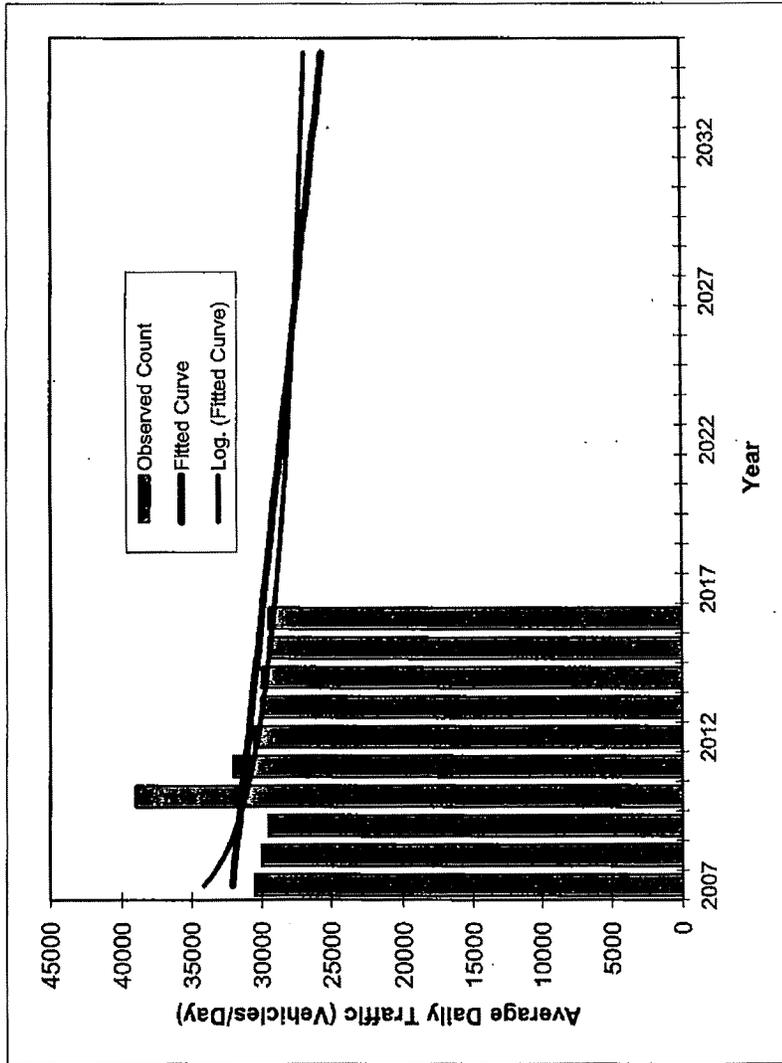
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; G = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# Traffic Trends - V2.0

## SR5/US1 S DIXIE HWY ONE WAY NB -- 300' S OF SW 174 ST

|            |                                |
|------------|--------------------------------|
| County:    | Miami (87)                     |
| Station #: | 2563                           |
| Highway:   | SR5/US1 S DIXIE HWY ONE WAY NB |

|          |          |
|----------|----------|
| PIN#     | 973215-1 |
| Location | 1        |



| Year                      | Traffic (ADT/AADT) |         |
|---------------------------|--------------------|---------|
|                           | Count*             | Trend** |
| 2007                      | 30500              | 32100   |
| 2008                      | 30000              | 31900   |
| 2009                      | 29500              | 31600   |
| 2010                      | 39000              | 31400   |
| 2011                      | 32000              | 31200   |
| 2012                      | 30500              | 30900   |
| 2013                      | 30000              | 30700   |
| 2014                      | 30000              | 30500   |
| 2015                      | 29500              | 30200   |
| 2016                      | 29500              | 30000   |
| ...                       |                    |         |
| 2017 Opening Year Trend   |                    |         |
| 2017                      | N/A                | 29800   |
| 2018 Mid-Year Trend       |                    |         |
| 2018                      | N/A                | 29500   |
| 2019 Design Year Trend    |                    |         |
| 2019                      | N/A                | 29300   |
| TRANPLAN Forecasts/Trends |                    |         |
|                           |                    |         |

|  |          |
|--|----------|
| ** Annual Trend Increase:                | -233     |
| Trend R-squared:                         | 5.97%    |
| Trend Annual Historic Growth Rate:       | -0.73%   |
| Trend Growth Rate (2016 to Design Year): | -0.78%   |
| Printed:                                 | 7-Jul-17 |

Straight Line Growth Option

\*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2016 HISTORICAL ADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2563 - SR5/US1 S.DIXIE HWY ONE WAY NB 300' S OF SW 174 ST

| YEAR | ADT     | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|---------|-------------|-------------|-----------|----------|----------|
| 2016 | 29500 C | N 29500     | 0           | 9.00      | 99.90    | 4.70     |
| 2015 | 29500 C | N 29500     | 0           | 9.00      | 99.90    | 5.20     |
| 2014 | 30000 C | N 30000     | 0           | 9.00      | 99.90    | 5.80     |
| 2013 | 30000 C | N 30000     | 0           | 9.00      | 99.90    | 5.40     |
| 2012 | 30600 C | N 30600     | 0           | 9.00      | 99.90    | 5.70     |
| 2011 | 32000 C | N 32000     | 0           | 9.00      | 99.90    | 6.10     |
| 2010 | 39000 E | N 39000     | 0           | 7.97      | 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    | 6.00     |
| 2006 | 31500 C | N 31500     | 0           | 7.39      | 99.99    | 6.10     |
| 2005 | 31000 C | N 31000     | 0           | 7.70      | 99.90    | 5.20     |
| 2004 | 29500 C | N 29500     | 0           | 8.20      | 99.90    | 6.20     |
| 2003 | 32000 C | N 32000     | 0           | 8.10      | 99.90    | 4.80     |

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

TABLE: A6

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

Project Name: Audi Miami South

| MPO Data<br>(TAZ 1145) | Year  | Trips | Delta Year | Growth |
|------------------------|-------|-------|------------|--------|
|                        | 2010  | 5,829 |            |        |
| 2040                   | 9,285 | 30    | 1.56%      |        |

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

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

\* PEAK SEASON

21-FEB-2017 10:54:35

830UPD

6\_8701\_PKSEASON.TXT

**Appendix D: Traffic Counts (TMC's)**



TABLE: A7

**INTERSECTION APPROACH VOLUMES - AM PEAK HOUR**

Project Name: Audi Miami South

| INTERSECTION NO. | 1  | 2            | 3        | 4                | 5                       | 6     | 7            | 8                                      | 9   | 10   | 11                                     | 12  |    |       |    |       |
|------------------|--|--------------|----------|------------------|-------------------------|-------|--------------|--|---|--|--|---|----|-------|----|-------|
|                  | INTERSECTION NAME                              | APPROACH     | MOVEMENT | AM PEAK HR COUNT | DATE OF COUNT           | PHF   | SF           | AM PEAK SEASONALLY ADJUSTED (EXISTING) | BACKGROUND GROWTH @ 1.56% FOR PROJECT BUILD-OUT OF 2019 (2 YEAR GROWTH) | PROPOSED FUTURE TRAFFIC W/O PROJECT (2019) | SITE TRAFFIC (PROJECT NET TRIPS) (VPH) | PROPOSED FUTURE TRAFFIC W/ PROJECT (VPH) (2019) |    |       |    |       |
| 1                | S Dixie Highway-NB (US 1/SR 5) & SW 174 Street | SOUTHBOUND   | SBR      | 0                | Thursday, June 29, 2017 | 0.996 | 1.02         | 0                                      | 0   | 0  | 0                                      | 0   | 0  |       |    |       |
|                  |  |              | SBT      | 0                |                         |       | 1.02         | 0                                      | 0   | 0  | 0                                      |   |    |       |    |       |
|                  |  |              | SBL      | 0                |                         |       | 1.02         | 0                                      | 0   | 0  | 0                                      |   |    |       |    |       |
|                  |  |              | TOTAL    | 0                |                         |       |              |  |   |  |  |   |    |       |    |       |
|                  |  | WESTBOUND    | WBR      | 19               |                         |       | 1.02         | 19                                     | 1   | 1.02                                       | 19                                     | 20  | 1  | 20    | 0  | 20    |
|                  |  |              | WBT      | 68               |                         |       | 1.02         | 68                                     | 2   | 1.02                                       | 69                                     | 72  | 2  | 72    | 4  | 76    |
|                  |  |              | WBL      | 0                |                         |       | 1.02         | 0                                      | 0   | 1.02                                       | 0                                      | 0   | 0  | 0     | 0  | 0     |
|                  |  |              | TOTAL    | 87               |                         |       |              | 87                                     | 3   |  | 89                                     | 92  | 3  | 92    | 4  | 96    |
|                  |  | NORTHBOUND   | NBR      | 51               |                         |       | 1.02         | 51                                     | 2   | 1.02                                       | 52                                     | 54  | 2  | 54    | 0  | 54    |
|                  |  |              | NBT      | 2,271            |                         |       | 1.02         | 2,271                                  | 73  | 1.02                                       | 2,316                                  | 2,389   | 73 | 2,389 | 0  | 2,389 |
|                  |  |              | NBL      | 6                |                         |       | 1.02         | 6                                      | 0   | 1.02                                       | 6                                      | 6   | 0  | 6     | 0  | 6     |
|                  |  |              | TOTAL    | 2,328            |                         |       |              | 2,328                                  | 75  |  | 2,375                                  | 2,449   | 75 | 2,449 | 0  | 2,449 |
|                  |  | EASTBOUND    | EBR      | 0                |                         |       | 1.02         | 0                                      | 0   | 1.02                                       | 0                                      | 0   | 0  | 0     | 0  | 0     |
| EBT              | 34   |              | 1.02     | 34               | 1                       | 1.02  | 35           | 36                                     | 1   | 36   | 1                                      | 37  |    |       |    |       |
| EBL              | 50   |              | 1.02     | 50               | 2                       | 1.02  | 51           | 53                                     | 2   | 53   | 6                                      | 59  |    |       |    |       |
| TOTAL            | 84   |              |          | 84               | 3                       |       | 86           | 88                                     | 3   | 88   | 7                                      | 95  |    |       |    |       |
|                  |  | <b>TOTAL</b> |          | <b>2,499</b>     |                         |       | <b>2,549</b> | <b>80</b>                              | <b>2,629</b>  | <b>11</b>                                  | <b>11</b>                              | <b>2,640</b>                                    |    |       |    |       |
| 2                | S Dixie Highway-SB (US 1/SR 5) & Banyan Street | SOUTHBOUND   | SBR      | 32               | Thursday, June 29, 2017 | 0.928 | 1.02         | 33                                     | 1   | 34   | 1                                      | 34  | 34 |       |    |       |
|                  |  |              | SBT      | 926              |                         |       | 1.02         | 945                                    | 30  | 974  | 23                                     | 997   |    |       |    |       |
|                  |  |              | SBL      | 60               |                         |       | 1.02         | 61                                     | 2   | 63   | 0                                      | 63  |    |       |    |       |
|                  |  |              | TOTAL    | 1,018            |                         |       |              | 1,038                                  | 33  | 1,071                                      | 23                                     | 1,094   |    |       |    |       |
|                  |  | WESTBOUND    | WBR      | 0                |                         |       | 1.02         | 0                                      | 0   | 1.02                                       | 0                                      | 0   | 0  | 0     | 0  | 0     |
|                  |  |              | WBT      | 73               |                         |       | 1.02         | 74                                     | 2   | 1.02                                       | 74                                     | 77  | 2  | 77    | 4  | 81    |
|                  |  |              | WBL      | 36               |                         |       | 1.02         | 37                                     | 1   | 1.02                                       | 37                                     | 38  | 1  | 38    | 3  | 41    |
|                  |  |              | TOTAL    | 109              |                         |       |              | 111                                    | 3   |  | 115                                    | 115   | 3  | 115   | 7  | 122   |
|                  |  | NORTHBOUND   | NBR      | 0                |                         |       | 1.02         | 0                                      | 0   | 1.02                                       | 0                                      | 0   | 0  | 0     | 0  | 0     |
|                  |  |              | NBT      | 0                |                         |       | 1.02         | 0                                      | 0   | 1.02                                       | 0                                      | 0   | 0  | 0     | 0  | 0     |
|                  |  |              | NBL      | 0                |                         |       | 1.02         | 0                                      | 0   | 1.02                                       | 0                                      | 0   | 0  | 0     | 0  | 0     |
|                  |  |              | TOTAL    | 0                |                         |       |              | 0                                      | 0   |  | 0                                      | 0   | 0  | 0     | 0  | 0     |
|                  |  | EASTBOUND    | EBR      | 42               |                         |       | 1.02         | 43                                     | 1   | 1.02                                       | 43                                     | 44  | 1  | 44    | 14 | 58    |
| EBT              | 81   |              | 1.02     | 83               | 3                       | 1.02  | 83           | 85                                     | 3   | 85   | 0                                      | 85  |    |       |    |       |
| EBL              | 0  |              | 1.02     | 0                | 0                       | 1.02  | 0            | 0                                      | 0   | 0  | 0                                      | 0   |    |       |    |       |
| TOTAL            | 123  |              |          | 125              | 4                       |       | 125          | 129                                    | 4   | 129  | 14                                     | 143   |    |       |    |       |
|                  |  | <b>TOTAL</b> |          | <b>1,250</b>     |                         |       | <b>1,275</b> | <b>40</b>                              | <b>1,315</b>  | <b>44</b>                                  | <b>44</b>                              | <b>1,359</b>                                    |    |       |    |       |

TABLE AT

**INTERSECTION APPROACH VOLUMES - AM PEAK HOUR**

Project Name: Audi Miami South

| INTERSECTION NO. | 1  | 2          | 3            | 4                | 5                       | 6            | 7         | 8                                      | 9   | 10   | 11                                     | 12  |    |    |   |    |
|------------------|--|------------|--------------|------------------|-------------------------|--------------|-----------|--|---|--|--|---|----|----|---|----|
|                  | INTERSECTION NAME                              | APPROACH   | MOVEMENT     | AM PEAK HR COUNT | DATE OF COUNT           | PHF          | SF        | AM PEAK SEASONALLY ADJUSTED (EXISTING) | BACKGROUND GROWTH @ 1.56% FOR PROJECT BUILD-OUT OF 2019 (2 YEAR GROWTH) | PROPOSED FUTURE TRAFFIC W/O PROJECT (2019) | SITE TRAFFIC (PROJECT NET TRIPS) (VPH) | PROPOSED FUTURE TRAFFIC W/ PROJECT (VPH) (2019) |    |    |   |    |
| 3                | S Dixie Highway-SB (US 1/SR 5) & Datura Street | SOUTHBOUND | SBR          | 0                | Thursday, June 29, 2017 | 0.930        | 1.02      | 0                                      | 0   | 0  | 0                                      | 0   | 0  |    |   |    |
|                  |  |            | SBT          | 949              |                         |              | 1.02      | 968                                    | 30  | 998  | 3                                      | 1,001   |    |    |   |    |
|                  |  |            | SBL          | 17               |                         |              | 1.02      | 17                                     | 1   | 18   | 37                                     | 55  |    |    |   |    |
|                  |  |            | TOTAL        | 966              |                         |              | 985       | 31                                     | 1,016   | 40   | 1,056                                  |   |    |    |   |    |
|                  |  | WESTBOUND  | WBR          | 0                |                         |              | 1.02      | 0                                      | 0   | 0  | 0                                      | 0   | 0  | 0  | 0 | 0  |
|                  |  |            | WBT          | 0                |                         |              | 1.02      | 0                                      | 0   | 0  | 0                                      | 0   | 0  | 0  | 0 | 0  |
|                  |  |            | WBL          | 35               |                         |              | 1.02      | 36                                     | 1   | 37   | 3                                      | 37  | 3  | 37 | 3 | 40 |
|                  |  |            | TOTAL        | 35               |                         |              | 36        | 1                                      | 37  | 3  | 37                                     | 3   | 40 |    |   |    |
|                  |  | NORTHBOUND | NBR          | 0                |                         |              | 1.02      | 0                                      | 0   | 0  | 0                                      | 0   | 0  | 0  | 0 | 0  |
|                  |  |            | NBT          | 0                |                         |              | 1.02      | 0                                      | 0   | 0  | 0                                      | 0   | 0  | 0  | 0 | 0  |
|                  |  |            | NBL          | 0                |                         |              | 1.02      | 0                                      | 0   | 0  | 0                                      | 0   | 0  | 0  | 0 | 0  |
|                  |  |            | TOTAL        | 0                |                         |              | 0         | 0                                      | 0   | 0  | 0                                      | 0   | 0  | 0  | 0 | 0  |
| EASTBOUND        | EBR  | 0          | 1.02         | 0                | 0                       | 0            | 0         | 0                                      | 0   | 0  | 0                                      | 0   |    |    |   |    |
|                  | EBT  | 0          | 1.02         | 0                | 0                       | 0            | 0         | 0                                      | 0   | 0  | 0                                      | 0   |    |    |   |    |
|                  | EBL  | 0          | 1.02         | 0                | 0                       | 0            | 0         | 0                                      | 0   | 0  | 0                                      | 0   |    |    |   |    |
|                  | TOTAL  | 0          | 0            | 0                | 0                       | 0            | 0         | 0                                      | 0   | 0  | 0                                      | 0   |    |    |   |    |
| <b>TOTAL</b>     |  |            | <b>1,001</b> |                  |                         | <b>1,021</b> | <b>32</b> | <b>1,053</b>                           | <b>43</b>   | <b>1,096</b>                               |  |   |    |    |   |    |
| 4                | SW 97 Avenue & Datura Street                   | SOUTHBOUND | SBR          | 23               | Thursday, June 29, 2017 | 0.838        | 1.02      | 23                                     | 1   | 24   | 4                                      | 28  | 37 |    |   |    |
|                  |  |            | SBT          | 35               |                         |              | 1.02      | 36                                     | 1   | 37   | 0                                      | 37  |    |    |   |    |
|                  |  |            | SBL          | 5                |                         |              | 1.02      | 5                                      | 0   | 5  | 0                                      | 5   |    |    |   |    |
|                  |  |            | TOTAL        | 63               |                         |              | 64        | 2                                      | 66  | 4  | 70                                     |   |    |    |   |    |
|                  |  | WESTBOUND  | WBR          | 3                |                         |              | 1.02      | 3                                      | 0   | 3  | 0                                      | 0   | 0  | 0  | 0 | 0  |
|                  |  |            | WBT          | 0                |                         |              | 1.02      | 0                                      | 0   | 0  | 0                                      | 0   | 0  | 0  | 0 | 0  |
|                  |  |            | WBL          | 3                |                         |              | 1.02      | 3                                      | 0   | 3  | 0                                      | 3   | 0  | 3  | 0 | 3  |
|                  |  |            | TOTAL        | 6                |                         |              | 6         | 0                                      | 6   | 0  | 6                                      | 0   | 6  |    |   |    |
|                  |  | NORTHBOUND | NBR          | 7                |                         |              | 1.02      | 7                                      | 0   | 7  | 0                                      | 7   | 0  | 7  | 0 | 7  |
|                  |  |            | NBT          | 79               |                         |              | 1.02      | 81                                     | 3   | 83   | 0                                      | 83  | 0  | 83 | 0 | 83 |
|                  |  |            | NBL          | 11               |                         |              | 1.02      | 11                                     | 0   | 12   | 22                                     | 34  |    |    |   |    |
|                  |  |            | TOTAL        | 97               |                         |              | 99        | 3                                      | 102   | 22   | 124                                    |   |    |    |   |    |
| EASTBOUND        | EBR  | 11         | 1.02         | 11               | 0                       | 12           | 0         | 12                                     | 0   | 12   | 0                                      | 12  |    |    |   |    |
|                  | EBT  | 2          | 1.02         | 2                | 0                       | 2            | 0         | 2                                      | 0   | 2  | 0                                      | 2   |    |    |   |    |
|                  | EBL  | 1          | 1.02         | 1                | 0                       | 1            | 0         | 1                                      | 0   | 1  | 0                                      | 1   |    |    |   |    |
|                  | TOTAL  | 14         | 14           | 0                | 15                      | 0            | 15        | 0                                      | 15  |  |  |   |    |    |   |    |
| <b>TOTAL</b>     |  |            | <b>180</b>   |                  |                         | <b>184</b>   | <b>6</b>  | <b>189</b>                             | <b>26</b>   | <b>215</b>                                 |  |   |    |    |   |    |

- Notes:
- 1 Intersection Name
  - 2 Intersection Approach
  - 3 Intersection Approach Movement
  - 4 TMC data provided by RGA, Inc.
  - 5 Date of Count
  - 6 Peak Hour Factor
  - 7 Seasonal Factor (SF) obtained from FDOT
  - 8 Seasonally Adjusted TMC = Count \* SF (Existing Condition).
  - 9 A 1.56 percent background growth was utilized with a project build-out of 2019.
  - 10 Proposed Traffic w/o Project = Seasonally Adjusted TMC + Background
  - 11 Project Trips.
  - 12 Total Traffic = Net Traffic w/o Project + Site Traffic (Proposed Condition with Project)

TABLE A8

**INTERSECTION APPROACH VOLUMES - PM PEAK HOUR**

Project Name: Audi Miami South

| INTERSECTION NO.  | 1  | 2          | 3                | 4             | 5                       | 6     | 7                                      | 8   | 9  | 10                                     | 11  | 12    |       |       |       |
|-------------------|--|------------|------------------|---------------|-------------------------|-------|--|---|--|--|---|-------|-------|-------|-------|
| INTERSECTION NAME | APPROACH   | MOVEMENT   | PM PEAK HR COUNT | DATE OF COUNT | PHF                     | SF    | PM PEAK SEASONALLY ADJUSTED (EXISTING) | BACKGROUND GROWTH @ 1.56% FOR PROJECT BUILD-OUT OF 2019 (2 YEAR GROWTH) | PROPOSED FUTURE TRAFFIC W/O PROJECT (2019) | SITE TRAFFIC (PROJECT NET TRIPS) (VPH) | PROPOSED FUTURE TRAFFIC W/ PROJECT (VPH) (2019) |       |       |       |       |
| 1                 | S Dixie Highway-NB<br>(US 1/SR 5) &<br>SW 174 Street | SOUTHBOUND | SBR              | 0             | Thursday, June 29, 2017 | 0.911 | 1.02                                   | 0   | 0  | 0                                      | 0   | 0     |       |       |       |
|                   |  |            | SBT              | 0             |                         |       | 1.02                                   | 0   | 0  | 0                                      | 0   |       |       |       |       |
|                   |  |            | SBL              | 0             |                         |       | 1.02                                   | 0   | 0  | 0                                      | 0   |       |       |       |       |
|                   |  | TOTAL      | 0                |               |                         |       |  |   |  |  |   |       |       |       |       |
|                   |  | WESTBOUND  | WBR              | 27            |                         |       | 1.02                                   | 28  | 1  | 28                                     | 1   | 28    | 28    | 0     | 28    |
|                   |  |            | WBT              | 75            |                         |       | 1.02                                   | 77  | 2  | 79                                     | 2   | 81    | 81    | 2     | 81    |
|                   |  |            | WBL              | 0             |                         |       | 1.02                                   | 0   | 0  | 0                                      | 0   | 0     | 0     | 0     | 0     |
|                   |  | TOTAL      | 102              |               |                         |       | 104                                    | 3   | 107  | 3                                      | 109   | 109   | 2     | 109   |       |
|                   |  | NORTHBOUND | NBR              | 56            |                         |       | 1.02                                   | 57  | 2  | 59                                     | 2   | 59    | 59    | 0     | 59    |
|                   |  |            | NBT              | 1,459         |                         |       | 1.02                                   | 1,488   | 47   | 1,535                                  | 47  | 1,538 | 1,538 | 3     | 1,538 |
|                   |  |            | NBL              | 18            |                         |       | 1.02                                   | 18  | 1  | 19                                     | 1   | 19    | 19    | 0     | 19    |
|                   |  | TOTAL      | 1,533            |               |                         |       | 1,564                                  | 49  | 1,613                                      | 49                                     | 1,616   | 1,616 | 3     | 1,616 |       |
|                   |  | EASTBOUND  | EBR              | 0             |                         |       | 1.02                                   | 0   | 0  | 0                                      | 0   | 0     | 0     | 0     | 0     |
| EBT               | 46   |            | 1.02             | 47            | 1                       | 48    | 1                                      | 48  | 48   | 3                                      | 51  |       |       |       |       |
| EBL               | 81   |            | 1.02             | 83            | 3                       | 85    | 3                                      | 85  | 85   | 15                                     | 100   |       |       |       |       |
| TOTAL             | 127  |            | 130              | 4             | 134                     | 4     | 134                                    | 134   | 18   | 152                                    |   |       |       |       |       |
| <b>TOTAL</b>      |  |            | <b>1,762</b>     |               |                         |       | <b>1,797</b>                           | <b>57</b>   | <b>1,854</b>                               | <b>23</b>                              | <b>1,877</b>                                    |       |       |       |       |
| 2                 | S Dixie Highway-SB<br>Banyan Street                  | SOUTHBOUND | SBR              | 57            | Thursday, June 29, 2017 | 0.877 | 1.02                                   | 58  | 2  | 60                                     | 0   | 60    |       |       |       |
|                   |  |            | SBT              | 2,332         |                         |       | 1.02                                   | 2,379   | 75   | 2,453                                  | 75  | 2,463 | 10    | 2,463 |       |
|                   |  |            | SBL              | 118           |                         |       | 1.02                                   | 120   | 4  | 124                                    | 4   | 124   | 0     | 124   |       |
|                   |  | TOTAL      | 2,507            |               |                         |       | 2,557                                  | 80  | 2,638                                      | 80                                     | 2,648   | 10    | 2,648 |       |       |
|                   |  | WESTBOUND  | WBR              | 0             |                         |       | 1.02                                   | 0   | 0  | 0                                      | 0   | 0     | 0     | 0     | 0     |
|                   |  |            | WBT              | 102           |                         |       | 1.02                                   | 104   | 3  | 107                                    | 3   | 107   | 107   | 10    | 117   |
|                   |  |            | WBL              | 76            |                         |       | 1.02                                   | 78  | 2  | 80                                     | 2   | 80    | 80    | 12    | 92    |
|                   |  | TOTAL      | 178              |               |                         |       | 182                                    | 6   | 187  | 6                                      | 187   | 187   | 22    | 209   |       |
|                   |  | NORTHBOUND | NBR              | 0             |                         |       | 1.02                                   | 0   | 0  | 0                                      | 0   | 0     | 0     | 0     | 0     |
|                   |  |            | NBT              | 0             |                         |       | 1.02                                   | 0   | 0  | 0                                      | 0   | 0     | 0     | 0     | 0     |
|                   |  |            | NBL              | 0             |                         |       | 1.02                                   | 0   | 0  | 0                                      | 0   | 0     | 0     | 0     | 0     |
|                   |  | TOTAL      | 0                |               |                         |       | 0                                      | 0   | 0  | 0                                      | 0   | 0     | 0     | 0     |       |
|                   |  | EASTBOUND  | EBR              | 51            |                         |       | 1.02                                   | 52  | 2  | 54                                     | 2   | 54    | 54    | 0     | 54    |
| EBT               | 88   |            | 1.02             | 90            | 3                       | 93    | 3                                      | 93  | 93   | 6                                      | 99  |       |       |       |       |
| EBL               | 0  |            | 1.02             | 0             | 0                       | 0     | 0                                      | 0   | 0  | 0                                      | 0   |       |       |       |       |
| TOTAL             | 139  |            | 142              | 4             | 146                     | 4     | 146                                    | 146   | 6  | 152                                    |   |       |       |       |       |
| <b>TOTAL</b>      |  |            | <b>2,824</b>     |               |                         |       | <b>2,880</b>                           | <b>97</b>   | <b>2,971</b>                               | <b>38</b>                              | <b>3,009</b>                                    |       |       |       |       |

TABLE: A3

### INTERSECTION APPROACH VOLUMES - PM PEAK HOUR

Project Name: Audi Miami South

| INTERSECTION NO. | INTERSECTION NAME                              | APPROACH     | MOVEMENT     | PM PEAK HR COUNT | DATE OF COUNT           | PHF       | SF           | PM PEAK SEASONALLY ADJUSTED (EXISTING) | BACKGROUND GROWTH @ 1.56% FOR PROJECT BUILD-OUT OF 2019 (2 YEAR GROWTH) | PROPOSED FUTURE TRAFFIC W/O PROJECT (2019) | SITE TRAFFIC (PROJECT NET TRIPS) (VPH) | PROPOSED FUTURE TRAFFIC W/ PROJECT (VPH) (2019) |   |
|------------------|--|--------------|--------------|------------------|-------------------------|-----------|--------------|--|---|--|--|---|---|
| 3                | S Dixie Highway-SB (US 1/SR 5) & Datura Street | SOUTHBOUND   | SBR          | 0                | Thursday, June 29, 2017 | 0.891     | 1.02         | 0                                      | 0   | 0  | 0                                      | 0   | 0 |
|                  |  |              | SBT          | 2,451            |                         |           | 1.02         | 2,500                                  | 79  | 2,579                                      | 12                                     | 2,591   |   |
|                  |  |              | SBL          | 30               |                         |           | 1.02         | 31                                     | 1   | 32   | 16                                     | 48  |   |
|                  |  |              | <b>TOTAL</b> | <b>2,481</b>     |                         |           |              | <b>2,531</b>                           | <b>80</b>   | <b>2,610</b>                               | <b>28</b>                              | <b>2,638</b>                                    |   |
|                  |  |              | WBR          | 0                |                         |           | 1.02         | 0                                      | 0   | 0  | 0                                      | 0   |   |
|                  |  |              | WBT          | 0                |                         |           | 1.02         | 0                                      | 0   | 0  | 0                                      | 0   |   |
|                  |  | WBL          | 70           | 1.02             |                         |           | 71           | 2                                      | 74  | 5  | 79                                     |   |   |
|                  |  | <b>TOTAL</b> | <b>70</b>    |                  |                         |           | <b>71</b>    | <b>2</b>                               | <b>74</b>   | <b>5</b>                                   | <b>79</b>                              |   |   |
|                  |  | NORTHBOUND   | NBR          | 0                |                         |           | 1.02         | 0                                      | 0   | 0  | 0                                      | 0   |   |
|                  |  |              | NBT          | 0                |                         |           | 1.02         | 0                                      | 0   | 0  | 0                                      | 0   |   |
|                  |  |              | NBL          | 0                |                         |           | 1.02         | 0                                      | 0   | 0  | 0                                      | 0   |   |
|                  |  |              | <b>TOTAL</b> | <b>0</b>         |                         |           |              | <b>0</b>                               | <b>0</b>  | <b>0</b>                                   | <b>0</b>                               | <b>0</b>  |   |
| EASTBOUND        | EBR  | 0            | 1.02         | 0                | 0                       | 0         | 0            | 0                                      |   |  |  |   |   |
|                  | EBT  | 0            | 1.02         | 0                | 0                       | 0         | 0            | 0                                      |   |  |  |   |   |
|                  | EBL  | 0            | 1.02         | 0                | 0                       | 0         | 0            | 0                                      |   |  |  |   |   |
|                  | <b>TOTAL</b>                                   | <b>0</b>     |              | <b>0</b>         | <b>0</b>                | <b>0</b>  | <b>0</b>     | <b>0</b>                               |   |  |  |   |   |
| <b>TOTAL</b>     |  |              | <b>2,551</b> |                  |                         |           | <b>2,602</b> | <b>82</b>                              | <b>2,684</b>  | <b>33</b>                                  | <b>2,717</b>                           |   |   |
| 4                | SW 97 Avenue & Datura Street                   | SOUTHBOUND   | SBR          | 43               | Thursday, June 29, 2017 | 0.884     | 1.02         | 44                                     | 1   | 45   | 2                                      | 47  |   |
|                  |  |              | SBT          | 91               |                         |           | 1.02         | 93                                     | 3   | 96   | 0                                      | 96  |   |
|                  |  |              | SBL          | 6                |                         |           | 1.02         | 6                                      | 0   | 6  | 0                                      | 6   |   |
|                  |  |              | <b>TOTAL</b> | <b>140</b>       |                         |           |              | <b>143</b>                             | <b>4</b>  | <b>147</b>                                 | <b>2</b>                               | <b>149</b>                                      |   |
|                  |  |              | WBR          | 6                |                         |           | 1.02         | 6                                      | 0   | 6  | 0                                      | 6   |   |
|                  |  |              | WBT          | 10               |                         |           | 1.02         | 10                                     | 0   | 11   | 0                                      | 11  |   |
|                  |  | WBL          | 9            | 1.02             |                         |           | 9            | 0                                      | 9   | 0  | 9                                      |   |   |
|                  |  | <b>TOTAL</b> | <b>25</b>    |                  |                         |           | <b>26</b>    | <b>1</b>                               | <b>26</b>   | <b>0</b>                                   | <b>26</b>                              |   |   |
|                  |  | NORTHBOUND   | NBR          | 5                |                         |           | 1.02         | 5                                      | 0   | 5  | 0                                      | 5   |   |
|                  |  |              | NBT          | 109              |                         |           | 1.02         | 111                                    | 3   | 115  | 0                                      | 115   |   |
|                  |  |              | NBL          | 27               |                         |           | 1.02         | 28                                     | 1   | 28   | 9                                      | 37  |   |
|                  |  |              | <b>TOTAL</b> | <b>141</b>       |                         |           |              | <b>144</b>                             | <b>5</b>  | <b>148</b>                                 | <b>9</b>                               | <b>157</b>                                      |   |
| EASTBOUND        | EBR  | 17           | 1.02         | 17               | 1                       | 18        | 3            | 21                                     |   |  |  |   |   |
|                  | EBT  | 2            | 1.02         | 2                | 0                       | 2         | 0            | 2                                      |   |  |  |   |   |
|                  | EBL  | 4            | 1.02         | 4                | 0                       | 4         | 0            | 4                                      |   |  |  |   |   |
|                  | <b>TOTAL</b>                                   | <b>23</b>    |              | <b>23</b>        | <b>1</b>                | <b>24</b> | <b>3</b>     | <b>27</b>                              |   |  |  |   |   |
| <b>TOTAL</b>     |  |              | <b>329</b>   |                  |                         |           | <b>336</b>   | <b>11</b>                              | <b>346</b>  | <b>14</b>                                  | <b>360</b>                             |   |   |

- Notes:
- 1 Intersection Name
  - 2 Intersection Approach
  - 3 Intersection Approach Movement
  - 4 TMC data provided by RGA, Inc.
  - 5 Date of Count
  - 6 Peak Hour Factor
  - 7 Seasonal Factor (SF) obtained from FDOT
  - 8 Seasonally Adjusted TMC = Count \* SF (Existing Condition).
  - 9 A 1.56 percent background growth was utilized with a project build-out of 2019.
  - 10 Proposed Traffic w/o Project = Seasonally Adjusted TMC + Background
  - 11 Project Trips.
  - 12 Total Traffic = Net Traffic w/o Project + Site Traffic (Proposed Condition with Project)

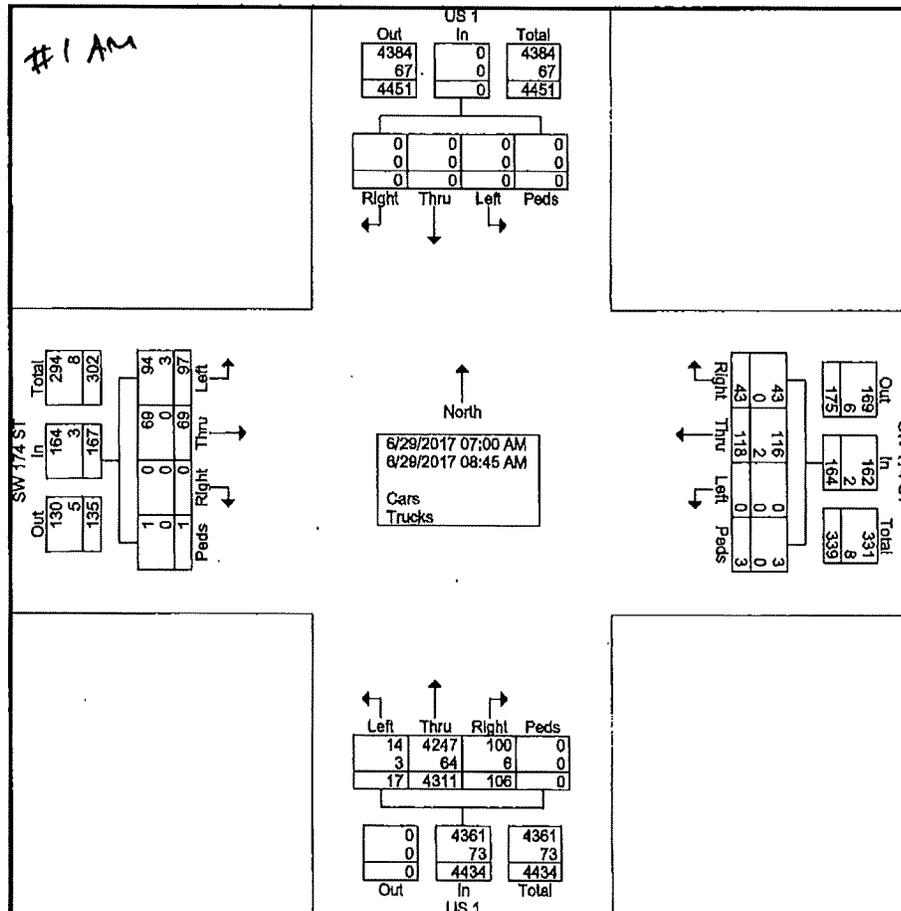


Richard Garcia & Associates, Inc.  
 8065 NW 98 Street  
 Hialeah Gardens, FL 33016  
 Phone: 305-362-0677  
 Fax: 305-675-6474

File Name : US 1\_SW 174 St\_AM  
 Site Code : 00000000  
 Start Date : 6/29/2017  
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time  | US 1 Southbound |      |      |      |            | SW 174 ST Westbound |      |      |      |            | US 1 Northbound |      |      |      |            | SW 174 ST Eastbound |      |      |      |            | Int. Total |
|-------------|-----------------|------|------|------|------------|---------------------|------|------|------|------------|-----------------|------|------|------|------------|---------------------|------|------|------|------------|------------|
|             | Right           | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total |            |
| 07:00 AM    | 0               | 0    | 0    | 0    | 0          | 3                   | 10   | 0    | 0    | 13         | 8               | 528  | 2    | 0    | 538        | 0                   | 7    | 7    | 0    | 14         | 14         |
| 07:15 AM    | 0               | 0    | 0    | 0    | 0          | 8                   | 14   | 0    | 1    | 23         | 9               | 586  | 1    | 0    | 596        | 0                   | 6    | 2    | 0    | 8          | 8          |
| 07:30 AM    | 0               | 0    | 0    | 0    | 0          | 5                   | 21   | 0    | 1    | 27         | 18              | 553  | 2    | 0    | 573        | 0                   | 10   | 13   | 0    | 23         | 23         |
| 07:45 AM    | 0               | 0    | 0    | 0    | 0          | 2                   | 16   | 0    | 0    | 18         | 12              | 566  | 1    | 0    | 579        | 0                   | 12   | 14   | 0    | 26         | 26         |
| Total       | 0               | 0    | 0    | 0    | 0          | 18                  | 61   | 0    | 2    | 81         | 47              | 2233 | 6    | 0    | 2286       | 0                   | 35   | 36   | 0    | 71         | 2438       |
| 08:00 AM    | 0               | 0    | 0    | 0    | 0          | 4                   | 17   | 0    | 0    | 21         | 12              | 566  | 2    | 0    | 580        | 0                   | 6    | 21   | 0    | 27         | 27         |
| 08:15 AM    | 0               | 0    | 0    | 0    | 0          | 8                   | 10   | 0    | 0    | 18         | 18              | 485  | 4    | 0    | 507        | 0                   | 7    | 5    | 0    | 12         | 537        |
| 08:30 AM    | 0               | 0    | 0    | 0    | 0          | 7                   | 15   | 0    | 1    | 23         | 10              | 518  | 5    | 0    | 533        | 0                   | 11   | 17   | 0    | 28         | 584        |
| 08:45 AM    | 0               | 0    | 0    | 0    | 0          | 6                   | 15   | 0    | 0    | 21         | 19              | 509  | 0    | 0    | 528        | 0                   | 10   | 18   | 1    | 29         | 578        |
| Total       | 0               | 0    | 0    | 0    | 0          | 25                  | 57   | 0    | 1    | 83         | 59              | 2078 | 11   | 0    | 2148       | 0                   | 34   | 61   | 1    | 96         | 2327       |
| Grand Total | 0               | 0    | 0    | 0    | 0          | 43                  | 118  | 0    | 3    | 164        | 106             | 4311 | 17   | 0    | 4434       | 0                   | 69   | 97   | 1    | 167        | 4765       |
| Approch %   | 0               | 0    | 0    | 0    | 0          | 26.2                | 72   | 0    | 1.8  |            | 2.4             | 97.2 | 0.4  | 0    |            | 0                   | 41.3 | 58.1 | 0.6  |            |            |
| Total %     | 0               | 0    | 0    | 0    | 0          | 0.9                 | 2.5  | 0    | 0.1  | 3.4        | 2.2             | 90.5 | 0.4  | 0    | 93.1       | 0                   | 1.4  | 2    | 0    | 3.5        |            |
| Cars        | 0               | 0    | 0    | 0    | 0          | 43                  | 116  | 0    | 3    | 162        | 100             | 4247 | 14   | 0    | 4361       | 0                   | 69   | 94   | 1    | 164        | 4687       |
| % Cars      | 0               | 0    | 0    | 0    | 0          | 100                 | 98.3 | 0    | 100  | 98.8       | 94.3            | 98.5 | 82.4 | 0    | 98.4       | 0                   | 100  | 96.9 | 100  | 98.2       | 98.4       |
| Trucks      | 0               | 0    | 0    | 0    | 0          | 0                   | 2    | 0    | 0    | 2          | 6               | 64   | 3    | 0    | 73         | 0                   | 0    | 3    | 0    | 3          | 78         |
| % Trucks    | 0               | 0    | 0    | 0    | 0          | 0                   | 1.7  | 0    | 0    | 1.2        | 5.7             | 1.5  | 17.6 | 0    | 1.6        | 0                   | 0    | 3.1  | 0    | 1.8        | 1.6        |

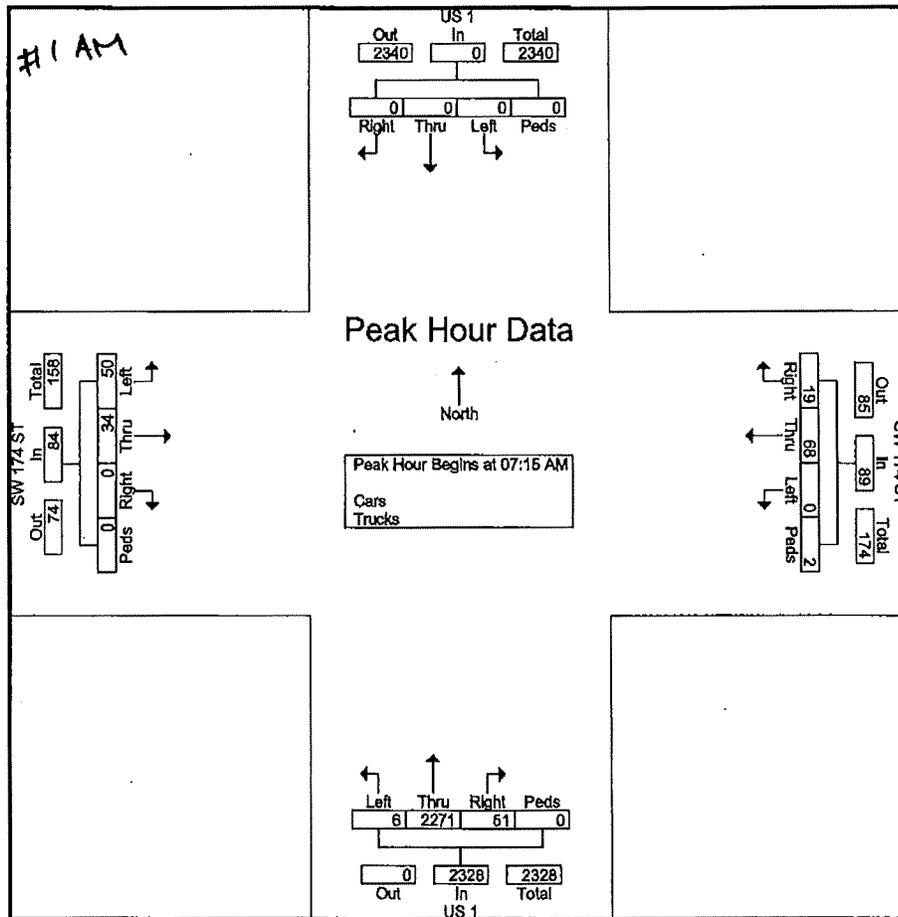




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File Name : US 1\_SW 174 St\_AM  
 Site Code : 00000000  
 Start Date : 6/29/2017  
 Page No : 2

| Start Time   | US 1 Southbound |      |      |      |            | SW 174 ST Westbound |      |      |      |            | US 1 Northbound |      |      |      |            | SW 174 ST Eastbound |      |      |      |            | Int. Total |
|--|-----------------|------|------|------|------------|---------------------|------|------|------|------------|-----------------|------|------|------|------------|---------------------|------|------|------|------------|------------|
|  | Right           | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total |            |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                 |      |      |      |            |                     |      |      |      |            |                 |      |      |      |            |                     |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:15 AM       |                 |      |      |      |            |                     |      |      |      |            |                 |      |      |      |            |                     |      |      |      |            |            |
| 07:15 AM   | 0               | 0    | 0    | 0    | 0          | 8                   | 14   | 0    | 1    | 23         | 9               | 586  | 1    | 0    | 596        | 0                   | 6    | 2    | 0    | 8          | 627        |
| 07:30 AM   | 0               | 0    | 0    | 0    | 0          | 5                   | 21   | 0    | 1    | 27         | 18              | 553  | 2    | 0    | 573        | 0                   | 10   | 13   | 0    | 23         | 623        |
| 07:45 AM   | 0               | 0    | 0    | 0    | 0          | 2                   | 16   | 0    | 0    | 18         | 12              | 566  | 1    | 0    | 579        | 0                   | 12   | 14   | 0    | 26         | 623        |
| 08:00 AM   | 0               | 0    | 0    | 0    | 0          | 4                   | 17   | 0    | 0    | 21         | 12              | 566  | 2    | 0    | 580        | 0                   | 6    | 21   | 0    | 27         | 628        |
| Total Volume   | 0               | 0    | 0    | 0    | 0          | 19                  | 68   | 0    | 2    | 89         | 51              | 2271 | 6    | 0    | 2328       | 0                   | 34   | 50   | 0    | 84         | 2501       |
| % App. Total   | 0               | 0    | 0    | 0    | 0          | 21.3                | 76.4 | 0    | 2.2  |            | 2.2             | 97.6 | 0.3  | 0    |            | 0                   | 40.5 | 59.5 | 0    |            |            |
| PHF  | .000            | .000 | .000 | .000 | .000       | .594                | .810 | .000 | .500 | .824       | .708            | .969 | .750 | .000 | .977       | .000                | .708 | .595 | .000 | .778       | .996       |





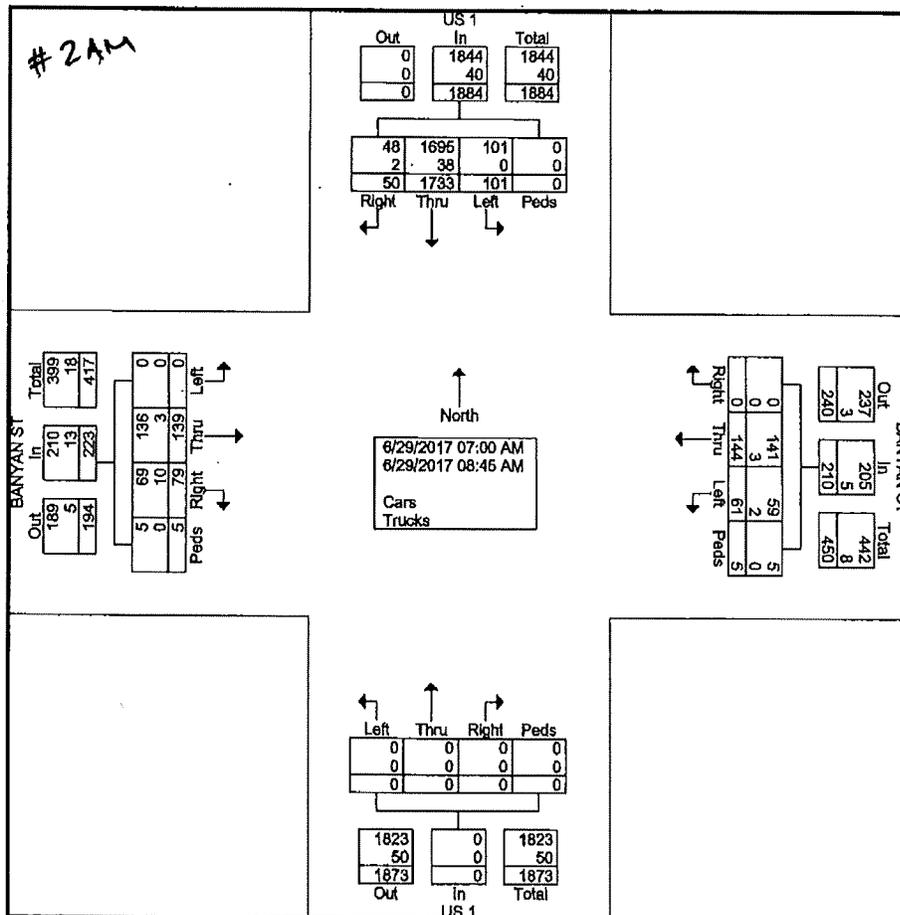
# Richard Garcia & Associates, Inc.

8065 NW 98 Street  
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 Phone: 305-362-0677  
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File Name : US 1\_Banyan St\_AM  
 Site Code : 00000000  
 Start Date : 6/29/2017  
 Page No : 1

## Groups Printed- Cars - Trucks

| Start Time   | US 1 Southbound |            |           |          |             | BANYAN ST Westbound |           |           |          |            | US 1 Northbound |          |          |          |            | BANYAN ST Eastbound |           |          |          |            | Int. Total  |
|--------------|-----------------|------------|-----------|----------|-------------|---------------------|-----------|-----------|----------|------------|-----------------|----------|----------|----------|------------|---------------------|-----------|----------|----------|------------|-------------|
|              | Right           | Thru       | Left      | Peds     | App. Total  | Right               | Thru      | Left      | Peds     | App. Total | Right           | Thru     | Left     | Peds     | App. Total | Right               | Thru      | Left     | Peds     | App. Total |             |
| 07:00 AM     | 0               | 136        | 9         | 0        | 145         | 0                   | 12        | 2         | 0        | 14         | 0               | 0        | 0        | 0        | 0          | 13                  | 8         | 0        | 0        | 21         | 180         |
| 07:15 AM     | 4               | 215        | 5         | 0        | 224         | 0                   | 17        | 8         | 1        | 26         | 0               | 0        | 0        | 0        | 0          | 6                   | 6         | 0        | 1        | 13         | 263         |
| 07:30 AM     | 5               | 207        | 8         | 0        | 220         | 0                   | 24        | 11        | 1        | 36         | 0               | 0        | 0        | 0        | 0          | 12                  | 21        | 0        | 1        | 34         | 290         |
| 07:45 AM     | 9               | 249        | 19        | 0        | 277         | 0                   | 18        | 4         | 0        | 22         | 0               | 0        | 0        | 0        | 0          | 6                   | 23        | 0        | 1        | 30         | 329         |
| <b>Total</b> | <b>18</b>       | <b>807</b> | <b>41</b> | <b>0</b> | <b>866</b>  | <b>0</b>            | <b>71</b> | <b>25</b> | <b>2</b> | <b>98</b>  | <b>0</b>        | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>   | <b>37</b>           | <b>58</b> | <b>0</b> | <b>3</b> | <b>98</b>  | <b>1062</b> |
| 08:00 AM     | 3               | 218        | 16        | 0        | 237         | 0                   | 27        | 8         | 0        | 35         | 0               | 0        | 0        | 0        | 0          | 14                  | 23        | 0        | 0        | 37         | 309         |
| 08:15 AM     | 14              | 225        | 7         | 0        | 246         | 0                   | 10        | 8         | 2        | 20         | 0               | 0        | 0        | 0        | 0          | 9                   | 15        | 0        | 0        | 24         | 290         |
| 08:30 AM     | 6               | 245        | 11        | 0        | 261         | 0                   | 17        | 10        | 1        | 28         | 0               | 0        | 0        | 0        | 0          | 11                  | 17        | 0        | 1        | 29         | 318         |
| 08:45 AM     | 10              | 238        | 26        | 0        | 274         | 0                   | 19        | 10        | 0        | 29         | 0               | 0        | 0        | 0        | 0          | 8                   | 26        | 0        | 1        | 35         | 338         |
| <b>Total</b> | <b>32</b>       | <b>926</b> | <b>60</b> | <b>0</b> | <b>1018</b> | <b>0</b>            | <b>73</b> | <b>36</b> | <b>3</b> | <b>112</b> | <b>0</b>        | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>   | <b>42</b>           | <b>81</b> | <b>0</b> | <b>2</b> | <b>125</b> | <b>1255</b> |
| Grand Total  | 50              | 1733       | 101       | 0        | 1884        | 0                   | 144       | 61        | 5        | 210        | 0               | 0        | 0        | 0        | 0          | 79                  | 139       | 0        | 5        | 223        | 2317        |
| Approch %    | 2.7             | 82         | 5.4       | 0        |             | 0                   | 68.6      | 29        | 2.4      |            | 0               | 0        | 0        | 0        |            | 35.4                | 62.3      | 0        | 2.2      |            |             |
| Total %      | 2.2             | 74.8       | 4.4       | 0        | 81.3        | 0                   | 6.2       | 2.6       | 0.2      | 9.1        | 0               | 0        | 0        | 0        | 0          | 3.4                 | 6         | 0        | 0.2      | 9.6        |             |
| Cars         | 48              | 1695       | 101       | 0        | 1844        | 0                   | 141       | 59        | 5        | 205        | 0               | 0        | 0        | 0        | 0          | 69                  | 136       | 0        | 5        | 210        | 2259        |
| % Cars       | 96              | 97.8       | 100       | 0        | 97.9        | 0                   | 97.9      | 96.7      | 100      | 97.6       | 0               | 0        | 0        | 0        | 0          | 87.3                | 97.8      | 0        | 100      | 94.2       | 97.5        |
| Trucks       | 2               | 38         | 0         | 0        | 40          | 0                   | 3         | 2         | 0        | 5          | 0               | 0        | 0        | 0        | 0          | 10                  | 3         | 0        | 0        | 13         | 58          |
| % Trucks     | 4               | 2.2        | 0         | 0        | 2.1         | 0                   | 2.1       | 3.3       | 0        | 2.4        | 0               | 0        | 0        | 0        | 0          | 12.7                | 2.2       | 0        | 0        | 5.8        | 2.5         |

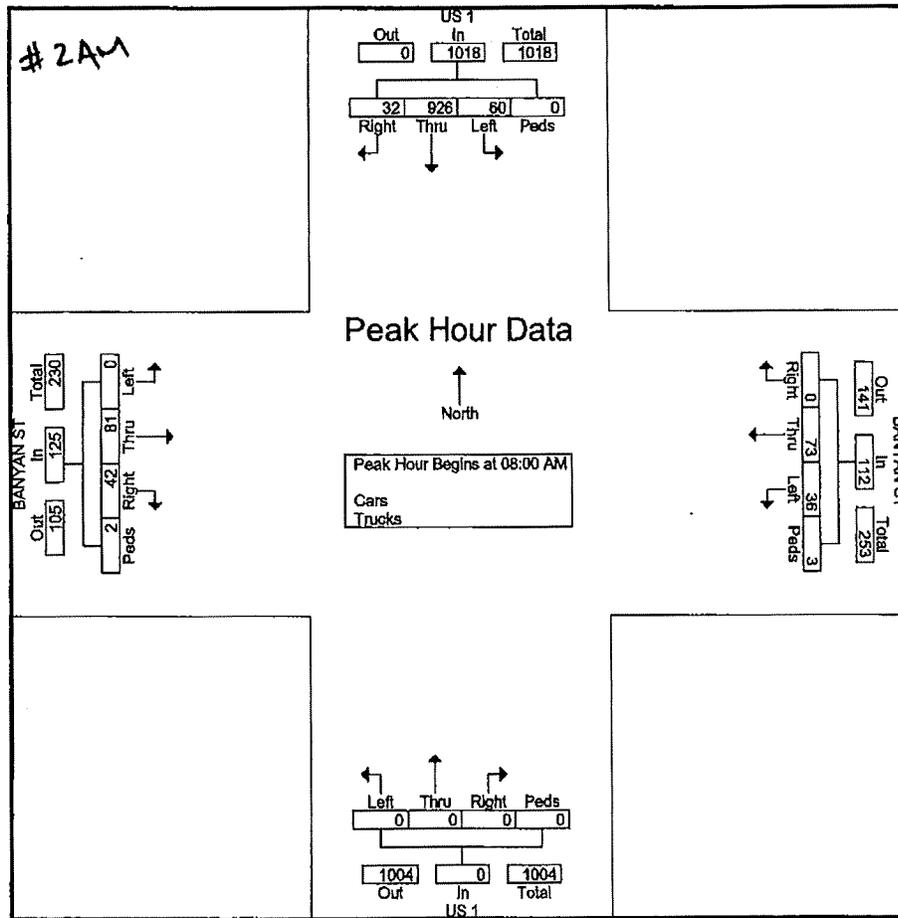




**Richard Garcia & Associates, Inc.**  
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 Fax: 305-675-6474

File Name : US 1\_Banyan St\_AM  
 Site Code : 00000000  
 Start Date : 6/29/2017  
 Page No : 2

| Start Time   | US 1 Southbound |      |      |      |            | BANYAN ST Westbound |      |      |      |            | US 1 Northbound |      |      |      |            | BANYAN ST Eastbound |      |      |      |            | Int. Total |
|--|-----------------|------|------|------|------------|---------------------|------|------|------|------------|-----------------|------|------|------|------------|---------------------|------|------|------|------------|------------|
|  | Right           | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total |            |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                 |      |      |      |            |                     |      |      |      |            |                 |      |      |      |            |                     |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 08:00 AM       |                 |      |      |      |            |                     |      |      |      |            |                 |      |      |      |            |                     |      |      |      |            |            |
| 08:00 AM   | 3               | 218  | 16   | 0    | 237        | 0                   | 27   | 8    | 0    | 35         | 0               | 0    | 0    | 0    | 0          | 14                  | 23   | 0    | 0    | 37         | 309        |
| 08:15 AM   | 14              | 225  | 7    | 0    | 246        | 0                   | 10   | 8    | 2    | 20         | 0               | 0    | 0    | 0    | 0          | 9                   | 15   | 0    | 0    | 24         | 290        |
| 08:30 AM   | 5               | 245  | 11   | 0    | 261        | 0                   | 17   | 10   | 1    | 28         | 0               | 0    | 0    | 0    | 0          | 11                  | 17   | 0    | 1    | 29         | 318        |
| 08:45 AM   | 10              | 238  | 26   | 0    | 274        | 0                   | 19   | 10   | 0    | 29         | 0               | 0    | 0    | 0    | 0          | 8                   | 26   | 0    | 1    | 35         | 338        |
| Total Volume   | 32              | 926  | 60   | 0    | 1018       | 0                   | 73   | 36   | 3    | 112        | 0               | 0    | 0    | 0    | 0          | 42                  | 81   | 0    | 2    | 125        | 1255       |
| % App. Total   |                 |      |      |      |            |                     |      |      |      |            |                 |      |      |      |            |                     |      |      |      |            |            |
| PHF  | .571            | .945 | .577 | .000 | .929       | .000                | .676 | .900 | .375 | .800       | .000            | .000 | .000 | .000 | .000       | .750                | .779 | .000 | .500 | .846       | .928       |





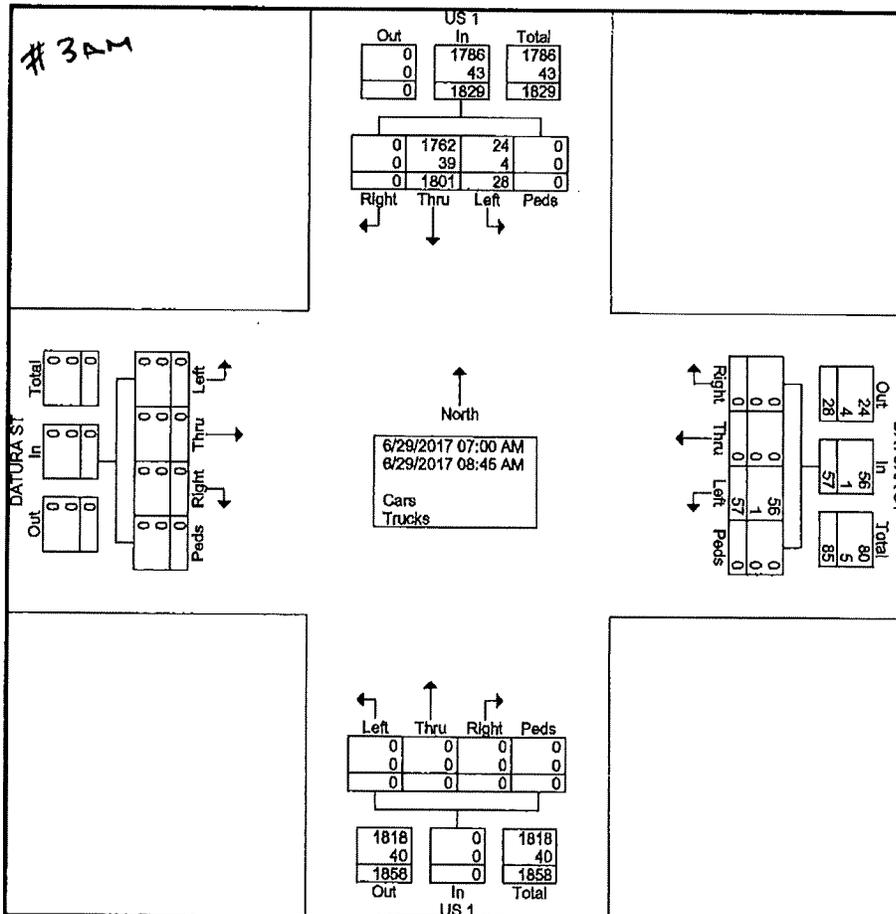
**Richard Garcia & Associates, Inc.**

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 Fax: 305-675-6474

File Name : US 1\_Datura St\_AM  
 Site Code : 00000000  
 Start Date : 6/29/2017  
 Page No : 1

**Groups Printed- Cars - Trucks**

| Start Time         | US 1 Southbound |      |      |      |            | DATURA ST Westbound |      |      |      |            | US 1 Northbound |      |      |      |            | DATURA ST Eastbound |      |      |      |            | Int. Total |
|--------------------|-----------------|------|------|------|------------|---------------------|------|------|------|------------|-----------------|------|------|------|------------|---------------------|------|------|------|------------|------------|
|                    | Right           | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total |            |
| 07:00 AM           | 0               | 151  | 2    | 0    | 153        | 0                   | 0    | 3    | 0    | 3          | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 0          |
| 07:15 AM           | 0               | 224  | 4    | 0    | 228        | 0                   | 0    | 5    | 0    | 5          | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 0          |
| 07:30 AM           | 0               | 228  | 2    | 0    | 230        | 0                   | 0    | 5    | 0    | 5          | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 0          |
| 07:45 AM           | 0               | 253  | 5    | 0    | 258        | 0                   | 0    | 11   | 0    | 11         | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 0          |
| <b>Total</b>       | 0               | 856  | 13   | 0    | 869        | 0                   | 0    | 24   | 0    | 24         | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 0          |
| 08:00 AM           | 0               | 203  | 3    | 0    | 206        | 0                   | 0    | 7    | 0    | 7          | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 0          |
| 08:15 AM           | 0               | 235  | 5    | 0    | 240        | 0                   | 0    | 10   | 0    | 10         | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 0          |
| 08:30 AM           | 0               | 258  | 4    | 0    | 262        | 0                   | 0    | 7    | 0    | 7          | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 0          |
| 08:45 AM           | 0               | 249  | 3    | 0    | 252        | 0                   | 0    | 9    | 0    | 9          | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 0          |
| <b>Total</b>       | 0               | 945  | 15   | 0    | 960        | 0                   | 0    | 33   | 0    | 33         | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 0          |
| <b>Grand Total</b> | 0               | 1801 | 28   | 0    | 1829       | 0                   | 0    | 57   | 0    | 57         | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 0          |
| Apprch %           | 0               | 98.5 | 1.5  | 0    |            | 0                   | 0    | 100  | 0    |            | 0               | 0    | 0    | 0    |            | 0                   | 0    | 0    | 0    |            |            |
| Total %            | 0               | 95.5 | 1.5  | 0    | 97         | 0                   | 0    | 3    | 0    | 3          | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 0          |
| Cars               | 0               | 1762 | 24   | 0    | 1786       | 0                   | 0    | 56   | 0    | 56         | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 0          |
| % Cars             | 0               | 97.8 | 85.7 | 0    | 97.6       | 0                   | 0    | 98.2 | 0    | 98.2       | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 0          |
| Trucks             | 0               | 39   | 4    | 0    | 43         | 0                   | 0    | 1    | 0    | 1          | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 0          |
| % Trucks           | 0               | 2.2  | 14.3 | 0    | 2.4        | 0                   | 0    | 1.8  | 0    | 1.8        | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 0          |



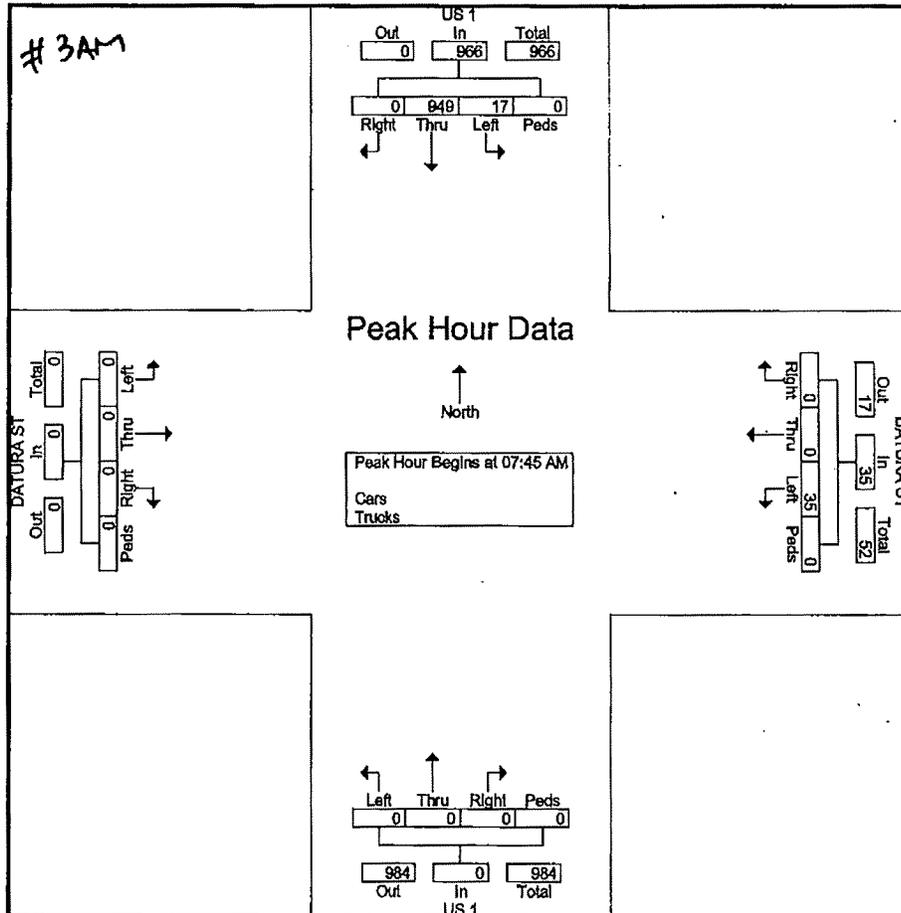


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File Name : US 1\_Datura St\_AM  
 Site Code : 00000000  
 Start Date : 6/29/2017  
 Page No : 2

| Start Time   | US 1 Southbound |      |      |      |            | DATURA ST Westbound |      |      |      |            | US 1 Northbound |      |      |      |            | DATURA ST Eastbound |      |      |      |            | Int. Total |
|--|-----------------|------|------|------|------------|---------------------|------|------|------|------------|-----------------|------|------|------|------------|---------------------|------|------|------|------------|------------|
|  | Right           | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total |            |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                 |      |      |      |            |                     |      |      |      |            |                 |      |      |      |            |                     |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                 |      |      |      |            |                     |      |      |      |            |                 |      |      |      |            |                     |      |      |      |            |            |
| 07:45 AM   | 0               | 253  | 5    | 0    | 258        | 0                   | 0    | 11   | 0    | 11         | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 269        |
| 08:00 AM   | 0               | 203  | 3    | 0    | 206        | 0                   | 0    | 7    | 0    | 7          | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 213        |
| 08:15 AM   | 0               | 235  | 5    | 0    | 240        | 0                   | 0    | 10   | 0    | 10         | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 250        |
| 08:30 AM   | 0               | 258  | 4    | 0    | 262        | 0                   | 0    | 7    | 0    | 7          | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 269        |
| Total Volume   | 0               | 949  | 17   | 0    | 966        | 0                   | 0    | 35   | 0    | 35         | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 1001       |
| % App. Total   |                 |      |      |      |            |                     |      |      |      |            |                 |      |      |      |            |                     |      |      |      |            |            |
| PHF  | .000            | .920 | .850 | .000 | .922       | .000                | .000 | .795 | .000 | .795       | .000            | .000 | .000 | .000 | .000       | .000                | .000 | .000 | .000 | .000       | .930       |



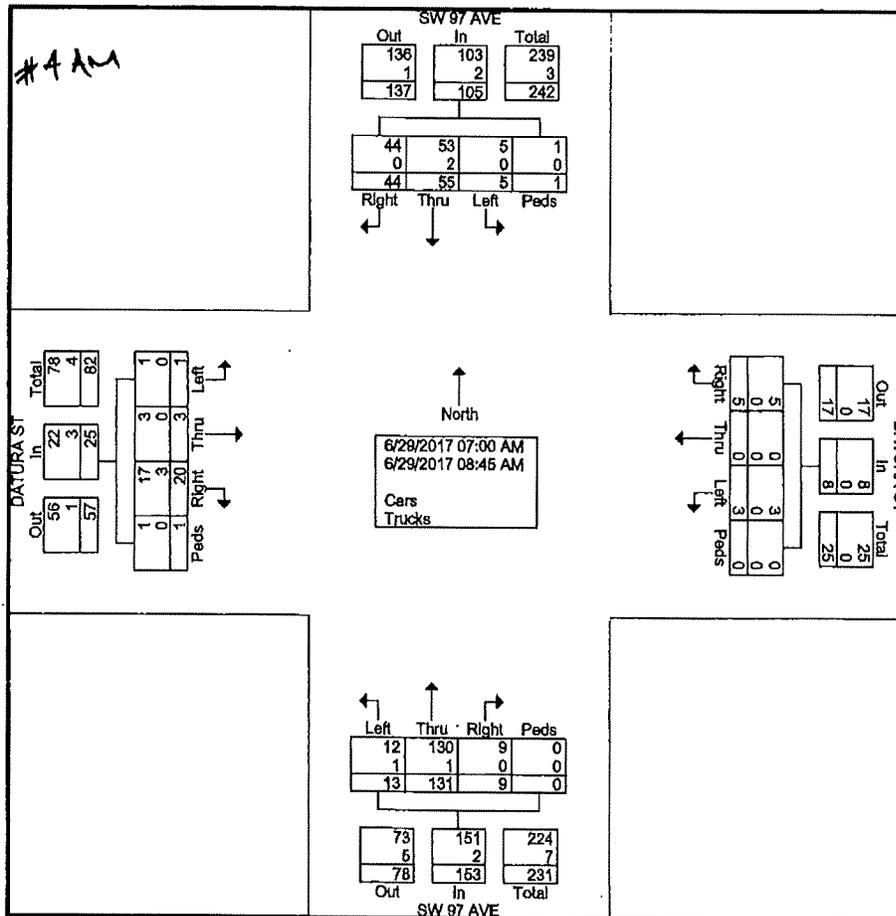


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File Name : SW 97 Ave\_Datura St\_AM  
 Site Code : 00000000  
 Start Date : 6/29/2017  
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time  | SW 97 AVE Southbound |      |      |      |            | DATURA ST Westbound |      |      |      |            | SW 97 AVE Northbound |      |      |      |            | DATURA ST Eastbound |      |      |      |            | Int. Total |
|-------------|----------------------|------|------|------|------------|---------------------|------|------|------|------------|----------------------|------|------|------|------------|---------------------|------|------|------|------------|------------|
|             | Right                | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total | Right                | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total |            |
| 07:00 AM    | 4                    | 7    | 0    | 0    | 11         | 1                   | 0    | 0    | 0    | 1          | 0                    | 10   | 0    | 0    | 10         | 1                   | 1    | 0    | 0    | 2          | 24         |
| 07:15 AM    | 4                    | 1    | 0    | 1    | 6          | 1                   | 0    | 0    | 0    | 1          | 0                    | 8    | 1    | 0    | 9          | 2                   | 0    | 0    | 0    | 2          | 18         |
| 07:30 AM    | 5                    | 8    | 0    | 0    | 13         | 0                   | 0    | 0    | 0    | 0          | 0                    | 15   | 0    | 0    | 15         | 2                   | 0    | 0    | 0    | 2          | 30         |
| 07:45 AM    | 8                    | 4    | 0    | 0    | 12         | 0                   | 0    | 0    | 0    | 0          | 2                    | 19   | 1    | 0    | 22         | 4                   | 0    | 0    | 0    | 4          | 38         |
| Total       | 21                   | 20   | 0    | 1    | 42         | 2                   | 0    | 0    | 0    | 2          | 2                    | 52   | 2    | 0    | 56         | 9                   | 1    | 0    | 0    | 10         | 110        |
| 08:00 AM    | 6                    | 7    | 0    | 0    | 13         | 0                   | 0    | 0    | 0    | 0          | 0                    | 20   | 3    | 0    | 23         | 1                   | 0    | 0    | 0    | 1          | 37         |
| 08:15 AM    | 6                    | 7    | 2    | 0    | 15         | 2                   | 0    | 1    | 0    | 3          | 2                    | 14   | 3    | 0    | 19         | 3                   | 1    | 1    | 0    | 5          | 42         |
| 08:30 AM    | 5                    | 9    | 1    | 0    | 15         | 0                   | 0    | 0    | 0    | 0          | 4                    | 22   | 2    | 0    | 28         | 4                   | 0    | 0    | 1    | 5          | 48         |
| 08:45 AM    | 6                    | 12   | 2    | 0    | 20         | 1                   | 0    | 2    | 0    | 3          | 1                    | 23   | 3    | 0    | 27         | 3                   | 1    | 0    | 0    | 4          | 54         |
| Total       | 23                   | 35   | 5    | 0    | 63         | 3                   | 0    | 3    | 0    | 6          | 7                    | 79   | 11   | 0    | 97         | 11                  | 2    | 1    | 1    | 15         | 181        |
| Grand Total | 44                   | 55   | 5    | 1    | 105        | 5                   | 0    | 3    | 0    | 8          | 9                    | 131  | 13   | 0    | 153        | 20                  | 3    | 1    | 1    | 25         | 291        |
| Approch %   | 41.9                 | 52.4 | 4.8  | 1    |            | 62.5                | 0    | 37.5 | 0    |            | 5.9                  | 85.6 | 8.5  | 0    |            | 80                  | 12   | 4    | 4    |            |            |
| Total %     | 15.1                 | 18.9 | 1.7  | 0.3  | 36.1       | 1.7                 | 0    | 1    | 0    | 2.7        | 3.1                  | 45   | 4.5  | 0    | 52.6       | 6.9                 | 1    | 0.3  | 0.3  | 8.6        |            |
| Cars        | 44                   | 53   | 5    | 1    | 103        | 5                   | 0    | 3    | 0    | 8          | 9                    | 130  | 12   | 0    | 151        | 17                  | 3    | 1    | 1    | 22         | 284        |
| % Cars      | 100                  | 96.4 | 100  | 100  | 98.1       | 100                 | 0    | 100  | 0    | 100        | 100                  | 99.2 | 92.3 | 0    | 98.7       | 85                  | 100  | 100  | 100  | 88         | 97.6       |
| Trucks      | 0                    | 2    | 0    | 0    | 2          | 0                   | 0    | 0    | 0    | 0          | 0                    | 1    | 1    | 0    | 2          | 3                   | 0    | 0    | 0    | 3          | 7          |
| % Trucks    | 0                    | 3.6  | 0    | 0    | 1.9        | 0                   | 0    | 0    | 0    | 0          | 0                    | 0.8  | 7.7  | 0    | 1.3        | 15                  | 0    | 0    | 0    | 12         | 2.4        |

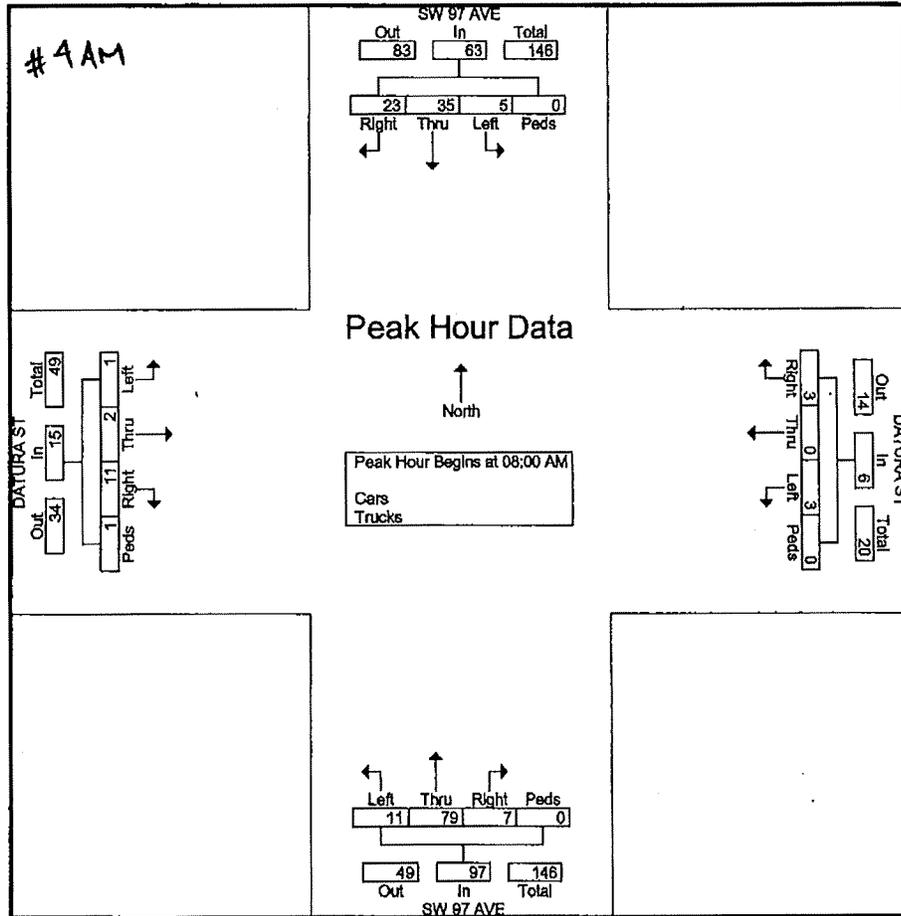




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File Name : SW 97 Ave\_Datura St\_AM  
 Site Code : 00000000  
 Start Date : 6/29/2017  
 Page No : 2

| Start Time   | SW 97 AVE Southbound |      |      |      |            | DATURA ST Westbound |      |      |      |            | SW 97 AVE Northbound |      |      |      |            | DATURA ST Eastbound |      |      |      |            | Int. Total |
|--|----------------------|------|------|------|------------|---------------------|------|------|------|------------|----------------------|------|------|------|------------|---------------------|------|------|------|------------|------------|
|  | Right                | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total | Right                | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total |            |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 |                      |      |      |      |            |                     |      |      |      |            |                      |      |      |      |            |                     |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 08:00 AM       |                      |      |      |      |            |                     |      |      |      |            |                      |      |      |      |            |                     |      |      |      |            |            |
| 08:00 AM   | 6                    | 7    | 0    | 0    | 13         | 0                   | 0    | 0    | 0    | 0          | 0                    | 20   | 3    | 0    | 23         | 1                   | 0    | 0    | 0    | 1          | 37         |
| 08:15 AM   | 6                    | 7    | 2    | 0    | 15         | 2                   | 0    | 1    | 0    | 3          | 2                    | 14   | 3    | 0    | 19         | 3                   | 1    | 1    | 0    | 5          | 42         |
| 08:30 AM   | 5                    | 9    | 1    | 0    | 15         | 0                   | 0    | 0    | 0    | 0          | 4                    | 22   | 2    | 0    | 28         | 4                   | 0    | 0    | 1    | 5          | 48         |
| 08:45 AM   | 6                    | 12   | 2    | 0    | 20         | 1                   | 0    | 2    | 0    | 3          | 1                    | 23   | 3    | 0    | 27         | 3                   | 1    | 0    | 0    | 4          | 54         |
| Total Volume   | 23                   | 35   | 5    | 0    | 63         | 3                   | 0    | 3    | 0    | 6          | 7                    | 79   | 11   | 0    | 97         | 11                  | 2    | 1    | 1    | 15         | 181        |
| % App. Total   | .958                 | .729 | .625 | .000 | .788       | .375                | .000 | .375 | .000 | .500       | .438                 | .859 | .917 | .000 | .866       | .688                | .500 | .250 | .250 | .760       | .838       |





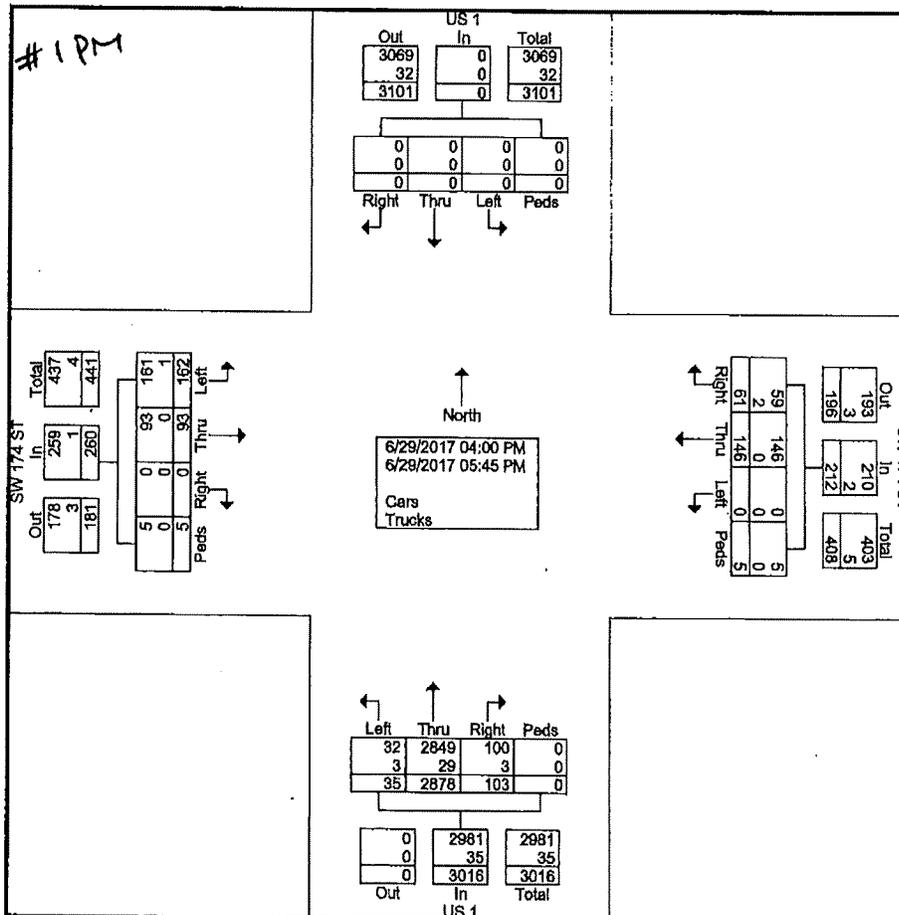
# Richard Garcia & Associates, Inc.

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File Name : US 1\_SW 174 St\_PM  
 Site Code : 00000000  
 Start Date : 6/29/2017  
 Page No : 1

### Groups Printed- Cars - Trucks

| Start Time         | US 1 Southbound |          |          |          |            | SW 174 ST Westbound |            |          |          |            | US 1 Northbound |             |           |          |             | SW 174 ST Eastbound |           |            |          |            | Int. Total  |
|--------------------|-----------------|----------|----------|----------|------------|---------------------|------------|----------|----------|------------|-----------------|-------------|-----------|----------|-------------|---------------------|-----------|------------|----------|------------|-------------|
|                    | Right           | Thru     | Left     | Peds     | App. Total | Right               | Thru       | Left     | Peds     | App. Total | Right           | Thru        | Left      | Peds     | App. Total  | Right               | Thru      | Left       | Peds     | App. Total |             |
| 04:00 PM           | 0               | 0        | 0        | 0        | 0          | 9                   | 22         | 0        | 1        | 32         | 8               | 330         | 2         | 0        | 340         | 0                   | 18        | 30         | 2        | 50         | 422         |
| 04:15 PM           | 0               | 0        | 0        | 0        | 0          | 8                   | 20         | 0        | 0        | 28         | 8               | 361         | 5         | 0        | 374         | 0                   | 13        | 18         | 0        | 31         | 433         |
| 04:30 PM           | 0               | 0        | 0        | 0        | 0          | 5                   | 14         | 0        | 0        | 19         | 15              | 366         | 5         | 0        | 386         | 0                   | 9         | 21         | 1        | 31         | 436         |
| 04:45 PM           | 0               | 0        | 0        | 0        | 0          | 7                   | 19         | 0        | 1        | 27         | 15              | 370         | 5         | 0        | 390         | 0                   | 7         | 14         | 0        | 21         | 438         |
| <b>Total</b>       | <b>0</b>        | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>   | <b>29</b>           | <b>75</b>  | <b>0</b> | <b>2</b> | <b>106</b> | <b>46</b>       | <b>1427</b> | <b>17</b> | <b>0</b> | <b>1490</b> | <b>0</b>            | <b>47</b> | <b>83</b>  | <b>3</b> | <b>133</b> | <b>1729</b> |
| 05:00 PM           | 0               | 0        | 0        | 0        | 0          | 7                   | 22         | 0        | 0        | 29         | 7               | 318         | 4         | 0        | 329         | 0                   | 16        | 23         | 0        | 39         | 397         |
| 05:15 PM           | 0               | 0        | 0        | 0        | 0          | 6                   | 17         | 0        | 1        | 24         | 20              | 395         | 7         | 0        | 422         | 0                   | 9         | 28         | 2        | 39         | 485         |
| 05:30 PM           | 0               | 0        | 0        | 0        | 0          | 7                   | 17         | 0        | 2        | 26         | 14              | 376         | 2         | 0        | 392         | 0                   | 14        | 16         | 0        | 30         | 448         |
| 05:45 PM           | 0               | 0        | 0        | 0        | 0          | 12                  | 15         | 0        | 0        | 27         | 16              | 362         | 5         | 0        | 383         | 0                   | 7         | 12         | 0        | 19         | 429         |
| <b>Total</b>       | <b>0</b>        | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>   | <b>32</b>           | <b>71</b>  | <b>0</b> | <b>3</b> | <b>106</b> | <b>57</b>       | <b>1451</b> | <b>18</b> | <b>0</b> | <b>1526</b> | <b>0</b>            | <b>46</b> | <b>79</b>  | <b>2</b> | <b>127</b> | <b>1759</b> |
| <b>Grand Total</b> | <b>0</b>        | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>   | <b>61</b>           | <b>146</b> | <b>0</b> | <b>5</b> | <b>212</b> | <b>103</b>      | <b>2878</b> | <b>35</b> | <b>0</b> | <b>3016</b> | <b>0</b>            | <b>93</b> | <b>162</b> | <b>5</b> | <b>260</b> | <b>3488</b> |
| Approch %          | 0               | 0        | 0        | 0        | 0          | 28.8                | 68.9       | 0        | 2.4      |            | 3.4             | 95.4        | 1.2       | 0        |             | 0                   | 35.8      | 62.3       | 1.9      |            |             |
| Total %            | 0               | 0        | 0        | 0        | 0          | 1.7                 | 4.2        | 0        | 0.1      | 6.1        | 3               | 82.5        | 1         | 0        | 86.5        | 0                   | 2.7       | 4.6        | 0.1      | 7.5        |             |
| Cars               | 0               | 0        | 0        | 0        | 0          | 59                  | 146        | 0        | 5        | 210        | 100             | 2849        | 32        | 0        | 2981        | 0                   | 93        | 161        | 5        | 259        | 3450        |
| % Cars             | 0               | 0        | 0        | 0        | 0          | 96.7                | 100        | 0        | 100      | 99.1       | 97.1            | 99          | 91.4      | 0        | 98.8        | 0                   | 100       | 99.4       | 100      | 99.6       | 98.9        |
| Trucks             | 0               | 0        | 0        | 0        | 0          | 2                   | 0          | 0        | 0        | 2          | 3               | 29          | 3         | 0        | 35          | 0                   | 0         | 1          | 0        | 1          | 38          |
| % Trucks           | 0               | 0        | 0        | 0        | 0          | 3.3                 | 0          | 0        | 0        | 0.9        | 2.9             | 1           | 8.6       | 0        | 1.2         | 0                   | 0         | 0.6        | 0        | 0.4        | 1.1         |



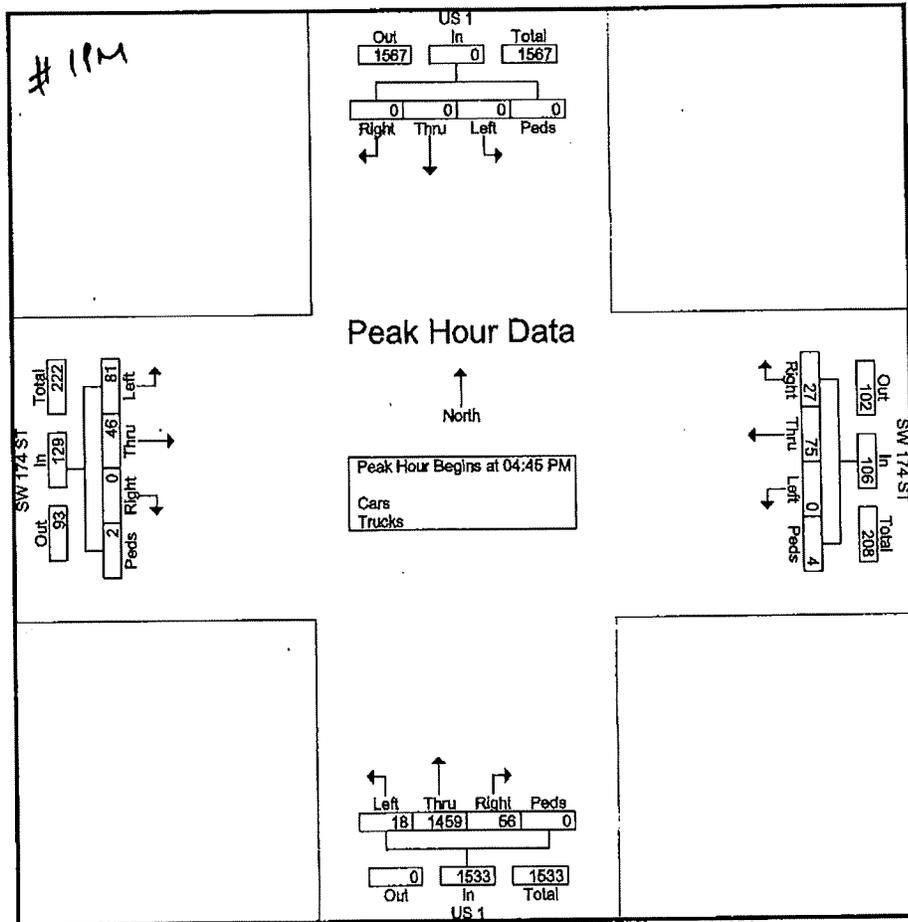


**Richard Garcia & Associates, Inc.**

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File Name : US 1\_SW 174 ST\_PM  
 Site Code : 00000000  
 Start Date : 6/29/2017  
 Page No : 2

| Start Time   | US 1 Southbound |      |      |      |            | SW 174 ST Westbound |      |      |      |            | US 1 Northbound |      |      |      |            | SW 174 ST Eastbound |      |      |      |            | Int. Total |
|--|-----------------|------|------|------|------------|---------------------|------|------|------|------------|-----------------|------|------|------|------------|---------------------|------|------|------|------------|------------|
|  | Right           | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total |            |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                 |      |      |      |            |                     |      |      |      |            |                 |      |      |      |            |                     |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                 |      |      |      |            |                     |      |      |      |            |                 |      |      |      |            |                     |      |      |      |            |            |
| 04:45 PM   | 0               | 0    | 0    | 0    | 0          | 7                   | 19   | 0    | 1    | 27         | 15              | 370  | 5    | 0    | 390        | 0                   | 7    | 14   | 0    | 21         | 438        |
| 05:00 PM   | 0               | 0    | 0    | 0    | 0          | 7                   | 22   | 0    | 0    | 29         | 7               | 318  | 4    | 0    | 329        | 0                   | 16   | 23   | 0    | 39         | 397        |
| 05:15 PM   | 0               | 0    | 0    | 0    | 0          | 6                   | 17   | 0    | 1    | 24         | 20              | 395  | 7    | 0    | 422        | 0                   | 9    | 28   | 2    | 39         | 485        |
| 05:30 PM   | 0               | 0    | 0    | 0    | 0          | 7                   | 17   | 0    | 2    | 26         | 14              | 376  | 2    | 0    | 392        | 0                   | 14   | 16   | 0    | 30         | 448        |
| Total Volume   | 0               | 0    | 0    | 0    | 0          | 27                  | 75   | 0    | 4    | 106        | 56              | 1459 | 18   | 0    | 1533       | 0                   | 46   | 81   | 2    | 129        | 1768       |
| % App. Total   | 0               | 0    | 0    | 0    | 0          | 25.5                | 70.8 | 0    | 3.8  |            | 3.7             | 95.2 | 1.2  | 0    |            | 0                   | 35.7 | 62.8 | 1.6  |            |            |
| PHF  | .000            | .000 | .000 | .000 | .000       | .964                | .852 | .000 | .500 | .914       | .700            | .923 | .643 | .000 | .908       | .000                | .719 | .723 | .250 | .827       | .911       |



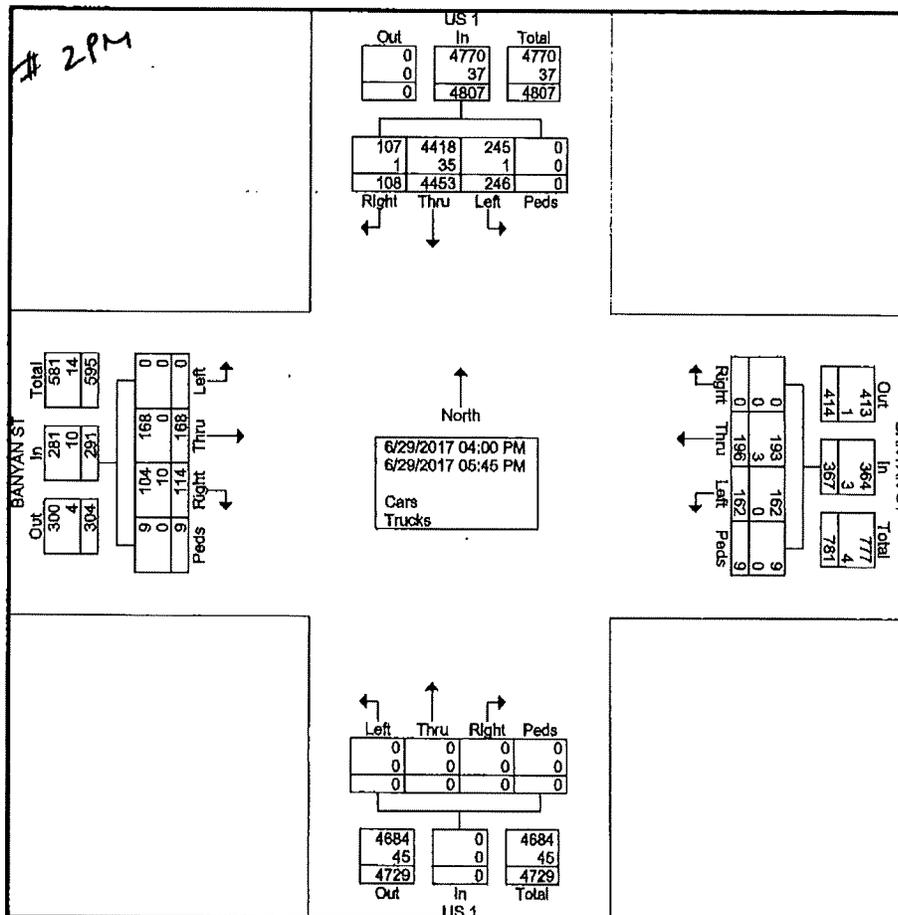


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File Name : US 1\_Banyan St\_PM  
 Site Code : 00000000  
 Start Date : 6/29/2017  
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time  | US 1 Southbound |      |      |      |            | BANYAN ST Westbound |      |      |      |            | US 1 Northbound |      |      |      |            | BANYAN ST Eastbound |      |      |      |            | Int. Total |
|-------------|-----------------|------|------|------|------------|---------------------|------|------|------|------------|-----------------|------|------|------|------------|---------------------|------|------|------|------------|------------|
|             | Right           | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total |            |
| 04:00 PM    | 20              | 549  | 39   | 0    | 608        | 0                   | 19   | 26   | 0    | 45         | 0               | 0    | 0    | 0    | 0          | 18                  | 27   | 0    | 1    | 46         | 699        |
| 04:15 PM    | 14              | 560  | 34   | 0    | 608        | 0                   | 25   | 21   | 1    | 47         | 0               | 0    | 0    | 0    | 0          | 13                  | 27   | 0    | 0    | 40         | 695        |
| 04:30 PM    | 8               | 461  | 29   | 0    | 498        | 0                   | 25   | 25   | 0    | 50         | 0               | 0    | 0    | 0    | 0          | 16                  | 14   | 0    | 1    | 31         | 579        |
| 04:45 PM    | 11              | 592  | 23   | 0    | 626        | 0                   | 19   | 12   | 2    | 33         | 0               | 0    | 0    | 0    | 0          | 19                  | 15   | 0    | 0    | 34         | 693        |
| Total       | 53              | 2162 | 125  | 0    | 2340       | 0                   | 88   | 84   | 3    | 175        | 0               | 0    | 0    | 0    | 0          | 66                  | 83   | 0    | 2    | 151        | 2666       |
| 05:00 PM    | 18              | 653  | 35   | 0    | 706        | 0                   | 35   | 26   | 0    | 61         | 0               | 0    | 0    | 0    | 0          | 10                  | 29   | 0    | 3    | 42         | 809        |
| 05:15 PM    | 11              | 530  | 27   | 0    | 568        | 0                   | 24   | 17   | 1    | 42         | 0               | 0    | 0    | 0    | 0          | 12                  | 22   | 0    | 2    | 36         | 646        |
| 05:30 PM    | 17              | 557  | 33   | 0    | 607        | 0                   | 24   | 21   | 4    | 49         | 0               | 0    | 0    | 0    | 0          | 10                  | 22   | 0    | 2    | 34         | 690        |
| 05:45 PM    | 9               | 551  | 26   | 0    | 586        | 0                   | 25   | 14   | 1    | 40         | 0               | 0    | 0    | 0    | 0          | 16                  | 12   | 0    | 0    | 28         | 654        |
| Total       | 55              | 2291 | 121  | 0    | 2467       | 0                   | 108  | 78   | 6    | 192        | 0               | 0    | 0    | 0    | 0          | 48                  | 85   | 0    | 7    | 140        | 2799       |
| Grand Total | 108             | 4453 | 246  | 0    | 4807       | 0                   | 196  | 162  | 9    | 367        | 0               | 0    | 0    | 0    | 0          | 114                 | 168  | 0    | 9    | 291        | 5465       |
| Apprch %    | 2.2             | 92.6 | 5.1  | 0    |            | 0                   | 53.4 | 44.1 | 2.5  |            | 0               | 0    | 0    | 0    |            | 39.2                | 57.7 | 0    | 3.1  |            |            |
| Total %     | 2               | 81.5 | 4.5  | 0    | 88         | 0                   | 3.6  | 3    | 0.2  | 6.7        | 0               | 0    | 0    | 0    | 0          | 2.1                 | 3.1  | 0    | 0.2  | 5.3        |            |
| Cars        | 107             | 4418 | 245  | 0    | 4770       | 0                   | 193  | 162  | 9    | 364        | 0               | 0    | 0    | 0    | 0          | 104                 | 168  | 0    | 9    | 281        | 5415       |
| % Cars      | 99.1            | 99.2 | 99.6 | 0    | 99.2       | 0                   | 98.5 | 100  | 100  | 99.2       | 0               | 0    | 0    | 0    | 0          | 91.2                | 100  | 0    | 100  | 98.6       | 99.1       |
| Trucks      | 1               | 35   | 1    | 0    | 37         | 0                   | 3    | 0    | 0    | 3          | 0               | 0    | 0    | 0    | 0          | 10                  | 0    | 0    | 0    | 10         | 50         |
| % Trucks    | 0.9             | 0.8  | 0.4  | 0    | 0.8        | 0                   | 1.5  | 0    | 0    | 0.8        | 0               | 0    | 0    | 0    | 0          | 8.8                 | 0    | 0    | 0    | 3.4        | 0.9        |

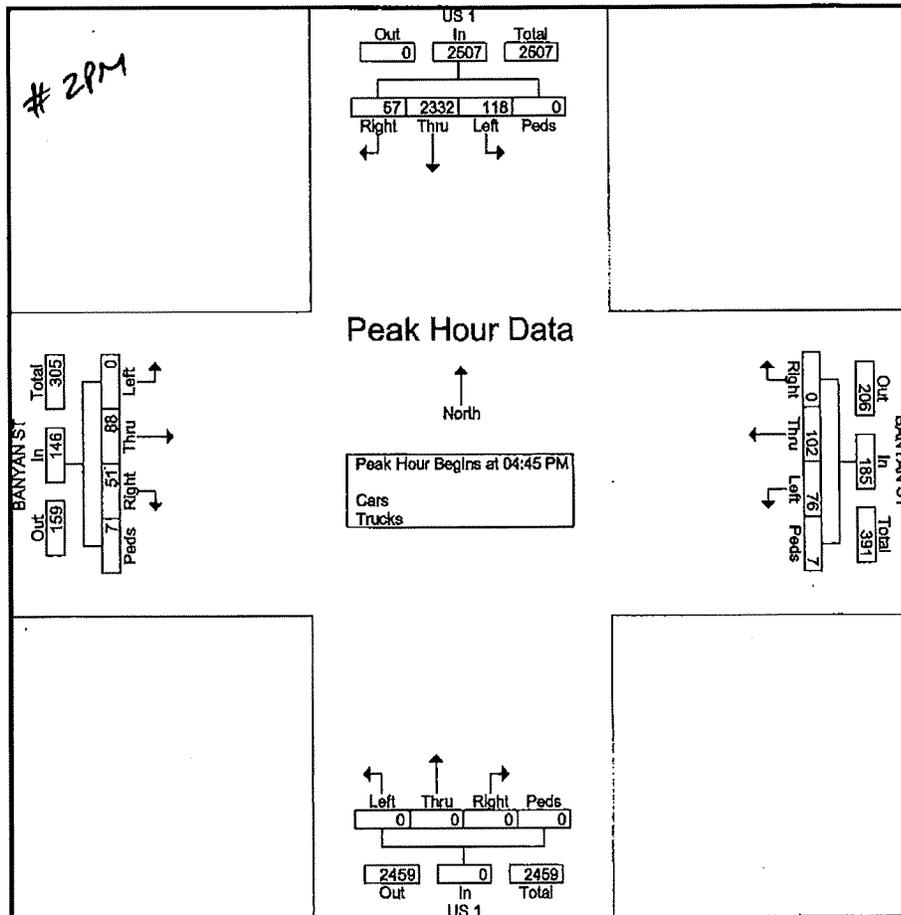




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File Name : US 1\_Banyan St\_PM  
 Site Code : 00000000  
 Start Date : 6/29/2017  
 Page No : 2

| Start Time   | US 1 Southbound |      |      |      |            | BANYAN ST Westbound |      |      |      |            | US 1 Northbound |      |      |      |            | BANYAN ST Eastbound |      |      |      |            | Int. Total |
|--|-----------------|------|------|------|------------|---------------------|------|------|------|------------|-----------------|------|------|------|------------|---------------------|------|------|------|------------|------------|
|  | Right           | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total |            |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                 |      |      |      |            |                     |      |      |      |            |                 |      |      |      |            |                     |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                 |      |      |      |            |                     |      |      |      |            |                 |      |      |      |            |                     |      |      |      |            |            |
| 04:45 PM   | 11              | 592  | 23   | 0    | 626        | 0                   | 19   | 12   | 2    | 33         | 0               | 0    | 0    | 0    | 0          | 19                  | 15   | 0    | 0    | 34         | 693        |
| 05:00 PM   | 18              | 653  | 35   | 0    | 706        | 0                   | 35   | 26   | 0    | 61         | 0               | 0    | 0    | 0    | 0          | 10                  | 29   | 0    | 3    | 42         | 809        |
| 05:15 PM   | 11              | 530  | 27   | 0    | 568        | 0                   | 24   | 17   | 1    | 42         | 0               | 0    | 0    | 0    | 0          | 12                  | 22   | 0    | 2    | 36         | 646        |
| 05:30 PM   | 17              | 557  | 33   | 0    | 607        | 0                   | 24   | 21   | 4    | 49         | 0               | 0    | 0    | 0    | 0          | 10                  | 22   | 0    | 2    | 34         | 690        |
| Total Volume   | 57              | 2332 | 118  | 0    | 2507       | 0                   | 102  | 76   | 7    | 185        | 0               | 0    | 0    | 0    | 0          | 51                  | 88   | 0    | 7    | 146        | 2838       |
| % App. Total   | 2.3             | 93   | 4.7  | 0    |            | 0                   | 55.1 | 41.1 | 3.8  |            | 0               | 0    | 0    | 0    |            | 34.9                | 60.3 | 0    | 4.8  |            |            |
| PHF  | .782            | .893 | .843 | .000 | .888       | .000                | .729 | .731 | .438 | .758       | .000            | .000 | .000 | .000 | .000       | .671                | .759 | .000 | .583 | .869       | .877       |



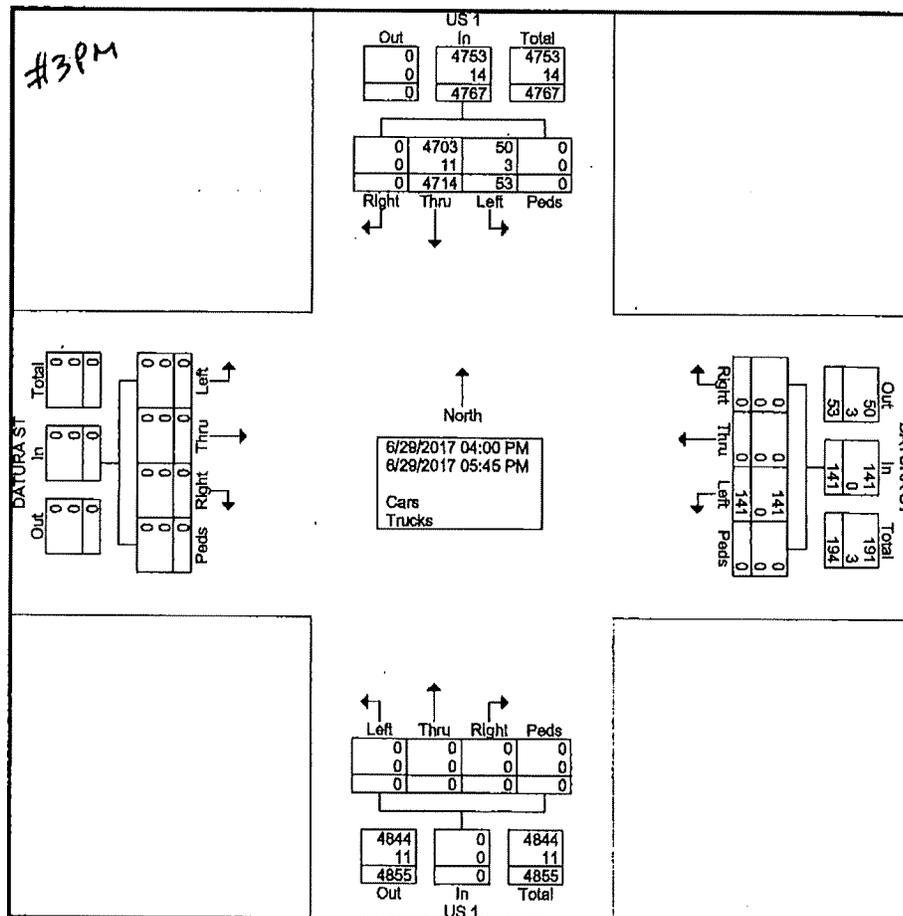


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File Name : US 1\_Datura St\_PM  
 Site Code : 00000000  
 Start Date : 6/29/2017  
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time  | US 1 Southbound |      |      |      |            | DATURA ST Westbound |      |      |      |            | US 1 Northbound |      |      |      |            | DATURA ST Eastbound |      |      |      |            | Int. Total |
|-------------|-----------------|------|------|------|------------|---------------------|------|------|------|------------|-----------------|------|------|------|------------|---------------------|------|------|------|------------|------------|
|             | Right           | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total |            |
| 04:00 PM    | 0               | 593  | 4    | 0    | 597        | 0                   | 0    | 20   | 0    | 20         | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 0          |
| 04:15 PM    | 0               | 589  | 5    | 0    | 594        | 0                   | 0    | 21   | 0    | 21         | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 0          |
| 04:30 PM    | 0               | 503  | 6    | 0    | 509        | 0                   | 0    | 19   | 0    | 19         | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 0          |
| 04:45 PM    | 0               | 621  | 9    | 0    | 630        | 0                   | 0    | 18   | 0    | 18         | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 0          |
| Total       | 0               | 2306 | 24   | 0    | 2330       | 0                   | 0    | 78   | 0    | 78         | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 0          |
| 05:00 PM    | 0               | 688  | 5    | 0    | 693        | 0                   | 0    | 23   | 0    | 23         | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 0          |
| 05:15 PM    | 0               | 555  | 10   | 0    | 565        | 0                   | 0    | 15   | 0    | 15         | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 0          |
| 05:30 PM    | 0               | 587  | 6    | 0    | 593        | 0                   | 0    | 14   | 0    | 14         | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 0          |
| 05:45 PM    | 0               | 578  | 8    | 0    | 586        | 0                   | 0    | 11   | 0    | 11         | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 0          |
| Total       | 0               | 2408 | 29   | 0    | 2437       | 0                   | 0    | 63   | 0    | 63         | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 0          |
| Grand Total | 0               | 4714 | 53   | 0    | 4767       | 0                   | 0    | 141  | 0    | 141        | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 0          |
| Approch %   | 0               | 98.9 | 1.1  | 0    |            | 0                   | 0    | 100  | 0    |            | 0               | 0    | 0    | 0    |            | 0                   | 0    | 0    | 0    |            |            |
| Total %     | 0               | 96   | 1.1  | 0    | 97.1       | 0                   | 0    | 2.9  | 0    | 2.9        | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 0          |
| Cars        | 0               | 4703 | 50   | 0    | 4753       | 0                   | 0    | 141  | 0    | 141        | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 4894       |
| % Cars      | 0               | 99.8 | 94.3 | 0    | 99.7       | 0                   | 0    | 100  | 0    | 100        | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 99.7       |
| Trucks      | 0               | 11   | 3    | 0    | 14         | 0                   | 0    | 0    | 0    | 0          | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 14         |
| % Trucks    | 0               | 0.2  | 5.7  | 0    | 0.3        | 0                   | 0    | 0    | 0    | 0          | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 0.3        |

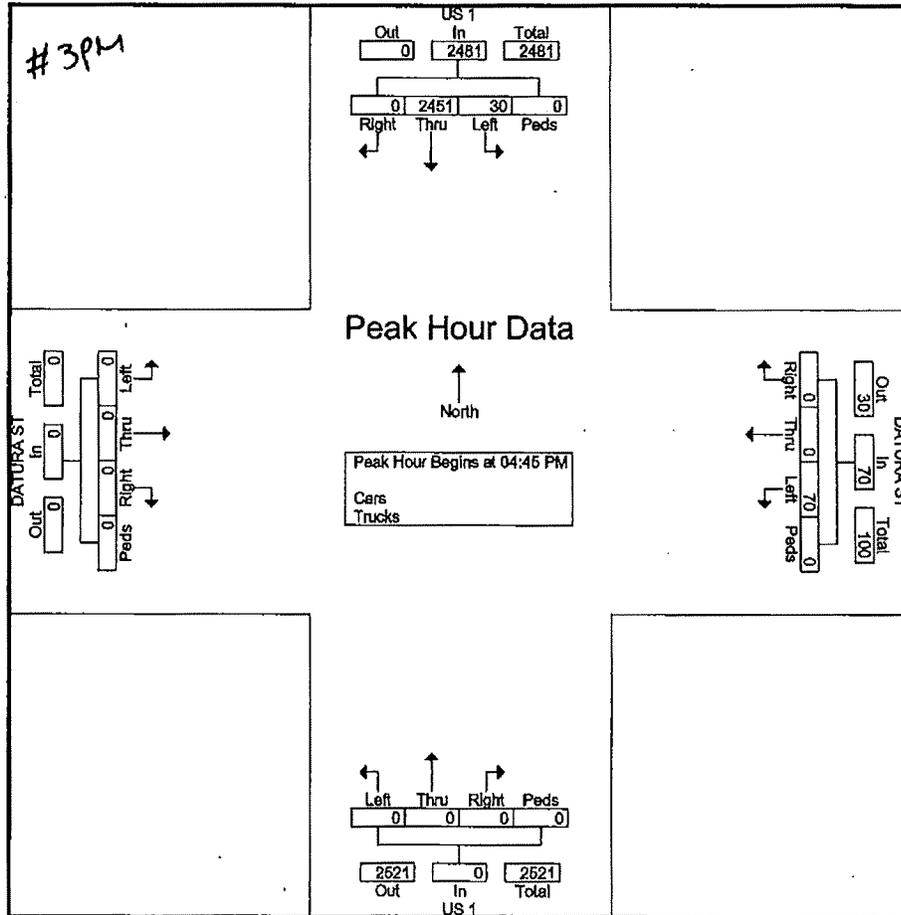




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File Name : US 1\_Datura St\_PM  
 Site Code : 00000000  
 Start Date : 6/29/2017  
 Page No : 2

| Start Time   | US 1 Southbound |      |      |      |            | DATURA ST Westbound |      |      |      |            | US 1 Northbound |      |      |      |            | DATURA ST Eastbound |      |      |      |            | Int. Total |
|--|-----------------|------|------|------|------------|---------------------|------|------|------|------------|-----------------|------|------|------|------------|---------------------|------|------|------|------------|------------|
|  | Right           | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total | Right           | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total |            |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                 |      |      |      |            |                     |      |      |      |            |                 |      |      |      |            |                     |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM       |                 |      |      |      |            |                     |      |      |      |            |                 |      |      |      |            |                     |      |      |      |            |            |
| 04:45 PM   | 0               | 621  | 9    | 0    | 630        | 0                   | 0    | 18   | 0    | 18         | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 648        |
| 05:00 PM   | 0               | 688  | 5    | 0    | 693        | 0                   | 0    | 23   | 0    | 23         | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 716        |
| 05:15 PM   | 0               | 555  | 10   | 0    | 565        | 0                   | 0    | 15   | 0    | 15         | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 580        |
| 05:30 PM   | 0               | 587  | 6    | 0    | 593        | 0                   | 0    | 14   | 0    | 14         | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 607        |
| Total Volume   | 0               | 2451 | 30   | 0    | 2481       | 0                   | 0    | 70   | 0    | 70         | 0               | 0    | 0    | 0    | 0          | 0                   | 0    | 0    | 0    | 0          | 2551       |
| % App. Total   | 0               | 98.8 | 1.2  | 0    |            | 0                   | 0    | 100  | 0    |            | 0               | 0    | 0    | 0    |            | 0                   | 0    | 0    | 0    |            |            |
| PHF  | .000            | .891 | .750 | .000 | .895       | .000                | .000 | .761 | .000 | .761       | .000            | .000 | .000 | .000 | .000       | .000                | .000 | .000 | .000 | .000       | .891       |





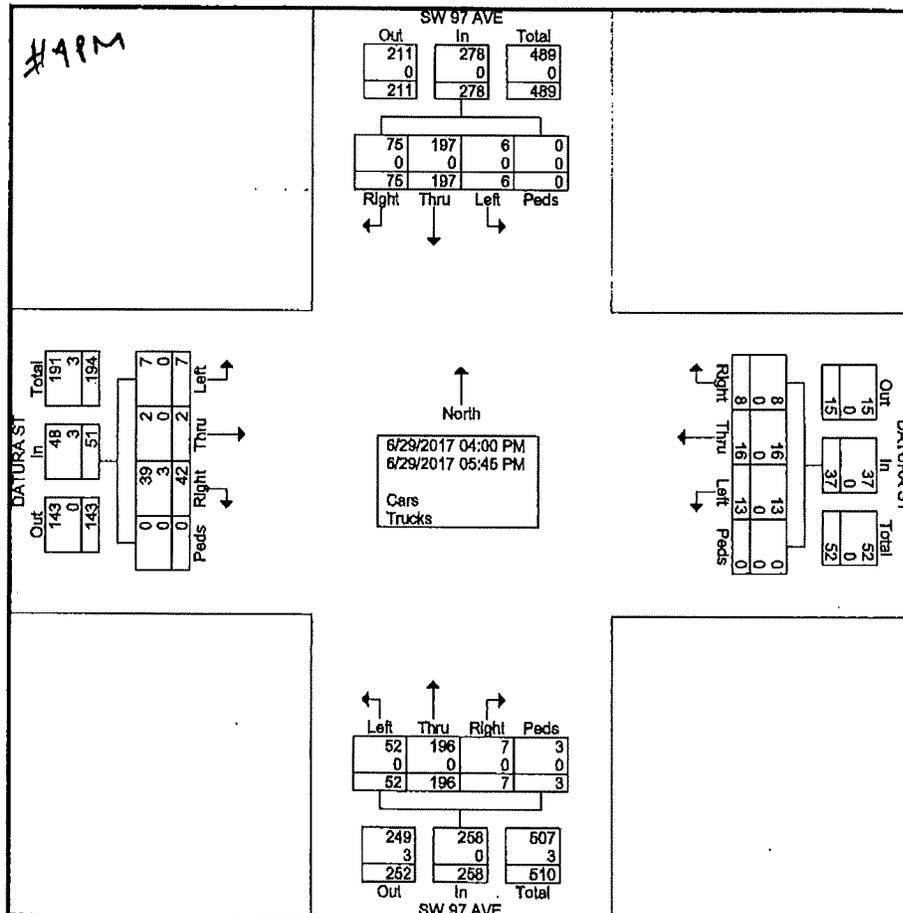
# Richard Garcia & Associates, Inc.

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File Name : SW 97 Ave\_Datura St\_PM  
 Site Code : 00000000  
 Start Date : 6/29/2017  
 Page No : 1

## Groups Printed- Cars - Trucks

| Start Time         | SW 97 AVE Southbound |             |            |          |             | DATURA ST Westbound |             |             |          |            | SW 97 AVE Northbound |             |             |            |             | DATURA ST Eastbound |            |             |          |             | Inf. Total  |
|--------------------|----------------------|-------------|------------|----------|-------------|---------------------|-------------|-------------|----------|------------|----------------------|-------------|-------------|------------|-------------|---------------------|------------|-------------|----------|-------------|-------------|
|                    | Right                | Thru        | Left       | Peds     | App. Total  | Right               | Thru        | Left        | Peds     | App. Total | Right                | Thru        | Left        | Peds       | App. Total  | Right               | Thru       | Left        | Peds     | App. Total  |             |
| 04:00 PM           | 13                   | 27          | 0          | 0        | 40          | 2                   | 2           | 3           | 0        | 7          | 3                    | 33          | 6           | 0          | 42          | 2                   | 1          | 1           | 0        | 4           | 93          |
| 04:15 PM           | 8                    | 23          | 4          | 0        | 35          | 2                   | 4           | 0           | 0        | 6          | 2                    | 26          | 9           | 0          | 37          | 3                   | 0          | 1           | 0        | 4           | 82          |
| 04:30 PM           | 11                   | 19          | 2          | 0        | 32          | 0                   | 3           | 4           | 0        | 7          | 0                    | 22          | 7           | 0          | 29          | 4                   | 0          | 2           | 0        | 6           | 74          |
| 04:45 PM           | 11                   | 22          | 0          | 0        | 33          | 2                   | 1           | 2           | 0        | 5          | 0                    | 28          | 5           | 0          | 33          | 8                   | 1          | 0           | 0        | 9           | 80          |
| <b>Total</b>       | <b>43</b>            | <b>91</b>   | <b>6</b>   | <b>0</b> | <b>140</b>  | <b>6</b>            | <b>10</b>   | <b>9</b>    | <b>0</b> | <b>25</b>  | <b>5</b>             | <b>109</b>  | <b>27</b>   | <b>0</b>   | <b>141</b>  | <b>17</b>           | <b>2</b>   | <b>4</b>    | <b>0</b> | <b>23</b>   | <b>329</b>  |
| 05:00 PM           | 10                   | 31          | 0          | 0        | 41          | 1                   | 2           | 3           | 0        | 6          | 0                    | 25          | 10          | 0          | 35          | 4                   | 0          | 0           | 0        | 4           | 86          |
| 05:15 PM           | 7                    | 22          | 0          | 0        | 29          | 1                   | 0           | 1           | 0        | 2          | 0                    | 18          | 8           | 0          | 26          | 8                   | 0          | 1           | 0        | 9           | 66          |
| 05:30 PM           | 7                    | 29          | 0          | 0        | 36          | 0                   | 3           | 0           | 0        | 3          | 1                    | 29          | 4           | 3          | 37          | 6                   | 0          | 1           | 0        | 7           | 83          |
| 05:45 PM           | 8                    | 24          | 0          | 0        | 32          | 0                   | 1           | 0           | 0        | 1          | 1                    | 15          | 3           | 0          | 19          | 7                   | 0          | 1           | 0        | 8           | 60          |
| <b>Total</b>       | <b>32</b>            | <b>106</b>  | <b>0</b>   | <b>0</b> | <b>138</b>  | <b>2</b>            | <b>6</b>    | <b>4</b>    | <b>0</b> | <b>12</b>  | <b>2</b>             | <b>87</b>   | <b>25</b>   | <b>3</b>   | <b>117</b>  | <b>25</b>           | <b>0</b>   | <b>3</b>    | <b>0</b> | <b>28</b>   | <b>295</b>  |
| <b>Grand Total</b> | <b>75</b>            | <b>197</b>  | <b>6</b>   | <b>0</b> | <b>278</b>  | <b>8</b>            | <b>16</b>   | <b>13</b>   | <b>0</b> | <b>37</b>  | <b>7</b>             | <b>196</b>  | <b>52</b>   | <b>3</b>   | <b>258</b>  | <b>42</b>           | <b>2</b>   | <b>7</b>    | <b>0</b> | <b>51</b>   | <b>624</b>  |
| <b>Apprch %</b>    | <b>27</b>            | <b>70.9</b> | <b>2.2</b> | <b>0</b> |             | <b>21.6</b>         | <b>43.2</b> | <b>35.1</b> | <b>0</b> |            | <b>2.7</b>           | <b>76</b>   | <b>20.2</b> | <b>1.2</b> |             | <b>82.4</b>         | <b>3.9</b> | <b>13.7</b> | <b>0</b> |             |             |
| <b>Total %</b>     | <b>12</b>            | <b>31.6</b> | <b>1</b>   | <b>0</b> | <b>44.6</b> | <b>1.3</b>          | <b>2.6</b>  | <b>2.1</b>  | <b>0</b> | <b>5.9</b> | <b>1.1</b>           | <b>31.4</b> | <b>8.3</b>  | <b>0.5</b> | <b>41.3</b> | <b>6.7</b>          | <b>0.3</b> | <b>1.1</b>  | <b>0</b> | <b>8.2</b>  |             |
| <b>Cars</b>        | <b>75</b>            | <b>197</b>  | <b>6</b>   | <b>0</b> | <b>278</b>  | <b>8</b>            | <b>16</b>   | <b>13</b>   | <b>0</b> | <b>37</b>  | <b>7</b>             | <b>196</b>  | <b>52</b>   | <b>3</b>   | <b>258</b>  | <b>39</b>           | <b>2</b>   | <b>7</b>    | <b>0</b> | <b>48</b>   | <b>621</b>  |
| <b>% Cars</b>      | <b>100</b>           | <b>100</b>  | <b>100</b> | <b>0</b> | <b>100</b>  | <b>100</b>          | <b>100</b>  | <b>100</b>  | <b>0</b> | <b>100</b> | <b>100</b>           | <b>100</b>  | <b>100</b>  | <b>100</b> | <b>100</b>  | <b>92.9</b>         | <b>100</b> | <b>100</b>  | <b>0</b> | <b>94.1</b> | <b>99.5</b> |
| <b>Trucks</b>      | <b>0</b>             | <b>0</b>    | <b>0</b>   | <b>0</b> | <b>0</b>    | <b>0</b>            | <b>0</b>    | <b>0</b>    | <b>0</b> | <b>0</b>   | <b>0</b>             | <b>0</b>    | <b>0</b>    | <b>0</b>   | <b>0</b>    | <b>3</b>            | <b>0</b>   | <b>0</b>    | <b>0</b> | <b>3</b>    | <b>3</b>    |
| <b>% Trucks</b>    | <b>0</b>             | <b>0</b>    | <b>0</b>   | <b>0</b> | <b>0</b>    | <b>0</b>            | <b>0</b>    | <b>0</b>    | <b>0</b> | <b>0</b>   | <b>0</b>             | <b>0</b>    | <b>0</b>    | <b>0</b>   | <b>0</b>    | <b>7.1</b>          | <b>0</b>   | <b>0</b>    | <b>0</b> | <b>5.9</b>  | <b>0.5</b>  |

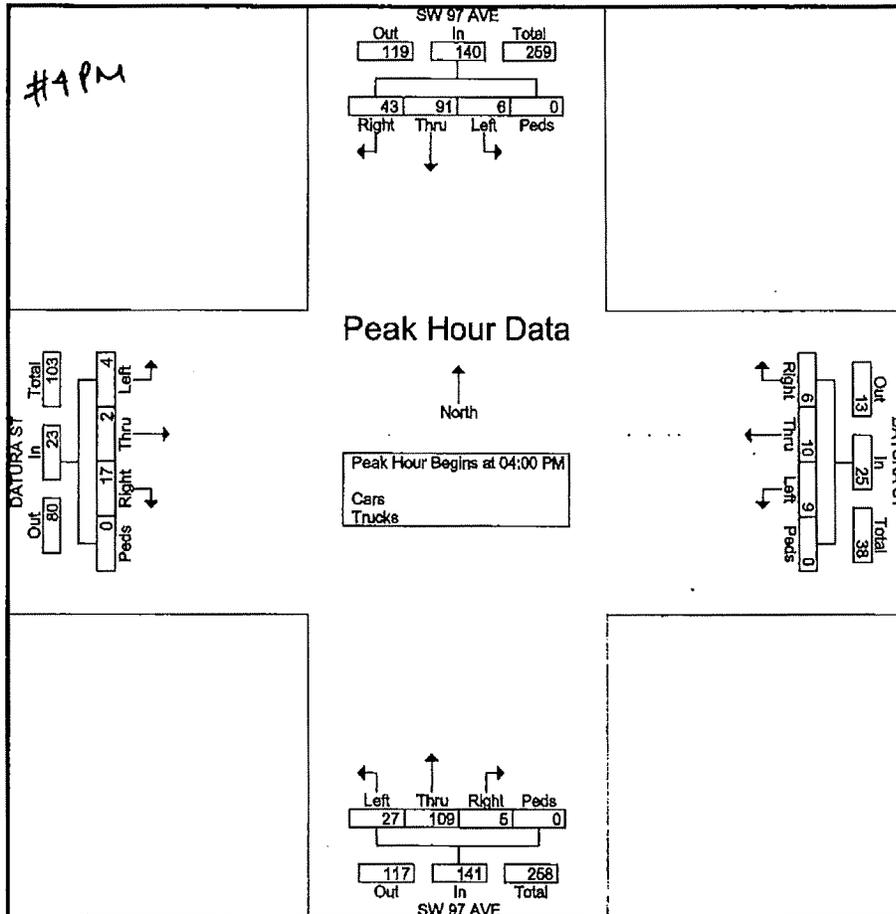




**Richard Garcia & Associates, Inc.**  
 8065 NW 98 Street  
 Hialeah Gardens, FL 33016  
 Phone: 305-362-0677  
 Fax: 305-675-6474

File Name : SW 97 Ave\_Datura St\_PM  
 Site Code : 00000000  
 Start Date : 6/29/2017  
 Page No : 2

| Start Time   | SW 97 AVE Southbound |      |      |      |            | DATURA ST Westbound |      |      |      |            | SW 97 AVE Northbound |      |      |      |            | DATURA ST Eastbound |      |      |      |            | Int. Total |
|--|----------------------|------|------|------|------------|---------------------|------|------|------|------------|----------------------|------|------|------|------------|---------------------|------|------|------|------------|------------|
|  | Right                | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total | Right                | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total |            |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 |                      |      |      |      |            |                     |      |      |      |            |                      |      |      |      |            |                     |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:00 PM       |                      |      |      |      |            |                     |      |      |      |            |                      |      |      |      |            |                     |      |      |      |            |            |
| 04:00 PM   | 13                   | 27   | 0    | 0    | 40         | 2                   | 2    | 3    | 0    | 7          | 3                    | 33   | 6    | 0    | 42         | 2                   | 1    | 1    | 0    | 4          | 93         |
| 04:15 PM   | 8                    | 23   | 4    | 0    | 35         | 2                   | 4    | 0    | 0    | 6          | 2                    | 26   | 9    | 0    | 37         | 3                   | 0    | 1    | 0    | 4          | 82         |
| 04:30 PM   | 11                   | 19   | 2    | 0    | 32         | 0                   | 3    | 4    | 0    | 7          | 0                    | 22   | 7    | 0    | 29         | 4                   | 0    | 2    | 0    | 6          | 74         |
| 04:45 PM   | 11                   | 22   | 0    | 0    | 33         | 2                   | 1    | 2    | 0    | 5          | 0                    | 28   | 5    | 0    | 33         | 8                   | 1    | 0    | 0    | 9          | 80         |
| Total Volume   | 43                   | 91   | 6    | 0    | 140        | 6                   | 10   | 9    | 0    | 25         | 5                    | 109  | 27   | 0    | 141        | 17                  | 2    | 4    | 0    | 23         | 329        |
| % App. Total   |                      |      |      |      |            |                     |      |      |      |            |                      |      |      |      |            |                     |      |      |      |            |            |
| PHF  | .827                 | .843 | .375 | .000 | .875       | .750                | .625 | .563 | .000 | .893       | .417                 | .826 | .750 | .000 | .839       | .531                | .500 | .500 | .000 | .639       | .884       |



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



TABLE: A9

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

Project Name: Audi Miami South

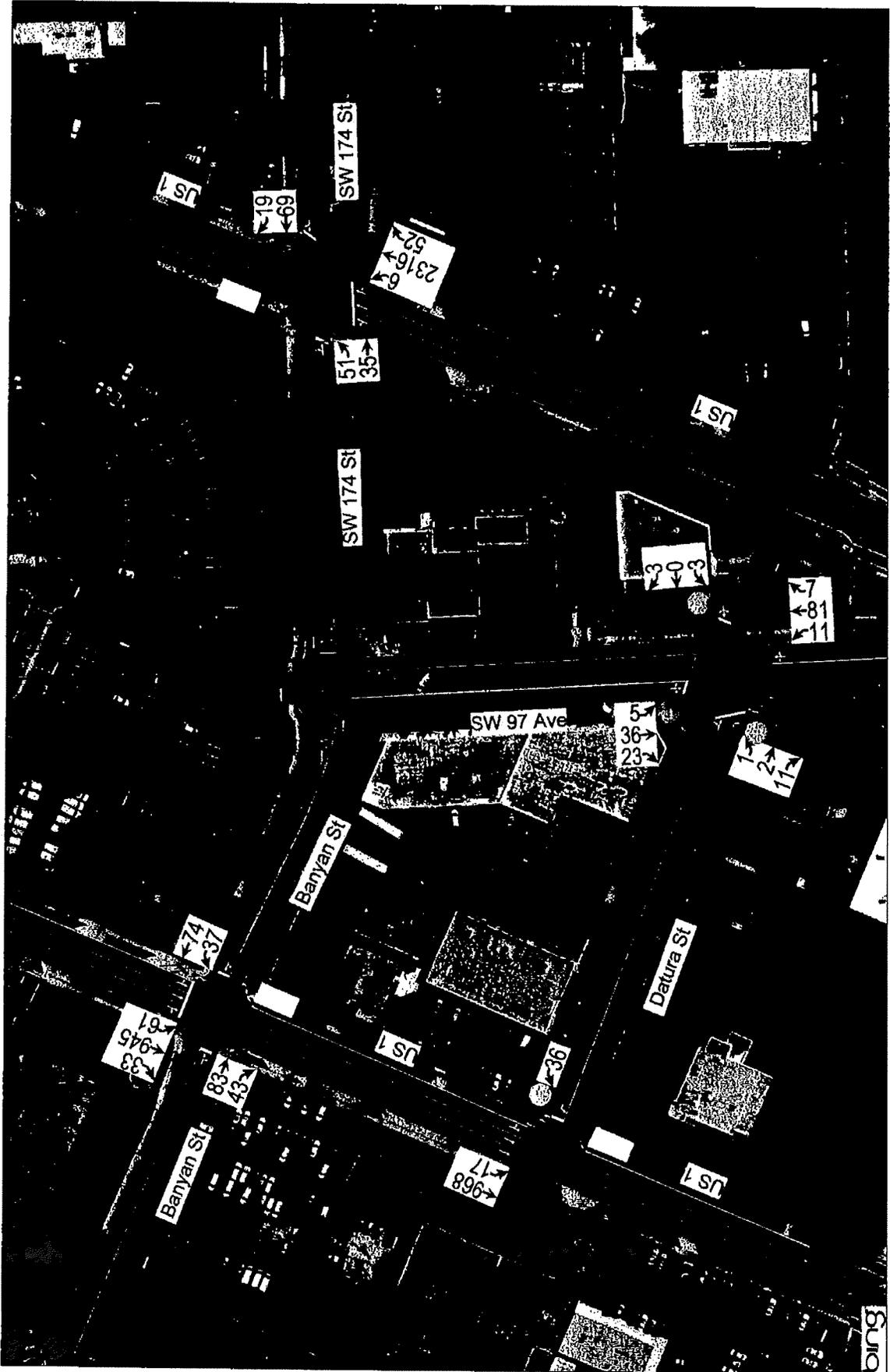
| Existing Condition (2017)                                | Intersection Control | AM Peak Hour |             |                          |     | PM Peak Hour |          |                          |             |
|--|----------------------|--------------|-------------|--------------------------|-----|--------------|----------|--------------------------|-------------|
|  |                      | Overall      |             | * Critical Approach TWSC |     | Overall      |          | * Critical Approach TWSC |             |
|  |                      | LOS          | Delay (sec) | Approach                 | LOS | Delay (sec)  | Approach | LOS                      | Delay (sec) |
| 1 S Dixie Highway-NB (US 1/SR 5) & SW 174 Street         | Traffic Signal       | A            | 9.4         | -                        | -   | B            | 11.7     | -                        | -           |
| 2 S Dixie Highway-SB (US 1/SR 5) & Banyan Street         | Traffic Signal       | B            | 11.6        | -                        | -   | B            | 19.8     | -                        | -           |
| 3 S Dixie Highway-SB (US 1/SR 5) & Datura Street         | Two-Way Stop         | A            | 0.4         | WB                       | B   | A            | 0.7      | WB                       | D           |
| 4 SW 97 Avenue & Datura Street **                        | Three-Way Stop       | A            | 7.4         | -                        | -   | A            | 8.0      | -                        | -           |
| Proposed Future Condition (without Project Trips) (2019) |                      |              |             |                          |     |              |          |                          |             |
| Proposed Future Condition (with Project Trips) (2019)    | Intersection Control | AM Peak Hour |             |                          |     | PM Peak Hour |          |                          |             |
|  |                      | Overall      |             | * Critical Approach TWSC |     | Overall      |          | * Critical Approach TWSC |             |
|  |                      | LOS          | Delay (sec) | Approach                 | LOS | Delay (sec)  | Approach | LOS                      | Delay (sec) |
| 1 S Dixie Highway-NB (US 1/SR 5) & SW 174 Street         | Traffic Signal       | A            | 9.7         | -                        | -   | B            | 11.9     | -                        | -           |
| 2 S Dixie Highway-SB (US 1/SR 5) & Banyan Street         | Traffic Signal       | B            | 11.6        | -                        | -   | C            | 21.5     | -                        | -           |
| 3 S Dixie Highway-SB (US 1/SR 5) & Datura Street         | Two-Way Stop         | A            | 0.4         | WB                       | B   | A            | 0.8      | WB                       | D           |
| 4 SW 97 Avenue & Datura Street **                        | Three-Way Stop       | A            | 7.5         | -                        | -   | A            | 8.1      | -                        | -           |
| Proposed Future Condition (with Project Trips) (2019)    |                      |              |             |                          |     |              |          |                          |             |
| Proposed Future Condition (with Project Trips) (2019)    | Intersection Control | AM Peak Hour |             |                          |     | PM Peak Hour |          |                          |             |
|  |                      | Overall      |             | * Critical Approach TWSC |     | Overall      |          | * Critical Approach TWSC |             |
|  |                      | LOS          | Delay (sec) | Approach                 | LOS | Delay (sec)  | Approach | LOS                      | Delay (sec) |
| 1 S Dixie Highway-NB (US 1/SR 5) & SW 174 Street         | Traffic Signal       | B            | 10.4        | -                        | -   | B            | 12.9     | -                        | -           |
| 2 S Dixie Highway-SB (US 1/SR 5) & Banyan Street         | Traffic Signal       | B            | 12.2        | -                        | -   | C            | 24.7     | -                        | -           |
| 3 S Dixie Highway-SB (US 1/SR 5) & Datura Street         | Two-Way Stop         | A            | 0.5         | WB                       | B   | A            | 0.9      | WB                       | D           |
| 4 SW 97 Avenue & Datura Street **                        | Three-Way Stop       | A            | 7.6         | -                        | -   | A            | 8.2      | -                        | -           |
| 5 Datura Street & Driveway 1 (DW1)                       | Two-Way Stop         | A            | 3.2         | SB                       | A   | A            | 2.7      | SB                       | A           |
| 6 Banyan Street & Driveway 2 (DW2)                       | Two-Way Stop         | A            | 0.8         | NB                       | A   | A            | 1.7      | NB                       | B           |

Notes: \* Critical Approach for TWSC.

\*\* Intersection analyzed with All-Way Stop control since HCM does not support Three-Way Stop control.

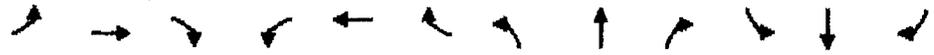
Exsiting Condition - AM Peak Hour

Palmetto Bay Audi



HCM 6th Signalized Intersection Summary  
 1: US 1 & SW 174 St

Palmetto Bay Audi  
 Existing Condition - AM Peak Hour



|                              | ←    |      |      |      | →    |      |      | ←    |      |   |   |   |
|------------------------------|------|------|------|------|------|------|------|------|------|---|---|---|
| Lane Configurations          | ↑    |      |      |      | ↓    |      |      | ↑↑↑  |      |   |   |   |
| Traffic Volume (veh/h)       | 51   | 35   | 0    | 0    | 69   | 19   | 6    | 2316 | 62   | 0 | 0 | 0 |
| Future Volume (veh/h)        | 51   | 35   | 0    | 0    | 69   | 19   | 6    | 2316 | 52   | 0 | 0 | 0 |
| 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 |   |   |   |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |   |   |   |
| Work Zone On Approach        | No   |      |      |      | No   |      |      | No   |      |   |   |   |
| Adj Sat Flow, veh/h/in       | 1870 | 1870 | 0    | 0    | 1870 | 1870 | 1900 | 1870 | 1900 |   |   |   |
| Adj Flow Rate, veh/h         | 52   | 35   | 0    | 0    | 70   | 19   | 6    | 2339 | 53   |   |   |   |
| Peak Hour Factor             | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |   |   |   |
| Percent Heavy Veh, %         | 2    | 2    | 0    | 0    | 2    | 2    | 0    | 2    | 0    |   |   |   |
| Cap, veh/h                   | 114  | 62   | 0    | 0    | 151  | 41   | 10   | 3992 | 93   |   |   |   |
| Arrive On Green              | 0.11 | 0.11 | 0.00 | 0.00 | 0.11 | 0.11 | 0.76 | 0.76 | 0.76 |   |   |   |
| Sat Flow, veh/h              | 501  | 584  | 0    | 0    | 1417 | 385  | 13   | 5284 | 123  |   |   |   |
| Grp Volume(v), veh/h         | 87   | 0    | 0    | 0    | 0    | 89   | 878  | 727  | 793  |   |   |   |
| Grp Sat Flow(s), veh/h/in    | 1085 | 0    | 0    | 0    | 0    | 1801 | 1870 | 1702 | 1848 |   |   |   |
| Q Serve(g_s), s              | 3.8  | 0.0  | 0.0  | 0.0  | 0.0  | 4.4  | 20.5 | 17.3 | 17.5 |   |   |   |
| Cycle Q Clear(g_c), s        | 8.2  | 0.0  | 0.0  | 0.0  | 0.0  | 4.4  | 20.5 | 17.3 | 17.5 |   |   |   |
| Prop In Lane                 | 0.60 |      | 0.00 | 0.00 |      | 0.21 | 0.01 |      | 0.07 |   |   |   |
| Lane Grp Cap(c), veh/h       | 176  | 0    | 0    | 0    | 0    | 192  | 1413 | 1286 | 1396 |   |   |   |
| V/C Ratio(X)                 | 0.49 | 0.00 | 0.00 | 0.00 | 0.00 | 0.46 | 0.62 | 0.57 | 0.57 |   |   |   |
| Avail Cap(c_a), veh/h        | 221  | 0    | 0    | 0    | 0    | 246  | 1413 | 1286 | 1396 |   |   |   |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |   |   |   |
| Upstream Filter(I)           | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |   |   |   |
| Uniform Delay (d), s/veh     | 42.0 | 0.0  | 0.0  | 0.0  | 0.0  | 39.9 | 5.3  | 5.0  | 5.0  |   |   |   |
| Inc Delay (d2), s/veh        | 1.6  | 0.0  | 0.0  | 0.0  | 0.0  | 1.3  | 2.1  | 1.8  | 1.7  |   |   |   |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |   |   |   |
| File Back Q(50%), veh/in     | 2.1  | 0.0  | 0.0  | 0.0  | 0.0  | 2.0  | 6.0  | 4.6  | 5.0  |   |   |   |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |   |   |   |
| LnGrp Delay(d), s/veh        | 43.6 | 0.0  | 0.0  | 0.0  | 0.0  | 41.2 | 7.4  | 6.8  | 6.7  |   |   |   |
| LnGrp LOS                    | D    | A    | A    | A    | A    | D    | A    | A    | A    |   |   |   |
| Approach Vol, veh/h          | 87   |      |      |      | 89   |      |      | 2398 |      |   |   |   |
| Approach Delay, s/veh        | 43.6 |      |      |      | 41.2 |      |      | 7.0  |      |   |   |   |
| Approach LOS                 | D    |      |      |      | D    |      |      | A    |      |   |   |   |

|                              |      |       |       |
|------------------------------|------|-------|-------|
| Phs Duration (G+Y+Rc), s     | 78.6 | 16.4  | 16.4  |
| Change Period (Y+Rc), s      | 6.8  | * 6.3 | * 6.3 |
| Max Green Setting (Gmax), s  | 69.0 | * 13  | * 13  |
| Max Q Clear Time (g_c+I1), s | 22.5 | 10.2  | 6.4   |
| Green Ext Time (p_c), s      | 1.2  | 0.0   | 0.1   |

|                    |     |
|--------------------|-----|
| HCM 6th Ctrl Delay | 9.4 |
| HCM 6th LOS        | A   |

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings  
1: US 1 & SW 174 St

Palmetto Bay Audi  
Existing Condition - AM Peak Hour

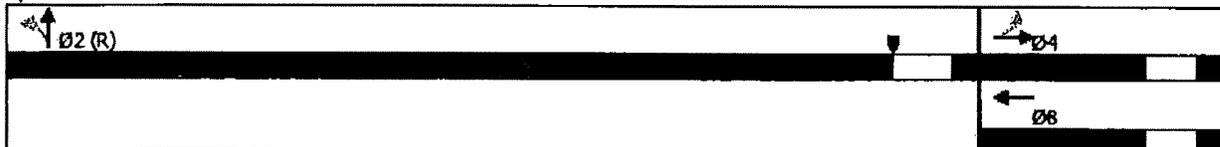


| Phase                | EB    | NBTL  | WB    | SB    |
|----------------------|-------|-------|-------|-------|
| Lane Configurations  | 4     | 4     | 4     | 4     |
| Traffic Volume (vph) | 51    | 35    | 69    | 2316  |
| Future Volume (vph)  | 51    | 35    | 69    | 2316  |
| Turn Type            | Perm  | NA    | NA    | NA    |
| Protected Phases     | 4     | 8     | 2     |       |
| Permitted Phases     | 4     |       |       |       |
| Detector Phase       | 4     | 4     | 8     | 2     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 7.0   | 7.0   | 7.0   | 7.0   |
| Minimum Split (s)    | 19.3  | 19.3  | 19.3  | 24.8  |
| Total Split (s)      | 19.3  | 19.3  | 19.3  | 75.8  |
| Total Split (%)      | 20.3% | 20.3% | 20.3% | 79.7% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.8   |
| All-Red Time (s)     | 2.3   | 2.3   | 2.3   | 2.0   |
| Lost Time Adjust (s) |       | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  |       | 6.3   | 6.3   | 6.8   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | None  | None  | None  | C-Min |
| Act Effct Green (s)  |       | 10.9  | 10.9  | 75.2  |
| Actuated g/C Ratio   |       | 0.11  | 0.11  | 0.79  |
| v/c Ratio            |       | 0.58  | 0.41  | 0.60  |
| Control Delay        |       | 51.0  | 38.5  | 6.3   |
| Queue Delay          |       | 0.0   | 0.0   | 0.0   |
| Total Delay          |       | 51.0  | 38.5  | 6.3   |
| LOS                  |       | D     | D     | A     |
| Approach Delay       |       | 51.0  | 38.5  | 6.3   |
| Approach LOS         |       | D     | D     | A     |

**Intersection Summary**

Cycle Length: 95.1  
 Actuated Cycle Length: 95.1  
 Offset: 47 (49%), Referenced to phase 2:NBTL and 6: Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.60  
 Intersection Signal Delay: 8.9  
 Intersection LOS: A  
 Intersection Capacity Utilization 68.3%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 1: US 1 & SW 174 St



Queues  
1: US 1 & SW 174 St

Palmetto Bay Audi  
Existing Condition - AM Peak Hour

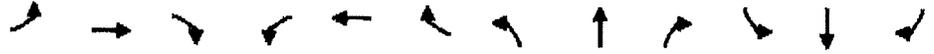


|                         |      |      |      |
|-------------------------|------|------|------|
| Lane Group Flow (vph)   | 87   | 89   | 2398 |
| v/c Ratio               | 0.53 | 0.41 | 0.60 |
| Control Delay           | 51.0 | 38.5 | 6.3  |
| Queue Delay             | 0.0  | 0.0  | 0.0  |
| Total Delay             | 51.0 | 38.5 | 6.3  |
| Queue Length 50th (ft)  | 50   | 44   | 204  |
| Queue Length 95th (ft)  | 94   | 86   | 305  |
| Internal Link Dist (ft) | 268  | 256  | 639  |
| Turn Bay Length (ft)    |      |      |      |
| Base Capacity (vph)     | 202  | 266  | 4034 |
| Starvation Cap Reductn  | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.43 | 0.33 | 0.59 |

Intersection Summary

HCM 6th Signalized Intersection Summary  
 2: US 1 & Banyan St

Palmetto Bay Audi  
 Existing Condition - AM Peak Hour



|                              | ←    | →    | ↶    | ↷    | ←    | →    | ↶ | ↷ | ← | →    | ↶    | ↷    |
|------------------------------|------|------|------|------|------|------|---|---|---|------|------|------|
| Lane Configurations          |      |      |      |      |      |      |   |   |   |      |      |      |
| Traffic Volume (veh/h)       | 0    | 83   | 43   | 37   | 74   | 0    | 0 | 0 | 0 | 61   | 945  | 33   |
| Future Volume (veh/h)        | 0    | 83   | 43   | 37   | 74   | 0    | 0 | 0 | 0 | 61   | 945  | 33   |
| 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 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |   |   |   | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        | No   |      |      |      | No   |      |   |   |   | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 0    | 1870 | 1870 | 1870 | 1870 | 0    |   |   |   | 1900 | 1870 | 1900 |
| Adj Flow Rate, veh/h         | 0    | 89   | 46   | 40   | 80   | 0    |   |   |   | 66   | 1016 | 35   |
| Peak Hour Factor             | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |   |   |   | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, %         | 0    | 2    | 2    | 2    | 2    | 0    |   |   |   | 0    | 2    | 0    |
| Cap, veh/h                   | 0    | 151  | 78   | 81   | 122  | 0    |   |   |   | 221  | 3620 | 129  |
| Arrive On Green              | 0.00 | 0.13 | 0.13 | 0.13 | 0.13 | 0.00 |   |   |   | 0.74 | 0.74 | 0.74 |
| Sat Flow, veh/h              | 0    | 1162 | 600  | 238  | 940  | 0    |   |   |   | 300  | 4922 | 175  |
| Grp Volume(v), veh/h         | 0    | 0    | 135  | 120  | 0    | 0    |   |   |   | 408  | 341  | 368  |
| Grp Sat Flow(s), veh/h/ln    | 0    | 0    | 1762 | 1177 | 0    | 0    |   |   |   | 1855 | 1702 | 1839 |
| Q Serve(g_s), s              | 0.0  | 0.0  | 6.9  | 3.4  | 0.0  | 0.0  |   |   |   | 7.1  | 6.3  | 6.3  |
| Cycle Q Clear(g_c), s        | 0.0  | 0.0  | 6.9  | 10.2 | 0.0  | 0.0  |   |   |   | 7.1  | 6.3  | 6.3  |
| Prop In Lane                 | 0.00 |      | 0.34 | 0.33 |      | 0.00 |   |   |   | 0.16 |      | 0.10 |
| Lane Grp Cap(c), veh/h       | 0    | 0    | 229  | 203  | 0    | 0    |   |   |   | 1365 | 1252 | 1353 |
| V/C Ratio(X)                 | 0.00 | 0.00 | 0.59 | 0.59 | 0.00 | 0.00 |   |   |   | 0.30 | 0.27 | 0.27 |
| Avail Cap(c_a), veh/h        | 0    | 0    | 334  | 299  | 0    | 0    |   |   |   | 1365 | 1252 | 1353 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |   |   |   | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |   |   |   | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 0.0  | 0.0  | 39.0 | 40.3 | 0.0  | 0.0  |   |   |   | 4.3  | 4.2  | 4.2  |
| Incr Delay(d2), s/veh        | 0.0  | 0.0  | 1.8  | 2.0  | 0.0  | 0.0  |   |   |   | 0.6  | 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  |
| %ile BackOfQ(50%), veh/ln    | 0.0  | 0.0  | 3.0  | 2.8  | 0.0  | 0.0  |   |   |   | 2.1  | 1.7  | 1.9  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |   |   |   |      |      |      |
| LnGrp Delay(d), s/veh        | 0.0  | 0.0  | 40.8 | 42.3 | 0.0  | 0.0  |   |   |   | 4.8  | 4.7  | 4.7  |
| LnGrp LOS                    | A    | A    | D    | D    | A    | A    |   |   |   | A    | A    | A    |
| Approach Vol, veh/h          |      | 135  |      |      | 120  |      |   |   |   |      | 1117 |      |
| Approach Delay, s/veh        |      | 40.8 |      |      | 42.3 |      |   |   |   |      | 4.7  |      |
| Approach LOS                 |      | D    |      |      | D    |      |   |   |   |      | A    |      |

|                             |  |  |      |  |      |  |      |
|-----------------------------|--|--|------|--|------|--|------|
| Phase Duration (G+Y+Rc), s  |  |  | 18.3 |  | 76.7 |  | 18.3 |
| Change Period (Y+Rc), s     |  |  | 6.0  |  | 6.8  |  | 6.0  |
| Max Green Setting (Gmax), s |  |  | 18.0 |  | 64.0 |  | 18.0 |
| Max Q Clear Time (g_c+I), s |  |  | 8.9  |  | 9.1  |  | 12.2 |
| Green Ext Time(p_c), s      |  |  | 0.2  |  | 0.5  |  | 0.1  |

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 11.6 |
| HCM 6th LOS        | B    |

Timings  
2: US 1 & Banyan St

Palmetto Bay Audi  
Existing Condition - AM Peak Hour



| Lane Configurations  | ↑     | ↕     | ↕     | ↑↑↓   |
|----------------------|-------|-------|-------|-------|
| Traffic Volume (vph) | 83    | 37    | 74    | 945   |
| Future Volume (vph)  | 83    | 37    | 74    | 945   |
| Turn Type            | NA    | Perm  | NA    | NA    |
| Protected Phases     | 4     |       | 8     | 6     |
| Permitted Phases     |       | 8     |       |       |
| Detector Phase       | 4     | 8     | 8     | 6     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 7.0   | 7.0   | 7.0   | 9.0   |
| Minimum Split (s)    | 24.0  | 24.0  | 24.0  | 26.8  |
| Total Split (s)      | 24.0  | 24.0  | 24.0  | 70.8  |
| Total Split (%)      | 25.3% | 25.3% | 25.3% | 74.7% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.8   |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) | 0.0   |       | 0.0   | 0.0   |
| Total Lost Time (s)  | 6.0   |       | 6.0   | 6.8   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | None  | None  | None  | C-Min |
| Act Effct Green (s)  | 12.0  |       | 12.0  | 70.0  |
| Actuated g/C Ratio   | 0.13  |       | 0.13  | 0.74  |
| v/c Ratio            | 0.55  |       | 0.65  | 0.30  |
| Control Delay        | 39.5  |       | 54.8  | 4.7   |
| Queue Delay          | 0.0   |       | 0.0   | 0.0   |
| Total Delay          | 39.5  |       | 54.8  | 4.7   |
| LOS                  | D     |       | D     | A     |
| Approach Delay       | 39.5  |       | 54.8  | 4.7   |
| Approach LOS         | D     |       | D     | A     |

**Intersection Summary**

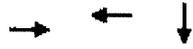
Cycle Length: 94.8  
 Actuated Cycle Length: 94.8  
 Offset: 79 (93%), Referenced to phase 2 and 6 SBTL, Start of Yellow  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay: 12.5  
 Intersection LOS: B  
 Intersection Capacity Utilization 48.8%  
 ICU Level of Service A  
 Analysis Period (min): 15

Splits and Phases: 2: US 1 & Banyan St



Queues  
2: US 1 & Banyan St

Palmetto Bay Audi  
Exsiting Condition - AM Peak Hour



|                         |      |      |      |
|-------------------------|------|------|------|
| Lane Group Flow (vph)   | 135  | 120  | 1117 |
| v/c Ratio               | 0.55 | 0.65 | 0.30 |
| Control Delay           | 39.5 | 54.8 | 4.7  |
| Queue Delay             | 0.0  | 0.0  | 0.0  |
| Total Delay             | 39.5 | 54.8 | 4.7  |
| Queue Length 50th (ft)  | 63   | 70   | 67   |
| Queue Length 95th (ft)  | 115  | 121  | 106  |
| Internal Link Dist (ft) | 300  | 82   | 396  |
| Turn Bay Length (ft)    |      |      |      |
| Base Capacity (vph)     | 356  | 278  | 3728 |
| Starvation Cap Reductn  | 0    | 0    | 0    |
| Spillover Cap Reductn   | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.38 | 0.43 | 0.30 |

Intersection Summary

HCM 6th TWSC  
3: US 1 & Datura St

Palmetto Bay Audi  
Existing Condition - AM Peak Hour

|                  |     |
|------------------|-----|
| Int Delay, s/veh | 0.4 |
|------------------|-----|

|                          |      |      |       |      |      |      |
|--------------------------|------|------|-------|------|------|------|
| Lane Configurations      |      |      |       |      | ↑↑↑  |      |
| Traffic Vol, veh/h       | 38   | 0    | 0     | 0    | 17   | 968  |
| Future Vol, veh/h        | 36   | 0    | 0     | 0    | 17   | 968  |
| 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    | -    | 16974 | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0     | -    | -    | 0    |
| Peak Hour Factor         | 93   | 93   | 93    | 93   | 93   | 93   |
| Heavy Vehicles, %        | 2    | 2    | 2     | 2    | 2    | 2    |
| Mvmt Flow                | 39   | 0    | 0     | 0    | 18   | 1041 |

|                      |      |   |      |   |
|----------------------|------|---|------|---|
| Conflicting Flow All | 452  | - | 0    | 0 |
| Stage 1              | 0    | - | -    | - |
| Stage 2              | 452  | - | -    | - |
| Critical Hdwy        | 5.74 | - | 5.34 | - |
| Critical Hdwy Stg 1  | -    | - | -    | - |
| Critical Hdwy Stg 2  | 6.04 | - | -    | - |
| Follow-up Hdwy       | 3.82 | - | 3.12 | - |
| Rot Cap-1 Maneuver   | 577  | 0 | -    | - |
| Stage 1              | -    | 0 | -    | - |
| Stage 2              | 556  | 0 | -    | - |
| Platoon blocked, %   | -    | - | -    | - |
| Mov Cap-1 Maneuver   | 577  | - | -    | - |
| Mov Cap-2 Maneuver   | 577  | - | -    | - |
| Stage 1              | -    | - | -    | - |
| Stage 2              | 556  | - | -    | - |

|                      |      |
|----------------------|------|
| HCM Control Delay, s | 11.7 |
| HCM LOS              | B    |

|                       |       |
|-----------------------|-------|
| Capacity (veh/h)      | 577   |
| HCM Lane V/C Ratio    | 0.067 |
| HCM Control Delay (s) | 11.7  |
| HCM Lane LOS          | B     |
| HCM 95th %ile Q (veh) | 0.2   |

HCM 6th AWSC  
4: SW 97 Ave & Datura St

Palmetto Bay Audi  
Existing Condition - AM Peak Hour

|                           |     |
|---------------------------|-----|
| Intersection Delay, s/veh | 7.4 |
| Intersection LOS          | A   |

| Lane Configurations | ←    |      | ↑    |      | →    |      | ↓    |      | ↔    |      | ↕    |      |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Traffic Vol, veh/h  | 0    | 1    | 2    | 11   | 0    | 3    | 0    | 3    | 0    | 11   | 81   | 7    |
| Future Vol, veh/h   | 0    | 1    | 2    | 11   | 0    | 3    | 0    | 3    | 0    | 11   | 81   | 7    |
| Peak Hour Factor    | 0.92 | 0.84 | 0.84 | 0.84 | 0.92 | 0.84 | 0.84 | 0.84 | 0.92 | 0.84 | 0.84 | 0.84 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mynt Flow           | 0    | 1    | 2    | 13   | 0    | 4    | 0    | 4    | 0    | 13   | 96   | 8    |
| Number of Lanes     | 0    | 0    | 1    | 1    | 0    | 0    | 1    | 0    | 0    | 0    | 1    | 0    |

|                            |     |     |     |
|----------------------------|-----|-----|-----|
| Opposing Approach          | WB  | EB  | SB  |
| Opposing Lanes             | 1   | 2   | 1   |
| Conflicting Approach Left  | SB  | NB  | EB  |
| Conflicting Lanes Left     | 1   | 1   | 2   |
| Conflicting Approach Right | NB  | SB  | WB  |
| Conflicting Lanes Right    | 1   | 1   | 1   |
| HCM Control Delay          | 7.2 | 7.3 | 7.6 |
| HCM LOS                    | A   | A   | A   |

|                        | WB    | EB    | SB    | NB    | WB    |
|------------------------|-------|-------|-------|-------|-------|
| Vol Left, %            | 11%   | 33%   | 0%    | 50%   | 8%    |
| Vol Thru, %            | 82%   | 67%   | 0%    | 0%    | 56%   |
| Vol Right, %           | 7%    | 0%    | 100%  | 50%   | 36%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 99    | 3     | 11    | 6     | 64    |
| LT Vol                 | 11    | 1     | 0     | 3     | 5     |
| Through Vol            | 81    | 2     | 0     | 0     | 36    |
| RT Vol                 | 7     | 0     | 11    | 3     | 23    |
| Lane Flow Rate         | 118   | 4     | 13    | 7     | 76    |
| Geometry Grp           | 2     | 7     | 7     | 5     | 2     |
| Degree of Util (X)     | 0.131 | 0.005 | 0.015 | 0.008 | 0.082 |
| Departure Headway (Hd) | 4.012 | 5.041 | 4.172 | 4.184 | 3.863 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 893   | 703   | 847   | 844   | 925   |
| Service Time           | 2.037 | 2.819 | 1.949 | 2.265 | 1.898 |
| HCM Lane V/C Ratio     | 0.192 | 0.006 | 0.015 | 0.008 | 0.082 |
| HCM Control Delay      | 7.6   | 7.8   | 7     | 7.3   | 7.2   |
| HCM Lane LOS           | A     | A     | A     | A     | A     |
| HCM 95th-ile Q         | 0.5   | 0     | 0     | 0     | 0.3   |

**Intersection Delay, s/veh**

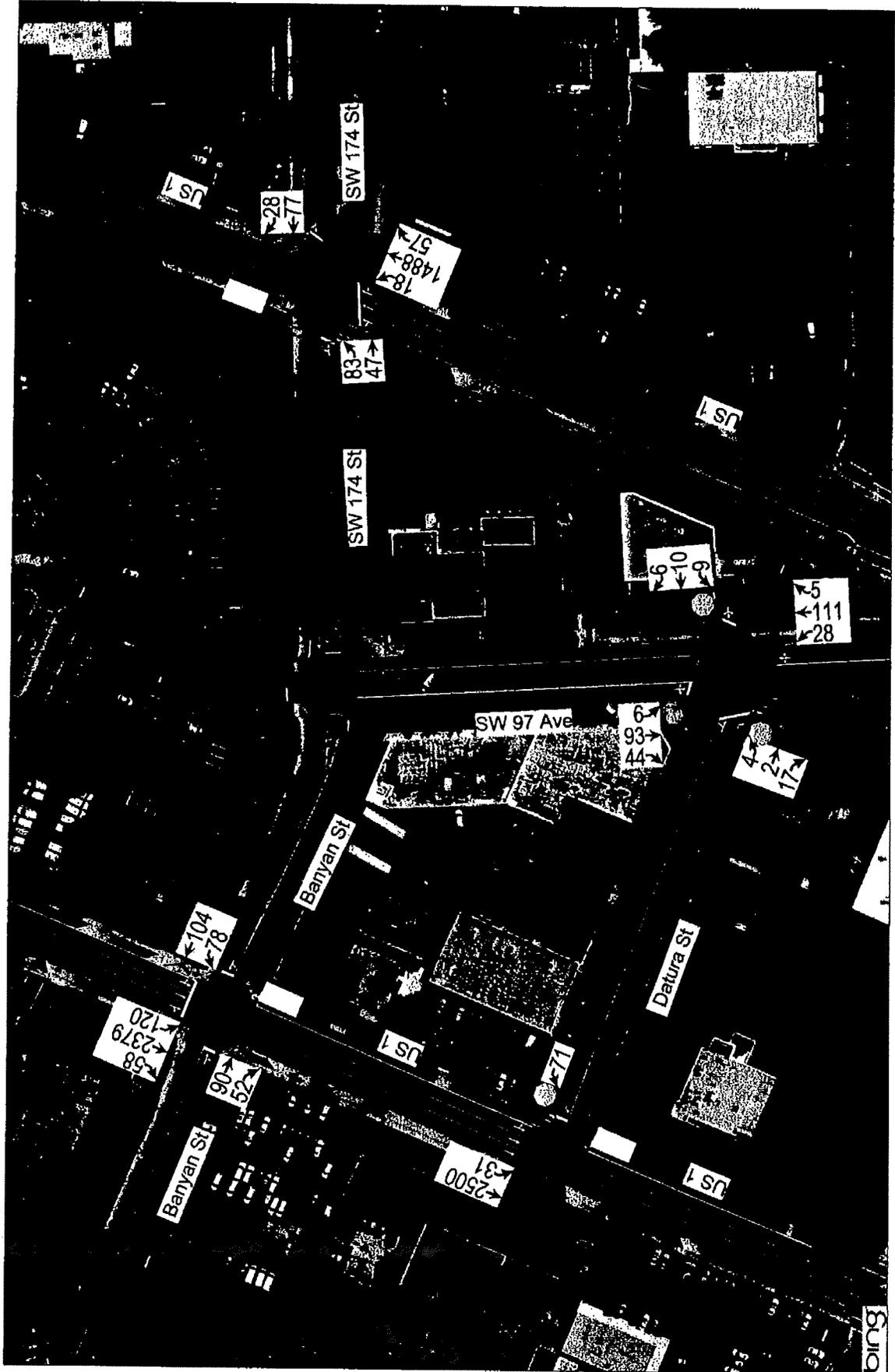
**Intersection LOS**

**Approach**

|                     | SB   | EB   | WB   | NB   |
|---------------------|------|------|------|------|
| Lane Configurations |      |      |      | +    |
| Traffic Vol, veh/h  | 0    | 5    | 36   | 23   |
| Future Vol, veh/h   | 0    | 5    | 36   | 23   |
| Peak Hour Factor    | 0.92 | 0.84 | 0.84 | 0.84 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 0    | 6    | 43   | 27   |
| Number of Lanes     | 0    | 0    | 1    | 0    |

**Approach**

|                            |     |
|----------------------------|-----|
| Opposing Approach          | NB  |
| Opposing Lanes             | 1   |
| Conflicting Approach Left  | WB  |
| Conflicting Lanes Left     | 1   |
| Conflicting Approach Right | EB  |
| Conflicting Lanes Right    | 2   |
| HCM Control Delay          | 7.2 |
| HCM LOS                    | A   |



HCM 6th Signalized Intersection Summary  
 1: US 1 & SW 174 St

Palmetto Bay Audi  
 Existing Condition - PM Peak Hour



|                              | EB   |      |      |      | WB   |      |      |      | SB   |   |   |   |
|------------------------------|------|------|------|------|------|------|------|------|------|---|---|---|
| Lane Configurations          | ←    |      |      |      | →    |      |      |      | ↑↑↑  |   |   |   |
| Traffic Volume (veh/h)       | 83   | 47   | 0    | 0    | 77   | 28   | 18   | 1488 | 57   | 0 | 0 | 0 |
| Future Volume (veh/h)        | 83   | 47   | 0    | 0    | 77   | 28   | 18   | 1488 | 57   | 0 | 0 | 0 |
| 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 |   |   |   |
| Work Zone On Approach        | No   |      |      |      | No   |      |      |      | No   |   |   |   |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 0    | 0    | 1870 | 1870 | 1900 | 1870 | 1900 |   |   |   |
| Adj Flow Rate, veh/h         | 91   | 52   | 0    | 0    | 85   | 31   | 20   | 1635 | 63   |   |   |   |
| Peak Hour Factor             | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |   |   |   |
| Percent Heavy Veh, %         | 2    | 2    | 0    | 0    | 2    | 2    | 0    | 2    | 0    |   |   |   |
| Cap, veh/h                   | 167  | 77   | 0    | 0    | 211  | 77   | 41   | 3601 | 144  |   |   |   |
| Arrive On Green              | 0.16 | 0.16 | 0.00 | 0.00 | 0.16 | 0.16 | 0.70 | 0.70 | 0.70 |   |   |   |
| Sat Flow, veh/h              | 586  | 474  | 0    | 0    | 1308 | 477  | 59   | 6139 | 205  |   |   |   |
| Grp Volume(v), veh/h         | 143  | 0    | 0    | 0    | 0    | 116  | 631  | 523  | 564  |   |   |   |
| Grp Sat Flow(s), veh/h/ln    | 1061 | 0    | 0    | 0    | 0    | 1785 | 1867 | 1702 | 1833 |   |   |   |
| Q Serve(g_s), s              | 7.7  | 0.0  | 0.0  | 0.0  | 0.0  | 5.5  | 14.5 | 12.6 | 12.6 |   |   |   |
| Cycle Q Clear(g_c), s        | 13.3 | 0.0  | 0.0  | 0.0  | 0.0  | 5.5  | 14.5 | 12.6 | 12.6 |   |   |   |
| Prop In Lane                 | 0.64 |      | 0.00 | 0.00 |      | 0.27 | 0.03 |      | 0.11 |   |   |   |
| Lane Grp Cap(c), veh/h       | 233  | 0    | 0    | 0    | 0    | 288  | 1309 | 1193 | 1285 |   |   |   |
| V/C Ratio(X)                 | 0.61 | 0.00 | 0.00 | 0.00 | 0.00 | 0.40 | 0.48 | 0.44 | 0.44 |   |   |   |
| Avail Cap(c_a), veh/h        | 274  | 0    | 0    | 0    | 0    | 338  | 1309 | 1193 | 1285 |   |   |   |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |   |   |   |
| Upstream Filter(I)           | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |   |   |   |
| Uniform Delay (d), s/veh     | 40.3 | 0.0  | 0.0  | 0.0  | 0.0  | 35.7 | 6.4  | 6.1  | 6.1  |   |   |   |
| Incr Delay (d2), s/veh       | 2.4  | 0.0  | 0.0  | 0.0  | 0.0  | 0.7  | 1.3  | 1.2  | 1.1  |   |   |   |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |   |   |   |
| %ile BackOfQ(50%), veh/ln    | 3.4  | 0.0  | 0.0  | 0.0  | 0.0  | 2.4  | 4.8  | 3.8  | 4.1  |   |   |   |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |   |   |   |
| LnGrp Delay(d), s/veh        | 42.7 | 0.0  | 0.0  | 0.0  | 0.0  | 36.4 | 7.7  | 7.3  | 7.2  |   |   |   |
| LnGrp LOS                    | D    | A    | A    | A    | A    | D    | A    | A    | A    |   |   |   |
| Approach Vol, veh/h          | 143  |      |      |      | 116  |      |      |      | 1718 |   |   |   |
| Approach Delay, s/veh        | 42.7 |      |      |      | 36.4 |      |      |      | 7.4  |   |   |   |
| Approach LOS                 | D    |      |      |      | D    |      |      |      | A    |   |   |   |

|                              |      |       |       |
|------------------------------|------|-------|-------|
| Phs Duration (G+Y+Rc), s     | 73.4 | 21.6  | 21.6  |
| Change Period (Y+Rc), s      | 6.8  | * 6.3 | * 6.3 |
| Max Green Setting (Gmax), s  | 64.0 | * 18  | * 18  |
| Max Q Clear Time (g_c+l1), s | 16.5 | 15.3  | 7.5   |
| Green Ext Time (p_c), s      | 0.8  | 0.1   | 0.2   |

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 11.7 |
| HCM 6th LOS        | B    |

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings  
1: US 1 & SW 174 St

Palmetto Bay Audi  
Exiting Condition - PM Peak Hour



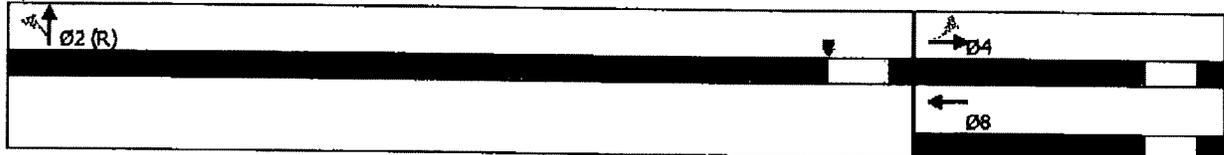
|                      | EB    | WB    | NB    | SB    |
|----------------------|-------|-------|-------|-------|
| Lane Configurations  |       | ←     | ←     | ←↑↑   |
| Traffic Volume (vph) | 83    | 47    | 77    | 1488  |
| Future Volume (vph)  | 83    | 47    | 77    | 1488  |
| Turn Type            | Perm  | NA    | NA    | NA    |
| Protected Phases     |       | 4     | 8     | 2     |
| Permitted Phases     | 4     |       |       |       |
| Detector Phase       | 4     | 4     | 8     | 2     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 7.0   | 7.0   | 7.0   | 7.0   |
| Minimum Split (s)    | 19.3  | 19.3  | 19.3  | 24.8  |
| Total Split (s)      | 24.3  | 24.3  | 24.3  | 70.8  |
| Total Split (%)      | 25.6% | 25.6% | 25.6% | 74.4% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.8   |
| All-Red Time (s)     | 2.3   | 2.3   | 2.3   | 2.0   |
| Lost Time Adjust (s) |       | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  |       | 6.3   | 6.3   | 6.8   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | None  | None  | None  | C-Min |
| Act Effct Green (s)  |       | 14.6  | 14.6  | 67.4  |
| Actuated g/C Ratio   |       | 0.15  | 0.15  | 0.71  |
| v/c Ratio            |       | 0.68  | 0.40  | 0.48  |
| Control Delay        |       | 53.3  | 33.6  | 7.1   |
| Queue Delay          |       | 0.0   | 0.0   | 0.0   |
| Total Delay          |       | 53.3  | 33.6  | 7.1   |
| LOS                  |       | D     | C     | A     |
| Approach Delay       |       | 53.3  | 33.6  | 7.1   |
| Approach LOS         |       | D     | C     | A     |

**Phase Plan Summary**

Cycle Length: 95.1  
 Actuated Cycle Length: 95.1  
 Offset: 43 (45%), Referenced to phase 2:NBTL and 6: Start of Yellow  
 Natural Cycle: 45  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 12.0  
 Intersection Capacity Utilization 55.0%  
 Analysis Period (min) 15

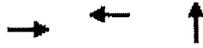
Intersection LOS: B  
ICU Level of Service B

Splits and Phases: 1: US 1 & SW 174 St



Queues  
1: US 1 & SW 174 St

Palmetto Bay Audi  
Exsiting Condition - PM Peak Hour



|                         |      |      |      |
|-------------------------|------|------|------|
| Lane Group Flow (vph)   | 143  | 116  | 1718 |
| v/c Ratio               | 0.68 | 0.40 | 0.48 |
| Control Delay           | 53.3 | 33.6 | 7.1  |
| Queue Delay             | 0.0  | 0.0  | 0.0  |
| Total Delay             | 53.3 | 33.6 | 7.1  |
| Queue Length 50th (ft)  | 83   | 54   | 142  |
| Queue Length 95th (ft)  | 137  | 99   | 219  |
| Internal Link Dist (ft) | 262  | 256  | 639  |
| Turn Bay Length (ft)    |      |      |      |
| Base Capacity (vph)     | 268  | 364  | 3613 |
| Starvation Cap Reductn  | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.53 | 0.32 | 0.48 |

Intersection Summary

HCM 6th Signalized Intersection Summary  
 2: US 1 & Banyan St

Palmetto Bay Audi  
 Existing Condition - PM Peak Hour



| Lane Configurations          | ↔    |      | ↔    |      | ↔    |      | ↔ |   | ↔    |      | ↔    |      |
|------------------------------|------|------|------|------|------|------|---|---|------|------|------|------|
| Traffic Volume (veh/h)       | 0    | 90   | 52   | 78   | 104  | 0    | 0 | 0 | 0    | 120  | 2379 | 68   |
| Future Volume (veh/h)        | 0    | 90   | 52   | 78   | 104  | 0    | 0 | 0 | 0    | 120  | 2379 | 68   |
| 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 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |   |   |      | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |      | No   |      |      | No   |      |   |   |      | No   |      |      |
| Adj Sat Flow, veh/h/ln       | 0    | 1870 | 1870 | 1870 | 1870 | 0    |   |   |      | 1900 | 1870 | 1900 |
| Adj Flow Rate, veh/h         | 0    | 102  | 59   | 89   | 118  | 0    |   |   |      | 136  | 2703 | 66   |
| Peak Hour Factor             | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |   |   |      | 0.88 | 0.88 | 0.88 |
| Percent Heavy Veh, %         | 0    | 2    | 2    | 2    | 2    | 0    |   |   |      | 0    | 2    | 0    |
| Cap, veh/h                   | 0    | 211  | 122  | 125  | 136  | 0    |   |   |      | 161  | 3408 | 85   |
| Arrive On Green              | 0.00 | 0.19 | 0.19 | 0.19 | 0.19 | 0.00 |   |   |      | 0.68 | 0.68 | 0.68 |
| Sat Flow, veh/h              | 0    | 1112 | 643  | 372  | 715  | 0    |   |   |      | 238  | 5044 | 126  |
| Grp Volume(v), veh/h         | 0    | 0    | 161  | 207  | 0    | 0    |   |   |      | 1061 | 879  | 965  |
| Grp Sat Flow(s), veh/h/ln    | 0    | 0    | 1755 | 1088 | 0    | 0    |   |   |      | 1858 | 1702 | 1848 |
| Q Serve(g_s), s              | 0.0  | 0.0  | 7.8  | 10.2 | 0.0  | 0.0  |   |   |      | 41.0 | 32.9 | 33.7 |
| Cycle Q Clear(g_c), s        | 0.0  | 0.0  | 7.8  | 18.0 | 0.0  | 0.0  |   |   |      | 41.0 | 32.9 | 33.7 |
| Prop In Lane                 | 0.00 |      | 0.37 | 0.43 |      | 0.00 |   |   |      | 0.13 |      | 0.07 |
| Lane Grp Cap(c), veh/h       | 0    | 0    | 332  | 260  | 0    | 0    |   |   |      | 1256 | 1150 | 1249 |
| V/C Ratio(X)                 | 0.00 | 0.00 | 0.48 | 0.80 | 0.00 | 0.00 |   |   |      | 0.84 | 0.76 | 0.77 |
| Avail Cap(c_a), veh/h        | 0    | 0    | 332  | 260  | 0    | 0    |   |   |      | 1256 | 1150 | 1249 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |   |   |      | 1.00 | 1.00 | 1.00 |
| Upstream Filter(f)           | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |   |   |      | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 0.0  | 0.0  | 34.4 | 40.0 | 0.0  | 0.0  |   |   |      | 11.6 | 10.3 | 10.5 |
| Incr Delay (d2), s/veh       | 0.0  | 0.0  | 0.8  | 15.2 | 0.0  | 0.0  |   |   |      | 7.1  | 4.8  | 4.7  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |   |   |      | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 0.0  | 0.0  | 3.4  | 5.9  | 0.0  | 0.0  |   |   |      | 15.4 | 11.1 | 12.2 |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |   |   |      |      |      |      |
| LnGrp Delay(d), s/veh        | 0.0  | 0.0  | 35.2 | 55.2 | 0.0  | 0.0  |   |   |      | 18.7 | 15.2 | 15.2 |
| LnGrp LOS                    | A    | A    | D    | E    | A    | A    |   |   |      | B    | B    | B    |
| Approach Vol, veh/h          |      | 161  |      |      | 207  |      |   |   |      | 2905 |      |      |
| Approach Delay, s/veh        |      | 35.2 |      |      | 55.2 |      |   |   |      | 16.5 |      |      |
| Approach LOS                 |      | D    |      |      | E    |      |   |   |      | B    |      |      |
| <b>PHS</b>                   |      |      |      |      |      |      |   |   |      |      |      |      |
| Phs Duration (G+Y+Rc), s     |      |      |      | 24.0 |      | 71.0 |   |   | 24.0 |      |      |      |
| Change Period (Y+Rc), s      |      |      |      | 6.0  |      | 6.8  |   |   | 6.0  |      |      |      |
| Max Green Setting (Gmax), s  |      |      |      | 18.0 |      | 64.0 |   |   | 18.0 |      |      |      |
| Max Q Clear Time (g_c+1), s  |      |      |      | 9.8  |      | 43.0 |   |   | 20.0 |      |      |      |
| Green Ext Time (p_c), s      |      |      |      | 0.2  |      | 1.6  |   |   | 0.0  |      |      |      |
| <b>Intersection Summary</b>  |      |      |      |      |      |      |   |   |      |      |      |      |
| HCM 6th Ctrl Delay           |      |      |      | 19.8 |      |      |   |   |      |      |      |      |
| HCM 6th LOS                  |      |      |      | B    |      |      |   |   |      |      |      |      |

Timings  
2: US 1 & Banyan St

Palmetto Bay Audi  
Existing Condition - PM Peak Hour

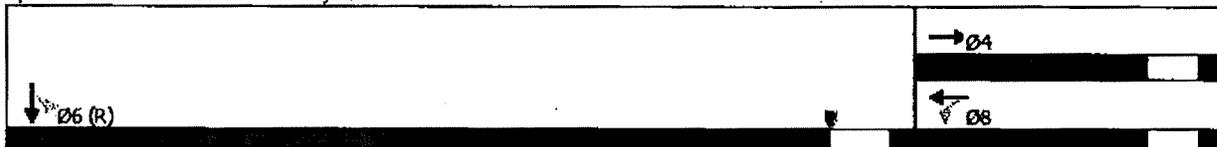


| Lane Configurations  | ↗     | ↖     | ↔     | ↕     |
|----------------------|-------|-------|-------|-------|
| Traffic Volume (vph) | 90    | 78    | 104   | 2379  |
| Future Volume (vph)  | 90    | 78    | 104   | 2379  |
| Turn Type            | NA    | Perm  | NA    | NA    |
| Protected Phases     | 4     |       | 8     | 6     |
| Permitted Phases     |       | 8     |       |       |
| Detector Phase       | 4     | 8     | 8     | 6     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 7.0   | 7.0   | 7.0   | 9.0   |
| Minimum Split (s)    | 24.0  | 24.0  | 24.0  | 26.8  |
| Total Split (s)      | 24.0  | 24.0  | 24.0  | 70.8  |
| Total Split (%)      | 25.3% | 25.3% | 25.3% | 74.7% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.8   |
| All Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) | 0.0   |       | 0.0   | 0.0   |
| Total Lost Time (s)  | 6.0   |       | 6.0   | 6.8   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | None  | None  | None  | C-Min |
| Act Effct Green (s)  | 17.5  |       | 17.5  | 64.5  |
| Actuated g/C Ratio   | 0.18  |       | 0.18  | 0.68  |
| v/c Ratio            | 0.49  |       | 0.84  | 0.84  |
| Control Delay        | 39.0  |       | 67.2  | 14.7  |
| Queue Delay          | 0.0   |       | 0.0   | 0.0   |
| Total Delay          | 39.0  |       | 67.2  | 14.7  |
| LOS                  | D     |       | E     | B     |
| Approach Delay       | 39.0  |       | 67.2  | 14.7  |
| Approach LOS         | D     |       | E     | B     |

**Intersection Summary**

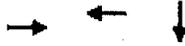
Cycle Length: 94.8  
 Actuated Cycle Length: 94.8  
 Offset: 92 (97%), Referenced to phase 2, and 6:SBTL, Start of Yellow  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay: 19.2  
 Intersection LOS: B  
 Intersection Capacity Utilization 83.1%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 2: US 1 & Banyan St



Queues  
2: US 1 & Banyan St

Palmetto Bay Audi  
Existing Condition - PM Peak Hour



|                         |      |      |      |
|-------------------------|------|------|------|
| Lane Group Flow (vph)   | 161  | 207  | 2905 |
| v/c Ratio               | 0.49 | 0.84 | 0.84 |
| Control Delay           | 39.0 | 67.2 | 14.7 |
| Queue Delay             | 0.0  | 0.0  | 0.0  |
| Total Delay             | 39.0 | 67.2 | 14.7 |
| Queue Length 50th (ft)  | 82   | 116  | 476  |
| Queue Length 95th (ft)  | 144  | #233 | 478  |
| Internal Link Dist (ft) | 300  | 82   | 396  |
| Turn Bay Length (ft)    |      |      |      |
| Base Capacity (vph)     | 349  | 260  | 3476 |
| Starvation Cap Reductn  | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.46 | 0.80 | 0.84 |

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

HCM 6th TWSC  
3: US 1 & Datura St

Palmetto Bay Audi  
Existing Condition - PM Peak Hour

Int Delay, s/veh 0.7

|                          |      |      |       |      |      |      |
|--------------------------|------|------|-------|------|------|------|
| Lane Configurations      | ↕    |      |       |      | ↑↑↑  |      |
| Traffic Vol, veh/h       | 71   | 0    | 0     | 0    | 31   | 2500 |
| Future Vol, veh/h        | 71   | 0    | 0     | 0    | 31   | 2500 |
| 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    | -    | 16974 | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0     | -    | -    | 0    |
| Peak Hour Factor         | 89   | 89   | 89    | 89   | 89   | 89   |
| Heavy Vehicles, %        | 2    | 2    | 2     | 2    | 2    | 2    |
| Mutual Flow              | 80   | 0    | 0     | 0    | 35   | 2809 |

|                      |      |   |      |   |
|----------------------|------|---|------|---|
| Conflicting Flow All | 1194 | - | 0    | 0 |
| Stage 1              | 0    | - | -    | - |
| Stage 2              | 1194 | - | -    | - |
| Critical Hdwy        | 5.74 | - | 5.34 | - |
| Critical Hdwy Stg 1  | -    | - | -    | - |
| Critical Hdwy Stg 2  | 6.04 | - | -    | - |
| Follow-up Hdwy       | 3.82 | - | 3.12 | - |
| Platoon blocked, %   | -    | - | -    | - |
| Mov Cap-1 Maneuver   | 248  | 0 | -    | - |
| Stage 1              | -    | 0 | -    | - |
| Stage 2              | 224  | 0 | -    | - |
| Mov Cap-2 Maneuver   | 248  | - | -    | - |
| Stage 1              | -    | - | -    | - |
| Stage 2              | 224  | - | -    | - |

HCM Control Delay, s 26.3  
HCM LOS D

|                        |       |   |   |
|------------------------|-------|---|---|
| Capacity (veh/h)       | 248   | - | - |
| HCM Lane V/C Ratio     | 0.322 | - | - |
| HCM Control Delay (s)  | 26.3  | - | - |
| HCM Lane LOS           | D     | - | - |
| HCM 95th %tile Q (veh) | 1.3   | - | - |

HCM 6th AWSC  
4: SW 97 Ave & Datura St

Palmetto Bay Audi  
Existing Condition - PM Peak Hour

|                           |   |
|---------------------------|---|
| Intersection Delay, s/veh | 8 |
| Intersection LOS          | A |

| Lane Configurations | ←    |      | ↑    |      | →    |      | ↓    |      | ↖    |      | ↗    |      |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Traffic Vol, veh/h  | 0    | 4    | 2    | 17   | 0    | 9    | 10   | 6    | 0    | 28   | 111  | 5    |
| Future Vol, veh/h   | 0    | 4    | 2    | 17   | 0    | 9    | 10   | 6    | 0    | 28   | 111  | 5    |
| Peak Hour Factor    | 0.92 | 0.88 | 0.88 | 0.88 | 0.92 | 0.88 | 0.88 | 0.88 | 0.92 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Max Flow            | 0    | 5    | 2    | 19   | 0    | 10   | 11   | 7    | 0    | 32   | 126  | 6    |
| Number of Lanes     | 0    | 0    | 1    | 1    | 0    | 0    | 1    | 0    | 0    | 0    | 1    | 0    |

|                            |     |     |     |
|----------------------------|-----|-----|-----|
| Opposing Approach          | WB  | EB  | SB  |
| Opposing Lanes             | 1   | 2   | 1   |
| Conflicting Approach Left  | SB  | NB  | EB  |
| Conflicting Lanes Left     | 1   | 1   | 2   |
| Conflicting Approach Right | NB  | SB  | WB  |
| Conflicting Lanes Right    | 1   | 1   | 1   |
| HCM Control Delay          | 7.7 | 7.9 | 8.2 |
| HCM LOS                    | A   | A   | A   |

|                        |       |       |       |       |       |
|------------------------|-------|-------|-------|-------|-------|
| Vol Left, %            | 19%   | 67%   | 0%    | 36%   | 4%    |
| Vol Thru, %            | 77%   | 33%   | 0%    | 40%   | 65%   |
| Vol Right, %           | 3%    | 0%    | 100%  | 24%   | 31%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 144   | 6     | 17    | 25    | 143   |
| LT Vol                 | 28    | 4     | 0     | 9     | 6     |
| Through Vol            | 111   | 2     | 0     | 10    | 93    |
| RT Vol                 | 5     | 0     | 17    | 6     | 44    |
| Lane Flow Rate         | 164   | 7     | 19    | 28    | 162   |
| Geometry Grp           | 2     | 7     | 7     | 5     | 2     |
| Degree of Util (X)     | 0.189 | 0.011 | 0.024 | 0.037 | 0.179 |
| Departure Headway (Hd) | 4.168 | 5.601 | 4.56  | 4.699 | 3.974 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 851   | 643   | 790   | 766   | 889   |
| Service Time           | 2.245 | 3.301 | 2.261 | 2.7   | 2.059 |
| HCM Lane V/C Ratio     | 0.193 | 0.011 | 0.024 | 0.037 | 0.182 |
| HCM Control Delay      | 8.2   | 8.4   | 7.4   | 7.9   | 7.9   |
| HCM Lane LOS           | A     | A     | A     | A     | A     |
| HCM 95th-ile Q         | 0.7   | 0     | 0.1   | 0.1   | 0.6   |

Intersection Delay, s/veh  
 Intersection LOS

| Item                | 1    | 2    | 3    | 4    |
|---------------------|------|------|------|------|
| Lane Configurations |      |      | ↕    |      |
| Traffic Vol, veh/h  | 0    | 6    | 93   | 44   |
| Future Vol, veh/h   | 0    | 6    | 93   | 44   |
| Peak Hour Factor    | 0.92 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 0    | 7    | 106  | 50   |
| Number of Lanes     | 0    | 0    | 1    | 0    |

|                            |     |
|----------------------------|-----|
| Opposing Approach          | NB  |
| Opposing Lanes             | 1   |
| Conflicting Approach Left  | WB  |
| Conflicting Lanes Left     | 1   |
| Conflicting Approach Right | EB  |
| Conflicting Lanes Right    | 2   |
| HCM Control Delay          | 7.9 |
| HCM LOS                    | A   |



HCM 6th Signalized Intersection Summary  
 1: US 1 & SW 174 St

Palmetto Bay Audi  
 Future Condition w/o Project - AM Peak Hour



| Lane Configurations          | ←    | →    | ↶    | ↷    | ←    | →     | ↶    | ↷     | ←    | → | ↶ | ↷ |
|------------------------------|------|------|------|------|------|-------|------|-------|------|---|---|---|
| Traffic Volume (veh/h)       | 51   | 36   | 0    | 0    | 72   | 20    | 6    | 2389  | 54   | 0 | 0 | 0 |
| Future Volume (veh/h)        | 51   | 36   | 0    | 0    | 72   | 20    | 6    | 2389  | 54   | 0 | 0 | 0 |
| 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 |   |   |   |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |   |   |   |
| Work Zone On Approach        | No   |      |      |      | No   |       |      | No    |      |   |   |   |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 0    | 0    | 1870 | 1870  | 1900 | 1870  | 1900 |   |   |   |
| Adj Flow Rate, veh/h         | 52   | 36   | 0    | 0    | 73   | 20    | 6    | 2413  | 55   |   |   |   |
| Peak Hour Factor             | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99  | 0.99 | 0.99  | 0.99 |   |   |   |
| Percent Heavy Veh, %         | 2    | 2    | 0    | 0    | 2    | 2     | 0    | 2     | 0    |   |   |   |
| Cap, veh/h                   | 113  | 64   | 0    | 0    | 154  | 42    | 9    | 3980  | 94   |   |   |   |
| Arrive On Green              | 0.11 | 0.11 | 0.00 | 0.00 | 0.11 | 0.11  | 0.75 | 0.75  | 0.75 |   |   |   |
| Sat Flow, veh/h              | 487  | 585  | 0    | 0    | 1413 | 387   | 12   | 5283  | 124  |   |   |   |
| Grp Volume(v), veh/h         | 88   | 0    | 0    | 0    | 0    | 93    | 905  | 750   | 819  |   |   |   |
| Grp Sat Flow(s), veh/h/ln    | 1072 | 0    | 0    | 0    | 0    | 1801  | 1870 | 1702  | 1848 |   |   |   |
| Q Serve(g_s), s              | 3.8  | 0.0  | 0.0  | 0.0  | 0.0  | 4.6   | 22.0 | 18.5  | 18.6 |   |   |   |
| Cycle Q Clear(g_c), s        | 8.4  | 0.0  | 0.0  | 0.0  | 0.0  | 4.6   | 22.0 | 18.5  | 18.6 |   |   |   |
| Prop In Lane                 | 0.59 |      | 0.00 | 0.00 |      | 0.22  | 0.01 |       | 0.07 |   |   |   |
| Lane Grp Cap(c), veh/h       | 177  | 0    | 0    | 0    | 0    | 196   | 1408 | 1282  | 1392 |   |   |   |
| V/C Ratio(X)                 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.47  | 0.64 | 0.58  | 0.59 |   |   |   |
| Avail Cap(c_a), veh/h        | 219  | 0    | 0    | 0    | 0    | 246   | 1408 | 1282  | 1392 |   |   |   |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |   |   |   |
| Upstream Filter(I)           | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00  | 1.00 | 1.00  | 1.00 |   |   |   |
| Uniform Delay (d), s/veh     | 41.9 | 0.0  | 0.0  | 0.0  | 0.0  | 39.8  | 5.6  | 5.2   | 5.2  |   |   |   |
| Incr Delay (d2), s/veh       | 1.6  | 0.0  | 0.0  | 0.0  | 0.0  | 1.3   | 2.3  | 2.0   | 1.8  |   |   |   |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0   | 0.0  |   |   |   |
| %ile BackOfQ(50%), veh/ln    | 2.1  | 0.0  | 0.0  | 0.0  | 0.0  | 2.1   | 6.5  | 4.9   | 5.4  |   |   |   |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |       |      |       |      |   |   |   |
| LnGrp Delay(d), s/veh        | 43.5 | 0.0  | 0.0  | 0.0  | 0.0  | 41.1  | 7.9  | 7.1   | 7.0  |   |   |   |
| LnGrp LOS                    | D    | A    | A    | A    | A    | D     | A    | A     | A    |   |   |   |
| Approach Vol, veh/h          |      | 88   |      |      |      | 93    |      | 2474  |      |   |   |   |
| Approach Delay, s/veh        |      | 43.5 |      |      |      | 41.1  |      | 7.4   |      |   |   |   |
| Approach LOS                 |      | D    |      |      |      | D     |      | A     |      |   |   |   |
| <b>Signal Timing</b>         |      |      |      |      |      |       |      |       |      |   |   |   |
| Phase Duration (G+Y+Rc), s   |      | 78.4 |      |      |      | 16.6  |      | 16.6  |      |   |   |   |
| Change Period (Y+Rc), s      |      | 6.8  |      |      |      | * 6.3 |      | * 6.3 |      |   |   |   |
| Max Green Setting (Gmax), s  |      | 69.0 |      |      |      | * 13  |      | * 13  |      |   |   |   |
| Max Q Clear Time (g_c+I1), s |      | 24.0 |      |      |      | 10.4  |      | 6.6   |      |   |   |   |
| Green Ext Time (p_c), s      |      | 12   |      |      |      | 0.0   |      | 0.1   |      |   |   |   |
| <b>Summary</b>               |      |      |      |      |      |       |      |       |      |   |   |   |
| HCM 6th Ctrl Delay           |      |      |      |      |      | 9.7   |      |       |      |   |   |   |
| HCM 6th LOS                  |      |      |      |      |      | A     |      |       |      |   |   |   |

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings  
1: US 1 & SW 174 St

Palmetto Bay Audi  
Future Condition w/o Project - AM Peak Hour

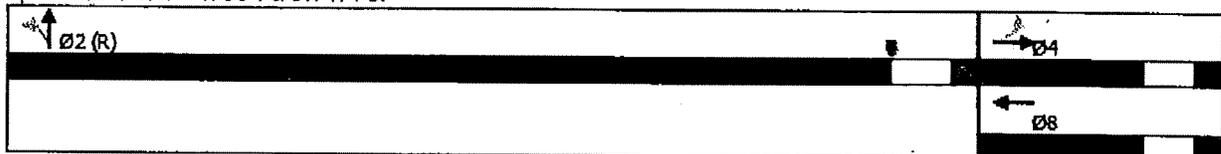


|                      |       | ↗     | →     | ←     | ↑ |
|----------------------|-------|-------|-------|-------|---|
| Lane Configurations  |       | ↗     | →     | ←     | ↑ |
| Traffic Volume (vph) | 51    | 36    | 72    | 2389  |   |
| Future Volume (vph)  | 51    | 36    | 72    | 2389  |   |
| Turn Type            | Perm  | NA    | NA    | NA    |   |
| Protected Phases     |       | 4     | 8     | 2     |   |
| Permitted Phases     | 4     |       |       |       |   |
| Detector Phase       | 4     | 4     | 8     | 2     |   |
| Switch Phase         |       |       |       |       |   |
| Minimum Initial (s)  | 7.0   | 7.0   | 7.0   | 7.0   |   |
| Minimum Split (s)    | 19.3  | 19.3  | 19.3  | 24.8  |   |
| Total Split (s)      | 19.3  | 19.3  | 19.3  | 75.8  |   |
| Total Split (%)      | 20.3% | 20.3% | 20.3% | 79.7% |   |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.8   |   |
| All-Red Time (s)     | 2.3   | 2.3   | 2.3   | 2.0   |   |
| Lost Time Adjust (s) |       | 0.0   | 0.0   | 0.0   |   |
| Total Lost Time (s)  |       | 6.3   | 6.3   | 6.8   |   |
| Lead/Lag             |       |       |       |       |   |
| Lead-Lag Optimize?   |       |       |       |       |   |
| Recall Mode          | None  | None  | None  | C-Min |   |
| Act.Effect Green (s) |       | 10.9  | 10.9  | 75.1  |   |
| Actuated g/C Ratio   |       | 0.11  | 0.11  | 0.79  |   |
| v/c Ratio            |       | 0.54  | 0.43  | 0.62  |   |
| Control Delay        |       | 51.4  | 39.7  | 6.5   |   |
| Queue Delay          |       | 0.0   | 0.0   | 0.0   |   |
| Total Delay          |       | 51.4  | 39.7  | 6.5   |   |
| LOS                  |       | D     | D     | A     |   |
| Approach Delay       |       | 51.4  | 39.7  | 6.5   |   |
| Approach LOS         |       | D     | D     | A     |   |

**Intersection Summary**

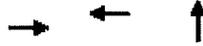
Cycle Length: 95.1  
 Actuated Cycle Length: 95.1  
 Offset: 47 (49%), Referenced to phase 2:NBTL and 6:, Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.62  
 Intersection Signal Delay: 9.2  
 Intersection LOS: A  
 Intersection Capacity Utilization 69.8%  
 ICU Level of Service C  
 Analysis Period (min): 15

Splits and Phases: 1: US 1 & SW 174 St



Queues  
1: US 1 & SW 174 St

Palmetto Bay Audi  
Future Condition w/o Project - AM Peak Hour



|                         | EB   | WB   | NB   |
|-------------------------|------|------|------|
| Lane Group Flow (vph)   | 88   | 93   | 2474 |
| v/c Ratio               | 0.54 | 0.43 | 0.62 |
| Control Delay           | 51.4 | 39.7 | 6.5  |
| Queue Delay             | 0.0  | 0.0  | 0.0  |
| Total Delay             | 51.4 | 39.7 | 6.5  |
| Queue Length 50th (ft)  | 51   | 47   | 218  |
| Queue Length 95th (ft)  | 96   | 91   | 324  |
| Internal Link Dist (ft) | 262  | 256  | 639  |
| Turn Bay Length (ft)    |      |      |      |
| Base Capacity (vph)     | 201  | 265  | 4033 |
| Starvation Cap Reductn  | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.44 | 0.35 | 0.61 |

Intersection Summary

HCM 6th Signalized Intersection Summary  
 2: US 1 & Banyan St

Palmetto Bay Audi  
 Future Condition w/o Project - AM Peak Hour



|                              | EB   | WB   | EB   | WB   | WB   | EB   | EB | WB | WB | EB   | WB   |
|------------------------------|------|------|------|------|------|------|----|----|----|------|------|
| Lane Configurations          |      | ↑    |      |      | ↑    |      |    |    |    | ↑↑↑  |      |
| Traffic Volume (veh/h)       | 0    | 85   | 44   | 38   | 77   | 0    | 0  | 0  | 0  | 63   | 974  |
| Future Volume (veh/h)        | 0    | 85   | 44   | 38   | 77   | 0    | 0  | 0  | 0  | 63   | 974  |
| Initial Q (Qb), veh          | 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 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |    |    |    | 1.00 | 1.00 |
| Work Zone On Approach        |      | No   |      |      | No   |      |    |    |    | No   |      |
| Adj Sat Flow, veh/h/ln       | 0    | 1870 | 1870 | 1870 | 1870 | 0    |    |    |    | 1900 | 1870 |
| Adj Flow Rate, veh/h         | 0    | 91   | 47   | 41   | 83   | 0    |    |    |    | 68   | 1047 |
| Peak Hour Factor             | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |    |    |    | 0.93 | 0.93 |
| Percent Heavy Veh, %         | 0    | 2    | 2    | 2    | 2    | 0    |    |    |    | 0    | 2    |
| Cap, veh/h                   | 0    | 155  | 80   | 82   | 125  | 0    |    |    |    | 219  | 3600 |
| Arrive On Green              | 0.00 | 0.13 | 0.13 | 0.13 | 0.13 | 0.00 |    |    |    | 0.73 | 0.73 |
| Sat Flow, veh/h              | 0    | 1162 | 600  | 237  | 941  | 0    |    |    |    | 300  | 4917 |
| Grp Volume(v), veh/h         | 0    | 0    | 138  | 124  | 0    | 0    |    |    |    | 421  | 351  |
| Grp Sat Flow(s), veh/h/ln    | 0    | 0    | 1762 | 1178 | 0    | 0    |    |    |    | 1855 | 1702 |
| Q Serve(g_s), s              | 0.0  | 0.0  | 7.0  | 3.5  | 0.0  | 0.0  |    |    |    | 7.5  | 6.6  |
| Cycle Q Clear(g_c), s        | 0.0  | 0.0  | 7.0  | 10.5 | 0.0  | 0.0  |    |    |    | 7.5  | 6.6  |
| Prop In Lane                 | 0.00 |      | 0.34 | 0.33 | 0.00 | 0.00 |    |    |    | 0.16 | 0.10 |
| Lane Grp Cap(c), veh/h       | 0    | 0    | 234  | 207  | 0    | 0    |    |    |    | 1359 | 1246 |
| V/C Ratio(X)                 | 0.00 | 0.00 | 0.59 | 0.60 | 0.00 | 0.00 |    |    |    | 0.31 | 0.28 |
| Avail Cap(c_a), veh/h        | 0    | 0    | 334  | 298  | 0    | 0    |    |    |    | 1359 | 1246 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |    |    |    | 1.00 | 1.00 |
| Upstream Filter(I)           | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |    |    |    | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 0.0  | 0.0  | 38.7 | 40.1 | 0.0  | 0.0  |    |    |    | 4.4  | 4.3  |
| Incr Delay (d2), s/veh       | 0.0  | 0.0  | 1.7  | 2.1  | 0.0  | 0.0  |    |    |    | 0.6  | 0.6  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |    |    |    | 0.0  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 0.0  | 0.0  | 3.1  | 2.9  | 0.0  | 0.0  |    |    |    | 2.2  | 1.9  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |    |    |    |      |      |
| LnGrp Delay(d), s/veh        | 0.0  | 0.0  | 40.5 | 42.2 | 0.0  | 0.0  |    |    |    | 5.0  | 4.9  |
| LnGrp LOS                    | A    | A    | D    | D    | A    | A    |    |    |    | A    | A    |
| Approach Vol, veh/h          |      | 138  |      |      | 124  |      |    |    |    | 1152 |      |
| Approach Delay, s/veh        |      | 40.5 |      |      | 42.2 |      |    |    |    | 4.9  |      |
| Approach LOS                 |      | D    |      |      | D    |      |    |    |    | A    |      |

| Phase Assumed to be         |  |      |      |
|-----------------------------|--|------|------|
| Phs Duration (G+Y+Rc), s    |  | 18.6 | 76.4 |
| Change Period (Y+Rc), s     |  | 6.0  | 6.8  |
| Max Green Setting (Gmax), s |  | 18.0 | 64.0 |
| Max Q Clear Time (g_c+I), s |  | 9.0  | 9.5  |
| Green Ext Time (p_c), s     |  | 0.2  | 0.5  |

| Intersection Summary |      |
|----------------------|------|
| HCM 6th Ctrl Delay   | 11.6 |
| HCM 6th LOS          | B    |

Timings  
2: US 1 & Banyan St

Palmetto Bay Audi  
Future Condition w/o Project - AM Peak Hour



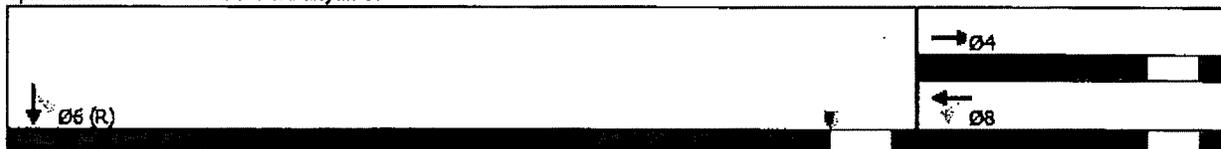
|                      | →     | ↶     | ←     | ↓     |
|----------------------|-------|-------|-------|-------|
| Lane Configurations  | ↶     | ↶     | ↶↶    | ↶↶    |
| Traffic Volume (vph) | 85    | 38    | 77    | 974   |
| Future Volume (vph)  | 85    | 38    | 77    | 974   |
| Turn Type            | NA    | Perm  | NA    | NA    |
| Protected Phases     | 4     |       | 8     | 6     |
| Permitted Phases     |       | 8     |       |       |
| Detector Phase       | 4     | 8     | 8     | 6     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 7.0   | 7.0   | 7.0   | 9.0   |
| Minimum Split (s)    | 24.0  | 24.0  | 24.0  | 26.8  |
| Total Split (s)      | 24.0  | 24.0  | 24.0  | 70.8  |
| Total Split (%)      | 25.3% | 25.3% | 25.3% | 74.7% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.8   |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  | 6.0   | 6.0   | 6.0   | 6.8   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | None  | None  | None  | C-Min |
| Act Effct Green (s)  | 12.2  |       | 12.2  | 69.8  |
| Actuated g/C Ratio   | 0.13  |       | 0.13  | 0.74  |
| v/c Ratio            | 0.55  |       | 0.67  | 0.31  |
| Control Delay        | 39.5  |       | 55.8  | 4.8   |
| Queue Delay          | 0.0   |       | 0.0   | 0.0   |
| Total Delay          | 39.5  |       | 55.8  | 4.8   |
| LOS                  | D     |       | E     | A     |
| Approach Delay       | 39.5  |       | 55.8  | 4.8   |
| Approach LOS         | D     |       | E     | A     |

**Section Summary**

Cycle Length: 94.8  
 Actuated Cycle Length: 94.8  
 Offset: 79 (83%), Referenced to phase 2: and 6:SBTL, Start of Yellow  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.67  
 Intersection Signal Delay: 12.7  
 Intersection Capacity Utilization 49.8%  
 Analysis Period (min): 15

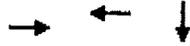
Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 2: US 1 & Banyan St



Queues  
2: US 1 & Banyan St

Palmetto Bay Audi  
Future Condition w/o Project - AM Peak Hour



|                         |      |      |      |
|-------------------------|------|------|------|
| Lane Group Flow (vph)   | 138  | 124  | 1152 |
| v/c Ratio               | 0.55 | 0.67 | 0.31 |
| Control Delay           | 39.5 | 55.8 | 4.8  |
| Queue Delay             | 0.0  | 0.0  | 0.0  |
| Total Delay             | 39.5 | 55.8 | 4.8  |
| Queue Length 50th (ft)  | 65   | 72   | 71   |
| Queue Length 95th (ft)  | 117  | 124  | 112  |
| Internal Link Dist (ft) | 300  | 224  | 398  |
| Turn Bay Length (ft)    |      |      |      |
| Base Capacity (vph)     | 356  | 274  | 3716 |
| Starvation Cap Reductn  | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.39 | 0.45 | 0.31 |

Intersection Summary

|                  |     |
|------------------|-----|
| Int Delay, s/veh | 0.4 |
|------------------|-----|

|                          |      |      |       |      |           |
|--------------------------|------|------|-------|------|-----------|
| Lane Configurations      | ↘    |      |       |      | ↗↗↗       |
| Traffic Vol, veh/h       | 37   | 0    | 0     | 0    | 18 998    |
| Future Vol, veh/h        | 37   | 0    | 0     | 0    | 18 998    |
| 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    | -    | 16974 | 1    | 0         |
| Grade, %                 | 0    | -    | 0     | -    | - 0       |
| Peak Hour Factor         | 93   | 93   | 93    | 93   | 93 93     |
| Heavy Vehicles, %        | 2    | 2    | 2     | 2    | 2 2       |
| Mvmt Flow                | 40   | 0    | 0     | 0    | 19 1073   |

|                      |      |   |   |   |        |
|----------------------|------|---|---|---|--------|
| Conflicting Flow All | 467  | - | - | - | 0 0    |
| Stage 1              | 0    | - | - | - | - -    |
| Stage 2              | 467  | - | - | - | - -    |
| Critical Hdwy        | 5.74 | - | - | - | 5.34 - |
| Critical Hdwy Stg 1  | -    | - | - | - | - -    |
| Critical Hdwy Stg 2  | 6.04 | - | - | - | - -    |
| Follow-up Hdwy       | 3.82 | - | - | - | 3.12 - |
| Platoon blocked, %   | -    | - | - | - | - -    |
| Mov Cap-1 Maneuver   | 568  | 0 | - | - | - -    |
| Stage 1              | -    | 0 | - | - | - -    |
| Stage 2              | 546  | 0 | - | - | - -    |
| Mov Cap-2 Maneuver   | 568  | - | - | - | - -    |
| Stage 1              | -    | - | - | - | - -    |
| Stage 2              | 546  | - | - | - | - -    |

|                      |      |
|----------------------|------|
| HCM Control Delay, s | 11.8 |
| HCM LOS              | B    |

|                        |      |
|------------------------|------|
| Capacity (veh/h)       | 568  |
| HCM Lane V/C Ratio     | 0.07 |
| HCM Control Delay (s)  | 11.8 |
| HCM Lane LOS           | B    |
| HCM 95th %tile Q (veh) | 10.2 |

HCM 6th AWSC  
4: SW 97 Ave & Datura St

Palmetto Bay Audi  
Future Condition w/o Project - AM Peak Hour

|                           |     |
|---------------------------|-----|
| Intersection Delay, s/veh | 7.5 |
| Intersection LOS          | A   |

|                     | EBU  | EBL  | EBR  | WBR  | WBL  | WBR  | WBL  | WBR  | WBL  | WBR  | WBL  | WBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      |      | ↕    | ↕    |      |      | ↕    | ↕    |      |      | ↕    | ↕    |
| Traffic Vol, veh/h  | 0    | 1    | 2    | 12   | 0    | 3    | 0    | 3    | 0    | 12   | 83   | 7    |
| Future Vol, veh/h   | 0    | 1    | 2    | 12   | 0    | 3    | 0    | 3    | 0    | 12   | 83   | 7    |
| Peak Hour Factor    | 0.92 | 0.84 | 0.84 | 0.84 | 0.92 | 0.84 | 0.84 | 0.84 | 0.92 | 0.84 | 0.84 | 0.84 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 0    | 1    | 2    | 14   | 0    | 4    | 0    | 4    | 0    | 14   | 99   | 8    |
| Number of Lanes     | 0    | 0    | 1    | 1    | 0    | 0    | 1    | 0    | 0    | 0    | 1    | 0    |

|                            |     |     |     |
|----------------------------|-----|-----|-----|
| Opposing Approach          | WB  | EB  | SB  |
| Opposing Lanes             | 1   | 2   | 1   |
| Conflicting Approach Left  | SB  | NB  | EB  |
| Conflicting Lanes Left     | 1   | 1   | 2   |
| Conflicting Approach Right | NB  | SB  | WB  |
| Conflicting Lanes Right    | 1   | 1   | 1   |
| HCM Control Delay          | 7.2 | 7.3 | 7.7 |
| HCM LOS                    | A   | A   | A   |

|                        | EBU   | EBL   | EBR   | WBR   | WBL   | WBR |
|------------------------|-------|-------|-------|-------|-------|-----|
| Vol Left, %            | 12%   | 33%   | 0%    | 50%   | 8%    |     |
| Vol Thru, %            | 81%   | 67%   | 0%    | 0%    | 56%   |     |
| Vol Right, %           | 7%    | 0%    | 100%  | 50%   | 36%   |     |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  |     |
| Traffic Vol by Lane    | 102   | 3     | 12    | 6     | 66    |     |
| LT Vol                 | 12    | 1     | 0     | 3     | 5     |     |
| Through Vol            | 83    | 2     | 0     | 0     | 37    |     |
| RT Vol                 | 7     | 0     | 12    | 3     | 24    |     |
| Lane Flow Rate         | 121   | 4     | 14    | 7     | 79    |     |
| Geometry Grp           | 2     | 7     | 7     | 5     | 2     |     |
| Degree of Util (X)     | 0.136 | 0.005 | 0.017 | 0.008 | 0.084 |     |
| Departure Headway (Hd) | 4.018 | 5.051 | 4.181 | 4.194 | 3.864 |     |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   |     |
| Cap                    | 891   | 701   | 845   | 841   | 923   |     |
| Service Time           | 2.045 | 2.833 | 1.963 | 2.28  | 1.904 |     |
| HCM Lane V/C Ratio     | 0.136 | 0.006 | 0.017 | 0.008 | 0.086 |     |
| HCM Control Delay      | 7.7   | 7.9   | 7     | 7.3   | 7.3   |     |
| HCM Lane LOS           | A     | A     | A     | A     | A     |     |
| HCM 95th-ile Q         | 0.5   | 0     | 0.1   | 0     | 0.3   |     |

HCM 6th AWSC  
4: SW 97 Ave & Datura St

Palmetto Bay Audi  
Future Condition w/o Project - AM Peak Hour

**Intersection**

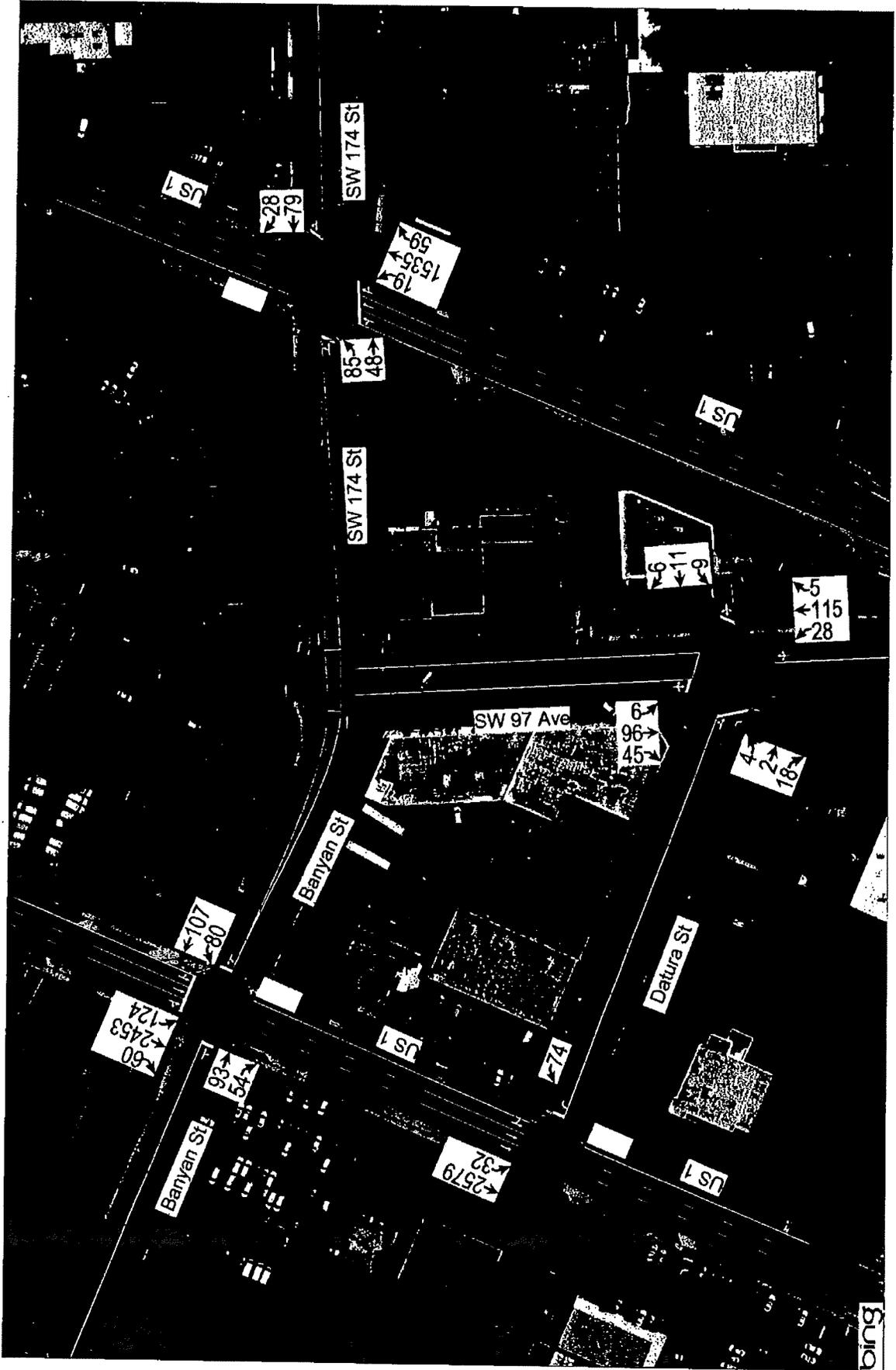
Intersection Delay, s/veh  
Intersection LOS

**Approach**

|                     | SB   | EB   | WB   | NB   |
|---------------------|------|------|------|------|
| Lane Configurations |      |      |      | 4    |
| Traffic Vol, veh/h  | 0    | 5    | 37   | 24   |
| Future Vol, veh/h   | 0    | 5    | 37   | 24   |
| Peak Hour Factor    | 0.82 | 0.84 | 0.84 | 0.84 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 0    | 6    | 44   | 29   |
| Number of Lanes     | 0    | 0    | 1    | 0    |

**Approach**

|                            |     |
|----------------------------|-----|
| Opposing Approach          | NB  |
| Opposing Lanes             | 1   |
| Conflicting Approach Left  | WB  |
| Conflicting Lanes Left     | 1   |
| Conflicting Approach Right | EB  |
| Conflicting Lanes Right    | 2   |
| HCM Control Delay          | 7.3 |
| HCM LOS                    | A   |



HCM 6th Signalized Intersection Summary  
1: US 1 & SW 174 St

Palmetto Bay Audi  
Future Condition w/o Project - PM Peak Hour



| Lane Configurations              | ←    |      |      | →     |      |      | ↑     |      |      |   |   |   |
|----------------------------------|------|------|------|-------|------|------|-------|------|------|---|---|---|
| Traffic Volume (veh/h)           | 85   | 48   | 0    | 0     | 79   | 28   | 19    | 1535 | 59   | 0 | 0 | 0 |
| Future Volume (veh/h)            | 85   | 48   | 0    | 0     | 79   | 28   | 19    | 1535 | 59   | 0 | 0 | 0 |
| Initial Q (Q <sub>0</sub> ), veh | 0    | 0    | 0    | 0     | 0    | 0    | 0     | 0    | 0    | 0 | 0 | 0 |
| Ped-Bike Adj(A <sub>pbt</sub> )  | 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 |   |   |   |
| Work Zone On Approach            | No   |      |      | No    |      |      | No    |      |      |   |   |   |
| Adj Sat Flow, veh/h/ln           | 1870 | 1870 | 0    | 0     | 1870 | 1870 | 1900  | 1870 | 1900 |   |   |   |
| Adj Flow Rate, veh/h             | 93   | 53   | 0    | 0     | 87   | 31   | 21    | 1687 | 65   |   |   |   |
| Peak Hour Factor                 | 0.91 | 0.91 | 0.91 | 0.91  | 0.91 | 0.91 | 0.91  | 0.91 | 0.91 |   |   |   |
| Percent Heavy Veh, %             | 2    | 2    | 0    | 0     | 2    | 2    | 0     | 2    | 0    |   |   |   |
| Cap, veh/h                       | 159  | 77   | 0    | 0     | 216  | 77   | 42    | 3585 | 143  |   |   |   |
| Arrive On Green                  | 0.16 | 0.16 | 0.00 | 0.00  | 0.16 | 0.16 | 0.70  | 0.70 | 0.70 |   |   |   |
| Sat Flow, veh/h                  | 588  | 471  | 0    | 0     | 1317 | 469  | 60    | 5138 | 205  |   |   |   |
| Grp Volume(v), veh/h             | 146  | 0    | 0    | 0     | 0    | 118  | 651   | 540  | 582  |   |   |   |
| Grp Sat Flow(s), veh/h/ln        | 1059 | 0    | 0    | 0     | 0    | 1786 | 1867  | 1702 | 1834 |   |   |   |
| Q Serve(g_s), s                  | 7.9  | 0.0  | 0.0  | 0.0   | 0.0  | 5.6  | 15.4  | 13.3 | 13.4 |   |   |   |
| Cycle Q Clear(g_c), s            | 13.6 | 0.0  | 0.0  | 0.0   | 0.0  | 5.6  | 15.4  | 13.3 | 13.4 |   |   |   |
| Prop In Lane                     | 0.64 |      | 0.00 | 0.00  |      | 0.26 | 0.03  |      | 0.11 |   |   |   |
| Lane Grp Cap(c), veh/h           | 236  | 0    | 0    | 0     | 0    | 294  | 1303  | 1188 | 1279 |   |   |   |
| V/C Ratio(X)                     | 0.62 | 0.00 | 0.00 | 0.00  | 0.00 | 0.40 | 0.50  | 0.45 | 0.46 |   |   |   |
| Avail Cap(c_a), veh/h            | 272  | 0    | 0    | 0     | 0    | 338  | 1303  | 1188 | 1279 |   |   |   |
| HCM Platoon Ratio                | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |   |   |   |
| Upstream Filter(I)               | 1.00 | 0.00 | 0.00 | 0.00  | 0.00 | 1.00 | 1.00  | 1.00 | 1.00 |   |   |   |
| Uniform Delay (d), s/veh         | 40.2 | 0.0  | 0.0  | 0.0   | 0.0  | 35.5 | 6.7   | 6.4  | 6.4  |   |   |   |
| Incr Delay (d2), s/veh           | 2.7  | 0.0  | 0.0  | 0.0   | 0.0  | 10.7 | 1.4   | 1.3  | 1.2  |   |   |   |
| Initial Q Delay(d3), s/veh       | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  |   |   |   |
| %ile BackOfQ(50%), veh/ln        | 3.5  | 0.0  | 0.0  | 0.0   | 0.0  | 2.5  | 5.1   | 4.1  | 4.4  |   |   |   |
| Unsig. Movement Delay, s/veh     |      |      |      |       |      |      |       |      |      |   |   |   |
| LnGrp Delay(d), s/veh            | 42.9 | 0.0  | 0.0  | 0.0   | 0.0  | 36.2 | 8.0   | 7.6  | 7.5  |   |   |   |
| LnGrp LOS                        | D    | A    | A    | A     | A    | D    | A     | A    | A    |   |   |   |
| Approach Vol, veh/h              | 146  |      |      | 118   |      |      | 1773  |      |      |   |   |   |
| Approach Delay, s/veh            | 42.9 |      |      | 36.2  |      |      | 7.7   |      |      |   |   |   |
| Approach LOS                     | D    |      |      | D     |      |      | A     |      |      |   |   |   |
| Phase Summary (s)                |      |      |      |       |      |      |       |      |      |   |   |   |
| Phs Duration (G+Y+Rc), s         | 73.1 |      |      | 21.9  |      |      | 21.9  |      |      |   |   |   |
| Change Period (Y+Rc), s          | 6.8  |      |      | * 6.3 |      |      | * 6.3 |      |      |   |   |   |
| Max Green Setting (Gmax), s      | 64.0 |      |      | * 18  |      |      | * 18  |      |      |   |   |   |
| Max Q Clear Time (g_c+1), s      | 17.4 |      |      | 15.6  |      |      | 7.6   |      |      |   |   |   |
| Green Ext Time (p_c), s          | 0.8  |      |      | 0.1   |      |      | 0.2   |      |      |   |   |   |
| Summary (s)                      |      |      |      |       |      |      |       |      |      |   |   |   |
| HCM 6th Ctrl Delay               | 11.9 |      |      |       |      |      |       |      |      |   |   |   |
| HCM 6th LOS                      | B    |      |      |       |      |      |       |      |      |   |   |   |

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings  
1: US 1 & SW 174 St

Palmetto Bay Audi  
Future Condition w/o Project - PM Peak Hour

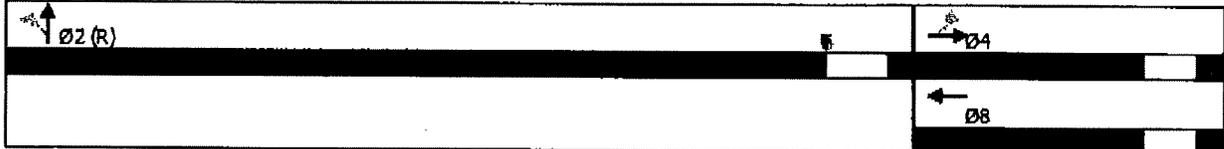


|                       | ←     | →     | ←↑↑   | ↑↑↑   |
|-----------------------|-------|-------|-------|-------|
| Lane Configurations   | ←     | →     | ←↑↑   | ↑↑↑   |
| Traffic Volume (vph)  | 85    | 48    | 79    | 1535  |
| Future Volume (vph)   | 85    | 48    | 79    | 1535  |
| Turn Type             | Perm  | NA    | NA    | NA    |
| Protected Phases      | 4     | 8     | 8     | 2     |
| Permitted Phases      | 4     |       |       |       |
| Detector Phase        | 4     | 4     | 8     | 2     |
| Switch Phase          |       |       |       |       |
| Minimum Initial (s)   | 7.0   | 7.0   | 7.0   | 7.0   |
| Minimum Split (s)     | 19.3  | 19.3  | 19.3  | 24.8  |
| Total Split (s)       | 24.3  | 24.3  | 24.3  | 70.8  |
| Total Split (%)       | 25.6% | 25.6% | 25.6% | 74.4% |
| Yellow Time (s)       | 4.0   | 4.0   | 4.0   | 4.8   |
| All-Red Time (s)      | 2.3   | 2.3   | 2.3   | 2.0   |
| Lost Time Adjust (s)  |       | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)   |       | 6.3   | 6.3   | 6.8   |
| Lead/Lag              |       |       |       |       |
| Lead-Lag Optimize?    |       |       |       |       |
| Recall Mode           | None  | None  | None  | C-Min |
| Act. Effct. Green (s) |       | 14.8  | 14.8  | 67.2  |
| Actuated g/C Ratio    |       | 0.16  | 0.16  | 0.71  |
| v/c Ratio             |       | 0.69  | 0.40  | 0.50  |
| Control Delay         |       | 53.4  | 33.5  | 7.4   |
| Queue Delay           |       | 0.0   | 0.0   | 0.0   |
| Total Delay           |       | 53.4  | 33.5  | 7.4   |
| LOS                   |       | D     | C     | A     |
| Approach Delay        |       | 53.4  | 33.5  | 7.4   |
| Approach LOS          |       | D     | C     | A     |

**Intersection Summary**

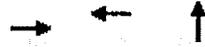
Cycle Length: 95.1  
 Actuated Cycle Length: 95.1  
 Offset: 43 (45%), Referenced to phase 2:NBTL and 6:, Start of Yellow  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 12.2  
 Intersection LOS: B  
 Intersection Capacity Utilization: 56.2%  
 ICU Level of Service: B  
 Analysis Period (min): 15

Splits and Phases: 1: US 1 & SW 174 St



Queues  
1: US 1 & SW 174 St

Palmetto Bay Audi  
Future Condition w/o Project - PM Peak Hour



|                         | EB   | WB   | SB   |
|-------------------------|------|------|------|
| Lane Group Flow (vph)   | 146  | 118  | 1773 |
| v/c Ratio               | 0.69 | 0.40 | 0.50 |
| Control Delay           | 53.4 | 33.5 | 7.4  |
| Queue Delay             | 0.0  | 0.0  | 0.0  |
| Total Delay             | 53.4 | 33.5 | 7.4  |
| Queue Length 50th (ft)  | 84   | 55   | 150  |
| Queue Length 95th (ft)  | 138  | 99   | 231  |
| Internal Link Dist (ft) | 262  | 256  | 639  |
| Turn Bay Length (ft)    |      |      |      |
| Base Capacity (vph)     | 268  | 365  | 3608 |
| Starvation Cap Reductn  | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.54 | 0.32 | 0.49 |

Intersection Summary

HCM 6th Signalized Intersection Summary  
 2: US 1 & Banyan St

Palmetto Bay Audi  
 Future Condition w/o Project - PM Peak Hour



| Lane Configurations          | ←    | →    | ←    | →    | ←    | →    | ← | →    | ← | →    | ←    | →    |
|------------------------------|------|------|------|------|------|------|---|------|---|------|------|------|
| Traffic Volume (veh/h)       | 0    | 93   | 54   | 80   | 107  | 0    | 0 | 0    | 0 | 124  | 2453 | 60   |
| Future Volume (veh/h)        | 0    | 93   | 54   | 80   | 107  | 0    | 0 | 0    | 0 | 124  | 2453 | 60   |
| 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 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |   |      |   | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |      | No   |      |      | No   |      |   |      |   | No   |      |      |
| Adj Sat Flow, veh/h/in       | 0    | 1870 | 1870 | 1870 | 1870 | 0    |   |      |   | 1900 | 1870 | 1900 |
| Adj Flow Rate, veh/h         | 0    | 106  | 61   | 91   | 122  | 0    |   |      |   | 141  | 2788 | 68   |
| Peak Hour Factor             | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |   |      |   | 0.88 | 0.88 | 0.88 |
| Percent Heavy Veh, %         | 0    | 2    | 2    | 2    | 2    | 0    |   |      |   | 0    | 2    | 0    |
| Cap, veh/h                   | 0    | 211  | 121  | 122  | 131  | 0    |   |      |   | 162  | 3408 | 85   |
| Arrive On Green              | 0.00 | 0.19 | 0.19 | 0.19 | 0.19 | 0.00 |   |      |   | 0.68 | 0.68 | 0.68 |
| Sat Flow, veh/h              | 0    | 1114 | 641  | 358  | 693  | 0    |   |      |   | 239  | 5043 | 126  |
| Grp Volume(v), veh/h         | 0    | 0    | 167  | 213  | 0    | 0    |   |      |   | 1095 | 906  | 996  |
| Grp Sat Flow(s), veh/h/in    | 0    | 0    | 1755 | 1050 | 0    | 0    |   |      |   | 1858 | 1702 | 1848 |
| Q Serve(g_s), s              | 0.0  | 0.0  | 8.1  | 9.9  | 0.0  | 0.0  |   |      |   | 44.1 | 35.1 | 36.0 |
| Cycle Q Clear(g_c), s        | 0.0  | 0.0  | 8.1  | 18.0 | 0.0  | 0.0  |   |      |   | 44.1 | 35.1 | 36.0 |
| Prop In Lane                 | 0.00 |      | 0.37 | 0.43 |      | 0.00 |   |      |   | 0.13 |      | 0.07 |
| Lane Grp Cap(c), veh/h       | 0    | 0    | 333  | 253  | 0    | 0    |   |      |   | 1256 | 1150 | 1249 |
| V/C Ratio(X)                 | 0.00 | 0.00 | 0.50 | 0.84 | 0.00 | 0.00 |   |      |   | 0.87 | 0.79 | 0.80 |
| Avail Cap(c_a), veh/h        | 0    | 0    | 333  | 253  | 0    | 0    |   |      |   | 1256 | 1150 | 1249 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |   |      |   | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |   |      |   | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 0.0  | 0.0  | 34.5 | 40.6 | 0.0  | 0.0  |   |      |   | 12.1 | 10.7 | 10.8 |
| Incr Delay (d2), s/veh       | 0.0  | 0.0  | 0.9  | 21.3 | 0.0  | 0.0  |   |      |   | 8.5  | 5.5  | 5.4  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |   |      |   | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/in     | 0.0  | 0.0  | 3.5  | 6.5  | 0.0  | 0.0  |   |      |   | 16.9 | 11.9 | 13.2 |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |   |      |   |      |      |      |
| LnGrp Delay(d),s/veh         | 0.0  | 0.0  | 35.4 | 61.9 | 0.0  | 0.0  |   |      |   | 20.6 | 16.2 | 16.2 |
| LnGrp LOS                    | A    | A    | D    | E    | A    | A    |   |      |   | C    | B    | B    |
| Approach Vol, veh/h          |      | 167  |      |      | 213  |      |   |      |   | 2997 |      |      |
| Approach Delay, s/veh        |      | 35.4 |      |      | 61.9 |      |   |      |   | 17.8 |      |      |
| Approach LOS                 |      | D    |      |      | E    |      |   |      |   | B    |      |      |
| Phs Duration (G+Y+Rc), s     |      |      |      | 24.0 |      | 71.0 |   | 24.0 |   |      |      |      |
| Change Period (Y+Rc), s      |      |      |      | 6.0  |      | 6.8  |   | 6.0  |   |      |      |      |
| Max Green Setting (Gmax), s  |      |      |      | 18.0 |      | 64.0 |   | 18.0 |   |      |      |      |
| Max Q Clear Time (g_c+I), s  |      |      |      | 10.1 |      | 46.1 |   | 20.0 |   |      |      |      |
| Green Ext Time (p_c), s      |      |      |      | 0.2  |      | 1.6  |   | 0.0  |   |      |      |      |
| HCM 6th Ctrl Delay           |      |      |      | 21.5 |      |      |   |      |   |      |      |      |
| HCM 6th LOS                  |      |      |      | C    |      |      |   |      |   |      |      |      |

Timings  
2: US 1 & Banyan St

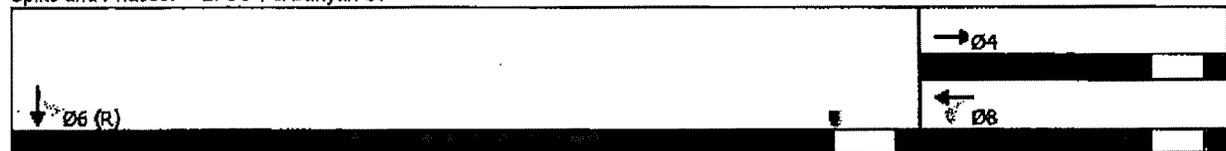
Palmetto Bay Audi  
Future Condition w/o Project - PM Peak Hour



|                      | →     | ↶     | ↷     | ↓     |
|----------------------|-------|-------|-------|-------|
| Lane Configurations  | 1     | 1     | 1     | 1     |
| Traffic Volume (vph) | 93    | 80    | 107   | 2453  |
| Future Volume (vph)  | 93    | 80    | 107   | 2453  |
| Turn Type            | NA    | Perm  | NA    | NA    |
| Protected Phases     | 4     |       | 8     | 6     |
| Permitted Phases     |       | 8     |       |       |
| Detector Phase       | 4     | 8     | 8     | 6     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 7.0   | 7.0   | 7.0   | 9.0   |
| Minimum Split (s)    | 24.0  | 24.0  | 24.0  | 26.8  |
| Total Split (s)      | 24.0  | 24.0  | 24.0  | 70.8  |
| Total Split (%)      | 26.3% | 26.3% | 25.3% | 74.7% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.8   |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) | 0.0   |       | 0.0   | 0.0   |
| Total Lost Time (s)  | 6.0   |       | 6.0   | 6.8   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | None  | None  | None  | C-Min |
| Act Effrt Green (s)  | 18.0  |       | 18.0  | 64.0  |
| Actuated g/C Ratio   | 0.19  |       | 0.19  | 0.68  |
| v/c Ratio            | 0.50  |       | 0.86  | 0.88  |
| Control Delay        | 39.1  |       | 69.0  | 16.3  |
| Queue Delay          | 0.0   |       | 0.0   | 0.0   |
| Total Delay          | 39.1  |       | 69.0  | 16.3  |
| LOS                  | D     |       | E     | B     |
| Approach Delay       | 39.1  |       | 69.0  | 16.3  |
| Approach LOS         | D     |       | E     | B     |

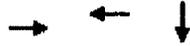
**Intersection Summary**  
 Cycle Length: 94.8  
 Actuated Cycle Length: 94.8  
 Offset: 92 (97%), Referenced to phase 2: and 6:SBTL, Start of Yellow  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay: 20.8  
 Intersection Capacity Utilization 85.2%  
 Analysis Period (min) 15  
 Intersection LOS: C  
 ICU Level of Service E

Splits and Phases: 2: US 1 & Banyan St



Queues  
2: US 1 & Banyan St

Palmetto Bay Audi  
Future Condition w/o Project - PM Peak Hour



|                         |      |      |      |
|-------------------------|------|------|------|
| Lane Group Flow (vph)   | 167  | 213  | 2997 |
| v/c Ratio               | 0.50 | 0.86 | 0.88 |
| Control Delay           | 39.1 | 69.0 | 16.3 |
| Queue Delay             | 0.0  | 0.0  | 0.0  |
| Total Delay             | 39.1 | 69.0 | 16.3 |
| Queue Length 50th (ft)  | 85   | 120  | 516  |
| Queue Length 95th (ft)  | 149  | #244 | 515  |
| Internal Link Dist (ft) | 300  | 224  | 396  |
| Turn Bay Length (ft)    |      |      |      |
| Base Capacity (vph)     | 352  | 258  | 3460 |
| Starvation Cap Reductn  | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.47 | 0.83 | 0.87 |

Section Summary

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

HCM 6th TWSC  
3: US 1 & Datura St

Palmetto Bay Audi  
Future Condition w/o Project - PM Peak Hour

Int Delay, s/veh 0.8

|                          |      |      |       |      |      |      |
|--------------------------|------|------|-------|------|------|------|
| Lane Configurations      |      |      |       |      | ↑↑↑  |      |
| Traffic Vol, veh/h       | 74   | 0    | 0     | 0    | 32   | 2579 |
| Future Vol, veh/h        | 74   | 0    | 0     | 0    | 32   | 2579 |
| 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    | -    | 16974 | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0     | -    | -    | 0    |
| Peak Hour Factor         | 89   | 89   | 89    | 89   | 89   | 89   |
| Heavy Vehicles, %        | 2    | 2    | 2     | 2    | 2    | 2    |
| Mvmt Flow                | 83   | 0    | 0     | 0    | 36   | 2898 |

|                      |      |   |      |   |
|----------------------|------|---|------|---|
| Conflicting Flow All | 1231 | - | 0    | 0 |
| Stage 1              | 0    | - | -    | - |
| Stage 2              | 1231 | - | -    | - |
| Critical Hdwy        | 5.74 | - | 5.34 | - |
| Critical Hdwy Stg 1  | -    | - | -    | - |
| Critical Hdwy Stg 2  | 6.04 | - | -    | - |
| Follow-up Hdwy       | 3.82 | - | 3.12 | - |
| Rel Cap-1 Maneuver   | 237  | 0 | -    | - |
| Stage 1              | -    | 0 | -    | - |
| Stage 2              | 214  | 0 | -    | - |
| Platoon blocked, %   | -    | - | -    | - |
| Mov Cap-1 Maneuver   | 237  | - | -    | - |
| Mov Cap-2 Maneuver   | 237  | - | -    | - |
| Stage 1              | -    | - | -    | - |
| Stage 2              | 214  | - | -    | - |

HCM Control Delay, s 28.2  
HCM LOS D

|                       |       |
|-----------------------|-------|
| Capacity (veh/h)      | 237   |
| HCM Lane V/C Ratio    | 0.351 |
| HCM Control Delay (s) | 28.2  |
| HCM Lane LOS          | D     |
| HCM 95th %ile Q(veh)  | 1.5   |

HCM 6th AWSC  
4: SW 97 Ave & Datura St

Palmetto Bay Audi  
Future Condition w/o Project - PM Peak Hour

|                           |     |
|---------------------------|-----|
| Intersection Delay, s/veh | 8.1 |
| Intersection LOS          | A   |

|                     | EB   | WB   | SB   | NB   | EB   | WB   | SB   | NB   | EB   | WB   | SB   | NB   |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      |      |      |      |      |      |      |      |      |      |      |      |
| Traffic Vol, veh/h  | 0    | 4    | 2    | 18   | 0    | 9    | 11   | 6    | 0    | 28   | 115  | 5    |
| Future Vol, veh/h   | 0    | 4    | 2    | 18   | 0    | 9    | 11   | 6    | 0    | 28   | 115  | 5    |
| Peak Hour Factor    | 0.92 | 0.88 | 0.88 | 0.88 | 0.92 | 0.88 | 0.88 | 0.88 | 0.92 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 0    | 5    | 2    | 20   | 0    | 10   | 13   | 7    | 0    | 32   | 131  | 6    |
| Number of Lanes     | 0    | 0    | 1    | 1    | 0    | 0    | 1    | 0    | 0    | 0    | 1    | 0    |

|                            | EB  | WB  | SB  | NB |
|----------------------------|-----|-----|-----|----|
| Opposing Approach          | WB  | EB  | SB  |    |
| Opposing Lanes             | 1   | 2   | 1   |    |
| Conflicting Approach Left  | SB  | NB  | EB  |    |
| Conflicting Lanes Left     | 1   | 1   | 2   |    |
| Conflicting Approach Right | NB  | SB  | WB  |    |
| Conflicting Lanes Right    | 1   | 1   | 1   |    |
| HCM Control Delay          | 7.7 | 7.9 | 8.3 |    |
| HCM LOS                    | A   | A   | A   |    |

|                        | EB    | WB    | SB    | NB    |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 19%   | 67%   | 0%    | 35%   |
| Vol Thru, %            | 78%   | 33%   | 0%    | 42%   |
| Vol Right, %           | 3%    | 0%    | 100%  | 23%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 148   | 6     | 18    | 26    |
| LT Vol                 | 28    | 4     | 0     | 9     |
| Through Vol            | 115   | 2     | 0     | 11    |
| RT Vol                 | 6     | 0     | 18    | 6     |
| Lane Flow Rate         | 168   | 7     | 20    | 30    |
| Geometry Grp           | 2     | 7     | 7     | 6     |
| Degree of Util (X)     | 0.195 | 0.011 | 0.026 | 0.039 |
| Departure Headway (Hd) | 4.174 | 5.624 | 4.584 | 4.725 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 848   | 640   | 785   | 762   |
| Service Time           | 2.258 | 3.326 | 2.285 | 2.727 |
| HCM Lane V/C Ratio     | 0.198 | 0.011 | 0.025 | 0.039 |
| HCM Control Delay      | 8.3   | 8.4   | 7.4   | 7.9   |
| HCM Lane LOS           | A     | A     | A     | A     |
| HCM 95th-ile Q         | 0.7   | 0     | 0.1   | 0.1   |

Intersection Delay, s/veh  
 Intersection LOS

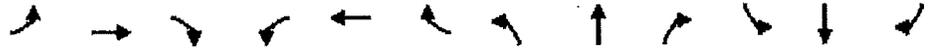
|                     | SB   | EB   | WB   | NB   |
|---------------------|------|------|------|------|
| Lane Configurations |      |      |      | +    |
| Traffic Vol, veh/h  | 0    | 6    | 96   | 45   |
| Future Vol, veh/h   | 0    | 6    | 96   | 45   |
| Peak Hour Factor    | 0.92 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 0    | 7    | 109  | 51   |
| Number of Lanes     | 0    | 0    | 1    | 0    |

|                            | SB |
|----------------------------|----|
| Opposing Approach          | NB |
| Opposing Lanes             | 1  |
| Conflicting Approach Left  | WB |
| Conflicting Lanes Left     | 1  |
| Conflicting Approach Right | EB |
| Conflicting Lanes Right    | 2  |
| HCM Control Delay          | 8  |
| HCM LOS                    | A  |



HCM 6th Signalized Intersection Summary  
 1: US 1 & SW 174 St

Audi Miami South  
 Future Condition w/Project - AM Peak Hour



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SEB | SEB | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|-----|-----|-----|
| Lane Configurations          |      | 4    |      |      | 1    |      | 4    | 4    |      |     |     |     |
| Traffic Volume (veh/h)       | 59   | 37   | 0    | 0    | 76   | 20   | 6    | 2389 | 54   | 0   | 0   | 0   |
| Future Volume (veh/h)        | 59   | 37   | 0    | 0    | 76   | 20   | 6    | 2389 | 54   | 0   | 0   | 0   |
| Initial Q (Qb), veh          | 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 |     |     |     |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Work Zone On Approach        |      | No   |      |      | No   |      |      | No   |      |     |     |     |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 0    | 0    | 1870 | 1870 | 1900 | 1870 | 1900 |     |     |     |
| Adj Flow Rate, veh/h         | 60   | 37   | 0    | 0    | 77   | 20   | 6    | 2413 | 55   |     |     |     |
| Peak Hour Factor             | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |     |     |     |
| Percent Heavy Veh, %         | 2    | 2    | 0    | 0    | 2    | 2    | 0    | 2    | 0    |     |     |     |
| Cap, veh/h                   | 124  | 63   | 0    | 0    | 170  | 44   | 9    | 3927 | 92   |     |     |     |
| Arrive On Green              | 0.12 | 0.12 | 0.00 | 0.00 | 0.12 | 0.12 | 0.74 | 0.74 | 0.74 |     |     |     |
| Sat Flow, veh/h              | 526  | 528  | 0    | 0    | 1432 | 372  | 12   | 5283 | 124  |     |     |     |
| Grp Volume(v), veh/h         | 97   | 0    | 0    | 0    | 0    | 97   | 905  | 750  | 819  |     |     |     |
| Grp Sat Flow(s),veh/h/ln     | 1054 | 0    | 0    | 0    | 0    | 1803 | 1870 | 1702 | 1848 |     |     |     |
| Q Serve(g_s), s              | 4.6  | 0.0  | 0.0  | 0.0  | 0.0  | 4.8  | 22.9 | 19.2 | 19.4 |     |     |     |
| Cycle Q Clear(g_c), s        | 9.3  | 0.0  | 0.0  | 0.0  | 0.0  | 4.8  | 22.9 | 19.2 | 19.4 |     |     |     |
| Prop In Lane                 | 0.62 |      | 0.00 | 0.00 |      | 0.21 | 0.01 |      | 0.07 |     |     |     |
| Lane Grp Cap(c), veh/h       | 187  | 0    | 0    | 0    | 0    | 214  | 1390 | 1285 | 1373 |     |     |     |
| V/C Ratio(X)                 | 0.52 | 0.00 | 0.00 | 0.00 | 0.00 | 0.45 | 0.65 | 0.59 | 0.60 |     |     |     |
| Avail Cap(c_a), veh/h        | 213  | 0    | 0    | 0    | 0    | 247  | 1390 | 1265 | 1373 |     |     |     |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Upstream Filter(I)           | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Uniform Delay (d), s/veh     | 41.7 | 0.0  | 0.0  | 0.0  | 0.0  | 39.0 | 6.1  | 5.6  | 5.6  |     |     |     |
| Incr.Delay (d2), s/veh       | 1.7  | 0.0  | 0.0  | 0.0  | 0.0  | 1.1  | 2.4  | 2.0  | 1.9  |     |     |     |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |     |     |     |
| %ile BackOfQ(50%),veh/ln     | 2.3  | 0.0  | 0.0  | 0.0  | 0.0  | 2.2  | 7.0  | 5.3  | 5.8  |     |     |     |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |     |     |     |
| LnGrp Delay(d),s/veh         | 43.4 | 0.0  | 0.0  | 0.0  | 0.0  | 40.1 | 8.5  | 7.6  | 7.5  |     |     |     |
| LnGrp LOS                    | D    | A    | A    | A    | A    | D    | A    | A    | A    |     |     |     |

|                       |  |      |  |  |      |  |  |      |  |  |  |  |
|-----------------------|--|------|--|--|------|--|--|------|--|--|--|--|
| Approach Vol, veh/h   |  | 97   |  |  | 97   |  |  | 2474 |  |  |  |  |
| Approach Delay, s/veh |  | 43.4 |  |  | 40.1 |  |  | 7.9  |  |  |  |  |
| Approach LOS          |  | D    |  |  | D    |  |  | A    |  |  |  |  |

| Timer Assigned Pts           |      |       |       |
|------------------------------|------|-------|-------|
| Phs Duration (G+Y+Rc), s     | 77.4 | 17.6  | 17.6  |
| Change Period (Y+Rc), s      | 6.8  | * 6.3 | * 6.3 |
| Max Green Setting (Gmax), s  | 69.0 | * 13  | * 13  |
| Max Q Clear Time (g_c+I1), s | 24.9 | 11.3  | 6.8   |
| Green Ext Time (p_c), s      | 1.2  | 0.0   | 0.1   |

| Intersection Summary |      |
|----------------------|------|
| HCM 6th Ctrl Delay   | 10.4 |
| HCM 6th LOS          | B    |

Notes  
 \* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings  
1: US 1 & SW 174 St

Audi Miami South  
Future Condition w/Project - AM Peak Hour

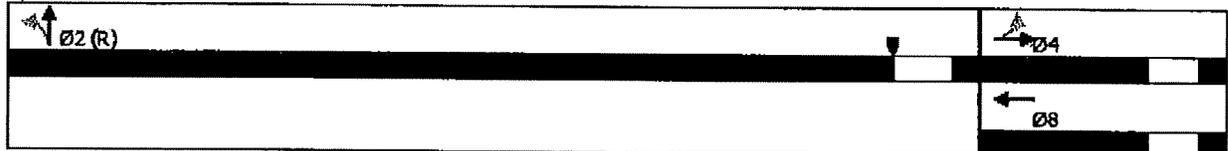


| Lane Group           | EBL   | EBT   | WBT   | WBL   |
|----------------------|-------|-------|-------|-------|
| Lane Configurations  |       | ↕     | ↗     | ↖↗    |
| Traffic Volume (vph) | 59    | 37    | 76    | 2389  |
| Future Volume (vph)  | 59    | 37    | 76    | 2389  |
| Turn Type            | Perm  | NA    | NA    | NA    |
| Protected Phases     |       | 4     | 8     | 2     |
| Permitted Phases     | 4     |       |       |       |
| Detector Phase       | 4     | 4     | 8     | 2     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 7.0   | 7.0   | 7.0   | 7.0   |
| Minimum Split (s)    | 19.3  | 19.3  | 19.3  | 24.8  |
| Total Split (s)      | 19.3  | 19.3  | 19.3  | 75.8  |
| Total Split (%)      | 20.3% | 20.3% | 20.3% | 79.7% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.8   |
| All-Red Time (s)     | 2.3   | 2.3   | 2.3   | 2.0   |
| Lost Time Adjust (s) |       | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  |       | 6.3   | 6.3   | 6.8   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | None  | None  | None  | C-Min |
| Act Effect Green (s) |       | 11.5  | 11.5  | 74.5  |
| Actuated g/C Ratio   |       | 0.12  | 0.12  | 0.78  |
| v/c Ratio            |       | 0.57  | 0.43  | 0.62  |
| Control Delay        |       | 52.0  | 38.9  | 6.9   |
| Queue Delay          |       | 0.0   | 0.0   | 0.0   |
| Total Delay          |       | 52.0  | 38.9  | 6.9   |
| LOS                  |       | D     | D     | A     |
| Approach Delay       |       | 52.0  | 38.9  | 6.9   |
| Approach LOS         |       | D     | D     | A     |

Intersection Summary

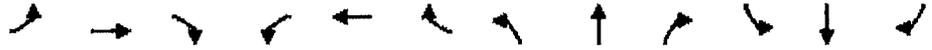
Cycle Length: 95.1  
 Actuated Cycle Length: 95.1  
 Offset: 47 (49%); Referenced to phase 2:NBTL and 6.; Start of Yellow  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.62  
 Intersection Signal Delay: 9.7  
 Intersection Capacity Utilization 70.3%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service C

Splits and Phases: 1: US 1 & SW 174 St



HCM 6th Signalized Intersection Summary  
2: US 1 & Banyan St

Audi Miami South  
Future Condition w/Project - AM Peak Hour



| Movement                     | EB   | EB   | EB   | WB   | WB   | WB   | NB | NB | NB | SB   | SB   | SB   |
|------------------------------|------|------|------|------|------|------|----|----|----|------|------|------|
| Lane Configurations          |      | ↔    |      |      | ↔    |      |    |    |    |      | ↔↔↔  |      |
| Traffic Volume (veh/h)       | 0    | 85   | 58   | 41   | 81   | 0    | 0  | 0  | 0  | 63   | 997  | 34   |
| Future Volume (veh/h)        | 0    | 85   | 58   | 41   | 81   | 0    | 0  | 0  | 0  | 63   | 997  | 34   |
| 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 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |    |    |    | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |      | No   |      |      | No   |      |    |    |    |      | No   |      |
| Adj Sat Flow, veh/h/ln       | 0    | 1870 | 1870 | 1870 | 1870 | 0    |    |    |    | 1900 | 1870 | 1900 |
| Adj Flow Rate, veh/h         | 0    | 91   | 62   | 44   | 87   | 0    |    |    |    | 68   | 1072 | 37   |
| Peak Hour Factor             | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |    |    |    | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, %         | 0    | 2    | 2    | 2    | 2    | 0    |    |    |    | 0    | 2    | 0    |
| Cap, veh/h                   | 0    | 149  | 102  | 84   | 130  | 0    |    |    |    | 212  | 3555 | 127  |
| Arrive On Green              | 0.00 | 0.14 | 0.14 | 0.14 | 0.14 | 0.00 |    |    |    | 0.72 | 0.72 | 0.72 |
| Sat Flow, veh/h              | 0    | 1037 | 706  | 229  | 906  | 0    |    |    |    | 293  | 4928 | 175  |
| Grp Volume(v), veh/h         | 0    | 0    | 153  | 131  | 0    | 0    |    |    |    | 430  | 359  | 388  |
| Grp Sat Flow(s), veh/h/ln    | 0    | 0    | 1743 | 1135 | 0    | 0    |    |    |    | 1856 | 1702 | 1839 |
| Q Serve(g_s), s              | 0.0  | 0.0  | 7.8  | 3.7  | 0.0  | 0.0  |    |    |    | 8.0  | 7.1  | 7.1  |
| Cycle Q Clear(g_c), s        | 0.0  | 0.0  | 7.8  | 11.6 | 0.0  | 0.0  |    |    |    | 8.0  | 7.1  | 7.1  |
| Prop In Lane                 | 0.00 |      | 0.41 | 0.34 |      | 0.00 |    |    |    | 0.16 |      | 0.10 |
| Lane Grp Cap(c), veh/h       | 0    | 0    | 251  | 214  | 0    | 0    |    |    |    | 1339 | 1228 | 1327 |
| V/C Ratio(X)                 | 0.00 | 0.00 | 0.61 | 0.61 | 0.00 | 0.00 |    |    |    | 0.32 | 0.29 | 0.29 |
| Avail Cap(c_a), veh/h        | 0    | 0    | 330  | 287  | 0    | 0    |    |    |    | 1339 | 1228 | 1327 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |    |    |    | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |    |    |    | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 0.0  | 0.0  | 38.2 | 39.6 | 0.0  | 0.0  |    |    |    | 4.8  | 4.7  | 4.7  |
| Incr Delay (d2), s/veh       | 0.0  | 0.0  | 1.8  | 2.1  | 0.0  | 0.0  |    |    |    | 0.6  | 0.6  | 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  |
| %ile BackOfQ(50%),veh/ln     | 0.0  | 0.0  | 3.4  | 3.1  | 0.0  | 0.0  |    |    |    | 2.5  | 2.0  | 2.2  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |    |    |    |      |      |      |
| LnGrp Delay(d),s/veh         | 0.0  | 0.0  | 40.0 | 41.7 | 0.0  | 0.0  |    |    |    | 5.4  | 5.3  | 5.2  |
| LnGrp LOS                    | A    | A    | D    | D    | A    | A    |    |    |    | A    | A    | A    |
| Approach Vol, veh/h          |      | 153  |      |      | 131  |      |    |    |    |      | 1177 |      |
| Approach Delay, s/veh        |      | 40.0 |      |      | 41.7 |      |    |    |    |      | 5.3  |      |
| Approach LOS                 |      | D    |      |      | D    |      |    |    |    |      | A    |      |

| Time-Associated Phs          |  |      |      |
|------------------------------|--|------|------|
| Phs Duration (G+Y+Rc), s     |  | 19.7 | 75.3 |
| Change Period (Y+Rc), s      |  | 6.0  | 6.8  |
| Max Green Setting (Gmax), s  |  | 18.0 | 64.0 |
| Max Q Clear Time (g_c+I1), s |  | 9.8  | 10.0 |
| Green Ext Time (p_c), s      |  | 0.2  | 0.5  |

| Intersection Summary |      |
|----------------------|------|
| HCM 6th Ctrl Delay   | 12.2 |
| HCM 6th LOS          | B    |

Timings  
2: US 1 & Banyan St

Audi Miami South  
Future Condition w/Project - AM Peak Hour



| Lane Group           | EB    | WB    | WB    | EB    |
|----------------------|-------|-------|-------|-------|
| Lane Configurations  | ↔     |       | ↔     | ↔↔    |
| Traffic Volume (vph) | 85    | 41    | 81    | 997   |
| Future Volume (vph)  | 85    | 41    | 81    | 997   |
| Turn Type            | NA    | Perm  | NA    | NA    |
| Protected Phases     | 4     |       | 8     | 6     |
| Permitted Phases     |       | 8     |       |       |
| Detector Phase       | 4     | 8     | 8     | 6     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 7.0   | 7.0   | 7.0   | 9.0   |
| Minimum Split (s)    | 24.0  | 24.0  | 24.0  | 26.8  |
| Total Split (s)      | 24.0  | 24.0  | 24.0  | 70.8  |
| Total Split (%)      | 25.3% | 25.3% | 25.3% | 74.7% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.8   |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) | 0.0   |       | 0.0   | 0.0   |
| Total Lost Time (s)  | 6.0   |       | 6.0   | 6.8   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | None  | None  | None  | C-Min |
| Act Effect Green (s) | 12.8  |       | 12.8  | 69.2  |
| Actuated g/C Ratio   | 0.14  |       | 0.14  | 0.73  |
| v/c Ratio            | 0.58  |       | 0.72  | 0.32  |
| Control Delay        | 38.3  |       | 60.5  | 5.1   |
| Queue Delay          | 0.0   |       | 0.0   | 0.0   |
| Total Delay          | 38.3  |       | 60.5  | 5.1   |
| LOS                  | D     |       | E     | A     |
| Approach Delay       | 38.3  |       | 60.5  | 5.1   |
| Approach LOS         | D     |       | E     | A     |

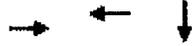
**Intersection Summary**  
 Cycle Length: 94.8  
 Actuated Cycle Length: 94.8  
 Offset: 79 (83%), Referenced to phase 2: and 6:SBTL, Start of Yellow  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.72  
 Intersection Signal Delay: 13.5  
 Intersection LOS: B  
 Intersection Capacity Utilization 51.5%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 2: US 1 & Banyan St



Queues  
2: US 1 & Banyan St

Audi Miami South  
Future Condition w/Project - AM Peak Hour



| Lane Group              | EBT  | WB1  | SB1  |
|-------------------------|------|------|------|
| Lane Group Flow (vph)   | 153  | 131  | 1177 |
| v/c Ratio               | 0.58 | 0.72 | 0.32 |
| Control Delay           | 38.3 | 60.5 | 5.1  |
| Queue Delay             | 0.0  | 0.0  | 0.0  |
| Total Delay             | 38.3 | 60.5 | 5.1  |
| Queue Length 50th (ft)  | 69   | 77   | 75   |
| Queue Length 95th (ft)  | 123  | 131  | 118  |
| Internal Link Dist (ft) | 300  | 81   | 396  |
| Turn Bay Length (ft)    |      |      |      |
| Base Capacity (vph)     | 360  | 256  | 3687 |
| Starvation Cap Reductn  | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.42 | 0.51 | 0.32 |

Intersection Summary

HCM 6th TWSC  
3: US 1 & Datura St

Audi Miami South  
Future Condition w/Project - AM Peak Hour

**Intersection**

Int Delay, s/veh 0.5

**Approach** WBL WBR NBT NBR SBL SBT

|                          | WBL  | WBR  | NBT   | NBR  | SBL  | SBT  |
|--------------------------|------|------|-------|------|------|------|
| Lane Configurations      | ↖    |      |       |      | ↗↗↗  |      |
| Traffic Vol, veh/h       | 40   | 0    | 0     | 0    | 55   | 1001 |
| Future Vol, veh/h        | 40   | 0    | 0     | 0    | 55   | 1001 |
| 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    | -    | 16974 | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0     | -    | -    | 0    |
| Peak Hour Factor         | 93   | 93   | 93    | 93   | 93   | 93   |
| Heavy Vehicles, %        | 2    | 2    | 2     | 2    | 2    | 2    |
| Mvmt Flow                | 43   | 0    | 0     | 0    | 59   | 1076 |

**Flow/Minor** Minor 1 Major 2

|                      |      |   |      |   |
|----------------------|------|---|------|---|
| Conflicting Flow All | 548  | - | 0    | 0 |
| Stage 1              | 0    | - | -    | - |
| Stage 2              | 548  | - | -    | - |
| Critical Hdwy        | 5.74 | - | 5.34 | - |
| Critical Hdwy Stg 1  | -    | - | -    | - |
| Critical Hdwy Stg 2  | 6.04 | - | -    | - |
| Follow-up Hdwy       | 3.82 | - | 3.12 | - |
| Pot Cap-1 Maneuver   | 519  | 0 | -    | - |
| Stage 1              | -    | 0 | -    | - |
| Stage 2              | 496  | 0 | -    | - |
| Platoon blocked, %   | -    | - | -    | - |
| Mov Cap-1 Maneuver   | 519  | - | -    | - |
| Mov Cap-2 Maneuver   | 519  | - | -    | - |
| Stage 1              | -    | - | -    | - |
| Stage 2              | 496  | - | -    | - |

**Approach** WB

|                      |      |
|----------------------|------|
| HCM Control Delay, s | 12.6 |
| HCM LOS              | B    |

**Minor Lane/Minor Mvmt** WBL N1 SBL SBT

|                       |       |   |   |
|-----------------------|-------|---|---|
| Capacity (veh/h)      | 519   | - | - |
| HCM Lane V/C Ratio    | 0.083 | - | - |
| HCM Control Delay (s) | 12.6  | - | - |
| HCM Lane LOS          | B     | - | - |
| HCM 95th %tile Q(veh) | 0.3   | - | - |

HCM 6th AWSC  
4: SW 97 Ave & Datura St

Audi Miami South  
Future Condition w/Project - AM Peak Hour

**Intersection**

Intersection Delay, s/veh 7.6  
Intersection LOS A

| Movement            | EBU  | EBL  | EBT  | EBR  | WBU  | WBL  | WBT  | WBR  | NBU  | NBL  | NBT  | NBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      |      | ↑    | ↑    |      |      | ↕    | ↕    |      |      | ↕    | ↕    |
| Traffic Vol, veh/h  | 0    | 1    | 2    | 12   | 0    | 3    | 0    | 3    | 0    | 34   | 83   | 7    |
| Future Vol, veh/h   | 0    | 1    | 2    | 12   | 0    | 3    | 0    | 3    | 0    | 34   | 83   | 7    |
| Peak Hour Factor    | 0.92 | 0.84 | 0.84 | 0.84 | 0.82 | 0.84 | 0.84 | 0.84 | 0.92 | 0.84 | 0.84 | 0.84 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 0    | 1    | 2    | 14   | 0    | 4    | 0    | 4    | 0    | 40   | 99   | 8    |
| Number of Lanes     | 0    | 0    | 1    | 1    | 0    | 0    | 1    | 0    | 0    | 0    | 1    | 0    |

| Approach                   | EB  | WB  | NB  |
|----------------------------|-----|-----|-----|
| Opposing Approach          | WB  | EB  | SB  |
| Opposing Lanes             | 1   | 2   | 1   |
| Conflicting Approach Left  | SB  | NB  | EB  |
| Conflicting Lanes Left     | 1   | 1   | 2   |
| Conflicting Approach Right | NB  | SB  | WB  |
| Conflicting Lanes Right    | 1   | 1   | 1   |
| HCM Control Delay          | 7.3 | 7.4 | 7.9 |
| HCM LOS                    | A   | A   | A   |

| Lane                   | NBL   | EBL   | EBR   | WBL   | SBL   |
|------------------------|-------|-------|-------|-------|-------|
| Vol Left, %            | 27%   | 33%   | 0%    | 50%   | 7%    |
| Vol Thru, %            | 67%   | 67%   | 0%    | 0%    | 53%   |
| Vol Right, %           | 6%    | 0%    | 100%  | 50%   | 40%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 124   | 3     | 12    | 6     | 70    |
| LT Vol                 | 34    | 1     | 0     | 3     | 5     |
| Through Vol            | 83    | 2     | 0     | 0     | 37    |
| RT Vol                 | 7     | 0     | 12    | 3     | 28    |
| Lane Flow Rate         | 148   | 4     | 14    | 7     | 83    |
| Geometry Grp           | 2     | 7     | 7     | 5     | 2     |
| Degree of Util (X)     | 0.166 | 0.005 | 0.017 | 0.009 | 0.089 |
| Departure Headway (Hd) | 4.06  | 5.103 | 4.233 | 4.347 | 3.861 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 883   | 692   | 832   | 828   | 923   |
| Service Time           | 2.09  | 2.9   | 2.03  | 2.347 | 1.908 |
| HCM Lane V/C Ratio     | 0.168 | 0.006 | 0.017 | 0.008 | 0.09  |
| HCM Control Delay      | 7.9   | 7.9   | 7.1   | 7.4   | 7.3   |
| HCM Lane LOS           | A     | A     | A     | A     | A     |
| HCM 95th-ile Q         | 0.6   | 0     | 0.1   | 0     | 0.3   |

HCM 6th AWSC  
 4: SW 97 Ave & Datura St

Audi Miami South  
 Future Condition w/Project - AM Peak Hour

**Intersection Delay, s/veh**

Intersection LOS

**Movement**

|                     | SBU  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|
| Lane Configurations |      |      | ↕    |      |
| Traffic Vol, veh/h  | 0    | 5    | 37   | 28   |
| Future Vol, veh/h   | 0    | 5    | 37   | 28   |
| Peak Hour Factor    | 0.92 | 0.84 | 0.84 | 0.84 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 0    | 6    | 44   | 33   |
| Number of Lanes     | 0    | 0    | 1    | 0    |

**Approach**

|                            | SB  |
|----------------------------|-----|
| Opposing Approach          | NB  |
| Opposing Lanes             | 1   |
| Conflicting Approach Left  | WB  |
| Conflicting Lanes Left     | 1   |
| Conflicting Approach Right | EB  |
| Conflicting Lanes Right    | 2   |
| HCM Control Delay          | 7.3 |
| HCM LOS                    | A   |

HCM 6th TWSC  
5: Datura St & DW1

Audi Miami South  
Future Condition w/Project - AM Peak Hour

**Intersection**

Int Delay, s/veh 3.2

**Approach** EBL EBT WBL WBR SBL SBR

| Approach                 | EBL  | EBT  | WBL  | WBR  | SBL  | SBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | 4    |      | 4    |      | 4    |      |
| Traffic Vol, veh/h       | 51   | 13   | 31   | 31   | 2    | 3    |
| Future Vol, veh/h        | 51   | 13   | 31   | 31   | 2    | 3    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 55   | 14   | 34   | 34   | 2    | 3    |

**Major/Minor** Major Minor

| Major/Minor          | Major | Minor |
|----------------------|-------|-------|
| Conflicting Flow All | 68    | 0     |
| Stage 1              | -     | -     |
| Stage 2              | -     | -     |
| Critical Hdwy        | 4.12  | 6.42  |
| Critical Hdwy Stg 1  | -     | 5.42  |
| Critical Hdwy Stg 2  | -     | 5.42  |
| Follow-up Hdwy       | 2.218 | 3.518 |
| Pot Cap-1 Maneuver   | 1533  | 815   |
| Stage 1              | -     | 971   |
| Stage 2              | -     | 902   |
| Platoon blocked, %   | -     | -     |
| Mov Cap-1 Maneuver   | 1533  | 786   |
| Mov Cap-2 Maneuver   | -     | 786   |
| Stage 1              | -     | 936   |
| Stage 2              | -     | 902   |

**Approach** EBL WBL SBL

| Approach             | EBL | WBL | SBL |
|----------------------|-----|-----|-----|
| HCM Control Delay, s | 5.9 | 0   | 9   |
| HCM LOS              |     |     | A   |

**Minor Lane/Major Mvmt** EBL EBT WBL WBR SBL

| Minor Lane/Major Mvmt | EBL   | EBT | WBL | WBR | SBL   |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 1533  | -   | -   | -   | 910   |
| HCM Lane V/C Ratio    | 0.036 | -   | -   | -   | 0.006 |
| HCM Control Delay (s) | 7.4   | 0   | -   | -   | 9     |
| HCM Lane LOS          | A     | A   | -   | -   | A     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | -   | 0     |

HCM 6th TWSC  
6: DW2 & Banyan St

Audi Miami South  
Future Condition w/Project - AM Peak Hour

**Intersection**

Int Delay, s/veh 0.8

**Movement**

|                          | EB1  | EBR  | WBL  | WBR  | NB1  | NBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | ↑    |      |      | ↑    | ↓    | ↓    |
| Traffic Vol, veh/h       | 148  | 0    | 0    | 110  | 12   | 11   |
| Future Vol, veh/h        | 148  | 0    | 0    | 110  | 12   | 11   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | 0    | 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                | 161  | 0    | 0    | 120  | 13   | 12   |

**Intersection**

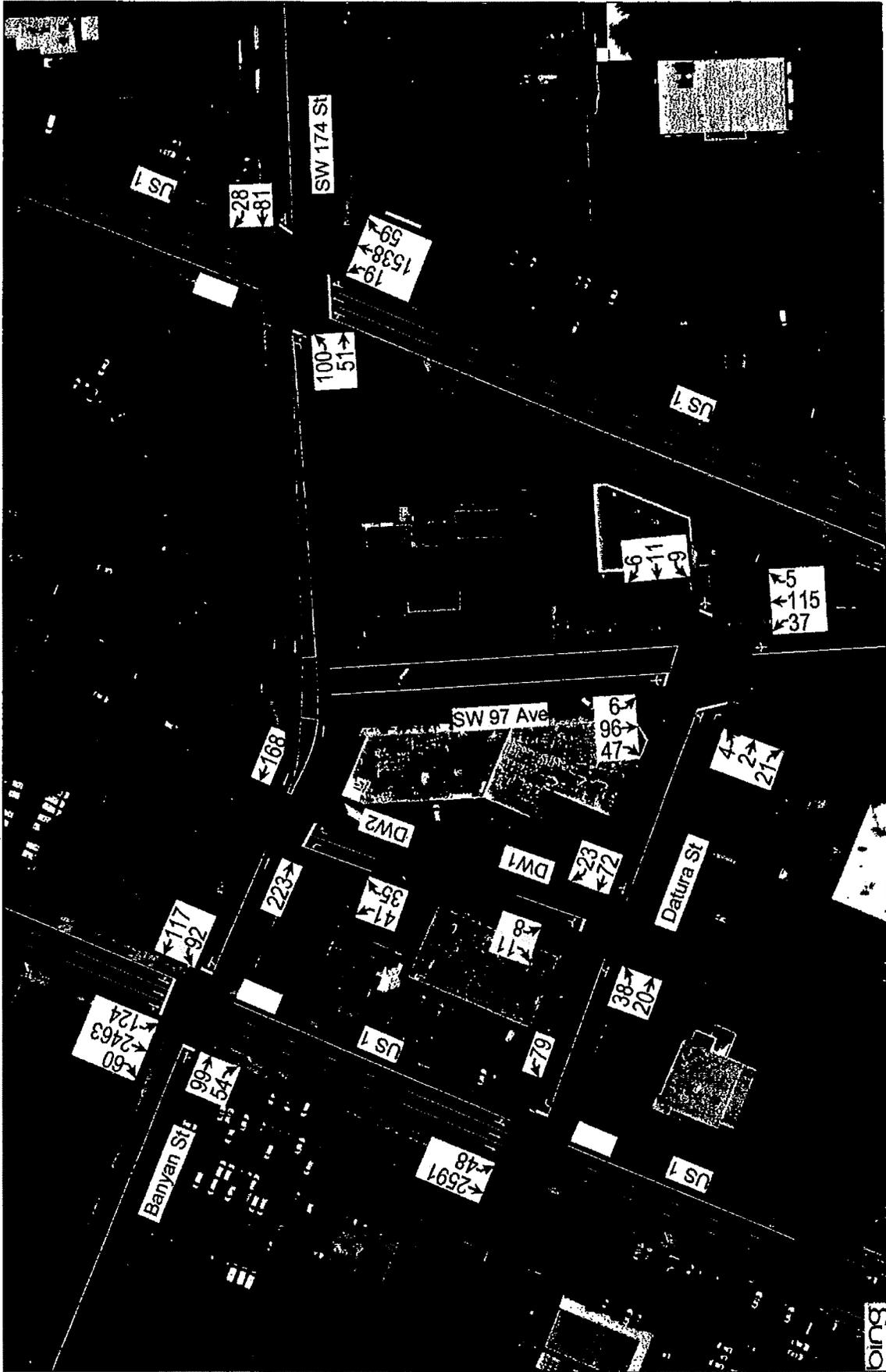
|                      | Major | Major | Minor |
|----------------------|-------|-------|-------|
| Conflicting Flow All | 0     | -     | -     |
| Stage 1              | -     | -     | -     |
| Stage 2              | -     | -     | -     |
| Critical Hdwy        | -     | -     | -     |
| Critical Hdwy Stg 1  | -     | -     | -     |
| Critical Hdwy Stg 2  | -     | -     | -     |
| Follow-up Hdwy       | -     | -     | -     |
| Pot Cap-1 Maneuver   | -     | 0     | 0     |
| Stage 1              | -     | 0     | 0     |
| Stage 2              | -     | 0     | 0     |
| Platoon blocked, %   | -     | -     | -     |
| Mov Cap-1 Maneuver   | -     | -     | -     |
| Mov Cap-2 Maneuver   | -     | -     | -     |
| Stage 1              | -     | -     | -     |
| Stage 2              | -     | -     | -     |

**Approach**

|                      | EB | WB | NB  |
|----------------------|----|----|-----|
| HCM Control Delay, s | 0  | 0  | 9.7 |
| HCM LOS              |    |    | A   |

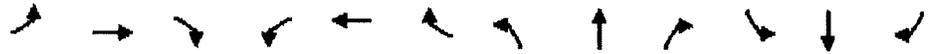
**Intersection Lane V/C Ratio**

|                       | NBL   | NBL2  | EB1 | WB1 |
|-----------------------|-------|-------|-----|-----|
| Capacity (veh/h)      | 709   | 884   | -   | -   |
| HCM Lane V/C Ratio    | 0.018 | 0.014 | -   | -   |
| HCM Control Delay (s) | 10.2  | 9.1   | -   | -   |
| HCM Lane LOS          | B     | A     | -   | -   |
| HCM 95th %tile Q(veh) | 0.1   | 0     | -   | -   |



HCM 6th Signalized Intersection Summary  
 1: US 1 & SW 174 St

Audi Miami South  
 Future Condition w/ Project - PM Peak Hour



|                              | EB   | WB   | NB   | SB   | EB   | WB   | NB   | SB   | EB   | WB | NB | SB |
|------------------------------|------|------|------|------|------|------|------|------|------|----|----|----|
| Lane Configurations          | ←    |      | →    |      | ←    |      | →    |      | ←    |    | →  |    |
| Traffic Volume (veh/h)       | 100  | 51   | 0    | 0    | 81   | 28   | 19   | 1538 | 59   | 0  | 0  | 0  |
| Future Volume (veh/h)        | 100  | 51   | 0    | 0    | 81   | 28   | 19   | 1538 | 59   | 0  | 0  | 0  |
| 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 |    |    |    |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |    |    |    |
| Work Zone On Approach        | No   |      |      |      | No   |      |      |      | No   |    |    |    |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 0    | 0    | 1870 | 1870 | 1900 | 1870 | 1900 |    |    |    |
| Adj Flow Rate, veh/h         | 110  | 56   | 0    | 0    | 89   | 31   | 21   | 1690 | 65   |    |    |    |
| Peak Hour Factor             | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |    |    |    |
| Percent Heavy Veh, %         | 2    | 2    | 0    | 0    | 2    | 2    | 0    | 2    | 0    |    |    |    |
| Cap, veh/h                   | 178  | 78   | 0    | 0    | 239  | 83   | 41   | 3504 | 139  |    |    |    |
| Arrive On Green              | 0.18 | 0.18 | 0.00 | 0.00 | 0.18 | 0.18 | 0.68 | 0.68 | 0.68 |    |    |    |
| Sat Flow, veh/h              | 635  | 495  | 0    | 0    | 1326 | 462  | 60   | 5138 | 204  |    |    |    |
| Grp Volume(v), veh/h         | 166  | 0    | 0    | 0    | 0    | 120  | 652  | 541  | 583  |    |    |    |
| Grp Sat Flow(s), veh/h/ln    | 1070 | 0    | 0    | 0    | 0    | 1787 | 1867 | 1702 | 1834 |    |    |    |
| Q Serve(g_s), s              | 9.5  | 0.0  | 0.0  | 0.0  | 0.0  | 5.6  | 16.2 | 14.1 | 14.1 |    |    |    |
| Cycle Q Clear(g_c), s        | 15.1 | 0.0  | 0.0  | 0.0  | 0.0  | 5.6  | 16.2 | 14.1 | 14.1 |    |    |    |
| Prop In Lane                 | 0.66 |      | 0.00 | 0.00 |      | 0.26 | 0.03 |      | 0.11 |    |    |    |
| Lane Grp Cap(c), veh/h       | 258  | 0    | 0    | 0    | 0    | 322  | 1273 | 1161 | 1250 |    |    |    |
| V/C Ratio(X)                 | 0.65 | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.51 | 0.47 | 0.47 |    |    |    |
| Avail Cap(c_a), veh/h        | 269  | 0    | 0    | 0    | 0    | 339  | 1273 | 1161 | 1250 |    |    |    |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |    |    |    |
| Upstream Filter(I)           | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |    |    |    |
| Uniform Delay (d), s/veh     | 39.7 | 0.0  | 0.0  | 0.0  | 0.0  | 34.2 | 7.4  | 7.0  | 7.0  |    |    |    |
| Incr Delay (d2), s/veh       | 4.5  | 0.0  | 0.0  | 0.0  | 0.0  | 0.5  | 1.5  | 1.3  | 1.3  |    |    |    |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |    |    |    |
| %ile BackOfQ(50%),veh/ln     | 4.1  | 0.0  | 0.0  | 0.0  | 0.0  | 2.5  | 5.6  | 4.5  | 4.8  |    |    |    |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |    |    |    |
| LnGrp Delay(d),s/veh         | 44.2 | 0.0  | 0.0  | 0.0  | 0.0  | 34.7 | 8.9  | 8.4  | 8.3  |    |    |    |
| LnGrp LOS                    | D    | A    | A    | A    | A    | C    | A    | A    | A    |    |    |    |
| Approach Vol, veh/h          | 166  |      |      |      | 120  |      |      |      | 1776 |    |    |    |
| Approach Delay, s/veh        | 44.2 |      |      |      | 34.7 |      |      |      | 8.5  |    |    |    |
| Approach LOS                 | D    |      |      |      | C    |      |      |      | A    |    |    |    |

| Time Assigned Phs            |      |       |       |
|------------------------------|------|-------|-------|
| Phs Duration (G+Y+Rc), s     | 71.6 | 23.4  | 23.4  |
| Change Period (Y+Rc), s      | 6.8  | * 6.3 | * 6.3 |
| Max Green Setting (Gmax), s  | 64.0 | * 18  | * 18  |
| Max Q Clear Time (g_c+I1), s | 18.2 | 17.1  | 7.6   |
| Green Ext Time (p_c), s      | 0.8  | 0.0   | 0.2   |

| Intersection Summary |      |
|----------------------|------|
| HCM 6th Ctrl Delay   | 12.9 |
| HCM 6th LOS          | B    |

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Timings  
1: US 1 & SW 174 St

Audi Miami South  
Future Condition w/ Project - PM Peak Hour

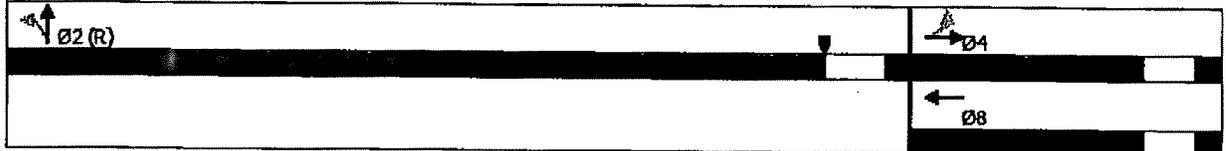


| Lane Group           | EB    | EBT   | WB    | NBT   |
|----------------------|-------|-------|-------|-------|
| Lane Configurations  |       | ↔     | ↔     | ↔↔↔   |
| Traffic Volume (vph) | 100   | 51    | 81    | 1538  |
| Future Volume (vph)  | 100   | 51    | 81    | 1538  |
| Turn Type            | Perm  | NA    | NA    | NA    |
| Protected Phases     |       | 4     | 8     | 2     |
| Permitted Phases     | 4     |       |       |       |
| Detector Phase       | 4     | 4     | 8     | 2     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 7.0   | 7.0   | 7.0   | 7.0   |
| Minimum Split (s)    | 19.3  | 19.3  | 19.3  | 24.8  |
| Total Split (s)      | 24.3  | 24.3  | 24.3  | 70.8  |
| Total Split (%)      | 25.6% | 25.6% | 25.6% | 74.4% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.8   |
| All-Red Time (s)     | 2.3   | 2.3   | 2.3   | 2.0   |
| Lost Time Adjust (s) |       | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)  |       | 6.3   | 6.3   | 6.8   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | None  | None  | None  | C-Min |
| Act Effct Green (s)  |       | 16.4  | 16.4  | 65.6  |
| Actuated g/C Ratio   |       | 0.17  | 0.17  | 0.69  |
| v/c Ratio            |       | 0.71  | 0.37  | 0.51  |
| Control Delay        |       | 53.1  | 31.9  | 8.2   |
| Queue Delay          |       | 0.0   | 0.0   | 0.0   |
| Total Delay          |       | 53.1  | 31.9  | 8.2   |
| LOS                  |       | D     | C     | A     |
| Approach Delay       |       | 53.1  | 31.9  | 8.2   |
| Approach LOS         |       | D     | C     | A     |

Intersection Summary

Cycle Length: 95.1  
 Actuated Cycle Length: 95.1  
 Offset: 43 (45%), Referenced to phase 2:NBTL and 6; Start of Yellow  
 Natural Cycle: 50  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.71  
 Intersection Signal Delay: 13.2  
 Intersection Capacity Utilization 57.2%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 1: US 1 & SW 174 St



Queues  
1: US 1 & SW 174 St

Audi Miami South  
Future Condition w/ Project - PM Peak Hour



| Lane Group              | EB   | WB   | NB   |
|-------------------------|------|------|------|
| Lane Group Flow (vph)   | 166  | 120  | 1776 |
| v/c Ratio               | 0.71 | 0.37 | 0.51 |
| Control Delay           | 53.1 | 31.9 | 8.2  |
| Queue Delay             | 0.0  | 0.0  | 0.0  |
| Total Delay             | 53.1 | 31.9 | 8.2  |
| Queue Length 50th (ft)  | 95   | 56   | 163  |
| Queue Length 95th (ft)  | 152  | 99   | 247  |
| Internal Link Dist (ft) | 271  | 256  | 639  |
| Turn Bay Length (ft)    |      |      |      |
| Base Capacity (vph)     | 275  | 376  | 3558 |
| Starvation Cap Reductn  | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.60 | 0.32 | 0.50 |

Intersection Summary

HCM 6th Signalized Intersection Summary  
2: US 1 & Banyan St

Audi Miami South  
Future Condition w/ Project - PM Peak Hour



| Movement                     | EB   | EBT  | ERB  | WB    | WBT   | WBR  | NB | NBT | NBR | SB   | SBT  | SBR  |
|------------------------------|------|------|------|-------|-------|------|----|-----|-----|------|------|------|
| Lane Configurations          |      | ↑    |      |       | ↑     |      |    |     |     | ↑↑↑  |      |      |
| Traffic Volume (veh/h)       | 0    | 99   | 54   | 92    | 117   | 0    | 0  | 0   | 0   | 124  | 2463 | 60   |
| Future Volume (veh/h)        | 0    | 99   | 54   | 92    | 117   | 0    | 0  | 0   | 0   | 124  | 2463 | 60   |
| Initial Q (Qb), veh          | 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 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |    |     |     | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |      | No   |      |       | No    |      |    |     |     |      | No   |      |
| Adj. Sat Flow, veh/h/ln      | 0    | 1870 | 1870 | 1870  | 1870  | 0    |    |     |     | 1900 | 1870 | 1900 |
| Adj Flow Rate, veh/h         | 0    | 112  | 61   | 105   | 133   | 0    |    |     |     | 141  | 2799 | 68   |
| Peak Hour Factor             | 0.88 | 0.88 | 0.88 | 0.88  | 0.88  | 0.88 |    |     |     | 0.88 | 0.88 | 0.88 |
| Percent Heavy Veh, %         | 0    | 2    | 2    | 2     | 2     | 0    |    |     |     | 0    | 2    | 0    |
| Cap, veh/h                   | 0    | 216  | 117  | 122   | 115   | 0    |    |     |     | 161  | 3409 | 95   |
| Arrive On Green              | 0.00 | 0.19 | 0.19 | 0.19  | 0.19  | 0.00 |    |     |     | 0.68 | 0.68 | 0.68 |
| Sat Flow, veh/h              | 0    | 1139 | 620  | 355   | 607   | 0    |    |     |     | 239  | 5044 | 126  |
| Grp Volume(v), veh/h         | 0    | 0    | 173  | 238   | 0     | 0    |    |     |     | 1099 | 910  | 1000 |
| Grp Sat Flow(s),veh/h/ln     | 0    | 0    | 1759 | 962   | 0     | 0    |    |     |     | 1858 | 1702 | 1848 |
| Q Serve(g_s), s              | 0.0  | 0.0  | 8.4  | 9.6   | 0.0   | 0.0  |    |     |     | 44.5 | 35.4 | 36.3 |
| Cycle Q Clear(g_c), s        | 0.0  | 0.0  | 8.4  | 18.0  | 0.0   | 0.0  |    |     |     | 44.5 | 35.4 | 36.3 |
| Prop In Lane                 | 0.00 |      | 0.35 | 0.44  |       | 0.00 |    |     |     | 0.13 |      | 0.07 |
| Lane Grp Cap(c), veh/h       | 0    | 0    | 333  | 237   | 0     | 0    |    |     |     | 1256 | 1150 | 1249 |
| V/C Ratio(X)                 | 0.00 | 0.00 | 0.52 | 1.00  | 0.00  | 0.00 |    |     |     | 0.87 | 0.79 | 0.80 |
| Avail Cap(c_a), veh/h        | 0    | 0    | 333  | 237   | 0     | 0    |    |     |     | 1256 | 1150 | 1249 |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |    |     |     | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 0.00 | 0.00 | 1.00 | 1.00  | 0.00  | 0.00 |    |     |     | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 0.0  | 0.0  | 34.6 | 42.2  | 0.0   | 0.0  |    |     |     | 12.2 | 10.7 | 10.9 |
| Incr Delay (d2), s/veh       | 0.0  | 0.0  | 1.1  | 59.6  | 0.0   | 0.0  |    |     |     | 8.7  | 5.6  | 6.5  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0   | 0.0   | 0.0  |    |     |     | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.0  | 0.0  | 3.6  | 9.5   | 0.0   | 0.0  |    |     |     | 17.1 | 12.0 | 13.3 |
| Unsig. Movement Delay, s/veh |      |      |      |       |       |      |    |     |     |      |      |      |
| LnGrp Delay(d),s/veh         | 0.0  | 0.0  | 35.7 | 101.9 | 0.0   | 0.0  |    |     |     | 20.9 | 16.3 | 16.3 |
| LnGrp LOS                    | A    | A    | D    | F     | A     | A    |    |     |     | C    | B    | B    |
| Approach Vol, veh/h          |      | 173  |      |       | 238   |      |    |     |     |      | 3008 |      |
| Approach Delay, s/veh        |      | 35.7 |      |       | 101.9 |      |    |     |     |      | 18.0 |      |
| Approach LOS                 |      | D    |      |       | F     |      |    |     |     |      | B    |      |

| Time Assigned (s)            |  |      |      |
|------------------------------|--|------|------|
| Phs Duration (G+Y+Rc), s     |  | 24.0 | 71.0 |
| Change Period (Y+Rc), s      |  | 6.0  | 6.8  |
| Max Green Setting (Gmax), s  |  | 18.0 | 64.0 |
| Max Q Clear Time (g_c+I1), s |  | 10.4 | 46.5 |
| Green Ext Time (p_c), s      |  | 0.2  | 1.6  |

| Intersection Summary |      |
|----------------------|------|
| HCM 6th Ctrl Delay   | 24.7 |
| HCM 6th LOS          | C    |

Timings  
2: US 1 & Banyan St

Audi Miami South  
Future Condition w/ Project - PM Peak Hour



| Item Group           | EBT   | WBL   | WBT   | SBT   |
|----------------------|-------|-------|-------|-------|
| Lane Configurations  | ↑     |       | ↑     | ↑↑↑   |
| Traffic Volume (vph) | 99    | 92    | 117   | 2463  |
| Future Volume (vph)  | 99    | 92    | 117   | 2463  |
| Turn Type            | NA    | Perm  | NA    | NA    |
| Protected Phases     | 4     |       | 8     | 6     |
| Permitted Phases     |       | 8     |       |       |
| Detector Phase       | 4     | 8     | 8     | 6     |
| Switch Phase         |       |       |       |       |
| Minimum Initial (s)  | 7.0   | 7.0   | 7.0   | 9.0   |
| Minimum Split (s)    | 24.0  | 24.0  | 24.0  | 26.8  |
| Total Split (s)      | 24.0  | 24.0  | 24.0  | 70.8  |
| Total Split (%)      | 25.3% | 25.3% | 25.3% | 74.7% |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.8   |
| All-Red Time (s)     | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) | 0.0   |       | 0.0   | 0.0   |
| Total Lost Time (s)  | 6.0   |       | 6.0   | 6.8   |
| Lead/Lag             |       |       |       |       |
| Lead-Lag Optimize?   |       |       |       |       |
| Recall Mode          | None  | None  | None  | C-Min |
| Act Effect Green (s) | 20.0  |       | 20.0  | 62.0  |
| Actuated g/C Ratio   | 0.21  |       | 0.21  | 0.65  |
| v/c Ratio            | 0.46  |       | 0.87  | 0.91  |
| Control Delay        | 37.6  |       | 68.3  | 18.9  |
| Queue Delay          | 0.0   |       | 0.0   | 0.0   |
| Total Delay          | 37.6  |       | 68.3  | 18.9  |
| LOS                  | D     |       | E     | B     |
| Approach Delay       | 37.6  |       | 68.3  | 18.9  |
| Approach LOS         | D     |       | E     | B     |

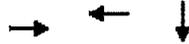
**Intersection Summary**  
 Cycle Length: 94.8  
 Actuated Cycle Length: 94.8  
 Offset: 92 (97%), Referenced to phase 2; and 6:SBTL, Start of Yellow  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay: 23.3  
 Intersection LOS: C  
 Intersection Capacity Utilization 86.9%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 2: US 1 & Banyan St



Queues  
2: US 1 & Banyan St

Audi Miami South  
Future Condition w/ Project - PM Peak Hour



| Lane Group              | EB   | WB   | SB   |
|-------------------------|------|------|------|
| Lane Group Flow (vph)   | 174  | 238  | 3008 |
| v/c Ratio               | 0.46 | 0.87 | 0.91 |
| Control Delay           | 37.6 | 68.3 | 18.9 |
| Queue Delay             | 0.0  | 0.0  | 0.0  |
| Total Delay             | 37.6 | 68.3 | 18.9 |
| Queue Length 50th (ft)  | 93   | 143  | 467  |
| Queue Length 95th (ft)  | 155  | #282 | 519  |
| Internal Link Dist (ft) | 300  | 81   | 396  |
| Turn Bay Length (ft)    |      |      |      |
| Base Capacity (vph)     | 376  | 274  | 3418 |
| Starvation Cap Reductn  | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.46 | 0.87 | 0.88 |

Intersection Summary

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

HCM 6th TWSC  
3: US 1 & Datura St

Audi Miami South  
Future Condition w/ Project - PM Peak Hour

**Intersection**

Int Delay, s/veh 0.9

**Control**

| Control                  | WB   | WBR  | EB    | EBR  | SB   | SBT  |
|--------------------------|------|------|-------|------|------|------|
| Lane Configurations      | 4    |      |       |      | 4    | 4    |
| Traffic Vol, veh/h       | 79   | 0    | 0     | 0    | 48   | 2591 |
| Future Vol, veh/h        | 79   | 0    | 0     | 0    | 48   | 2591 |
| 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    | -    | 16974 | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0     | -    | -    | 0    |
| Peak Hour Factor         | 89   | 89   | 89    | 89   | 89   | 89   |
| Heavy Vehicles, %        | 2    | 2    | 2     | 2    | 2    | 2    |
| Mvmt Flow                | 89   | 0    | 0     | 0    | 54   | 2911 |

**Intersection**

| Control              | WB   | WBR | EB | EBR | SB   | SBT |
|----------------------|------|-----|----|-----|------|-----|
| Conflicting Flow All | 1272 | -   | -  | -   | 0    | 0   |
| Stage 1              | 0    | -   | -  | -   | -    | -   |
| Stage 2              | 1272 | -   | -  | -   | -    | -   |
| Critical Hdwy        | 5.74 | -   | -  | -   | 5.34 | -   |
| Critical Hdwy Stg 1  | -    | -   | -  | -   | -    | -   |
| Critical Hdwy Stg 2  | 6.04 | -   | -  | -   | -    | -   |
| Follow-up Hdwy       | 3.82 | -   | -  | -   | 3.12 | -   |
| Pot Cap-1 Maneuver   | 226  | 0   | -  | -   | -    | -   |
| Stage 1              | -    | 0   | -  | -   | -    | -   |
| Stage 2              | 203  | 0   | -  | -   | -    | -   |
| Platoon blocked, %   | -    | -   | -  | -   | -    | -   |
| Mov Cap-1 Maneuver   | 226  | -   | -  | -   | -    | -   |
| Mov Cap-2 Maneuver   | 226  | -   | -  | -   | -    | -   |
| Stage 1              | -    | -   | -  | -   | -    | -   |
| Stage 2              | 203  | -   | -  | -   | -    | -   |

**Control**

HCM Control Delay, s 30.9  
HCM LOS D

**Control**

Capacity (veh/h) 226  
HCM Lane V/C Ratio 0.393  
HCM Control Delay (s) 30.9  
HCM Lane LOS D  
HCM 95th %tile Q(veh) 1.8

HCM 6th AWSC  
4: SW 97 Ave & Datura St

Audi Miami South  
Future Condition w/ Project - PM Peak Hour

|                           |     |
|---------------------------|-----|
| Intersection Delay, s/veh | 8.2 |
| Intersection LOS          | A   |

| Movement            | EBU  | EBL  | EBT  | EBR  | WBU  | WBL  | WBT  | WBR  | NBU  | NBL  | NBT  | NBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      |      | ↕    | ↕    |      |      | ↕    |      |      |      | ↕    | ↕    |
| Traffic Vol, veh/h  | 0    | 4    | 2    | 21   | 0    | 9    | 11   | 6    | 0    | 37   | 115  | 5    |
| Future Vol, veh/h   | 0    | 4    | 2    | 21   | 0    | 9    | 11   | 6    | 0    | 37   | 115  | 5    |
| Peak Hour Factor    | 0.92 | 0.88 | 0.88 | 0.88 | 0.92 | 0.88 | 0.88 | 0.88 | 0.92 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 0    | 6    | 2    | 24   | 0    | 10   | 13   | 7    | 0    | 42   | 131  | 6    |
| Number of Lanes     | 0    | 0    | 1    | 1    | 0    | 0    | 1    | 0    | 0    | 0    | 1    | 0    |

| Approach                   | EB  | WB | NB  |
|----------------------------|-----|----|-----|
| Opposing Approach          | WB  | EB | SB  |
| Opposing Lanes             | 1   | 2  | 1   |
| Conflicting Approach Left  | SB  | NB | EB  |
| Conflicting Lanes Left     | 1   | 1  | 2   |
| Conflicting Approach Right | NB  | SB | WB  |
| Conflicting Lanes Right    | 1   | 1  | 1   |
| HCM Control Delay          | 7.7 | 8  | 8.4 |
| HCM LOS                    | A   | A  | A   |

| Lane                   | EBL   | EBT   | EBR   | WBL   | WBT   | WBR |
|------------------------|-------|-------|-------|-------|-------|-----|
| Vol Left, %            | 24%   | 67%   | 0%    | 35%   | 4%    |     |
| Vol Thru, %            | 73%   | 33%   | 0%    | 42%   | 64%   |     |
| Vol Right, %           | 3%    | 0%    | 100%  | 23%   | 32%   |     |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  |     |
| Traffic Vol by Lane    | 157   | 6     | 21    | 26    | 149   |     |
| LT Vol                 | 37    | 4     | 0     | 9     | 6     |     |
| Through Vol            | 115   | 2     | 0     | 11    | 96    |     |
| RT Vol                 | 5     | 0     | 21    | 6     | 47    |     |
| Lane Flow Rate         | 178   | 7     | 24    | 30    | 169   |     |
| Geometry Grp           | 2     | 7     | 7     | 5     | 2     |     |
| Degree of Util (X)     | 0.208 | 0.011 | 0.031 | 0.039 | 0.188 |     |
| Departure Headway (Hd) | 4.193 | 5.655 | 4.614 | 4.759 | 3.991 |     |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   |     |
| Cap                    | 844   | 637   | 780   | 756   | 882   |     |
| Service Time           | 2.281 | 3.356 | 2.315 | 2.762 | 2.089 |     |
| HCM Lane V/C Ratio     | 0.211 | 0.011 | 0.031 | 0.04  | 0.192 |     |
| HCM Control Delay      | 8.4   | 8.4   | 7.5   | 8     | 8     |     |
| HCM Lane LOS           | A     | A     | A     | A     | A     |     |
| HCM 95th-tile Q        | 0.8   | 0     | 0.1   | 0.1   | 0.7   |     |

**Intersection**

Intersection Delay, s/veh  
 Intersection LOS

**Movement**

| Movement            | SB   | EB   | WB   | NB   |
|---------------------|------|------|------|------|
| Lane Configurations |      |      |      | ↕    |
| Traffic Vol, veh/h  | 0    | 6    | 96   | 47   |
| Future Vol, veh/h   | 0    | 6    | 96   | 47   |
| Peak Hour Factor    | 0.92 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 0    | 7    | 109  | 53   |
| Number of Lanes     | 0    | 0    | 1    | 0    |

**Approach**

|                            |    |
|----------------------------|----|
| Opposing Approach          | NB |
| Opposing Lanes             | 1  |
| Conflicting Approach Left  | WB |
| Conflicting Lanes Left     | 1  |
| Conflicting Approach Right | EB |
| Conflicting Lanes Right    | 2  |
| HCM Control Delay          | 8  |
| HCM LOS                    | A  |

HCM 6th TWSC  
5: Datura St & DW1

Audi Miami South  
Future Condition w/ Project - PM Peak Hour

|                  |     |  |  |  |  |  |
|------------------|-----|--|--|--|--|--|
| Int Delay, s/veh | 2.7 |  |  |  |  |  |
|------------------|-----|--|--|--|--|--|

| Movement                 | EBL  | EBT  | WBL  | WBR  | SEB  | SEB  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | 4    |      | 2    |      | 2    |      |
| Traffic Vol, veh/h       | 38   | 20   | 72   | 23   | 8    | 11   |
| Future Vol, veh/h        | 38   | 20   | 72   | 23   | 8    | 11   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 41   | 22   | 78   | 25   | 9    | 12   |

| Movement             | EBL   | EBT | WBL | WBR | SEB   | SEB   |
|----------------------|-------|-----|-----|-----|-------|-------|
| Conflicting Flow All | 103   | 0   | -   | 0   | 195   | 91    |
| Stage 1              | -     | -   | -   | -   | 91    | -     |
| Stage 2              | -     | -   | -   | -   | 104   | -     |
| Critical Hdwy        | 4.12  | -   | -   | -   | 6.42  | 6.22  |
| Critical Hdwy Stg 1  | -     | -   | -   | -   | 5.42  | -     |
| Critical Hdwy Stg 2  | -     | -   | -   | -   | 5.42  | -     |
| Follow-up Hdwy       | 2.218 | -   | -   | -   | 3.518 | 3.318 |
| Pot Cap-1 Maneuver   | 1489  | -   | -   | -   | 794   | 967   |
| Stage 1              | -     | -   | -   | -   | 933   | -     |
| Stage 2              | -     | -   | -   | -   | 920   | -     |
| Platoon blocked, %   | -     | -   | -   | -   | -     | -     |
| Mov Cap-1 Maneuver   | 1489  | -   | -   | -   | 772   | 967   |
| Mov Cap-2 Maneuver   | -     | -   | -   | -   | 772   | -     |
| Stage 1              | -     | -   | -   | -   | 907   | -     |
| Stage 2              | -     | -   | -   | -   | 920   | -     |

|                      |     |   |     |
|----------------------|-----|---|-----|
| HCM Control Delay, s | 4.9 | 0 | 9.2 |
| HCM LOS              |     |   | A   |

| Movement              | EBL   | EBT | WBL | WBR | SEB   | SEB |
|-----------------------|-------|-----|-----|-----|-------|-----|
| Capacity (veh/h)      | 1489  | -   | -   | -   | 874   | -   |
| HCM Lane V/C Ratio    | 0.028 | -   | -   | -   | 0.024 | -   |
| HCM Control Delay (s) | 7.5   | 0   | 9.2 |     |       |     |
| HCM Lane LOS          | A     | A   | -   | -   | A     |     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | -   | 0.1   | -   |

|                  |     |
|------------------|-----|
| Int Delay, s/veh | 1.7 |
|------------------|-----|

| Control                  | EBT  | EBR  | WBT  | WBR  | NBT  | NBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | ↑    |      | ↑    |      | ↓    | ↓    |
| Traffic Vol, veh/h       | 223  | 0    | 0    | 168  | 41   | 35   |
| Future Vol, veh/h        | 223  | 0    | 0    | 168  | 41   | 35   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | 0    | 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                | 242  | 0    | 0    | 183  | 45   | 38   |

| Major/Minor          | Major | Minor | Minor |
|----------------------|-------|-------|-------|
| Conflicting Flow All | 0     | -     | -     |
| Stage 1              | -     | -     | -     |
| Stage 2              | -     | -     | -     |
| Critical Hdwy        | -     | -     | -     |
| Critical Hdwy Stg 1  | -     | -     | -     |
| Critical Hdwy Stg 2  | -     | -     | -     |
| Follow-up Hdwy       | -     | -     | -     |
| Pot Cap-1 Maneuver   | 0     | 0     | -     |
| Stage 1              | 0     | 0     | -     |
| Stage 2              | 0     | 0     | -     |
| Platoon blocked, %   | -     | -     | -     |
| Mov Cap-1 Maneuver   | -     | -     | -     |
| Mov Cap-2 Maneuver   | -     | -     | -     |
| Stage 1              | -     | -     | -     |
| Stage 2              | -     | -     | -     |

| Control              | EB | WB | NB   |
|----------------------|----|----|------|
| HCM Control Delay, s | 0  | 0  | 10.7 |
| HCM LOS              |    |    | B    |

| Minor Lane            | Major | Minor | NB1 | NB2 | EB | WB |
|-----------------------|-------|-------|-----|-----|----|----|
| Capacity (veh/h)      | 586   | 797   |     |     |    |    |
| HCM Lane V/C Ratio    | 0.076 | 0.048 | -   | -   | -  | -  |
| HCM Control Delay (s) | 11.6  | 9.7   |     |     |    |    |
| HCM Lane LOS          | B     | A     | -   | -   | -  | -  |
| HCM 95th %ile Q(veh)  | 0.2   | 0.1   |     |     |    |    |

**Appendix F: Roadway Analysis**



**Richard Garcia & Associates, Inc.**

TABLE: A10

**ROADWAY LINKS MOST IMPACTED BY SUBJECT PROJECT**

Project Name: Audi Miami South

| ROADWAY | LOCATION                      | ROADWAY CLASSIFICATION                         | LOS / TWO-WAY VOLUME THRESHOLD | 3% VOLUME THRESHOLD | NEW AM PROJECT TRIPS AT ROADWAY | TRIPS > 3% | NEW PM PROJECT TRIPS AT ROADWAY | TRIPS > 3% |
|---------|-------------------------------|--|--------------------------------|---------------------|---------------------------------|------------|---------------------------------|------------|
| 1       | US 1 / SR 5 (NB)              | 3-Lane One-Way State Road Class I - 45 MPH     | 3,234                          | 97                  | 22                              | NO         | 9                               | NO         |
| 2       | US 1 / SR 5 (SB)              | 3-Lane One-Way State Road Class I - 45 MPH     | 3,234                          | 97                  | 40                              | NO         | 28                              | NO         |
| 3       | SW 97 Avenue (Franjo Road)    | 2-Lane Undivided County Road Class II - 30 MPH | 1,015                          | 30                  | 22                              | NO         | 9                               | NO         |
| 4       | Banyan Street / SW 174 Street | 2-Lane Undivided County Road Class II - 30 MPH | 1,015                          | 30                  | 11                              | NO         | 22                              | NO         |
| 5       | Datura Street                 | 2-Lane Undivided Local Road Class II - 30 MPH  | 1,015                          | 30                  | 40                              | YES        | 21                              | NO         |

Notes: LOS / Two-Way Volume Threshold was based on the FDOT Quality/Level of Service Handbook Table 4.

TABLE: A11

**ROADWAY LINK ANALYSIS - AM & PM PEAK HOUR  
EXISTING CONDITION (2017) & FUTURE CONDITION (2019)**

Project Name: Audi Miami South

| 1                               | 2   | 3                                      | 4                       | 5                  | 6   | 7   | 8                                | 9                  | 10  | 11            | 12                              | 13                 | 14  |
|---------------------------------|---|--|-------------------------|--------------------|-----|---|----------------------------------|--------------------|-----|---------------|---------------------------------|--------------------|-----|
| ROADWAY LINK ANALYSIS - AM PEAK |   | LOS / VOLUME STANDARD                  | EXISTING TWO-WAY VOLUME | AVAILABLE CAPACITY | LOS | BACKGROUND GROWTH @ 1.56% FOR PROJECT BUILD-OUT OF 2019 (2 YEAR GROWTH) | FUTURE VOLUME W/O PROJECT (2019) | AVAILABLE CAPACITY | LOS | PROJECT TRIPS | FUTURE VOLUME W/ PROJECT (2019) | AVAILABLE CAPACITY | LOS |
| 1                               | Datura Street<br>b/w US 1 SB & SW 97 Avenue | LOS E /<br>1,015 VPH<br>2LU - CLASS II | 50                      | 965                | C   | 2   | 52                               | 964                | C   | 40            | 92                              | 924                | C   |
| ROADWAY LINK ANALYSIS - PM PEAK |   | LOS / VOLUME STANDARD                  | EXISTING TWO-WAY VOLUME | AVAILABLE CAPACITY | LOS | BACKGROUND GROWTH @ 1.56% FOR PROJECT BUILD-OUT OF 2019 (2 YEAR GROWTH) | FUTURE VOLUME W/O PROJECT (2019) | AVAILABLE CAPACITY | LOS | PROJECT TRIPS | FUTURE VOLUME W/ PROJECT (2019) | AVAILABLE CAPACITY | LOS |
| 1                               | Datura Street<br>b/w US 1 SB & SW 97 Avenue | LOS E /<br>1,015 VPH<br>2LU - CLASS II | 94                      | 921                | C   | 3   | 97                               | 918                | C   | 21            | 118                             | 897                | C   |

Notes:

- 1 Roadway Name
- 2 Limits
- 3 Roadway / Volume Standard (Based on the FDOT Q/LOS Handbook)
- 4 Existing Two-Way Peak Hour Volume obtained from adjusted TMCs.
- 5 Available Capacity (Existing)
- 6 Existing Level of Service
- 7 Background Growth Calculation
- 8 Future Volume w/o Project Traffic (Exist + Background)
- 9 Available Capacity (Future Condition w/o Project)
- 10 Future LOS w/o Project
- 11 Project Trips
- 12 Future Volume w/ Project Traffic (Exist + Background + Project)
- 13 Available Capacity (Future Condition w/ Project)
- 14 Future LOS w/ Project

| LOS | VOL   |
|-----|-------|
| C   | 475   |
| D   | 958   |
| E   | 1,015 |



# ITEM 3

# MEMO



---

To: Honorable Mayor and Village Council

Date: January 13, 2020

From: Edward Silva, Village Manager

Re: Site Plan Approval, Dream Starts

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**REQUEST FOR APPROVAL OF A SITE PLAN FOR A MIXED-USE BUILDING ON TWO ADJOINING PARCELS ZONED DOWNTOWN URBAN VILLAGE (DUV), DOWNTOWN GENERAL SECTOR (DG), WITH GROUND-FLOOR COMMERCIAL USE, AND OFFICE COMPONENT, A RESIDENTIAL COMPONENT, AND A SCHOOL COMPONENT, PURSUANT TO SECTION 30-50.23 DUV ZONING DISTRICT; SECTION 30-30.5, SITE PLAN APPROVAL; AND SECTION 30-120.1 PUBLIC CHARTER SCHOOL FACILITIES**

**BACKGROUND AND ANALYSIS:**

The request is to approve a site plan for a mixed-use building in the Downtown Urban Village (DUV), Downtown General (DG) Sector. The proposed site plan is for a five-story mixed use building with a 230-student capacity preschool and office uses on the ground floor, a 220-student elementary school and residential units on the second floor, office and residential use on the 3<sup>rd</sup> and 4<sup>th</sup> floors, and residential and private amenities on the 5<sup>th</sup> floor.

The request is consistent with the Village Comprehensive Plan for the Franjo Activity Center by providing a mix of residential, employment/office spaces, and schools with an enclosed playground and private open space. In addition, the project is located within 1,000 feet of the SW 168<sup>th</sup> Street Busway station that can serve future residents, office workers and student's families. The project promotes creative compact land development within the allowable density of 24 units per acre for the DUV DG Sector. The facades meet the design criteria of the DUV with storefront design on all sides of the building. The project promotes walkability along South Dixie Highway, with a 20-foot wide sidewalk and landscaping.

**FISCAL IMPACT:**

A positive fiscal impact is expected from the Village portion of the ad-valorem property tax on the 22,146 square feet of office space and 31 residences.

**RECOMMENDATION:**

Staff recommendation is to approve the site plan with three design considerations for: 1) reduced first floor height; 2) secondary massing achieved through architectural design and vertical separation of building masses; and 3) ground floor transparency on SW 94<sup>th</sup> Court for one of the building masses with a recommended condition to locate an art in public places project there.

## RESOLUTION

1 RESOLUTION NO. \_\_\_\_\_

2  
3 ZONING APPLICATION VPB-18-004

4  
5 REQUEST FOR APPROVAL OF A SITE PLAN FOR A MIXED-USE  
6 BUILDING ON TWO ADJOINING PARCELS ZONED DOWNTOWN  
7 URBAN VILLAGE (DUV), DOWNTOWN GENERAL SECTOR (DG), WITH  
8 GROUND-FLOOR COMMERCIAL USE, AND OFFICE COMPONENT, A  
9 RESIDENTIAL COMPONENT, AND A SCHOOL COMPONENT,  
10 PURSUANT TO SECTION 30-50.23 DUV ZONING DISTRICT; SECTION  
11 30-30.5, SITE PLAN APPROVAL; AND SECTION 30-120.1 PUBLIC  
12 CHARTER SCHOOL FACILITIES

13  
14 **WHEREAS**, The applicant, Alexis Tejada of “Dream Starts  
15 Investments II, LLC” filed an application that was accepted by the Village of  
16 Palmetto Bay on August 17, 2018 for a mixed-use development including  
17 22,146 square feet of office space, 33,841 square feet of residential, 5,845  
18 square feet for a preschool and 6,459 square feet for a charter school; and  
19

20 **WHEREAS**, the application accepted by the Village was for a 0.91-  
21 acre site that includes folios 33-5033-004-0100 and 33-5033-004-0140;  
22 and  
23

24 **WHEREAS**, the Village Council of the Village of Palmetto Bay  
25 conducted a quasi-judicial hearing on the application at Village Hall, 9705  
26 East Hibiscus Street on January 13, 2020; and  
27

28 **WHEREAS**, the Mayor and Village Council finds, based on  
29 substantial competent evidence in the record, that the application for the  
30 modification to the approved site plan is consistent with the Village of  
31 Palmetto Bay Comprehensive Plan and the applicable Land Development  
32 Regulations; and  
33

34 **WHEREAS**, based on the foregoing finding, the Mayor and Village  
35 Council determined to grant the application, as provided in this resolution.  
36  
37

1           7. The Village Council had no substantive disclosures regarding  
2 ex-parte communications, and the applicant raised no objections as to the  
3 form or content of any disclosures by the Council.  
4

5           **Section 3. Conclusions of law.**  
6

7           The site plan for the specific use was reviewed pursuant to Sections  
8 30-30.5, 30-50.23, and 30-120 of Palmetto Bay's Code of Ordinances, and  
9 was found to be consistent with conditions.  
10

11           **Section 4. Order.**  
12

13           The Village Council grants the site plan approval request as it would  
14 be in keeping with the applicable Land Development Regulations with the  
15 Village's Comprehensive Plan. The Village Council, pursuant to Section 30-  
16 30.5(j)(1), 30-50.23 and 30-120 approves the plans entitled "Mixed Use  
17 Development 16999 South Dixie Highway" as prepared by Dalima Studio  
18 Architecture consisting of 16 sheets, dated August 27, 2018 with Sheet  
19 1.00 modified and dated September 10, 2018, and as presented to Village  
20 Council on January 13, 2020, together with design considerations and  
21 conditions listed in this section. The applicant has agreed to the conditions  
22 in the section entitled Order.  
23

24           Design Considerations:  
25

- 26           1. First Floor Height: The ground story of the mixed-use building is 12-feet  
27           where 14-feet minimum to 18-feet maximum is required.  
28  
29           2. Secondary massing as required in the DG Sector is met and accepted  
30           through the project's vertical massing, horizontal canopy structure and  
31           architectural as provided in the staff analysis, and as shown on the  
32           plans.  
33  
34           3. Ground floor transparency along one of the building masses along the  
35           SW 94<sup>th</sup> Court frontage is accepted, provided that part of the applicant's  
36           Art In Public Places (AIPP) contribution will include appropriate art on

1           **Section 6.** This resolution shall take effect immediately upon  
2 approval.

3  
4 PASSED AND RESOLVED this 13<sup>rd</sup> day of January, 2020.

5  
6 Attest:

7  
8 \_\_\_\_\_  
9 Missy Arocha  
10 Village Clerk

\_\_\_\_\_   
Karyn Cunningham  
Mayor

11  
12 APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE USE  
13 AND RELIANCE OF THE VILLAGE OF PALMETTO BAY ONLY:

14  
15 \_\_\_\_\_  
16 John Dellagloria  
17 Village Attorney

18  
19 **FINAL VOTE AT ADOPTION:**

20  
21 Council Member Patrick Fiore \_\_\_\_\_

22  
23 Council Member David Singer \_\_\_\_\_

24  
25 Council Member Marsha Matson \_\_\_\_\_

26  
27 Vice Mayor John DuBois \_\_\_\_\_

28  
29 Mayor Karyn Cunningham \_\_\_\_\_

# STAFF REPORT



## Village of Palmetto Bay

Florida

### STAFF ANALYSIS

FILE: VPB18-004

HEARING DATE: January 13, 2020

APPLICANT : Dream Starts, LLC

COUNCIL DISTRICT: 3

#### REQUEST:

The request is to approve a site plan for a mixed-use building at the intersection of South Dixie Highway and SW 170<sup>th</sup> Street, that includes a balance of commercial uses, civic use, and residential use in a single project. The project is sited on two lots with a combined total of 0.91 net acres (1.46 gross acres) in the Downtown General (DG) Sector of the Downtown Urban Village (DUV) Zoning District. The applicant, Dream Starts, LLC proposes to provide in this mixed use:

- 31 residential units;
- 22,146 square feet of office space;
- Thumbelina Academy, a 230-student preschool;
- Masters Preparatory, a 220-student elementary school.

The preschool and elementary school are proposed to be located on the first and second floors. Schools are a permitted use in the DG Sector. Commercial offices will also be located on part of the 1<sup>st</sup> floor with the balance of office space on the 3<sup>rd</sup> and 4<sup>th</sup> floors. Residences will be on the 2<sup>nd</sup> through 5<sup>th</sup> floors. Open space will include a playground on the ground floor, as well as separate private open space amenities for residents on upper floors.

Sufficient on-site structured parking and on-street (perimeter) parking is included.

The proposed project is 5 stories in height.



*Proposed project rendering from US-1 and SW 170<sup>th</sup> Street*



*Proposed project rendering from SW 170<sup>th</sup> St. and SW 94<sup>th</sup> Ct.*

## **BACKGROUND**

The request is made pursuant only to §30-50.23, *Downtown Urban Village*, specifically, §30-50.23 *Section 1.05 Urban design review procedure* that defines the application process and requirements for a proposed development in the DUV. Additionally, as this request includes a request siting of a charter school, additional requirements §30-120 of the Village code which define sufficiency of plans requirements, public hearing requirements, physical standards, and criteria for Council decision. The criteria for Council decision include: §30-120.4, *Physical Standards*, and §30-120.6, *Plan Review Standards*.

### **§30-50.23 Section 1.05 Urban design review procedure**

- A. **Application process.** All developments within the Village of Palmetto Bay Downtown Urban Village (DUV) shall be afforded the opportunity for site plan and architecture pre-application staff review. These informal meetings are to provide the applicant the opportunity to become familiar with the standards set forth in this code and to be advised on any site planning issues that may arise with regard to a development. Applicants are encouraged to present schematic plans of development with the idea being that all potential issues in the plan may be addressed before application submittal.

At any time, the applicant may submit an application for review by the department, Figure 1. Applications for site plan review shall be accompanied by exhibits prepared by a registered architect/landscape architect, submitted to the department and shall include the following illustrations at a minimum:

- Application;
- Survey;
- Identification of development site area on all regulating plans;
- Identification of street cross-sections within the site plan and the primary frontage for the site;
- Site plans illustrating all proposed development on the site, including a table that indicates all area/frontage calculations, parking, landscape and open spaces that are required;
- All floor plans, elevations and sections of all buildings, for each floor and all dimensions/percentage requirements, including a corresponding table of building heights, square footage by use and number of residential units within the development.

### **§30-30.5 Section 1.05 Site Plan Approval**

(i) *Public hearing.* The village council shall hold a quasi-judicial public hearing on any site plan requiring same, at which time all interested parties shall be heard. Notice of the public hearing shall issue as provided in section 30-30.11.

(j) *Findings.*

(1) *If a public hearing is required, then the granting or granting with conditions, modifications of approval by written resolution shall include findings of fact and conclusion of law related to the specific proposal. The resolution 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.*

*of this division, student educational opportunities within a public charter school shall include one or more of the following:*

- (a) Kindergarten. Preschool programs for children ages four through six years old.*
- (b) Elementary school. Educational programs for children in grades one through five.*
- (c) Middle school. Educational programs for children in grades six through eight.*
- (d) Senior high school. Educational programs for children in grades nine through 12.*

**Sec. 30-120.2. - Public hearing required.**

*The establishment, expansion or modification of a charter school facility in existing or new buildings, is authorized in zoning districts that allow such use as a permitted use, after public hearing and upon a determination that the standards established in this division have been met.*

**Sec. 30-120.3. - Required information.**

*All public charter school facilities shall submit the following information to the village's department of community development for review by the department and for consideration at a public hearing:*

*(1) Written information:*

- a. Total size of the site.*
- b. Maximum number of students to be served.*
- c. Grades or age groups that will be served.*
- d. Maximum number of teachers, administrative and clerical personnel.*
- e. Maximum number of classrooms and total square footage of classroom space.*
- f. Total square footage of non-classroom, administrative office space.*
- g. Total square footage of non-classroom, student activity space.*
- h. Amount and location of exterior recreational/play area in square footage.*
- i. Maximum number and type of vehicles that will be used in conjunction with the operation of the facility.*
- j. Number of parking spaces provided for staff, visitors and operations vehicles and justification that those spaces are sufficient for the facility.*
- k. Number of drop-off and pick-up spaces provided for automobile and/or bus use and justification that those spaces/areas are sufficient for the transportation needs of the facility.*
- l. Days and hours of operation; weekly and annually.*
- m. An explanation of any such activities anticipated to be conducted in association with the charter school but typically conducted outside of the hours of operation of the charter school.*
- n. Means of compliance with requirements of the Florida Building Code, the National Uniform Building Code; and the departmental requirements of the Miami-Dade County Fire Department, Miami-Dade County Department of Public Health, the Florida Department of Health and Rehabilitative Services, and any Federal or State regulations applicable to the specific application and occupancy.*
- o. A copy of the charter approved by the Miami-Dade County Public School Board.*
- p. Traffic impact study, conducted by the village with reimbursement of cost by the applicant.*

*(2) Graphic information. The following graphic information shall be prepared by a Florida registered design professional:*

- a. A plan indicating existing zoning on the site and adjacent areas.*
- b. A site plan indicating the following:*
  - i. Location of all structures.*
  - ii. Parking layout, automobile/bus stacking areas (parent pickup, school bus delivery/pickup, and special needs locations) drives and circulation.*

**Sec. 30-120.5. - Cessation of operation.**

*The owners of property where a charter school facility is proposed to be located shall at time of public hearing application submit a document in a form approved by the director suitable for recording in the public records assuring the following:*

*If the charter school facility is established, but fails to begin operation and/or the charter school fails after establishment, the property owner within 36 months shall cause:*

*If the charter school facility is established, but fails to begin operation and/or the charter school fails after establishment, the property owner within 36 months shall cause:*

- (a) The operation to be transferred to another charter school operator or the school board, approved through applicable processes of the Miami-Dade County School Board, or*
- (b) The operation to be converted to an allowable use within the zoning district.*

**§30-120.6, Plan Review Standards**

- (a) Scale. The scale of the facility shall be compatible with the scale of surrounding uses.*
- (b) Compatibility. The design shall be compatible with the design, types of uses, and intensity of uses of the facility site, surrounding buildings, and/or adjacent uses. The applicant shall provide an explanation regarding any activities anticipated to be conducted in conjunction with the charter school.*
- (c) Buffers. Buffering elements shall be utilized for visual screening and substantial reduction of noise levels at all property lines where necessary to comply with section 30-60.11 of this Code.*
- (d) Landscaping. Landscape shall be preserved in its natural state insofar as is practicable by minimizing the removal of trees or the alteration of favorable characteristics of the site. Landscaping and trees shall be provided in accordance with this Division 30-100 of this Code for the underlying zoning district.*
- (e) Circulation. Pedestrian and automobile/bus circulation shall be separated insofar as is practicable. All circulation systems shall adequately serve the needs of the facility and be compatible and functional with circulation systems outside the facility. Automobile and bus stacking spaces shall be provided to accommodate the drop-off and pick-up needs without causing substantial disruption to adjacent rights-of-way or the surrounding uses.*
- (f) Service areas. Wherever service areas are provided, they shall be screened and so located as to be compatible with the adjacent properties.*
- (g) Parking areas. Parking areas shall be screened and so located as to be compatible with the adjacent properties.*
- (h) Operating time. The operational hours shall be compatible with the activities of other adjacent properties.*
  - (i) Fences and walls. Outdoor recreation and/or play areas shall be enclosed with fences and/or walls at a minimum height of five feet.*
  - (j) Traffic impact. Village's adopted roadway level of service is not exceeded.*

**§30-120.7, Certificate of use.**

*The certificate of use shall automatically renew annually by the village upon compliance with all terms and conditions including maintenance of the facility in accordance with the approved plan and adopted zoning resolution. Said certificate of use is subject to cancellation upon violation of any of the conditions contained in this division or upon notification from the school board of revocation of the charter of the public charter school.*

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 siting 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 Centers shall be as follows:

- Residential Land Uses – 5,661 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.

*(excerpt from Village of Palmetto Bay adopted Comprehensive Plan)*

### Zoning District

#### **Subject Property:**

Downtown Urban Village (DUV)  
Neighborhood Village (DG) Sector (dark blue)

#### **Surrounding Properties**

North: Downtown Urban Village (DUV)  
Downtown General (DG) Sector (dark blue)

South: Downtown Urban Village (DUV)  
Downtown General (DG) Sector (dark blue)

East: Downtown Urban Village (DUV)  
Neighborhood Village (NV) Sector (light blue)

West: Downtown Urban Village (DUV)  
Downtown General (DG) Sector (dark blue)



Excerpt of DUV zoning map  
Zoning District: Downtown Urban Village (DUV)

The purpose of the Downtown Urban Village (DUV) zoning district is to regulate and facilitate development of a community village center within the Village of Palmetto Bay, and to:

- Provide for appropriate building and architectural scale through the inception of development standards that provide for a varied building form that responds to the individual districts within the Downtown Urban Village (DUV);

**South:**

- 17005 South Dixie Highway
- 1-story commercial building
- Built 1977
- 31,398 sq. ft. adjusted area
- 1.91 acres (83,357 sq. ft.) lot
- In good condition
- (photograph to right)



**West:**

- 16935 South Dixie Highway
- 1-story single commercial
- Built 1968
- 2,156 sq. ft. adjusted area
- 0.18 acres (7,857 sq. ft.) lot
- In good condition
- (photograph to right)



**West:**

- 9515 SW 170<sup>th</sup> Street
- 2-story auto service center
- Built 1991
- 6,290 sq. ft. adjusted area
- 1.16 acre (50,536 sq. ft.) lot
- In good condition
- (photograph to right)



**North:**

- No address
- Portion of rental car parking lot
- 0.14 acres (6,307 sq. ft.) lot
- In good condition
- (photograph to right)



### PROJECT DESCRIPTION

The proposed project is a mixed-use building at the intersection of South Dixie Highway and SW 170<sup>th</sup> Street, that includes a balance of commercial uses, civic use, and residential use in a single project. The project is sited on two lots with a combined total of 0.91 net acres (1.46 gross acres) in the Downtown General (DG) Sector of the Downtown Urban Village (DUV) Zoning District. The mixed-use building and grounds include:

- 31 residential units;
- 22,146 square feet of office space;
- Thumbelina Academy, a 230-student preschool;
- Masters Preparatory, a 220-student elementary school.

The preschool and school are proposed to be located on the first and second floors. Schools are a permitted use in the DG Sector. Commercial offices will also be located on part of the 1<sup>st</sup> floor with the balance of office space on the 3<sup>rd</sup> and 4<sup>th</sup> floors. Residences will be on the 2<sup>nd</sup> through 5<sup>th</sup> floors. Open space will include a playground on the ground floor, as well as separate private open space amenities for residents on upper floors.

Sufficient on-site structured parking and on-street (perimeter) parking is included.

The proposed project is 5 stories in height.

The proposal is as described and shown in the plans and drawings submitted to the Village of Palmetto Bay and on August 27, 2018, with Sheet A1.00 revised in response to Village staff comments and dated September 10, 2018.



*Proposed project rendering from US-1 and SW 170<sup>th</sup> Street*



*Proposed project rendering from SW 170<sup>th</sup> St. and SW 94<sup>th</sup> Ct.*



*Proposed project rendering from SW 170<sup>th</sup> Street*



## **SITE PLAN REVIEW FINDINGS**

The following findings have been made by staff pursuant to the requirements for Site Plan Review for a public hearing contained in Sec. 30-30.5(j)(1) a. through e. of the zoning ordinance of the Village of Palmetto Bay, Florida.

### **a. CONSISTENT WITH THE COMPREHENSIVE PLAN**

#### **Staff Findings on Consistency with the Village Comprehensive Plan**

The site plan has been found to be consistent with the Village of Palmetto Bay, Florida adopted Comprehensive Plan. Consistent means compatible with the principles of, and furthering the objectives, policies, land uses, and intensities of the Village Comprehensive Plan. (*Sec. 30-40.1. – Definitions*) Specific policies that the site plan furthers are cited below, with Staff analysis of the specific policy in blue italics.

#### **Land Use Policy 1.1.1**

Franjo Activity Center, (FAC)

- a. Mix of office, service, retail, entertainment, residential, community facilities, open space and transportation uses that will promote a lively, livable, and successful downtown area;
  - b. Pedestrian oriented core;
  - c. Promote mass transit and alternative transportation;
  - d. Encourage the integration of transportation and transit systems with land use;
  - e. Development and redevelopment at varying density and intensity ranges;
  - f. Promote compact, innovative land development;
  - g. Promote creative siting 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;
  - h. Total densities and intensities of development to include 5,661 residential units, 1,500,000 sq. ft. of commercial/office/retail space, urban open space and recreational space toward a goal of 0.25 acres per 1,000 residents.
- *The project provides a mix of uses including a preschool with an enclosed playground, an elementary school, office spaces and varied residential options, and supporting Part a.*
  - *The project is located within 1,000 feet of the SW 168<sup>th</sup> Street stop of the South Dade Busway, allowing for mass transit access, and supporting Part c*
  - *The project promotes compact land development by adhering the allowable density of the DUV DG Sector, and supporting part f.*
  - *This development will include over 22,000 square feet of office space located with 31 residential units, and supporting Part h.*

#### **Land Use Policy 1.3.2**

Require that all new development and redevelopment maintain the adopted level-of-service standards for public facilities in this Plan concurrent with the build-out of planned projects.

***Adopted level-of-service standards for water, wastewater, and drainage public facilities will be maintained through the permitting process. Transportation levels-of-service are acceptable. (see Transportation Policies below).***

#### **Land Use Policy 1.7.5**

Provide landscaping within an average 50-foot right-of-way, whenever feasible adjacent to non-residential development.

***The site plan includes improvements to right-of-way public realm areas that include roadway, parking, and pedestrian facilities to be designed and constructed by the developer.***

#### **Transportation 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.

***The project provides widened pedestrian facilities and will be required to provide at least 6 spaces for bicycle parking, with at least 2 of these spaces along South Dixie Highway.***

#### **Transportation Policy 2C.1.1**

In connection with future development, require that adequate and safe internal circulation improvements take into consideration the provision that pedestrian and/or bicycle facilities be in place prior to issuance of final Certificate of Occupancy.

***The site plan includes improvements to right-of-way public realm areas, such as sidewalk widening.***

#### **Recreation and Open Space 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.

***The project provides more than the required amount of private open space for its residents.***

#### **Recreation and Open Space 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.

***The project provides the required amount of playground space for the children in attendance at its schools.***

#### **a. CONSISTENT WITH THE PURPOSE AND INTENT OF THE ZONING DISTRICT**

Consistency with the intent of the Zoning District and specifically with the DUV Sector, Section 2.02-B. Sector Plan – DG, of Sec. 30-50.23.1 - Downtown Urban Village. The DG Sector specifically provides: The Downtown General (DG) sector applies to the area of the Downtown Urban Village (DUV) immediately surrounding the Downtown Village (DV). The Downtown General (DG) serves as a transition from the large properties abutting US-1 into the area intended to become the main, ped/bike-friendly, transit-connected Downtown Urban Village (DUV).

1. This sector provides for flexible building types in the general form of flexible blocks and flex buildings, both of which may accommodate higher intensity commercial/retail at the ground level and offices or multi-unit residential on the floors above. More traditional 'urban big box' commercial uses may be accommodated in the Downtown General (DG) sector with a selection of other compatible uses, vertically integrated within the same building.
2. Landscaping should consist of a more urban scale and pattern of planting with street trees planted in tree grates and landscape islands.
3. Parking is permitted both on-site and off-site within the DG Sector. (Section 2.02 A. (p.19-20))

The proposed project is on two adjacent lots located on the north side of SW 170<sup>th</sup> Street along the east side of South Dixie Highway and wrapping around SW 94<sup>th</sup> Court. The site lies within the Downtown General (DG) Sector of the DUV Zoning District in the Village of Palmetto Bay. The intent of the DG Sector is described in §30-50.23 as:

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

1. This sector provides for flexible building types in the general form of flexible blocks and flex buildings, both of which may accommodate higher intensity commercial/retail at the ground level and offices or multi-unit residential on the floors above. More traditional 'urban big box' commercial uses may be accommodated in the Downtown General (DG) sector with a selection of other compatible uses, vertically integrated within the same building.
2. Landscaping should consist of a more urban scale and pattern of planting with street trees planted in tree grates and landscape islands.
3. Parking is permitted both on-site and off-site within the DG Sector. (§ 2.02 A. (p.19-20))

**Block and Street Frontages § 2.05 (p.13)**

The site is a flexible block as it fronts more than two street frontages and it is intended to accommodate a larger footprint for commercial uses or structured parking.

The categories of its two fronting streets are:

|        |                     |                     |
|--------|---------------------|---------------------|
| West:  | South Dixie Highway | A Street            |
| South: | SW 170th Street     | Priority 'B' Street |
| East:  | SW 94th Court       | B Street            |

***The site fronts three sides and is occupied by a combination of uses such as a preschool, school, office and residential uses making it a flexible block.***

**Uses (§ 2.07) (p.15)**

The proposal is for a mixed-use project which is encouraged in the DUV. The proposed uses are preschool and professional office use on the 1<sup>st</sup> floor, school and residential use on 2<sup>nd</sup> floor, office and residential on the 3<sup>rd</sup> and 4<sup>th</sup> floors and residential on the 5<sup>th</sup> floor.

Multiple-family dwelling units are the only permitted residential use in the Downtown General Sector. Permitted uses in the DG Sector that are applicable to the requested site plan uses are Civic Uses, including Religious Facilities and Schools, General Retail/Personal Service, Neighborhood Proprietor Commercial Retail/Office and Services, and Office Uses.

***The uses that are requested are consistent with DG Sector, DUV Zoning District requirements.***

| <b>Glazing at Street Level:</b> |                |  |
|---------------------------------|----------------|--|
| South Dixie Highway             | 70% minimum    | greater than 70%   |
| SW 170th Street                 | 70% minimum    | greater than 70%   |
| SW 94th Court                   | 70% minimum    | 20% does not meet standard;<br>see Design Considerations,<br>page 33 |
| <b>Sidewalk:</b>                |                |  |
| South Dixie Highway             | 16 ft.         | 20 ft. – consistent  |
| SW 170th Street                 | 10 ft.         | 10 ft. – consistent  |
| SW 94th Court                   | 10 ft.         | 10 ft. – consistent  |
| <b>Bike Lanes:</b>              |                |  |
| South Dixie Highway             | not applicable | not applicable   |
| SW 170th Street                 | not applicable | not applicable   |
| SW 94th Court                   | not applicable | not applicable   |

**Encroachments (p. 21)**

On front and side streets, the listed encroachments are allowed into the build-to line, according to the specified vertical clearance and horizontal projection. The requirements are not applicable to interior and rear sides.

| Type     | Vertical Clearance | Horizontal Projection | Provided       |
|----------|--------------------|-----------------------|----------------|
| Signage  | 8 ft. min.         | 24 in. max.           | not applicable |
| Lighting | 8 ft. min.         | 24 in. max.           | not applicable |
| Awning   | 10 ft. min.        | 6 ft. max.            | not applicable |
| Balcony  | 12 ft. min.        | 6 ft. max.            | not applicable |
| Window   | 12 ft. min.        | 4 ft. max.            | not applicable |

**Parking Access and Setbacks (p. 21)**

All off-street parking that does not occur within a parking structure, must be developed according to the requirements below.

| Location      | Required Setback | Provided       |
|---------------|------------------|----------------|
| Front Street  | 8 ft. min.       | not applicable |
| Side Street   | 10 ft. min.      | not applicable |
| Interior Side | 12 ft. min.      | not applicable |
| Rear          | 12 ft. min.      | not applicable |

**Parking Dimensional Requirements § 30-70.8 (p. 36-38)**

| Description                     | Vertical Clearance | Provided       |
|---------------------------------|--------------------|----------------|
| <b>90-Degree Parking Stall:</b> |                    |                |
| Length                          | 18 ft. min.        | 18' provided   |
| Depth to Wall                   | 18 ft. min.        | 18' provided   |
| Width (parallel to aisle)       | 8½ ft. min.        | 8'6" provided  |
| Drive Aisle Width               | 22 ft. min.        | 22' provided   |
| <b>45-Degree Parking Stall:</b> |                    |                |
| Length                          | 26.5 ft. min.      | not applicable |
| Depth to Wall                   | 18.7 ft. min.      | not applicable |

**Parking Inventory Requirements (p. 37)**

| BUILDING TYPE                                   | Required  | Provided  |
|---|---|---|
| <b>Single-Family Residential</b>                |   |   |
| Single-family detached                          | 2 spaces / unit   | not applicable  |
| Rowhouse  | 2 spaces / unit   | not applicable  |
| <b>Multi-Family Residential</b>                 |   |   |
| Units of 750 sq. ft. or less                    | 1 space / unit  | not applicable  |
| Units of more than 750 sq. ft.                  | 1½ spaces / unit  | 31 units = 47 spaces                                    |
| <b>Housing for Elderly</b>                      |   |   |
| All   | ½ space / unit  | not applicable  |
| <b>Hotel / Motel</b>                            |   |   |
| Up to 40 Guest Rooms                            | 1 space / unit  | not applicable  |
| After first 40 guest rooms                      | ½ space / unit  | not applicable  |
| <b>Retail</b>                                   |   |   |
| All   | 1 space / 300 sq. ft.   | not applicable  |
| <b>Offices / Health Care</b>                    |   |   |
| All   | 1 space / 400 sq. ft. gross floor area = 56 spaces  | provided  |
| <b>Food and Drink Establishments</b>            |   |   |
| All   | 1 space / 50 s.f. patron area   | not applicable  |
| <b>Other</b>                                    |   |   |
| All other uses                                  | Per Sec. 30-70.8<br>(Parking shall equal the combined total of personnel and transportation vehicles) | 230 preschool / 6 = 39 personnel                        |
| Preschool & K-5                                 |   | 220 elementary / 25 = 9 personnel<br>48 spaces required |
| <b>Village Parking Incentives Program §1.07</b> |   |   |
| Gross Parking Requirement                       | 151 spaces  | see below   |
| Proximity to premium transit                    | 30% reduction   | applicable  |
| Ground Floor Mixed Use                          | 20% reduction   | applicable  |
| Off-site on street within 1,000 ft. §4.03(c)    |   | not applicable  |
| <b>Net Parking Requirement</b>                  | <b>76 spaces</b>  | <b>116 spaces</b>                                       |
| <b>Bicycle</b>                                  |   |   |
| 1 bike space per 10 vehicle spaces required     | 58 / 10 = 6 bike spaces   | Not shown: to be required with approval                 |
| 25% of bike spaces along street frontage        | 6 x 25% = 2 spaces  | Not shown: to be required with approval                 |

**Accessory Structures (p. 40)**

- Permitted with Rowhouse or Single-Family House only
- Not permitted with Flex Building, in Flex Block, or with Stacked Apartment Building
- Permitted only in Urban Village (UV) and Neighborhood Village Sectors (NV)
- Subject to all required setbacks for sector
- Minimum separation from the principal building is 10 ft.
- Height not to exceed minimum allowable height of principal structure

***Not applicable***

**Accessory Dwellings (p. 41)**

- Permitted with Rowhouse, Stacked Apartment or Single-Family House only
- Not permitted with Flex Building or in Flex Block
- Subject to all required setbacks for sector
- Minimum separation from the principal building is 10 ft.
- Maximum area of unit is 600 sq. ft.
- Accessory dwelling not to have culinary facility within unit
- Height not to exceed 1 story

***Not applicable***

**Lighting Standards (p. 41)**

- To be provided in:
  - Driveways and parking areas
  - Sidewalks and pedestrian paseos
  - Commercial establishments entryways
  - Recreation areas
  - Multi-family common areas and entryways
- Pedestrian scale with a maximum height 18 ft. and a maximum spacing 60 ft.
- Type and style to be approved by Director, based on criteria of: uniformity of types, location right-of-way width, and light trespass
- Meet recommended luminance range, uniformity and trespass for each use or structure per the Illuminating Engineering Society of North America (IESNA) publication

| <b>Charter School Facilities –Required Information §30-120.3</b>   |  |  |
|--|--|--|
| All public charter school facilities shall submit the following information to the village's department of community development for review by the department and for consideration at a public hearing: |  |  |
| (1)o   | A copy of the charter approved by the Miami-Dade County Public School Board.   | LOCATION SPECIFIC CHARTER REQUIRES ZONING APPROVAL |
| (1)p   | Traffic impact study conducted by the village with reimbursement of cost by the applicant.   | PROVIDED   |
| (2)a   | A plan indicating existing zoning on the site and adjacent areas.  | PROVIDED   |
| (2)b<br>i  | Location of all structures.  | PROVIDED   |
| (2)b<br>ii   | Parking layout, automobile/bus stacking areas (parent pickup, school bus delivery/pickup, and special needs locations) drives and circulation. | PROVIDED   |
| (2)b<br>iii  | Walkways.  | PROVIDED   |
| (2)b<br>iv   | Location of recreation areas and play equipment which shall include surrounding fences and/or walls.   | PROVIDED   |
| (2)b<br>v  | Any other features which can appropriately be shown in plan form.  | N/A  |
| (2)c   | Floor plans and elevations of all proposed structures.   | PROVIDED   |
| (2)d   | Landscape plan listing quantities, size, and names of all plants.  | PROVIDED   |

| Charter School Facilities – Plan Review Standards §30-120.6 |   | Finding  |
|---|---|--|
| (a)   | <b>Scale.</b> The scale of the facility shall be compatible with the scale of surrounding uses.   | Acceptable: the facility is in a building that is scaled to the DUV  |
| (b)   | <b>Compatibility.</b> The design shall be compatible with the design, types of uses, and intensity of uses of the facility site, surrounding buildings, and/or adjacent uses. The applicant shall provide an explanation regarding any activities anticipated to be conducted in conjunction with the charter school.   | Acceptable: the building is compatible with DUV criteria   |
| (c)   | <b>Buffers.</b> Buffering elements shall be utilized for visual screening and substantial reduction of noise levels at all property lines where necessary to comply with section 30-60.11 of this Code  | Landscape and trees wrap around US-1 and SW 170 <sup>th</sup> Street to provide visual screening                               |
| (d)   | <b>Landscaping.</b> Landscape shall be preserved in its natural state insofar as is practicable by minimizing the removal of trees or the alteration of favorable characteristics of the site. Landscaping and trees shall be provided in accordance with this Division 30-100 of this Code for the underlying zoning district.   | Current trees will be removed, and replaced with new trees   |
| (e)   | <b>Circulation.</b> Pedestrian and automobile/bus circulation shall be separated insofar as is practicable. All circulation systems shall adequately serve the needs of the facility and be compatible and functional with circulation systems outside the facility. Automobile and bus stacking spaces shall be provided to accommodate the drop-off and pick-up needs without causing substantial disruption to adjacent rights-of-way or the surrounding uses. | Pedestrian and auto circulation are separated, distinct and marked.  |
| (f)   | <b>Service areas.</b> Wherever service areas are provided, they shall be screened and so located as to be compatible with the adjacent properties.  | Partially provided   |
| (g)   | <b>Operating time.</b> The operational hours shall be compatible with the activities of other adjacent properties.  | The intent of the project is a mixed use: school hours & business hours partially overlap; residential hours are complementary |
|   | <b>Fences and walls.</b> Outdoor recreation and/or play areas shall be enclosed with fences and/or walls at a minimum height of five feet.  | Outdoor recreation areas are enclosed by building & fences.  |
|   | <b>Traffic impact.</b> Village's adopted roadway level of service is not exceeded.  | Intersections are expected to operate at adopted level of service or better  |

## RECOMMENDATION

Staff recommends approval of the site plan, based on revised plans and drawings submitted to the Village of Palmetto Bay and on August 27, 2018, with page A1 dated September 10, 2018, with the following design considerations and conditions provided below:

### Design Considerations

1. **First Floor Height:** The ground story of the mixed-use building is 12-feet where 14-foot minimum to 18-foot maximum is required. The ground floor height is 2-feet (14%) lower than the minimum requirement, and while providing for adequate height for a high quality interior environment for the ground floor school and office uses, the lower height contributes to minimizing the overall height of the building at 60-feet to enhance transition to the east, which is zoned as the Neighborhood Village (NV) Sector of the DUV. The NV sector has a maximum height of 5 stories for a mixed-use build, but also 3 stories for a row house building type which can range in height from 26 feet minimum to 38 feet maximum. Staff recommends acceptance of the provided first floor height as a design consideration.
2. **Secondary Massing:** Secondary massing in the DG Sector is required as a step-back of 15-feet in a horizontal direction of the build-to line above the 2<sup>nd</sup> floor. The building masses are substantially broken in vertical and horizontal directions using creative architectural methods that are consistent with the international design aesthetic of the proposal, including: an architectural canopy above the ground floor that also provides shade for pedestrians, vertical breaks between three building masses for the school and offices along US-1, the commercial and residential building on SW 170<sup>th</sup> Street, and the parking structure with roof-top amenities along SW 94<sup>th</sup> Court. Essentially, three building masses are established, that although interconnected, as vertically separated. In addition, extensive use of transparency in upper floors lightens building mass, and where one larger opaque wall is situated on the south façade, there are three distinct surfaces. Staff recommends acceptance of the provided first floor height as a design consideration.
3. **Ground Floor Transparency:** TS-U1 transparency at 20% where 70% is required along SW 94<sup>th</sup> Court, which is classified as a TS-U1 Street, for the DUV code. (see conceptual rendering to right) SW 94<sup>th</sup> Court is the lowest priority street of the three street facades of the project; however, Village staff recognizes that sensitivity to the UV Sector neighborhood across from SW 94<sup>th</sup> Court should require conditions that relieve the massing of this surface of approximately 40-feet by 20-feet. Staff recommends acceptance of the provided first floor height as a design consideration, with the condition that if granted, part of the



*Proposed project rendering from SW 94<sup>th</sup> Court, illustrating ground floor wall surface for design consideration and recommended condition*

# NOTICE

Public Notice Advertisement

Miami Daily Business Review

December 12, 2019



## VILLAGE OF PALMETTO BAY NOTICE OF ZONING PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Village of Palmetto Bay shall conduct a Zoning Public Hearing on Monday, January 13, 2020, at 7:00 p.m. at Village Hall, 9705 East Hibiscus Street, Palmetto Bay, FL. Discussion and public input will be welcomed concerning the following items:

**Item 1:** The following item is being considered pursuant to Section(s) 30-50.23 and 30-30.5 Village's Land Development Code:

**Applicant:** South Dade Imports, LLC

**Folio(s):** 33-5032-004-2480, 33-5032-004-2490, 33-5032-004-2500, 33-5032-004-2520, 33-5032-004-2530

**File No.:** VPB-16-017

**Location:** 17400 SW 97<sup>th</sup> Avenue, 17414 SW 97<sup>th</sup> Avenue, 17405 South Dixie Highway, 17407 South Dixie Highway, 17409 South Dixie Highway, 17411 South Dixie Highway, 17413 South Dixie Highway

**Request:** REQUEST FOR APPROVAL OF A SITE PLAN MODIFICATION WITH DESIGN CONSIDERATIONS FOR A NEW AUTO SALES CENTER WITH SALES AND SERVICE FACILITIES AND A RETAIL COMPONENT AT SOUTH DIXIE HIGHWAY AND BANYAN ROAD, ZONED DOWNTOWN URBAN VILLAGE (DUV), DOWNTOWN GENERAL (DG) SECTOR, PURSUANT TO SECTION 30-50.23 DUV ZONING DISTRICT; AND SECTION 30-30.5, SITE PLAN APPROVAL.

**Item 2:** The following item is being considered pursuant to Section(s) 30-50.23, 30-30.5, and 30-120.1 of the Village's Land Development Code:

**Applicant:** Dream Starts, LLC

**Folio(s):** 33-5033-004-0100

**File No.:** VPB-18-004

**Location:** 16999 South Dixie Highway

**Request:** REQUEST FOR APPROVAL OF A SITE PLAN FOR A MIXED-USE BUILDING ON THREE ADJOINING PARCELS ZONED DOWNTOWN URBAN VILLAGE (DUV), DOWNTOWN GENERAL SECTOR (DG), WITH GROUND-FLOOR COMERCIAL USE, AND OFFICE COMPONENT, A RESIDENTIAL COMPONENT, AND A SCHOOL COMPONENT,

Posted Public Notice

December 12, 2019



**VILLAGE OF PALMETTO BAY  
NOTICE OF ZONING HEARING**

**Monday, January 13, 2020, at 7:00 p.m.  
at Village Hall, 9705 East Hibiscus Street, Council Chambers,  
Palmetto Bay, FL.**

Discussion and public input will be welcome concerning the following items that may be of interest to your immediate neighborhood.

---

**Property Address:** 16999 South Dixie Highway

**Property Folio:** 33-5033-004-0100

**Applicant:** DREAM STARTS, LLC

**Application:** VPB-18-004

**Request:** REQUEST FOR APPROVAL OF A SITE PLAN FOR A MIXED-USE BUILDING ON THREE ADJOINING PARCELS ZONED DOWNTOWN URBAN VILLAGE (DUV), DOWNTOWN GENERAL SECTOR (DG), WITH GROUND-FLOOR COMMERCIAL USE, AND OFFICE COMPONENT, A RESIDENTIAL COMPONENT, AND A SCHOOL COMPONENT, PURSUANT TO SECTION 30-50.23 DUV ZONING DISTRICT; SECTION 30-30.5, SITE PLAN APPROVAL; AND SECTION 30-120.1 PUBLIC CHARTER SCHOOL FACILITIES

The Village of Palmetto Bay shall conduct a Zoning Hearing on Monday, January 13, 2020, at 7:00 p.m. The Zoning hearing shall be held at Village Hall, 9705 East Hibiscus Street, Council Chambers, Palmetto Bay, Florida. Discussion and public input will be welcome concerning this item that may be of interest to your immediate neighborhood.

All persons are invited to appear and be heard. The documents pertaining to this Zoning Hearing may be inspected at the Department of Planning & Zoning at Village Hall, 9705 East Hibiscus Street, Palmetto Bay, Florida, during regular working hours. Any meeting may be opened and continued, and, under such circumstances, additional legal notice would not be provided. Any person may contact Village Hall for more information.

Pursuant to Section 288.0105, F.S., if any person decides to appeal any decision by the Village Council with regard to this or any matter, he/she will need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. This notice does not constitute consent by the Village for the introduction or admission of otherwise inadmissible evidence, nor does it authorize challenges or appeals not otherwise allowed by law.

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 seven (7) days prior to the proceedings.

[www.palmettobay-fl.gov](http://www.palmettobay-fl.gov)



Public Notice Posted December 12, 2019

West side of property / SW 94<sup>th</sup> Court

|  |  |  |
|--|--|--|
| U HAUL CO OF FLA 905 LLC<br>PO BOX 29046<br>PHOENIX, AZ 85038            | DOROTHY V ANDERSEN<br>9510 SW 166 TERR<br>MIAMI, FL 33157-3429             | MIAMI-DADE COUNTY<br>3071 SW 38 AVE<br>MIAMI, FL 33146-1520              |
| NEREYDA MIRANDA<br>9720 SW 167 ST<br>MIAMI, FL 33157-3343                | BLANCA NIEVES FUGATE<br>9740 SW 167 ST<br>MIAMI, FL 33157-3343             | ROBERTO A MONTIEL &W INDIANA<br>9730 SW 166 TERR<br>MIAMI, FL 33157-3341 |
| JANET ESPINO YOUNG<br>9750 SW 166 TERR<br>MIAMI, FL 33157-3341           | TARAMATIE BUDRAJ<br>9710 SW 165 TERR<br>MIAMI, FL 33157                    | GABRIEL DE JESUS SERRANO<br>9522 SW 165 ST<br>MIAMI, FL 33157-3355       |
| ADAM I BROWNSTEIN<br>9542 SW 165 ST<br>MIAMI, FL 33157                   | SIGIFREDO LEAL &W MIRIAM<br>9565 SW 165 TERR<br>MIAMI, FL 33157-3367       | HAYDEN DAVIS<br>9501 SW 165 ST<br>MIAMI, FL 33157-3354                   |
| SOUTH MOTOR CO OF DADE CTY<br>16165 SO DIXIE HWY<br>MIAMI, FL 33157-1840 | D & H PARTNERSHIP<br>16165 S DIXIE HWY<br>MIAMI, FL 33157-1840             | BRACUSA LLC<br>4300 SW 74 AVE<br>MIAMI, FL 33155-4406                    |
| WARREN HENRY REAL ESTATE LLC<br>20800 NW 2 AVE<br>MIAMI, FL 33169        | SAFEGUARD PROPERTIES LLC<br>3384 PEACHTREE RD STE#400<br>ATLANTA, GA 30326 | MARK A PARKER<br>9330 SW 170 ST<br>MIAMI, FL 33157-4440                  |
| VASSIE M KYSER<br>9350 SW 170 ST<br>MIAMI, FL 33157-4440                 | TAO LIU &W<br>9364 SW 170 LN<br>PALMETTO BAY, FL 33157-4448                | PAMELA L WHITE<br>9375 SW 171 TERR<br>MIAMI, FL 33157-4444               |
| KRISTINA ALEXANDRA MARTINEZ<br>9374 SW 171 TER<br>PALMETTO BAY, FL 33157 | DAPHANE A JOBSON<br>9365 SW 172 TERR<br>MIAMI, FL 33157-4443               | WALTER LUND &<br>8005 SW 89 ST<br>MIAMI, FL 33156-7460                   |
| GUSTAVO R BUENDIA VILA<br>16901 SW 92 CT<br>MIAMI, FL 33157-4516         | GOLSTROM VENTURES LLC<br>16930 SW 92 AVE<br>PALMETTO BAY, FL 33157         | LEO W BAUMER &W MERCEDES G<br>16965 SW 92 CT<br>MIAMI, FL 33157-4516     |
| EVGENIA KIM<br>17080 SW 92 AVE<br>MIAMI, FL 33157                        | MANUCON 1 17220 LLC<br>5133 DONATELLO ST<br>CORAL GABLES, FL 33134         | KYMBERLY W MCNEILL<br>17260 SW 92 CT<br>PALMETTO BAY, FL 33157           |

JOHN K SAKUMA  
17170 SW 94 AVE 801  
PALMETTO BAY, FL 33157-4445

LA CALANDRIA LLC  
5775 SW 39 ST  
MIAMI, FL 33155

PHILIP SHENKMAN  
12951 SW 79 ST  
MIAMI, FL 33183-4207

GEHONG TAO  
9031 SW 162 LN  
PALMETTO BAY, FL 33157

EDUARDO H COLOMBO LE  
7467 SW 189 ST  
CUTLER BAY, FL 33157

YINGJUN LU  
287 S ORANGE AVE  
LIVINGSTON, NJ 07039

17255 UNIT 156 LLC  
10301 SW 89 AVE  
MIAMI, FL 33176

RAMOND & NICOLE A VALERE JTRS  
17255 SW 95 AVE #363  
PALMETTO BAY, FL 33157-4450

CLEMENTE F VERA  
10773 NW 58 ST #337  
DORAL, FL 33178

JOEL CORBEA  
9781 SW 167 ST  
MIAMI, FL 33157

RUN QUN KWOCK ZHENG  
17170 SW 94 AVE #803  
PALMETTO BAY, FL 33157

RUNXIA TIAN  
17255 SW 95 AVE 109  
MIAMI, FL 33157

PALMETTO BAY CONDO 218 LLC  
7003 N WATERWAY DR STE 218  
MIAMI, FL 33155

CLAUDIA NAVARRO  
14359 MIRAMAR PARKWAY 188  
MIRAMAR, FL 33027

JOSE ARBIDE  
10505 SW 136 CT  
MIAMI, FL 33186

PALMETTO BAY 17255 LLC  
8385 SW 100 ST  
MIAMI, FL 33156

CYNTHIA STANISLAUS  
35 E AVENUE  
VALLEY STREAM, NY 11580

R ALEXANDER RODRIGUEZ  
9411 SW 174 ST 9411  
PALMETTO BAY, FL 33157

MAHADEO TULSIE  
16030 SW 108 AVE  
MIAMI, FL 33157-2917

FAY BATSON-MILLER  
9751 SW 167 ST  
MIAMI, FL 33157-3342

MARWA MOUSSA  
17190 SW 94 AVE #911  
PALMETTO BAY, FL 33157

ALTA PINE LLC  
PO BOX 565871  
MIAMI, FL 33256

HUGO LUIS FRAGA  
16401 SW 81 AVE  
PALMETTO BAY, FL 33157

JUN ZHENG  
19723 BRICKEL POINT DR  
BOCA RATON, FL 33498-4503

QUNHUI SUN  
14750 SW 132ND CT  
MIAMI, FL 33186-7636

JAMES Z ZHOU & W LONGXIU WU  
9190 SW 70 AVE  
MIAMI, FL 33156-1604

HUARAO ZHOU  
3463 N FIELD WAY NW  
KENNESAW, GA 30144

DANYS CABRERA  
4526 SW 146 CT  
MIAMI, FL 33175

DIOVEL HERNANDEZ  
16545 SW 95 AVE  
MIAMI, FL 33157

ABDOLSAMAD YADKOURI  
9540 165 TER SW  
MIAMI, FL 33157

PAMELA K LAWSON  
9301 SW 166 ST  
MIAMI, FL 33157-3444

KAREN J NEHER  
16635 SW 93 CT  
MIAMI, FL 33157-3412

DJR RLTY LLC  
16501 S DIXIE HWY  
MIAMI, FL 33157-3443

JAMES C WAGGONER &W DONNA JO  
16935 SW 93 AVE  
MIAMI, FL 33157-4412

NIVIA M CARRERA  
13304 SW 73 TER  
MIAMI, FL 33183

SAVINGS FOR RETIREMENT LLC  
PO BOX 160161  
MIAMI, FL 33116

DORIS RODRIGUEZ  
9420 SW 170 ST # 201  
MIAMI, FL 33157

D SAPAH-GULIAN &W LAURETTE  
17160 SW 94 AVE #606  
MIAMI, FL 33157-4473

MING LIANG  
1435 SW 13 ST  
MIAMI, FL 33145

NICOLESCOTT LLC  
11015 SW 77 COURT CIR  
MIAMI, FL 33156

MICHAEL FITTS  
7801 SW 102 LN  
MIAMI, FL 33156

RONALD A ROSENBERG  
9320 SW 166 ST  
MIAMI, FL 33157-3445

MICHAEL LUCAS  
7860 SW 182 TERR  
MIAMI, FL 33157-6239

EST OF HELEN FORGIONE  
9285 SW 170 ST  
MIAMI, FL 33157-4567

JONATHON BROOKS &W CHRISTINE  
6255 SW 126 ST  
MIAMI, FL 33156-5564

GERMAN COTRENA &W MIRIAM  
TENOREO  
14116 SW 155 ST  
MIAMI, FL 33177-0941

FREDDY NEYRA  
17520 SW 89TH AVE  
PALMETTO BAY, FL 33157-5831

BONNIE MURRAY LEHR  
17180 SW 94 AVE UNIT 701  
MIAMI, FL 33157-4484

SANRAJ LLC  
17255 SW 95 AVE UNIT F-206  
VILLAGE OF PALMETTO BAY, FL 33157

JC & C FLORIDA PROPERTIES LLC  
13722 SW 83 AVE  
PALMETTO BAY, FL 33158

CHARLES BERRY &W SHIRLEY  
16615 SW 93 CT  
MIAMI, FL 33157-3412

GENEVA BAZILE  
9315 SW 166 TERR  
MIAMI, FL 33157-3427

ISABEL C ASCENCIO &W MARIA B  
9311 SW 169 ST  
MIAMI, FL 33157-4436

EVERIST BAPTISTE  
15305 PAMETTO LAKE DR  
MIAMI, FL 33157

JONATHON N BROOKS  
6255 MOSS RANCH RD  
MIAMI, FL 33156

KENNETH AITCHESON &W EDNA  
9400 SW 170 ST #106  
MIAMI, FL 33157-4456

EDIL L MEZA  
17160 SW 94 AVE #601  
MIAMI, FL 33157

PALMETTO BAY 17255 L;LC  
8385 SW 100 ST  
MIAMI, FL 33156

MARIA CECILIA VASQUEZ  
7026 SW 154 CT  
MIAMI, FL 33193

FELIX ARRECIS  
14872 SW 96TH TER  
MIAMI, FL 33196-1679

DEQIANG ZHOU &W XIUXIAN GUAN  
9315 SW 171 TERR  
MIAMI, FL 33157-4444

YADONG LUO &W CUIHUA HUANG  
10800 SW 67TH AVE  
MIAMI, FL 33156-3908

MARY ANN ESPINOSA  
17091 SW 92 CT  
MIAMI, FL 33158

JEAN M BELOT  
9270 SW 170 ST  
PALMETTO BAY, FL 33157

RAMON GERARDO VARELA MARTINEZ  
9375 SW 173 TER  
PALMETTO BAY, FL 33157

VITRAN HOMES LLC  
11767 S DIXIE HWY #136  
MIAMI, FL 33156

LISA J GOODKIND  
9298 SW 166 TERR  
MIAMI, FL 33157-3426

CARLOS AITA  
9310 SW 165 ST  
MIAMI, FL 33157-3449

CHRISTINE M ALFRE &H  
16655 SW 93 CT  
MIAMI, FL 33157-3412

E & L 168 STREET CO LLC  
11231 SW 69 CT  
MIAMI, FL 33156

ALAN B YOUNG &W LOURDES  
9334 SW 172 TERR  
MIAMI, FL 33157-4446

DARIA BUENO  
16810 SW 92 AVE  
MIAMI, FL 33157-4562

TOD R ROY  
17301 SW 93 AVE  
MIAMI, FL 33157-4401

BAF 2 TRS LLC  
3505 KOGER BLVD STE 400  
DULUTH, GA 30096

ALBERTO J MARINO LE  
9365 SW 173 TER  
PALMETTO BAY, FL 33157

ACADEMIC PROPERTIES LLC  
3749 PARADISO CIR  
KISSIMMEE, FL 34746

ALEXANDRA V TOPOLE  
9280 SW 166 TERR  
MIAMI, FL 33157-3426

STEVE M ANTEEN  
16674 SW 93 CT  
PALMETTO BAY, FL 33157

OLINTO A CARDENAS  
16665 SW 93 CT  
MIAMI, FL 33157

HECTOR ORTIZ &W  
320 ATLANTIC AVE  
SUNNY ISLES BEACH, FL 33160

MICHAEL J BARNES &W RUTH Q  
9344 SW 172 TERR  
MIAMI, FL 33157-4446

MONICA BUENO JTRS  
16820 SW 92 AVE  
PALMETTO BAY, FL 33157

RONALD M BAILY & W DEANNE S  
17261 SW 93 AVE  
MIAMI, FL 33157-4407

HECTOR DE LOS RIOS  
17020 SW 92 CT  
PALMETTO BAY, FL 33157

CONG LI  
9381 SW 174 ST  
PALMETTO BAY, FL 33157

SO BELL TEL & TEL CO  
PO BOX 7207  
BEDMINSTER, NJ 07921

CIANNI DEVELOPMENT LLC  
14801 SW 93 CT  
MIAMI, FL 33176

ELIZABETH S OGLEBY  
9320 SW 167 ST  
MIAMI, FL 33157-3431

LUIS F ROCA  
19 EMERY ST  
HOLBROOK, MA 02343

16910-20 LLC  
1541 SUNSET DRIVE #302  
SOUTH MIAMI, FL 33143

MICHAEL MAGUIRE  
9451 SW 174 ST #9451  
PALMETTO BAY, FL 33157

CAR WAR FL LRSD LLC  
8484 WESTPARK DR STE 200  
MCLEAN, VA 22102

AMED VALLE TURRO  
9720 SW 166 TER  
MIAMI, FL 33157

PAUL C PADGETT JR  
9525 SW 166 TERR  
MIAMI, FL 33157-3428

CHRISTOHER J GRIFFIN &W  
KAWANNAH  
17440 SW 93 PL  
MIAMI, FL 33157-5775

JUAN P MEDINA  
9375 SW 170TH LN  
MIAMI, FL 33157

BONIFACIO PANTOJA  
9354 SW 171 TERR  
PALMETTO BAY, FL 33157-4447

XUDONG YANG  
16910 SW 92 AVE  
MIAMI, FL 33157-4568

ANGEL R RIVAS &W DEISY  
17255 SW 92 CT  
PALMETTO BAY, FL 33157-4531

MANUEL D FERNANDES  
17065 SW 93 AVE  
MIAMI, FL 33157

LUIS GARCIA JR  
19621 NW 88 AVE  
MIAMI, FL 33018

PATRICK DIAZ  
16535 SW 95 AVE  
MIAMI, FL 33157-3423

PAUL M MAZZACANE  
9761 SW 167 ST  
MIAMI, FL 33157-3342

GERARDO A PEREZ-CEA &W NANCY C  
9515 SW 165 TERR  
MIAMI, FL 33157-3367

IOLENE M DERBY &  
17220 SW 93 AVE  
MIAMI, FL 33157-4490

HILMAR TORRICO  
9314 SW 170 LN  
MIAMI, FL 33157-4448

JOSE EVANDRO SANTOS LIMA TUCKER  
9335 SW 172 TER  
PALMETTO BAY, FL 33157

JUAN C DEL CORRAL &W ADELA I  
16940 SW 92 AVE  
MIAMI, FL 33157-4568

MANUEL A & ROSA MARQUES  
17241 SW 93 AVE  
PALMETTO BAY, FL 33157-4407

EARL GABB  
9315 SW 173 TER  
PALMETTO BAY, FL 33157

SANTIAGO FORTEZA  
17340 SW 94 AVE #17340  
PALMETTO BAY, FL 33157

ROBERTO A OSEJO &W ROSARIO E  
9750 SW 167 ST  
MIAMI, FL 33157-3343

RCM CONTRACTOR CORPORATION  
9520 SW 165 TER  
MIAMI, FL 33157

MMIA 16896 LLC  
7931 SW 104 ST E113  
MIAMI, FL 33156

TSANG STEPHEN LIN &W DANA  
9310 SW 170 ST  
MIAMI, FL 33157-4440

REBECCA SILVERA  
9335 SW 171 TER  
PALMETTO BAY, FL 33157

MACARIO HUAITALLA  
3343 SACRAMENTO WAY  
NAPLES, FL 34105-2815

FREDERICK BOND JR &W DANIELLE  
17121 SW 92 CT  
MIAMI, FL 33156

LYNWOOD LLC  
PO BOX 565483  
MIAMI, FL 33256

JUAN ALFREDO CURIEL  
9314 SW 173 TER  
PALMETTO BAY, FL 33157

GONZALO TORREZ &W MARIA T  
17190 SW 94 AVE UNIT 906  
MIAMI, FL 33157-4481

YULONG YANG &W  
10403 SW 120 ST  
MIAMI, FL 33176

XIA JIN  
13820 SW 82 CT  
PALMETTO BAY, FL 33158

EDWARD T MCGANN  
201 GOLDEN ISLES #205  
HALLANDALE BEACH, FL 33009

ADAM R GROCHOLSKI  
9421 SW 174 ST #9421  
PALMETTO BAY, FL 33157

PALMETTO GREEN PROPERTIES LLC  
8300 SW 152 ST  
PALMETTO BAY, FL 33157

KUMARIE LACHMAN TRS  
10803 SW 158 LN  
MIAMI, FL 33157

JEFFREY W OLESON &W DEBRA A  
9740 SW166 TERR  
MIAMI, FL 33157-3341

165 ST PROPERTY LLC  
11767 S DIXIE HWY 155  
PINECREST, FL 33156

96 PROPERTIES LLC  
8964 SW 176 TERR  
MIAMI, FL 33137

GGH 48 LLC  
18305 BISCAYNE BLVD # 400  
AVENTURA, FL 33160

HAO ZHU  
1138 RIDGEMONT DR  
MILPITAS, CA 95035-7825

FOJHEZ LLC  
19339 SW 80 CT  
MIAMI, FL 33157

HUA GUO  
17255 SW 95 STREET UNIT C 155  
PALMETTO BAY, FL 33157

VILLAGE HOMES AND CONDOS AT  
201 ALHAMBRA CIR 603  
CORAL GABLES, FL 33134

16590 SOUTH DIXIE LLC  
2298 S DIXIE HWY  
MIAMI, FL 33133

LUCILLE CUMMINGS EST OF  
9700 SW 167 ST  
MIAMI, FL 33157-3343

ERNESTO P GONZALEZ  
9760 SW 166 TER  
MIAMI, FL 33157

CARMEN ALVAREZ  
9552 SW 165 ST  
MIAMI, FL 33157-3355

CAMACA LLC  
305 NW 57 AVE STE 110  
MIAMI, FL 33126

NORIS LEDESMA TRS  
16965 SW 113 CT 31441 E  
MIAMI, FL 33157

CARLOS FERREIRO JTRS  
2431 W 80 STREET #1  
HIALEAH, FL 33016

ALEJANDRO S PEREZ  
17255 SW 95 AVE #D-152  
MIAMI, FL 33157-4453

GERSHOM MCKOY  
17842 SW 88 PL  
PALMETTO BAY, FL 33157

KADIR ULKEALAN  
600 W LAS OLAS BLVD 1305  
FORT LAUDERDALE, FL 33312

KONSTANTIN OULIANOV  
9530 SW 166 TER  
MIAMI, FL 33157

JULIO QUINTANA &W CARMEN  
9730 SW 167 ST  
MIAMI, FL 33157-3343

STENNARD KING  
9720 SW 165 TER  
MIAMI, FL 33157

PB AND E ENTERPRISES LLC  
16890 S DIXIE HWY  
MIAMI, FL 33157

WEIHUA ZHANG  
9320 SW 170 ST  
PALMETTO BAY, FL 33157

ANTOANETA IORDANOVA ANGELOVA  
8870 SW 170 ST  
MIAMI, FL 33157-4552

SCOTT A MCKINLEY &W LESLIE M  
8430 SW 148 DR  
MIAMI, FL 33158-1940

JOHN A RUSS &W PATRICIA &  
9719 SO DIXIE HWY  
MIAMI, FL 33156-2834

RETIREMENT ENTERPRISES LLC  
PO BOX 160161  
MIAMI, FL 33116

WENDY CANDIA  
16915 SW 93 AVE  
MIAMI, FL 33157

GEORGE ALDEGUER JR &W DAWN  
7500 SW 139 ST  
MIAMI, FL 33158-1254

JAMES C SILL  
9420 SW 170 ST #205  
MIAMI, FL 33157-4457

DYNASTY PROP OF SOUTH FLORIDA LLC  
13500 SW 88 ST 131  
MIAMI, FL 33186

HONGWEI SHAO  
17100 SW 194 AVE #503  
PALMETTO BAY, FL 33157

BARNETT L KAUFMAN &W ADRIENNE  
9760 SW 99 TERR  
MIAMI, FL 33176-2858

ODALIS ALVAREZ  
17170 SW 94 AVE 802  
PALMETTO BAY, FL 33157

THOMAS ROSS & BEVERLY ROSS  
17170 SW 94 AVE #804  
MIAMI, FL 33157-4485

EFFECTIVE BLDRS LLC  
7600 SW 109 TER  
MIAMI, FL 33156

PEDRO MERIDA  
1311 SW 64 AVE  
WEST MIAMI, FL 33144

ALEESHIA BAILEY  
514 HAWTHORNE LN  
WINDSOR, CT 06095

RIGOBERTO J FERNANDEZ LE  
12369 NW 13 CT  
PEMBROKE PINES, FL 33026

CANTELI GROUP INC  
8287 SW 128TH ST APT 112  
MIAMI, FL 33156-5910

LICI CADAVID  
730 PENNSYLVANIA AVE #410  
MIAMI BEACH, FL 33139

YONG CAI  
7311 SW 146 TERR  
MIAMI, FL 33158

002 INVESTMENT CORP  
2668 NW 97TH AVE  
DORAL, FL 33172-1400

CECIL L BROWN  
PO BOX 970704  
MIAMI, FL 33197

SUSANA MARIA BORROTO  
1013 SW 133 TER  
PEMBROKE PINES, FL 33025

JIPING WU  
8840 SW 164 ST  
PALMETTO BAY, FL 33157

IBETH GONZALEZ  
15466 SW 36 TER  
MIAMI, FL 33185

MAURA PANIAGUA &H  
12032 SW 208 TERR  
MIAMI, FL 33177-5324

136 WATERFALLS LLC  
PO BOX 56 2022  
MIAMI, FL 33256

SOFIA A DASILVA  
17220 SW 94 AVE #17220  
PALMETTO BAY, FL 33157

CODY WALLACE &W  
17240 SW 94TH AVE  
PALMETTO BAY, FL 33157

CESAR C DUMARAN &W MAY B  
16501 SW 95 AVE  
MIAMI, FL 33157-3423

FIDEL REMON PEREZ  
16425 SW 95 AVE  
MIAMI, FL 33157

RYAN COLON  
9220 SW 167 TER  
PALMETTO BAY, FL 33157

ZUNILDA MACHADO  
9340 SW 167 ST  
MIAMI, FL 33157-3431

GLORIA MENENDEZ JTRS  
9502 SW 218 LN  
MIAMI, FL 33190

PALMETTO BAY LAW CENTER LLC  
17345 SOUTH DIXIE HWY  
MIAMI, FL 33157

THERESA R JONES  
16902 SW 92 CT  
MIAMI, FL 33157-4517

ROBERT MORRISON  
918 S PALMWAY  
LAKE WORTH, FL 33460-5106

C H THIELE  
17300 SW 90 AVE  
MIAMI, FL 33157-4511

FAUSTO ROSALES  
1100 BISCAYNE BLVD #5104  
MIAMI, FL 33132

HECTOR CIFUENTES  
9430 SW 170 ST 305  
PALMETTO BAY, FL 33157

MARCIA HITCHINS  
17160 SW 94 AVE #605  
MIAMI, FL 33157-4473

SCOTT M ZIMMETT  
9340 SW 165 ST  
MIAMI, FL 33157-3449

NAGEDA MOORE  
9330 SW 167 ST  
PALMETTO BAY, FL 33157

HANANIA INVESTMENTS 4 LLC  
7200 BLANDING BLVD  
JACKSONVILLE, FL 32244

JESUS S CASANOVA TRS  
8745 SW 182 TER  
PALMETTO BAY, FL 33157

TED BACHAN  
17000 S DIXIE HWY  
MIAMI, FL 33157

RONALD SPIEGEL  
16925 SW 94 AVE  
MIAMI, FL 33157

ALIE REAL EST HOLDING LLC  
16815 S DIXIE HWY  
PERRINE, FL 33157-4360

MEIFENG HU  
5 ELM CT  
WEST WINDSOR, NJ 08550

MAXIMA DE LOS SANTOS  
9430 SW 170 ST #306  
PALMETTO BAY, FL 33157-4462

SUNG YUEN CHAN  
69 21 136 ST B  
FLUSHING, NY 11367

RAYMOND J PAPICH LE  
9330 SW 165 ST  
PALMETTO BAY, FL 33157

DANIEL GOMEZ  
9321 SW 167 ST  
MIAMI, FL 33157-3430

ISAACS DIXIE HOLDINGS LLC  
17225 SO DIXIE HWY #200  
MIAMI, FL 33157

JOSE A PEREZ & W ROSARIO  
16900 SW 92 CT  
MIAMI, FL 33157-4517

ROBERT DESVALLONS &  
9329 SW 170 ST  
MIAMI, FL 33157-4439

9375 MIAMI INVESTMENT LLC  
9500 S DADELAND BLVD #702  
MIAMI, FL 33156

JONATHAN N BROOKS & W  
6255 SW 126 ST  
MIAMI, FL 33156-5564

JIYING DUAN  
9320 SW 170 ST  
PALMETTO BAY, FL 33157

HEIDIMARIE VOIT  
17160 SW 94 AVE #602  
MIAMI, FL 33157-4474

JANE E CHIN SANG &  
13841 SW 80 AVE  
MIAMI, FL 33158-1136

MARGARET W PETERSON  
9315 SW 172 TER  
MIAMI, FL 33157

PERRINE 17403 LLC  
20 PORTO MAR #702  
PALM COAST, FL 32137

JED CAYOBIT &  
17201 SW 93 AVE  
MIAMI, FL 33157-4407

LUIS ALBERTO AVELLA  
9335 SW 173 TER  
PALMETTO BAY, FL 33157

CAROL A STAZILIS  
9261 SW 166 TERR  
MIAMI, FL 33157-3425

KIRSTEN LOUTZENHISER  
9311 SW 166 ST  
MIAMI, FL 33157-3444

KAREN J MUNI  
16625 SW 93 CT  
MIAMI, FL 33157-3412

GENTLE DOVE REALTY INC  
9400 SW 174 STREET  
PALMETTO BAY, FL 33157

ERNEST G BELLIS &W CRISTINA  
9275 SW 170 ST  
PERRINE, FL 33157-4567

MICHAEL G KELLEY &W  
6255 SW 126 ST  
MIAMI, FL 33156-5564

TIMOTHY CAPPS &W LORRIE  
9374 SW 172 TERR  
MIAMI, FL 33157-4446

YADONG LUO  
10800 SW 67 AVE  
MIAMI, FL 33156

WILLY A MAURER  
17100 SW 92 CT  
PALMETTO BAY, FL 33157

ROSANA IGLESIAS  
9321 SW 174 ST  
PALMETTO BAY, FL 33157

KEVIN KAUFMAN &W ALANA  
9240 SW 167 TERR  
MIAMI, FL 33157-3434

MARION CORDERY ROBINSON LE  
16634 SW 93 CT  
MIAMI, FL 33157

ROBERT CHRISTIAN &W KIMBERLY A  
9325 SW 166 TERR  
VILLAGE OF PALEMTTO BAY, FL 33157-3427

SHAG DIXIE LLC  
9225 SW 158 LN UNIT C  
PALMETTO BAY, FL 33157

NEW PHASE HOMES LLC  
17120 SW 89 CT  
MIAMI, FL 33157

MERCEDES VALLE  
4420 SW 154 CT  
MIAMI, FL 33185-5529

VIVIEN CAMPBELL  
16941 SW 92 CT  
MIAMI, FL 33152

HOUSE FINDERS LLC  
12260 SW 132 CT STE 113  
MIAMI, FL 33186

JAMES J PARTRIDGE  
17015 SW 93 AVE  
PALMETTO BAY, FL 33157

JUAN V MENDEZ  
8030 SW 122 ST  
MIAMI, FL 33156

HAZEL LEWIS  
9350 SW 165 ST  
MIAMI, FL 33157-3449

JONATHAN BROOKS &W CHRISTINE  
6255 SW 126 ST  
MIAMI, FL 33156-5564

MARIA TERESA GASPARD  
9231 SW 170 LN  
PALMETTO BAY, FL 33157

JONATHON N BROOKS &W CHRISTINE C  
6255 SW 126 ST  
MIAMI, FL 33156-5564

NILS MANZIERI  
1760 SW 23 TERRACE  
MIAMI, FL 33145

RONNY SIRVAS  
7738 SW 184 WAY  
MIAMI, FL 33157

BYRON JOSEPH WILLIAMS &W ALICIA  
17420 SW 93 PL  
VILLAGE OF PALMETTO, FL 33157-5775

PREMNATH MAHARAJ  
9370 SW 170 ST  
PALMETTO BAY, FL 33157

CHRISTOPHER C FOWLER  
9365 SW 170 LN  
PALMETTO BAY, FL 33157

ISVI PROPERTIES 1 LLC  
4011 SW 129 AVE  
MIAMI, FL 33175

JORGE L CASALI  
9344 SW 170 LN  
PALMETTO BAY, FL 33157

PATRICIA INEZ WILLIAMS TRS  
9325 SW 172 TER  
PALMETTO BAY, FL 33157

CRISTINA RAMOS  
9314 SW 172 TER  
PALMETTO BAY, FL 33157

LENIN R MERCADO  
9364 SW 172 TER  
PALMETTO BAY, FL 33157

FRANK ALONSO  
9240 SW 168 ST  
MIAMI, FL 33157

LESLIE MENDOZA  
16921 SW 92 CT  
PALMETTO BAY, FL 33157

17475 LLC  
10800 BISCAYNE BLVD STE 600  
MIAMI, FL 33161

HERNAN V VALDEZ LE  
16981 SW 92 CT  
PALMETTO BAY, FL 33157

MANUEL LA ROSA LE  
16950 SW 92 AVE  
VILLAGE OF PALMETTO BAY, FL 33157

YIN HA MAK  
17080 SW 92 CT  
PALMETTO BAY, FL 33157

JACK M NUNES  
9324 SW 173 TER  
PALMETTO BAY, FL 33157

LISA J WELSH  
9301 SW 174 ST  
PALMETTO BAY, FL 33157

ANABEL ARGUEZ  
9299 SW 166 ST  
PALMETTO BAY, FL 33157

JAMES R DAVIS &W KELLY D  
9280 SW 166 ST  
MIAMI, FL 33157-3447

ELIZABETH SHAW  
7640 SW 170 ST  
PALMETTO BAY, FL 33157

JAVIER ORREGO &W CLARA  
9260 SW 167 TERR  
MIAMI, FL 33157-3434

NAUMAN HAMID  
16644 SW 93 CT  
MIAMI, FL 33157

JOAQUIN MARTINEZ  
16664 SW 93 CT  
MIAMI, FL 33157-3402

ZASHA CANFUX  
9310 SW 167 ST  
PALMETTO BAY, FL 33157

CHARLES M CONKLING &W ELIZABETH  
C  
8850 SW 112 ST  
MIAMI, FL 33176-3751

BRIAN D PUKALL &W  
9305 SW 166TH TER  
PALMETTO BAY, FL 33157

PATRICIA MARIA SABATES TRS  
9300 SW 166 ST  
PALMETTO BAY, FL 33157

EASY OIL CHANGE CORP  
13507 SW 137 AVE  
MIAMI, FL 33186-5315

VAN T VO  
9201 SW 170 LN  
MIAMI, FL 33157-4561

CORAL GABLES FED SAVING & LOAN  
PO BOX 2609  
CARLSBAD, CA 92018

JONATHAN N BROOKS &W CHRISTINE C  
6255 SW 126 ST  
MIAMI, FL 33156-5564

## ZONING HISTORY



# Record Results

[Print This Page](#)

## Zoning Records Search

|                           |   |
|---------------------------|---|
| <b>Process Number:</b>    | V1992000299                                     |
| <b>Applicant:</b>         | ELLEN KALLOW AND DIONY D KALLOW                 |
| <b>Location:</b>          | 9435 SW 170 ST (FOLIO AND ADDRESS DO NOT MATCH) |
| <b>Legal Description:</b> | 9435 SW 170 ST (FOLIO AND ADDRESS DO NOT MATCH) |
| <b>Request:</b>           | VARIANCE OF LOT FONTAGE AND AREA                |
| <b>Application Date:</b>  | 7/30/1992                                       |
| <b>Result:</b>            |   |
| <b>Result Date:</b>       |   |

## Hearings

| Board | Resolution | Result | Hearing Date | Item # |
|-------|------------|--------|--------------|--------|
|       |            |        |              |        |
|       |            |        |              |        |
|       |            |        |              |        |
|       |            |        |              |        |

## Documents



METROPOLITAN DADE CO. ZONING BOARD  
APPLICATION FOR PUBLIC HEARING

RECEIVED

61-548

\$70.00 7/27/61

MAP # IV-31

SEC. 33 TWP. 55 RGE. 40

AMOUNT OF FEE 70.00 DADE CO. ZONING  
Date RECEIVED 7/27/61  
By RECEIVED STAFF

RADIUS ASSIGNED 300'

RECEIPT # 54150

This application, with all supplemental data and information, must be completed in accordance with the attached "INSTRUCTIONS FOR FILING APPLICATIONS" and in accordance with the specific instructions in the application, and returned to the METROPOLITAN DADE COUNTY BUILDING & ZONING DEPARTMENT before the same will be advertised for hearing.

IMPORTANT - The applicant, or his representative, should be present at the hearing.

1. Name of Applicant (Property Owner) (PRINT):

Clyde F. Hinson

2. Mailing Address 9000 S. W. 174 St. Telephone No. CE5-2255

3. Fee Notice to be mailed to 9000 S. W. 174 St. Perrine, Fla.

4. Mailing Address: 9000 S. W. 174 St. Perrine, Fla. Telephone No. CE5-2255

5. LEGAL DESCRIPTION OF THE PROPERTY COVERED BY THE APPLICATION (If subdivided - lot, block, complete name of subdivision, plat book and page number.) (If metes and bounds description - complete description, including section, township, and range). If more than one zone classification requested, the legal description of each area covered by a separate classification.

The South 201.12 feet of the West 125 feet of Track 4,

Also the South 101.42 feet of the East 125 feet of Track 4, of the

revised plat off Lindley Perrine Center, recorded in plat book (38, page 29) of the public records of Dade County.

6. Address (if number has been assigned) NE/C E/S US#1 (State Rd #5) Northbound. 1/2 SW 170 St.

7. Size of Property 200 ft. X 200 Approx. ft. Acres 1/2

8. Does applicant own any property contiguous to that which is the subject matter of this application? If so, give complete legal description of entire contiguous property.

No

Date SUBJECT property acquired: 22 day of February, 19 61

This application is intended to cover: (check applicable items)

         District Boundary Change (s):

Present Zone Classification R-2 Min. Cubic Content 8500

Zone Classification Desired B-1A Min. Cubic Content 8500

         Special Exception

         New and/or Unusual Use

         Variance from Other than Airport Regulations

         Variance from Airport Regulations

9. Uses desired which are not permitted by present zone classification:

All uses allowed under the B11-1A zone classification.

10. Reasons why the application should be approved. If hardship is involved, explain in detail. (Use separate sheet if required)

Area as Highway Frontage - with B.U. 1A on both north & south sides. It is intended for residential development.

11. Has a public hearing been held on this property within the last 12 months? No

If so, in whose name \_\_\_\_\_

12. Is this hearing being requested as a result of a violation notice? No

If so, in whose name was the violation notice served? \_\_\_\_\_

13. Are there any existing structures on the property? No If so, what type? (CBS, Frame, Frame-Stucco, Other) \_\_\_\_\_

If so, show size, location and set backs on plot plan.

If so, submit photos showing front and side elevation of buildings.

14. All data and exhibits submitted in connection with this application become a PERMANENT PART OF THE PUBLIC RECORDS OF DADE COUNTY.

The following enclosures MUST BE ATTACHED to complete application for public hearing and must be of a size that will conveniently fold into a legal size (8½ x 14) folder:

A. WATERS OF OBJECTION (Optional)

B. PLOT PLAN (If existing building on property) Plot plan should show existing buildings, use of each, dimensions, spacing between, and setbacks from property lines; off-street parking showing spaces marked off.

C. PLOT PLAN (If property vacant, but plan for development has been worked out) submit copy containing same details as above.

D. PIAT. If it will have particular bearing on the application or if more than one zone classification is being requested, to show the exact areas to be covered by the different zone classifications. Legal description of each area for which a different zone classification is requested must be included.

E. If LIQUOR, BEER OR WINE use proposed - BAR OR PACKAGE STORE SURVEY by registered engineer or surveyor showing all schools and churches within 3,000 feet. If no churches or schools within that distance, statement from registered engineer or surveyor so stating.

If LIQUOR, BEER OR WINE use proposed - Also the BAR AND PACKAGE STORE survey should show all places of business serving or selling such alcoholic beverage within 2,000 feet; if none, letter from engineer or surveyor so stating.

F. If EXCAVATING involved, PROFILES and TOPOGRAPHICAL plan or sketch of the proposed excavation and perimeters.

G. If a SIGN is involved, the elevations of proposed sign should be shown.

H. HEARING FEE. In an amount based on amount of work involved in processing this particular application payable in cash or a check to METROPOLITAN DADE COUNTY BUILDING & ZONING DEPARTMENT.

DETAILED EXPLANATION OF REQUIRED EXHIBITS

Waivers of Objection. These are optional in all cases, and may be in individual letter or notation form. Waiver must show that signer has knowledge as to exactly what the application covers. Signature and address must be shown.

Plot Plan. Plot plan must show all property dimensions, streets abutting property, and North point. If structures exist or are proposed, all dimensions and set-backs must be shown.

Floor Plan. Must show existing conditions and all proposed changes or additions.

Letter of Intent. The exact nature of the use or operation applied for, together with any pertinent technical data which will tend to clarify the proposed use.

Elevation Drawings. Must show all dimensions. If signs are involved, show elevation above grade and copy on sign.

\*\*\*\*\*

OWNER AFFIDAVIT

I, Clyde F. Hinson Blanche Hinson, being first duly sworn, depose and say that I am the owner of the property described and which is the subject matter of the proposed hearing; that all the answers to the questions in this application, and all sketches, data and other supplementary matter attached to and made a part of the application, are honest and true to the best of my knowledge and belief. I understand this application must be completed and accurate before a hearing can be advertised.

Clyde F. Hinson  
Blanche Hinson  
SIGNATURE

Sworn and Subscribed before me

this 1st day of Aug., 1966.

Carroll E. Fisher  
NOTARY PUBLIC

Notary Public, State of Ohio at 11:30  
Commission Expires March 3, 1965  
by American Surety Co. of N. Y.

\*\*\*\*\*

CORPORATION AFFIDAVIT

We, \_\_\_\_\_, being first duly sworn, depose and say that we are the President/Vice-President, and Secretary/Assistant Secretary of the aforesaid corporation, and as such, have been authorized by the corporation to file this application for public hearing; that all answers to the questions in said application, and all sketches, data and other supplementary matter attached to and made part of this application are honest and true to the best of our knowledge and belief; that said corporation is the owner of the property described herein and which is the subject matter of the proposed hearing. We understand this application must be complete and accurate before a hearing can be advertised.

\_\_\_\_\_  
PRESIDENT'S SIGNATURE

ATTEST: \_\_\_\_\_ (CORP. SEAL)  
SECRETARY'S SIGNATURE

Sworn and subscribed before me

this \_\_\_\_\_ day of \_\_\_\_\_, 19 \_\_\_\_.

\_\_\_\_\_  
NOTARY PUBLIC

Commission Expires:

INSTRUCTIONS FOR FILING APPLICATIONS

FOR

ZONING BOARD HEARINGS

All applications must be executed and sworn to by the owner (or owners of at least 75% of the property described in the application), or a duly authorized agent, evidenced by a written power of attorney.

Applications will not be advertised for hearing unless received in completed form by the Building & Zoning Department, with all required supporting data, except the hearing fee (see below), at least 40 days prior to the date of hearing (excluding date submitted and date of hearing). It will assist the hearing (excluding date submitted and date of hearing). It will assist the Department greatly and will be to the advantage of the applicant if the application is submitted as much before the 40-day deadline as possible. This length of time is required in order to prepare ownership lists and sketches, mail notices to affected property owners, and advertise the application according to law. The schedule for hearing dates and deadline for filing applications is as follows:

| <u>Hearing Date</u> | <u>Deadline</u> | <u>Hearing Date</u>       | <u>Deadline</u>         |
|---------------------|-----------------|---------------------------|-------------------------|
| Jan. 16, 1961       | Dec. 6, 1960    | July 17, 1961             | June 7, 1961            |
| Feb. 20, 1961       | Jan. 10, 1961   | Aug. 21, 1961             | July 11, 1961           |
| Mar. 20, 1961       | Feb. 10, 1961   | <del>Sept. 18, 1961</del> | <del>Aug. 8, 1961</del> |
| Apr. 17, 1961       | Mar. 7, 1961    | Oct. 16, 1961             | Sept. 6, 1961           |
| May 15, 1961        | Apr. 5, 1961    | Nov. 20, 1961             | Oct. 10, 1961           |
| June 19, 1961       | May 9, 1961     | Dec. 18, 1961             | Nov. 8, 1961            |

Applications will be considered complete only when all applicable questions have been answered, including a complete and accurate legal description, and properly signed and notarized, and including all supplementary data submitted with and as called for in the application. (Note that applications for various type hearings require different supplementary data).

Applicants are advised that the mere filing of this application and appearance at a Public Hearing in no way assures approval of the application. Your application, in order to justify any consideration for approval, must conform to good planning and zoning principles and must conform to the plan for the development of Dade County.

It is advisable to discuss the merits of your application with a member of the Building and Zoning staff before filing in order that time and money will not be wasted on an unsound application.

It is recommended that the completed applications be turned in personally to a member of the staff assigned to check them so that possible discrepancies can be corrected at that time. Otherwise, the Department accepts no responsibility for the completeness and accuracy of the application, and will not advertise an incomplete or inaccurate application.

**HEARING FEE:** The amount of the fee cannot be determined until after this Department has submitted application to the compiler of the required ownership sketches and lists, and the amount of work involved has been determined. Applicants will receive a mailed notice indicating the total amount of the hearing fee. This notice will also indicate a date by which the fee must be received by this Department if the application is to be advertised for the next available hearing. Applications will not be considered complete or filed until the fee has been received by the Building and Zoning Department.

I have read and understand the foregoing instructions.

1 Aug. 1961  
Date

Clyde F. Harrison  
Applicant

RESOLUTION NO. EB-603-61

The following resolution was offered by Mr. Leon McAskill, seconded by Mr. Carl Gardner, and upon poll of members present, the vote was as follows:

|               |        |                     |     |
|---------------|--------|---------------------|-----|
| Leo J. Adseb  | absent | Kenneth Markham     | aye |
| William Adser | aye    | Frank Reynolds, Jr. | aye |
| Carl Gardner  | aye    | I. Tommy Thomas     | aye |
| Leon McAskill | aye    |                     |     |

WHEREAS, Clyde F. Minson has applied for a district boundary change from RU-2 (Two-Family Residential) 8500 c.f. to BU-1A (Limited Business) 8500 c.f., ON the S. 201.12' of W. 125' of Tract h; also the S. 101.42' of the E. 125' of Tract h of the Lindley Perrine Center, Revised (PE 38, Page. 29). NE corner US #1: (State Rd. #5) Northbound and SW 170 St., Dade County, Florida, and

WHEREAS, an inspection of the subject property was made and a public hearing of the Metropolitan Dade County Zoning 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 district boundary change would be compatible with the neighborhood and area concerned and would not be in conflict with the principles and intent of the plan for the development of Dade County, Florida;

NOW THEREFORE BE IT RESOLVED by the Metropolitan Dade County Zoning Board that the requested district boundary change to BU-1A, 8500 cubic feet minimum, be and the same is hereby recommended for adoption by the Board of Commissioners of Dade County, Florida.

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

PASSED AND ADOPTED this 21st day of September, 1961.

Heard 9/21/61  
No. 61-9-45  
9/26/61  
hf

September 22, 1961

Mr. Clyde F. Hinson  
9000 N. W. 17th Street  
Derrine 57, Florida

Re: Clyde F. Hinson; RR-2 to BB-1A, 8500 c.f., district  
boundary change; Sec. 33-55-10.

Enclosed is a copy of Resolution No. 23-603-61, adopted by  
the Metropolitan Dade County Zoning Board, recommending an  
approval of a zone change on your property.

You are hereby notified that there is a 21-day appeal period  
established by the Metropolitan Dade County Zoning Procedure  
Ordinance (60-14) and that upon expiration of said appeal  
period the Zoning Board recommendation will be scheduled for  
final action by the Board of County Commissioners.

Very truly yours,

METROPOLITAN DADE COUNTY  
BUILDING AND ZONING DEPT.

Chester C. Czebrinski  
Assistant Director

CCC/hf

Enclosure

cc: Mr. Dayton  
Hearing File ✓



## Record Results

[Print This Page](#)

### Zoning Records Search

|                           |  |
|---------------------------|--|
| <b>Process Number:</b>    | Z1962000682                                    |
| <b>Applicant:</b>         | BLANCHE HINSON                                 |
| <b>Location:</b>          | NE CORNER STATE RD. #5(US 1) AND SW 170 STREET |
| <b>Legal Description:</b> | Sec. 4, above.                                 |
| <b>Request:</b>           |  |
| <b>Application Date:</b>  |  |
| <b>Result:</b>            |  |
| <b>Result Date:</b>       |  |

### Hearings

| Board | Resolution | Result                     | Hearing Date | Item # |
|-------|------------|----------------------------|--------------|--------|
| C02   | 2ZAB68862  | APPROVED WITH CONDITION(S) | 11/21/1962   | 4.1    |
|       |            |                            |              |        |
|       |            |                            |              |        |
|       |            |                            |              |        |

### Documents



# Record Results

[Print This Page](#)

## Zoning Records Search

|                           |   |
|---------------------------|---|
| <b>Process Number:</b>    | Z1951000327   |
| <b>Applicant:</b>         | PERRINE BAPTIST CHURCH  |
| <b>Location:</b>          | N SIDE OF ILLINOIS ST AT DAVIS CT APX, 300' EAST OF FLA. NO. 5 & 500' S OF 168 ST |
| <b>Legal Description:</b> | N SIDE OF ILLINOIS ST AT DAVIS CT APX, 300' EAST OF FLA. NO. 5 & 500' S OF 168 ST |
| <b>Request:</b>           |   |
| <b>Application Date:</b>  | 6/11/1951   |
| <b>Result:</b>            |   |
| <b>Result Date:</b>       |   |

### Hearings

| Board | Resolution | Result                     | Hearing Date | Item # |
|-------|------------|----------------------------|--------------|--------|
| BA    |            | APPROVED WITH CONDITION(S) | 6/25/1951    |        |
|       |            |                            |              |        |
|       |            |                            |              |        |
|       |            |                            |              |        |

### Documents

[APPLICATION](#)

[HEARING PLAN](#)

[RESOLUTION](#)

Received

Type of Hearing Recd. 1946  
Map Number \_\_\_\_\_  
Date \_\_\_\_\_

JUN 10 1951

APPLICATION FOR PUBLIC HEARING

Notice to Applicant: by \_\_\_\_\_

This application must be completed and returned, with all enclosures referred to therein, to the office of the Dade County Planning, Zoning and Building Department, before advertisement may be made for a public hearing. This information must be completed and accepted by the Dade County Planning, Zoning and Building Department on or before June 11 in order to be heard at the June 25 hearing.

The applicant is reminded that the change of zone, use, variance, etc. must be justified and the mere filing of the application or appearance at the public hearing does not assure approval of the application.  
\*\*\*\*\*

1. Name of Applicant (print) Ferrine Baptist Church
2. Post Office Address of Applicant P. O. Box 637, Ferrine, Fla.  
City Ferrine, State Florida Tel. No. 7-7231
3. Legal Description of property covered by application \_\_\_\_\_

Please see separate sheet attached for legal description.

4. Size of Area covered by application \_\_\_\_\_
5. Highway Boundaries \_\_\_\_\_
6. (a) Ownership of property obtained 8, Oct day of 1946  
(b) When was contract for purchase or deed signed? Oct. 8, 1946 and Jan 16, 1949  
(c) When was lease signed? \_\_\_\_\_ Term from \_\_\_\_\_ to May 5, 1951  
(d) Owners name and address \_\_\_\_\_  
(e) Name and address of mortgagee \_\_\_\_\_

7. Where property is not owned by the Applicant, is a letter attached giving the consent by the owner to the Applicant to request a change of zone on the property? \_\_\_\_\_
8. Zone Classification at present RC-2 + RV-2 Minimum cubic content at present \_\_\_\_\_
9. Zone Classification desired RV-2 + RV-9 Minimum cubic content desired 210
10. What, if any, permit has been applied for? \_\_\_\_\_
11. Has application been denied? \_\_\_\_\_
12. Special uses desired which are not permitted by present zone classification  
Church desires to construct Educational Building on its property, but understand there is not sufficient clearances as to adjoining property owners' boundaries, and variation is desired as to present zoning requirements in this respect.

13. Special conditions or reasons believed justifying change of restriction or appeal Present Zoning Classification prohibits use of property owned by the Church for purpose desired, and it is not considered that variation requested would be injurious to adjoining properties.

14. Will applicant execute a Cash Escrow Agreement to insure completion of the proposed development within six(6) months, if the application is approved? \_\_\_\_\_

15. Is the area affected shown on a recorded plat that has not been revoked? Yes \_\_\_\_\_ If not, will a plat be submitted for approval and recording? \_\_\_\_\_

This application is for a public hearing on a proposed change of zone from RC-2 + RV-2 to RV-2 + RV-9.

16. What provisions will be made for official right-of-ways? \_\_\_\_\_

17. Has tentative layout of area been submitted to County Engineer? \_\_\_\_\_  
1 mile

18. How far is nearest church? APPROX. Nearest Public Park APPROX. 1/4 mile  
Nearest Airport? 3 miles Nearest School? 1 Mile Nearest Corporate  
limits? 8 Miles to S. Miami.

19. The following enclosures are needed to complete this application for a  
public hearing:

- \_\_\_\_\_ Plot Plan of Proposed Layout ✓
- \_\_\_\_\_ Building Plans of Structures to be Erected
- \_\_\_\_\_ Certified Survey of Area in Question
- \_\_\_\_\_ Tentative Plat of Proposed Subdivision
- \_\_\_\_\_ Profiles and Topographical of Proposed Excavation
- \_\_\_\_\_ Sketch showing ALL property owners within 300 ✓  
feet of the property covered by this application
- \_\_\_\_\_ List of Names and Post Office Addresses of property  
owners and legal description of property within 300 ✓  
feet of the property covered by this application.
- \_\_\_\_\_ State source used to secure same \_\_\_\_\_
- \_\_\_\_\_ Petition of waivers of objection of neighboring property optional  
owners
- \_\_\_\_\_ Hearing fee of twenty-five dollars (\$25.00) in cash or  
check drawn to the order of "DADE COUNTY PLANNING, ZONING,  
AND BUILDING DEPARTMENT" ✓
- \_\_\_\_\_ (Other) \_\_\_\_\_

20. The undersigned understands this application must be complete and accurate  
before a hearing can be advertised. Yes ✓

I, M. Carter Jessee, being first duly sworn, depose and say

that: ( I am the owner )  
( I am the leasee ) of the property  
 ( I am the legal representative of the owner or lessee )

described which is the subject matter of this application; that all the  
answers to the questions in said application, and all sketches and data and  
matter attached to and made a part of said application are honest and true  
to the best of my knowledge and belief.

M. Carter Jessee  
(Signature)  
As Attorney for Perrine Baptist Church

Sworn and subscribed before me

this 11th day of June 19 57

Madge A. Headley  
(Notary)

Notary Public, State of Florida at large  
My commission expires on 7. 1958  
Bonded by American Surety Co. of N. Y.

37556 - (office)  
72363 - (home) - Perrine  
Box 1425  
Perrine, Fla (Address)

Checked by:

\_\_\_\_\_  
Dade County Planning,  
Zoning and Building  
Department.

Description of the Property on which  
Ferrine Baptist Church is at Present Situated.

1

Commence at the intersection of the east line of Federal Highway and the north line of Illinois Street, as the same is shown on a plat of LINDLEY PERRINE CENTER, recorded in Plat Book 38, at Page 29, of the Public Records of Dade County, Florida, and run thence easterly along the north line of Illinois Street, as the same appears on said plat, a distance of 164.29 feet for a point of beginning of the property hereby conveyed; thence east parallel to and along the north boundary of Illinois Street, as the same appears on said plat, a distance of 200 feet to the west boundary of Davis Court, as the same appears on said plat; thence north and parallel to said Davis Court, a distance of 156.26 feet to a pipe; thence west and parallel to the south line of the property hereby conveyed a distance of 200 feet to a pipe; thence south and parallel to the East line of the property hereby conveyed a distance of 156.26 feet to the point of beginning; subject to the southeast corner of the said described property being an arc of a circle having a central angle of 45 degrees, 25 minutes, 30 seconds, and a radius of 25 feet. (Deed dated Oct. 8, 1949, recorded in Deed Book 2766, Page 401.).

\*\*\*\*\*

Descriptions of Properties owned by  
Ferrine Baptist Church on which Change  
in Zoning is Desired to permit use of  
Such Properties for Church Parking Use.

2

That part of Tract 4 of the Revised Plat of LINDLEY PERRINE CENTER, according to a plat thereof recorded in Plat Book 38, at Page 29, of the Public Records of Dade County, Florida, described as follows:

Beginning at the point of intersection of the South and West lines of said Tract 4, thence North along the West line of said Tract 4 a distance of 201.12 feet; thence East and parallel with the South line of said Tract 4 a distance of 125 feet; thence South and parallel with the West line of said Tract 4 a distance of 201.12 feet, more or less, to the South line of said tract; thence West along the South line of said tract a distance of 125 feet to the point of beginning. (Deed dated June 16, 1949, Recorded in Deed Book 3155, Page 522).

Also

That part of Tract 4 of the Revised Plat of Lindley Perrine Center, according to a plat thereof recorded in Plat Book 38, at Page 29 of the Public Records of Dade County, Florida, described as follows:

Beginning at the point of intersection of the South and East lines of said Tract 4, thence North along the East line of Tract 4 a distance of 101.47 feet, thence West and parallel to the South line of said Tract 4 a distance of 125 feet, thence South and parallel to the East line of said Tract 4 a distance of 101.47 feet, thence East along the South line of said Tract 4 a distance of 125 feet, to point of beginning; subject to the southeast corner of the said described property being an arc of a circle having a central angle of 45 degrees, 25 minutes, 30 seconds, and a radius of 25 feet. (Deed dated May 5, 1951, (Not yet recorded)).

Received

JUN 11 1951

(Present site of church)

1) S 156.26 feet of E. 200' of Tract 3, Lindley  
Terrine Center (33-22)

2) (Parking Lot for church)

a) South 201.12 feet of the West 125 feet of Tract 4,  
Lindley Terrine Center (33-23)

also

b) South 101.47 feet of East 125 feet of Tract 4,  
Lindley Terrine Center (33-23)

$\frac{K}{e-15 51}$

DADE COUNTY BOARD OF ADJUSTMENT  
Public Hearing  
June 25, 1951

8. Perrine Baptist Church

IV-31

Variance to setback reqts., to permit add'n. of educational bldg. to existing structure.

S 156.26' of E 200' of Tr. 3, Lindley Perrine Center Sub. (PB 38, Pg 29)

Variance to parking regulations, to permit noncommercial parking lot for church.

S 201.12' of W 125' of Tr. 4, Lindley Perrine Center Sub. (PB 38, Pg 29)

S 101.47' of E 125' of Tr. 4, Lindley Perrine Center Sub. (PB 38, Pg 29)  
W/s of Illinois St. at Davis Ct. (Approx. 300' E of Fla. #5 and 500' south of Richmond Dr.)

Area is presently zoned RU-2 and BU-2 (6100 and 5300 cu. ft.)

WMR. GARRIS: I move that the variance be granted provided we get a waiver from the adjoining property owners.

MR. CROZIER: Second.

MR. GARRIS: That applies to both applications for variance. Find Schaeffer. " -- (Page 47)

CHAIRMAN CULLEN: It has been moved and seconded that the variances be granted, provided the applicant secures a waiver from the adjoining property owners. All in favor signify by saying so; opposed, no.

(The motion of Mr. Garris was put to a vote, and unanimously carried, Messrs. Garris, Crozier, and Cullen voting aye; Messrs. Wilson and Barfield not present.)

CHAIRMAN CULLEN: It is so ordered." -- (Page 47)



## Record Results

[Print This Page](#)

### Zoning Records Search

|                           |   |
|---------------------------|---|
| <b>Process Number:</b>    | VPB-15-019  |
| <b>Applicant:</b>         | VILLAGE OF PALMETTO BAY   |
| <b>Location:</b>          | BETWEEN US-1, 168 ST TO THE NORTH, 184 ST TO SOUTH, AND 94 AVE TO THE EAST. |
| <b>Legal Description:</b> | BETWEEN US-1, 168 ST TO THE NORTH, 184 ST TO SOUTH, AND 94 AVE TO THE EAST. |
| <b>Request:</b>           | REZONING OF FRANJO AREA TO DUV (DOWNTOWN URBAN VILLAGE).                    |
| <b>Application Date:</b>  |   |
| <b>Result:</b>            | APPROVED - PASSED AND ENACTED   |
| <b>Result Date:</b>       | 12/14/2015  |

### Hearings

| Board | Resolution | Result                        | Hearing Date | Item # |
|-------|------------|-------------------------------|--------------|--------|
| VPB   | 2015-19    | APPROVED - PASSED AND ENACTED | 12/14/2015   |        |
| VPB   |            | DEFERRED TO SECOND READING    | 9/9/2015     |        |
|       |            |                               |              |        |
|       |            |                               |              |        |

### Documents

[Ordinance No 2015 19.pdf](#)

ORDINANCE NO. 2015-19

1  
2  
3 AN ORDINANCE OF THE MAYOR AND VILLAGE COUNCIL OF THE  
4 VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO ZONING;  
5 CREATING SECTION 30-50.23, ENTITLED "DOWNTOWN URBAN  
6 VILLAGE", CREATING ZONING DEVELOPMENT REGULATIONS  
7 FOR A DOWNTOWN PALMETTO BAY DISTRICT; AND AMENDING  
8 THE OFFICIAL ZONING MAP; CHANGING THE ZONING OF  
9 CERTAIN LANDS AS DESCRIBED ON THE MAP AT ATTACHMENT B  
10 FROM R-1, SINGLE FAMILY DISTRICT; R-2, TWO FAMILY  
11 RESIDENTIAL DISTRICT; R-4L, LIMITED APARTMENT HOUSE  
12 DISTRICT; R-4H, HOTEL MOTEL DISTRICT; R-O, BUSINESS  
13 OFFICE; MM, MIXED-USE MAIN STREET; MN, MIXED USE  
14 NEIGHBORHOOD; AND MC, MIXED-USE COMMERCIAL; TO DUV,  
15 DOWNTOWN URBAN VILLAGE DISTRICT; IN PALMETTO BAY,  
16 FLORIDA; PROVIDING FOR ORDINANCES IN CONFLICT,  
17 CODIFICATION, SEVERABILITY, AND AN EFFECTIVE DATE.

18  
19 WHEREAS, on May 1, 2006, the Mayor and Village Council of the Village of Palmetto Bay  
20 adopted Ordinance No. 06-06 establishing the Franjo Triangle and Island District (FT&I), thus  
21 fulfilling the objectives of a charrette initiated in 2004 to establish a downtown zoning district within  
22 the southwest corner of the Village; and

23  
24 WHEREAS, since the adoption of those provisions, the Village has had limited success in  
25 capturing new development within the downtown area, even as its neighbors to the north and south  
26 have enjoyed significant growth in new construction activity with corresponding rises in property  
27 values; and

28  
29 WHEREAS, in late Spring of 2013 the Village Manager formed the Downtown  
30 Redevelopment Task Force (DRTF) to explore initiatives to properly position the Village to capture  
31 its share of the growing development opportunities into the downtown area; and

32  
33 WHEREAS, as part of that effort, the DRTF received initial funding and vital support from  
34 the Village Council on September 18, 2013 at the Mayor and Village Council's final hearing for the  
35 FY 2013/14 Operating & Capital Budget, which funding was to provide for planning and market  
36 studies and for the construction of infrastructure; and

37  
38 WHEREAS, in April of 2004 the DRTF presented their downtown concept to the Mayor  
39 and Village Council; and

40  
41 WHEREAS, Since that time, the Mayor and Village Council have been presented with (1) a  
42 market study from Lambert Advisory (April 6, 2015) which demonstrated potential market capture  
43 of retail, office and residential demand, (2) a traffic study by Marlin Engineering (March 2, 2015),  
44 which demonstrated how the roadway infrastructure must be configured to manage projected

1 demand, and (3) a concurrency (aka capacity) study performed by Kimley Horn (July 13, 2015), to  
2 identify infrastructure needed to support the anticipated development; and

3  
4 **WHEREAS**, the Mayor and Village Council now desire to fulfill the vision of the DRTF as  
5 supported by the findings of the Studies, by adopting new downtown provisions and the rezoning  
6 certain lands therein, in order to promote the development of the Village's southwest corner; and

7  
8 **WHEREAS**, pursuant to Chapter 166, *Florida Statutes*, new zoning provisions, and a change  
9 of zoning, otherwise known as a district boundary change, of more than 10 acres, requires a public  
10 hearing on second reading, and a Local Planning Agency public hearing prior to approval of the  
11 rezoning by ordinance; and

12  
13 **WHEREAS**, pursuant to Section 163.3174, *Florida Statutes* the Village Council has been  
14 designated as the Local Planning Agency for the Village; and

15  
16 **WHEREAS**, on December 14, 2015, the Local Planning Agency approved the proposed  
17 amendment; and

18  
19 **WHEREAS**, to approve a zoning code and/or zoning map amendment, the request must  
20 be consistent with the Village's Comprehensive Plan and a basic finding of compatibility to Code  
21 Section 30-30.7(b) must be rendered by the Mayor and Village Council; and

22  
23 **WHEREAS**, the Mayor and Village Council, now desire to enact Land Development  
24 Regulations for lands within the downtown area as provided at Attachment A, and to rezone the  
25 certain lands within Village's downtown area accordingly, as further described at Attachment B.

26  
27 **BE IT ENACTED BY THE MAYOR AND VILLAGE COUNCIL OF THE**  
28 **VILLAGE OF PALMETTO BAY, FLORIDA, AS FOLLOWS:**

29  
30 **Section 1. Compliance with Code Section 30-30.7(b).** The Mayor and Village  
31 Council find the downtown zoning land development regulations and rezoning consistent with Code  
32 Section 30-30.7(b) of the Code of Ordinances.

33  
34 **Section 2. Compliance with FS Chapter 166.** The Village Council, in compliance  
35 with Chapter 166, *Florida Statutes*, after the first reading and Local Planning Agency hearing,  
36 approved the request to rezone.

37  
38 **Section 3. Creation of Downtown Land Development Regulations.** Section 30-  
39 50.23 is created within the Village's Code of Ordinances to read as provided at Attachment A of this  
40 ordinance.

41

1  
2       **Section 4. Codification.** It is the intention of the Village Council and it is hereby  
3 ordained the provisions of this Ordinance shall become and be made part of the Code of  
4 Ordinances of the Village of Palmetto Bay, Florida, that sections of this Ordinance may be  
5 renumbered or re-lettered to accomplish such intentions, and that the word "Ordinance" shall be  
6 changed to "Section" or other appropriate word.

7  
8       **Section 5. Rezoning.** That all lands as described and so designated at Attachment B of  
9 this ordinance are rezoned accordingly and be so reflected on the Village of Palmetto Bay's Official  
10 Zoning Map.

11  
12       **Section 6. Conflicting Provisions.** The provisions of the Code of Ordinances of the  
13 Village of Palmetto Bay, Florida and all ordinances or parts of ordinances in conflict with the  
14 provisions of this ordinance are hereby repealed.

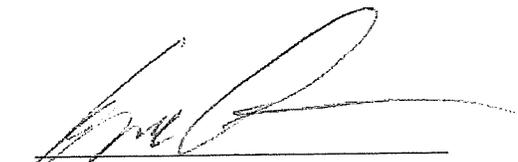
15  
16       **Section 7. Severability.** The provisions of this Ordinance are declared to be severable,  
17 and if any sentence, section, clause or phrase of this Ordinance shall, for any reason, be held to be  
18 invalid or unconstitutional, such decision shall not affect the validity of the remaining sentences,  
19 sections, clauses or phrases of the Ordinance, but they shall remain in effect. It is the legislative  
20 intent that this Ordinance shall stand notwithstanding the invalidity of any part.

21  
22       **Section 8. Effective Date.** This ordinance shall take effect immediately upon  
23 enactment.

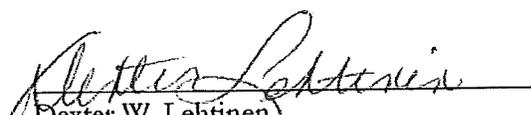
24  
25 **PASSED and ENACTED** this 14<sup>th</sup> day of December, 2015.

26  
27       First Reading:       September 9, 2015  
28       Second Reading:     December 14, 2015

29  
30  
31 Attest:   
32       Meighan Alexander  
33       Village Clerk

  
Eugene Flinn  
Mayor

34  
35  
36 APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE  
37 USE AND RELIANCE OF THE VILLAGE OF PALMETTO BAY ONLY:

38  
39  
40   
41 Dexter W. Lehtinen  
42 Village Attorney

1  
2 FINAL VOTE AT ADOPTION:  
3  
4 Council Member Katryn Cunningham YES  
5  
6 Council Member Tim Schaffer YES  
7  
8 Council Member Larissa Siegel Lara YES  
9  
10 Vice-Mayor John DuBois YES  
11  
12 Mayor Eugene Flinn YES  
13  
14



## Record Results

[Print This Page](#)

### Zoning Records Search

|                           |   |
|---------------------------|---|
| <b>Process Number:</b>    | VPB-15-018  |
| <b>Applicant:</b>         | VILLAGE OF PALMETTO BAY   |
| <b>Location:</b>          | FRANJO ACTIVITY CENTER. BETWEEN US-1, 168 ST TO THE NORTH, 184 ST TO SOUTH, AND 94 AVE TO THE EAST. |
| <b>Legal Description:</b> | FRANJO ACTIVITY CENTER. BETWEEN US-1, 168 ST TO THE NORTH, 184 ST TO SOUTH, AND 94 AVE TO THE EAST. |
| <b>Request:</b>           | FLUM AMENDMENT TO FRANJO ACTIVITY CENTER  |
| <b>Application Date:</b>  |   |
| <b>Result:</b>            | APPROVED - PASSED AND ENACTED   |
| <b>Result Date:</b>       | 12/14/2015  |

### Hearings

| Board | Resolution | Result                        | Hearing Date | Item # |
|-------|------------|-------------------------------|--------------|--------|
| VPB   | 2015-18    | APPROVED - PASSED AND ENACTED | 12/14/2015   |        |
| VPB   |            | DEFERRED TO SECOND READING    | 9/9/2015     |        |
|       |            |                               |              |        |
|       |            |                               |              |        |

### Documents

[Ordinance No 2015 18.pdf](#)

ORDINANCE NO. 2015-18

1  
2  
3 AN ORDINANCE OF THE MAYOR AND VILLAGE COUNCIL OF THE  
4 VILLAGE OF PALMETTO BAY, FLORIDA, ACTING IN ITS CAPACITY  
5 AS THE MAYOR AND VILLAGE COUNCIL AND AS THE LOCAL  
6 PLANNING AGENCY, CREATING THE VILLAGE'S  
7 COMPREHENSIVE PLAN LAND USE CATEGORY, "FRANJO  
8 ACTIVITY CENTER"; PROVIDING FOR PERMITTED USES;  
9 CREATING POLICIES IN SUPPORT THEREOF AND AMENDING  
10 CERTAIN PROVISION IN CONFLICT THERETO; AND RELATING  
11 TO A LARGE SCALE AMENDMENT OF THE FUTURE LAND USE  
12 MAP (FLUM) CONSISTENT WITH 163.3161 AND 163.3184, FLORIDA  
13 STATUTES; CHANGING THE LAND USE DESIGNATION OF  
14 CERTAIN LANDS WITHIN THE DOWNTOWN AREA OF THE  
15 VILLAGE OF PALMETTO BAY, AS FURTHER DESCRIBED AT  
16 ATTACHMENT A, FROM LOW DENSITY RESIDENTIAL, LOW  
17 MEDIUM RESIDENTIAL, MEDIUM RESIDENTIAL MEDIUM, HIGH  
18 RESIDENTIAL, BUSINESS OFFICE, NEIGHBORHOOD MIXED-USE,  
19 AND MIXED-USE CORRIDOR, TO FRANJO ACTIVITY CENTER  
20 (FAC); PROVIDING FOR TRANSMITTAL TO THE DEPARTMENT OF  
21 ECONOMIC OPPORTUNITY; PROVIDING FOR ORDINANCES IN  
22 CONFLICT, CODIFICATION, SEVERABILITY, AND AN EFFECTIVE  
23 DATE.

24  
25 WHEREAS, the Village Council has been designated as the Local Planning Agency for the  
26 Village pursuant to Section 163.3174, Florida Statutes; and

27  
28 WHEREAS, the Comprehensive Plan for the Village of Palmetto Bay was originally  
29 adopted on August 1<sup>st</sup>, 2005, provided for a range of permitted uses and development intensities for  
30 certain lands within the Village which included the designations of Mixed Use Corridor and  
31 Neighborhood Mixed Use; and

32  
33 WHEREAS, the Comprehensive Plan, together with the implementing tools, ensures that  
34 the development patterns for future land uses within the Village match the community vision and  
35 quality-of-life expectations of its residents; and

36  
37 WHEREAS, the specific authority and requirements for municipalities to do  
38 Comprehensive Planning in Florida emanates from Chapter 163, Florida Statutes; and

39  
40 WHEREAS, as the Comprehensive Plan, and amendments thereto are adopted via  
41 Ordinance; and

42  
43 WHEREAS, on November 8, 2004, the Mayor and Village Council adopted Resolution No.  
44 04-89 amending and accepting "The Franjo Triangle Commercial Island Charrette Report, A  
45 Citizen's Vision Plan" prepared September, 2004, and further directed staff to take appropriate  
46 action to implement the Report; and

1           **WHEREAS**, that Report recommended the creation of land use and zoning designations  
2 aimed to guide the redevelopment of that portion of the Village commonly referred to as the Franjo  
3 Triangle and Island (FT&I) area; and  
4

5           **WHEREAS**, the findings of the Report were previously incorporated into the  
6 Comprehensive Plan of the Village of Palmetto Bay on August 1, 2005, and subsequently thereto, on  
7 May 1, 2006, into the Village's Land Development Code as Section 30-50.18, entitled "FT&I, Franjo  
8 Triangle and U.S. 1 Island District" (FT&I); and  
9

10           **WHEREAS**, in light of the lack of development activities that occurred subsequent to that  
11 action, the Village Manager, in May of 2013, convened the Downtown Redevelopment Task Force  
12 (DRTF), consisting of 40 land use based professionals, the vast majority of residents of the Village,  
13 to initiate a broad review of existing zoning and land use regulations, together with other  
14 development indicators including marketing, demographics, infrastructure, and financial feasibility,  
15 to be viewed through the prism of supply and demand forces that may guide future success of a  
16 Downtown Palmetto Bay; and  
17

18           **WHEREAS**, that effort built upon the principals of the previous FT&I study, and further  
19 sought ways simplify code provisions adopted as a result of that study, in order to provide a flexible  
20 development code capable of capturing market demand; and  
21

22           **WHEREAS**, on September 18, 2013, the DRTF received initial funding and vital support  
23 from the Village Council at the Mayor and Village Council's final hearing for the FY 2013/14  
24 Operating & Capital Budget; and  
25

26           **WHEREAS**, at the April 2014 regular Mayor and Village Council meeting, the DRTF  
27 presented their downtown concept for the Village of Palmetto Bay; and  
28

29           **WHEREAS**, since that time, the Mayor and Village Council were presented with (1) a  
30 market study from Lambert Advisory on April 6, 2015, which demonstrated potential market  
31 capture of retail, office and residential demand, (2) a traffic study by Marlin Engineering on March 2,  
32 2015, which demonstrated how the roadway infrastructure must be configured to manage projected  
33 demand, and a (3) concurrency (aka capacity) study by Kimley Horn on July 6, 2015, which  
34 demonstrated the capacity of the infrastructure to support the desired future development; and  
35

36           **WHEREAS**, in fulfillment of the DRTF's vision, and as reflected in the supporting studies  
37 identified in these WHEREAS clauses, the Mayor and Village Council now desire to change the land  
38 use designation of certain lands within the Village's downtown area, as more particularly described at  
39 Attachment A, ; and  
40

41           **WHEREAS**, the adoption of an ordinance requires two readings, a public hearing as the  
42 Local Planning Agency, and a public hearing for second reading of the ordinance; and  
43

44           **WHEREAS**, an amendment which changes permitted uses to the Comprehensive Plan for  
45 the Village of Palmetto Bay has been prepared to be fully consistent with Chapter 163, Florida  
46 Statutes; and

1  
2           **WHEREAS**, a large scale amendment (10 acres or more) to the Comprehensive Plan for the  
3 Village of Palmetto Bay has been prepared to be fully consistent with Chapter 163, Florida Statutes;  
4 and

5  
6           **WHEREAS**, the Village Council acting in its capacity as the Local Planning Agency has  
7 acted in accordance with state law, and in specific compliance with Section 163.3174, Florida  
8 Statutes and has reviewed and recommends approval of the amendment to its Land Use Element of  
9 the Comprehensive Plan; and

10  
11           **WHEREAS**, after receiving extensive input and participation by the public at first reading  
12 of the proposed amendment, the Village Council transmitted the proposed amendment to the  
13 Florida Department of Economic Opportunity and to all other agencies, as required under law, for  
14 their review pursuant to Section 163.3184, Florida Statutes; and

15  
16           **WHEREAS**, the Florida Department of Economic Opportunity (DEO) reviewed the  
17 proposed FLUM and return its Objections, Recommendations and Comments (ORC) Report to the  
18 Village; and

19  
20           **WHEREAS**, the Village Council considered the ORC and made certain changes to the  
21 proposed amendment to the Comprehensive Plan, which changes shall be incorporated in the  
22 Comprehensive Plan of the Village of Palmetto Bay, as applicable; and

23  
24           **WHEREAS**, the Mayor and Village Council conducted a second duly noticed public hearing  
25 on the amendment as required under law following the receipt of approval by the DEO; and

26  
27           **WHEREAS**, the Village Council have reviewed the criteria of 30-30.8(b) and find the  
28 ordinance in compliance with the applicable standards and the Comprehensive Plan; and

29  
30           **WHEREAS**, the Mayor and Village Council of the Village of Palmetto Bay desire to amend  
31 the Land Use Element of the Comprehensive Plan and the FLUM.

32  
33           **NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND VILLAGE**  
34 **COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, ACTING IN ITS**  
35 **CAPACITY AS THE LOCAL PLANNING AGENCY OF THE VILLAGE OF**  
36 **PALMETTO BAY, FLORIDA, AS FOLLOWS:**

37  
38           **Section 1.**    **Recitals.** The above recitals are true and correct and incorporated herein by  
39 this reference.

40  
41           **Section 2.**    **Compliance with Criteria.** In evaluating an application for a Comprehensive  
42 Plan amendment, from Neighborhood Mixed Use and Mixed Use Corridor, the Palmetto Bay  
43 Village Council is applying the standard under 30-30.8(b), of the Village's Code.

44  
45           **Section 3.**    The Land Use Element of the Village's Comprehensive Plan is amended to  
46 read as follows:

1  
2 1.0 FUTURE LAND USE ELEMENT

3  
4 GOAL 1 TO GUIDE THE VILLAGE OF PALMETTO BAY FROM BIRTH TO EARLY  
5 MATURITY AS AN OUTSTANDING AND TRULY LIVABLE COMMUNITY  
6 IN SOUTHEAST FLORIDA BY BUILDING ON, AND IMPROVING, THE  
7 EXISTING LAND USE BLUEPRINT THROUGH VISIONARY PLANNING  
8 AND PLACE-MAKING, COST EFFICIENT PROVISION OF HIGH  
9 QUALITY FACILITIES AND SERVICES, QUALITY NEIGHBORHOOD  
10 PROTECTION, AND ENHANCEMENT OF ITS UNIQUE AND BEAUTIFUL  
11 COASTAL ENVIRONMENTAL RESOURCES.

12  
13 Objective 1.1 Future Land Use Map

14 Adoption and implementation of the Future Land Use Map (FLUM), including the  
15 land use amendments to individual parcels as referenced in the supporting Data,  
16 Inventory, and Analysis, and presented in Exhibit 1 and the element goals,  
17 objectives, and policies herein as the official and primary standard governing land use  
18 density and intensity in the Village of Palmetto Bay.

19  
20 \* \* \*

21  
22 Policy 1.1.1: The following future land use categories contained on the Village's Future Land  
23 Use Map are identified, and the use and development standards for each defined,  
24 below:

25  
26 \* \* \*

27  
28 ~~Neighborhood Mixed Use (NIMU): This designation accommodates convenience~~  
29 ~~business/retail uses and services within or near neighborhoods for day-to-day~~  
30 ~~living needs. The vertical and horizontal integration of uses is permitted, and~~  
31 ~~existing neighborhood compatibility and interconnection is essential. Supporting~~  
32 ~~low intensity institutional uses are also allowed. Strong adherence and~~  
33 ~~implementation of the Village's Urban Design Manual is required especially with~~  
34 ~~respect to compatibility, and contribution to the character of the street and~~  
35 ~~neighborhood. On-street parking is allowed and off-street parking is highly~~  
36 ~~encouraged to be located in the rear of buildings. Convenience business uses~~  
37 ~~include small grocery stores, laundromats, and business and office uses with~~  
38 ~~relatively low traffic generation characteristics such as florists and law office.~~  
39 ~~Residential density shall range from a minimum of 6 to a maximum of 18~~  
40 ~~dwelling units per gross acre, with the exception of the Franjo Triangle Live~~  
41 ~~Work Area, where the density shall not exceed 8.5 units per acre.~~

42  
43 ~~Mixed Use Corridor (MUC): Vertical integration of primary uses is required in this~~  
44 ~~category, with business and office uses on the ground and bottom floors, and~~  
45 ~~residential uses on the upper floors. Existing car dealerships, hotels, apartment~~  
46 ~~hotels governmental offices, and civic uses are exempt from the integration~~

1 requirement. Compliance with Village's Urban Design Manual is required  
2 especially with respect to compatibility, and contribution to the character of the  
3 street and community. On-street parking is allowed and off-street parking is  
4 highly encouraged to be located in the rear of buildings. Residential density shall  
5 range from a minimum of 18 to a maximum of 40 dwelling units per gross acre.

6  
7 Franjo Activity Center (FAC). This designation encourages development or  
8 redevelopment that seeks to facilitate multi-use and mixed-use projects that  
9 encourage mass transit, reduce the need for automobile travel, provide incentives  
10 for quality development, provide for the efficient use of land and infrastructure,  
11 provide for urban civic open space, and give definition to a pedestrian urban  
12 form. The Franjo Activity Center is intended to support the achievement of a  
13 residential to non-residential balance that increases the opportunities for  
14 transportation demand management alternatives including but not limited to  
15 walking and transit, reduced vehicle miles traveled, and reduced single use trips.  
16 The Franjo Activity Center shall serve as a significant, multifamily, employment,  
17 office and commercial center of the Village.

18  
19 Development within the Franjo Activity Center shall:

- 20  
21 1. Focus on the effective mix of office, service, retail, entertainment, residential,  
22 community facilities, open space and transportation uses that will promote a  
23 lively, livable, and successful downtown area;  
24 2. Encourage a pedestrian oriented core;  
25 3. Promote mass transit and other forms of transportation as an alternative to  
26 the automobile that will link to the Miami-Dade mass transit system and the  
27 Village's local I-bus service or any predecessor service thereto;  
28 4. Encourage the integration of transportation and transit systems with land  
29 use;  
30 5. Allow for development and redevelopment activities at varying density and  
31 intensity ranges, and allow for the transfer of densities and intensities for  
32 properties within the boundaries of the FAC, as may be permitted by the  
33 Village;  
34 6. Promote compact, innovative land development;  
35 7. Promote creative siting of buildings, transportation routes, and open  
36 space to create vistas that will unite the downtown areas, link the downtown  
37 with the rest of Franjo Activity Center area, and

38  
39 Total densities and intensities of development within the Franjo Activity Center  
40 shall be as follows:

- 41 • Residential Land Uses – 5,389 dwelling units, of which 1,246 are to be held  
42 in reserve by the Village to be allocated by the Village at the time of site plan  
43 approval;  
44 • Commercial/Office/Retail – 1,500,000 square feet, of which 500,000 square  
45 feet are held in reserve to be allocated by the Village at the time of site plan  
46 approval.



1 The transportation system shall be coordinated with the Future Land Use Map  
2 (FLUM) and the goals, objectives, and policies of the Future Land Use Element  
3 to ensure that transportation facilities and services are available to adequately  
4 serve existing and proposed population densities, land uses, and housing and  
5 employment patterns.

6 \* \* \*

7  
8  
9 Policy 2C.1.5: Continue to coordinate with Miami-Dade County and the Miami-Dade County  
10 Metropolitan Planning Organization to support redevelopment of the portion of  
11 southwest Palmetto Bay located along the South Dade Busway as a transit  
12 oriented center. The extents of the transit oriented center are illustrated as  
13 Franjo Activity Center "Neighborhood Mixed-Use" and Mixed-Use Corridor"  
14 land use categories on the Future Land Use Map and further described in the final  
15 Franjo Road/US-1 Commercial Area Charrette Report: A Citizens' Vision Plan  
16 accepted by Village Council in November 2004.

17 \* \* \*

18  
19  
20 7.0 RECREATION AND OPEN SPACE ELEMENT

21  
22 Goal 7 Provide a balanced, multi-purpose system of excellent parks, greenways, and  
23 trails that meet and exceed the needs of Palmetto Bay's residents, businesses, and  
24 visitors.

25  
26 Objective 7.1 Parks and Recreational System Needs  
27 Maintain and enhance Village parks and open space lands and facilities consistent  
28 with the adopted level-of-service (LOS) standard.

29 \* \* \*

30  
31  
32 Policy 7.1.2 Through the maintenance and expansion of the existing park facilities and the  
33 acquisition and/or development of new parks and open space, achieve: (1) a  
34 Village-wide level of service (LOS) standard of 5.0 acres per 1,000 residents by  
35 2025; and (2) a separate LOS of .25 acres per 1,000 residents for developments  
36 within the Franjo Activity Center area.

37  
38 **Section 4.** The amended Future Land Use Map is incorporated by reference and  
39 attached hereto as Attachment A, and shall be included in the "2013-2025 Future Land Use Map."

40  
41 **Section 5.** Transmittal. The Village Council, acting in its capacity as the Local Planning  
42 Agency, approves the above amendment, as further modified herein, to the FLUM, which is  
43 attached to this ordinance. The Village Council, acting in its capacity as the Local Planning Agency,  
44 further recommends to the Village Council that it authorize the Village Clerk to transmit the  
45 attached amendments to the FLUM to the State of Florida Department of Economic Opportunity  
46 (DEO) and all other governmental bodies, agencies, or private individuals as required by State law.

1  
2 Section 6. Severability. The provisions of this ordinance are declared to be severable,  
3 and if any sentence, section, clause or phrase of this ordinance shall, for any reason, be held to be  
4 invalid or unconstitutional, such decision shall not affect the validity of the remaining sentences,  
5 sections, clauses or phrases of the ordinance, but they shall remain in effect it being the legislative  
6 intent that this ordinance shall stand notwithstanding the invalidity of any part.

7  
8 Section 7. Conflicts. The provisions of the Comprehensive Plan of the Village of  
9 Palmetto Bay, Florida and all ordinances or parts of ordinances in conflict with the provisions of  
10 this ordinance are hereby repealed.

11  
12 Section 8. Codification. It is the intention of the Village Council and it is hereby  
13 ordained the provisions of this Ordinance shall become and be made part of the Comprehensive  
14 Plan of the Village of Palmetto Bay, Florida.

15  
16 Section 9. Effective Date. This ordinance shall take effect 31 days after enactment.

17  
18 PASSED and ENACTED this 14<sup>th</sup> day of December 2015.

19  
20 First Reading: September 9, 2015  
21 Second Reading: December 14, 2015

22  
23 Attest: Meighan Alexander  
24 Meighan Alexander  
25 Village Clerk  
26

Eugene Flinn  
Eugene Flinn  
Mayor

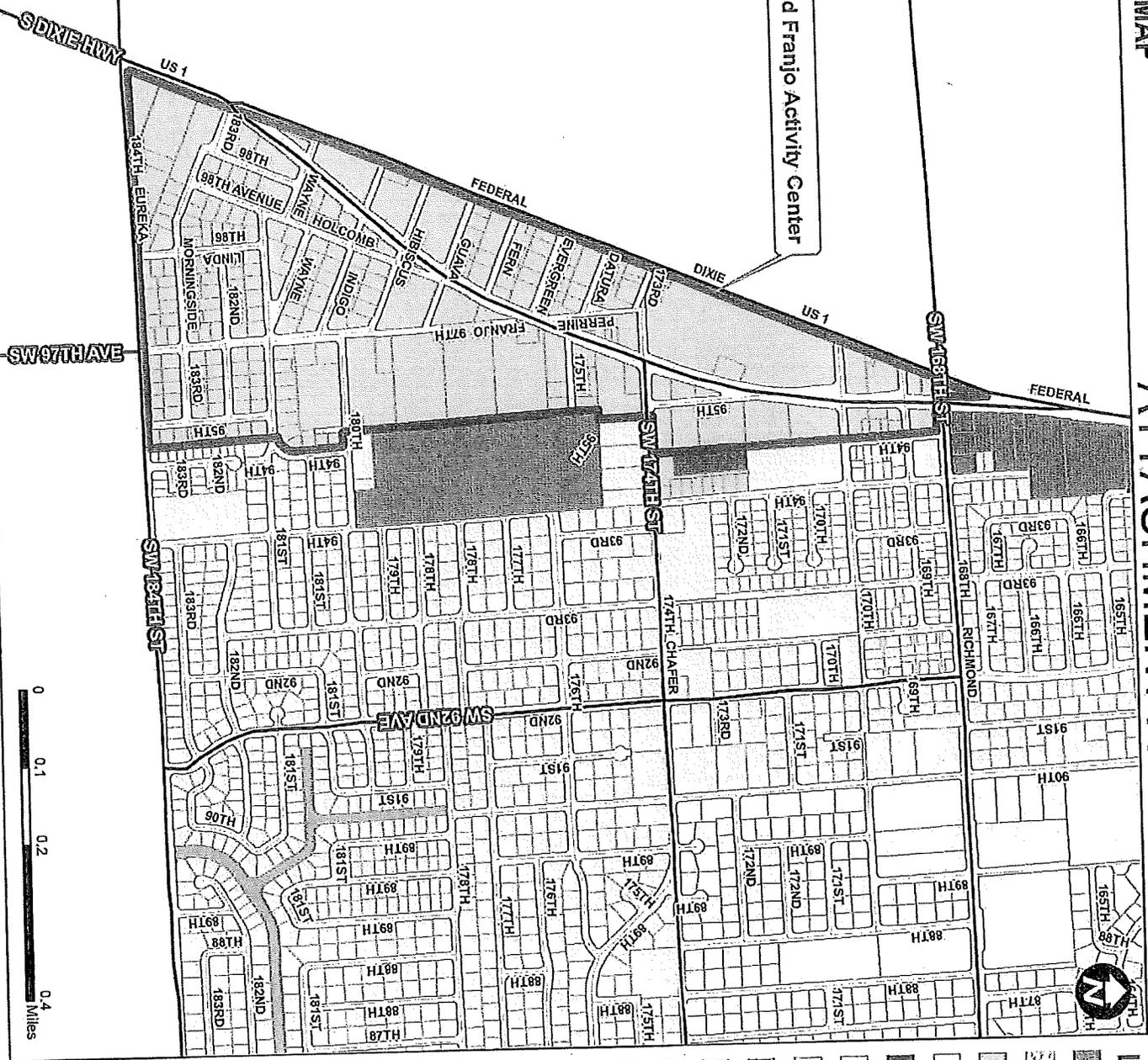
27  
28 APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE  
29 USE AND RELIANCE OF THE VILLAGE OF PALMETTO BAY ONLY:

30  
31 Dexter W. Lehtinen  
32 Dexter W. Lehtinen  
33 Village Attorney  
34

35  
36 FINAL VOTE AT ADOPTION:

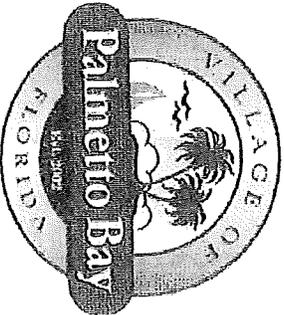
37 Council Member Karyn Cunningham YES  
38 Council Member Tim Schaffer YES  
39 Council Member Larissa Siegel Lara YES  
40 Vice-Mayor John DuBois YES  
41 Mayor Eugene Flinn YES

Designated Franjo Activity Center



**Legend**

- Business and Office
- Environmental Protection
- Environmentally Protected
- Parks
- Estate Density Residential
- Institutional and Public Facility
- Low Density Residential
- Low-Medium Density Residential
- Medium Density Residential
- Medium-High Density Residential and Hotel
- Franjo Activity Center
- Office and Residential
- Parks and Recreation
- Village Mixed-Use
- Water
- Roads



Source: Village of Palmetto Bay



## Record Results

[Print This Page](#)

### Zoning Records Search

|                           |   |
|---------------------------|---|
| <b>Process Number:</b>    | VPB-16-400  |
| <b>Applicant:</b>         | VILLAGE OF PALMETTO BAY   |
| <b>Location:</b>          | BETWEEN US-1, 168 ST TO THE NORTH, 184 ST TO SOUTH, AND 94 AVE TO THE EAST. |
| <b>Legal Description:</b> | BETWEEN US-1, 168 ST TO THE NORTH, 184 ST TO SOUTH, AND 94 AVE TO THE EAST. |
| <b>Request:</b>           | REZONING OF FRANJO AREA TO DUV (DOWNTOWN URBAN VILLAGE).                    |
| <b>Application Date:</b>  |   |
| <b>Result:</b>            | APPROVED - PASSED AND ENACTED   |
| <b>Result Date:</b>       | 12/14/2015  |

### Hearings

| Board | Resolution | Result                        | Hearing Date | Item # |
|-------|------------|-------------------------------|--------------|--------|
| VPB   | 2016-04    | APPROVED - PASSED AND ENACTED | 12/14/2015   |        |
| VPB   |            | DEFERRED TO SECOND READING    | 9/9/2015     |        |
|       |            |                               |              |        |
|       |            |                               |              |        |

### Documents

|  |
|--|
| <a href="#">Ordinance No 2016 04.pdf</a> |
|--|

ORDINANCE NO. 2016-04

1  
2  
3 AN ORDINANCE OF THE MAYOR AND VILLAGE COUNCIL OF THE  
4 VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO ZONING;  
5 AMENDING SECTION 30-50.23, ENTITLED "DOWNTOWN URBAN  
6 VILLAGE", TO INCLUDE THE AMENDED AT ATTACHMENT A;  
7 AND AMENDING THE OFFICIAL ZONING MAP BY CHANGING THE  
8 ZONING OF THOSE LANDS EFFECTED AS DESCRIBED AT  
9 ATTACHMENT B, FROM R-1, SINGLE FAMILY DISTRICT; R-O,  
10 BUSINESS OFFICE; MM, MIXED-USE MAIN STREET; MN, MIXED  
11 USE NEIGHBORHOOD; AND LW, LIVE-WORK DISTRICT; TO DUV,  
12 DOWNTOWN URBAN VILLAGE DISTRICT; IN PALMETTO BAY,  
13 FLORIDA; PROVIDING FOR ORDINANCES IN CONFLICT,  
14 CODIFICATION, SEVERABILITY, AND AN EFFECTIVE DATE.  
15

16 WHEREAS, on May 1, 2006, the Mayor and Village Council of the Village of Palmetto Bay  
17 adopted Ordinance No. 06-06 establishing the Franjo Triangle and Island District (FT&I), thus  
18 fulfilling the objectives of a charrette initiated in 2004 to establish a downtown zoning district within  
19 the southwest corner of the Village; and  
20

21 WHEREAS, since the adoption of those provisions, the Village has had limited success in  
22 capturing new development within the downtown area, even as its neighbors to the north and south  
23 have enjoyed significant growth in new construction activity with corresponding rises in property  
24 values; and  
25

26 WHEREAS, in late Spring of 2013, the Village Manager formed the Downtown  
27 Redevelopment Task Force (DRTF) to explore initiatives to properly position the Village to capture  
28 its share of the growing development opportunities into the downtown area; and  
29

30 WHEREAS, as part of that effort, the DRTF received initial funding and vital support from  
31 the Village Council on September 18, 2013 at the Mayor and Village Council's final hearing for the  
32 FY 2013/14 Operating & Capital Budget, which funding was to provide for planning and market  
33 studies and for the construction of infrastructure; and  
34

35 WHEREAS, in April of 2014 the DRTF presented their downtown concept to the Mayor  
36 and Village Council; and  
37

38 WHEREAS, Since that time, the Mayor and Village Council have been presented with (1) a  
39 market study from Lambert Advisory (April 6, 2015) which demonstrated potential market capture  
40 of retail, office and residential demand, (2) a traffic study by Marlin Engineering (March 2, 2015),  
41 which demonstrated how the roadway infrastructure must be configured to manage projected  
42 demand, and (3) a concurrency (aka capacity) study performed by Kimley Horn (July 13, 2015), to  
43 identify infrastructure needed to support the anticipated development; and  
44

1           WHEREAS, the Mayor and Village Council have since commenced with the fulfillment of  
2 the vision of the DRTF as supported by the findings of the Studies, by adopting new downtown  
3 provisions and the rezoning certain lands therein, in order to promote the development of the  
4 Village's southwest corner; and

5  
6           WHEREAS, on December 14, 2015, the Mayor and Village Council completed the first  
7 phase of the zoning initiative and now desire apply the Downtown Urban Village land development  
8 regulations to those lands described at Attachment A; and

9  
10           WHEREAS, pursuant to Chapter 166, *Florida Statutes*, new zoning provisions, and a change  
11 of zoning, otherwise known as a district boundary change, of more than 10 acres, requires a public  
12 hearing on second reading, and a Local Planning Agency public hearing prior to approval of the  
13 rezoning by ordinance; and

14  
15           WHEREAS, pursuant to Section 163.3174, *Florida Statutes* the Village Council has been  
16 designated as the Local Planning Agency for the Village; and

17  
18           WHEREAS, on January 4, 2016, the Local Planning Agency approved the proposed  
19 amendment; and

20  
21           WHEREAS, to approve a zoning code and/or zoning map amendment, the request must  
22 be consistent with the Village's Comprehensive Plan and a basic finding of compatibility to Code  
23 Section 30-30.7(b) must be rendered by the Mayor and Village Council; and

24  
25           WHEREAS, the Mayor and Village Council, now desire to enact land development  
26 regulations for lands within the downtown area as provided at Attachment A, and to rezone the  
27 certain lands within Village's downtown area accordingly, as further described at Attachment B.

28  
29           **BE IT ENACTED BY THE MAYOR AND VILLAGE COUNCIL OF THE**  
30 **VILLAGE OF PALMETTO BAY, FLORIDA, AS FOLLOWS:**

31  
32           **Section 1. Compliance with Code Section 30-30.7(b).** The Mayor and Village  
33 Council find the downtown zoning land development regulations and rezoning consistent with Code  
34 Section 30-30.7(b) of the Code of Ordinances.

35  
36           **Section 2. Compliance with FS Chapter 166.** The Village Council, in compliance  
37 with Chapter 166, *Florida Statutes*, after the first reading and Local Planning Agency hearing,  
38 approved the request to rezone.

39  
40           **Section 3. Creation of Downtown Land Development Regulations.** Section 30-  
41 50.23 is amended within the Village's Code of Ordinances to read as provided at Attachment A of  
42 this ordinance.  
43

1           **Section 4. Codification.** It is the intention of the Village Council and it is hereby  
2 ordained the provisions of this Ordinance shall become and be made part of the Code of  
3 Ordinances of the Village of Palmetto Bay, Florida, that sections of this Ordinance may be  
4 renumbered or re-lettered to accomplish such intentions, and that the word "Ordinance" shall be  
5 changed to "Section" or other appropriate word.

6  
7           **Section 5. Rezoning.** That all lands as described and so designated at Attachment B of  
8 this ordinance are rezoned accordingly and be so reflected on the Village of Palmetto Bay's Official  
9 Zoning Map.

10  
11           **Section 6. Conflicting Provisions.** The provisions of the Code of Ordinances of the  
12 Village of Palmetto Bay, Florida and all ordinances or parts of ordinances in conflict with the  
13 provisions of this ordinance are hereby repealed.

14  
15           **Section 7. Severability.** The provisions of this Ordinance are declared to be severable,  
16 and if any sentence, section, clause or phrase of this Ordinance shall, for any reason, be held to be  
17 invalid or unconstitutional, such decision shall not affect the validity of the remaining sentences,  
18 sections, clauses or phrases of the Ordinance, but they shall remain in effect. It is the legislative  
19 intent that this Ordinance shall stand notwithstanding the invalidity of any part.

20  
21           **Section 8. Effective Date.** This ordinance shall take effect immediately upon  
22 enactment.

23  
24 **PASSED and ENACTED** this 4<sup>th</sup> day of January, 2016.

25           First Reading:           December 14, 2015  
26           Second Reading:        January 4, 2016

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31 Attest: Meighan Alexander  
32           Meighan Alexander  
33           Village Clerk

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Eugene Flinn  
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Dexter W. Lehtinen  
Village Attorney

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FINAL VOTE AT ADOPTION:

|                                    |            |
|------------------------------------|------------|
| Council Member Katyn Cunningham    | <u>YES</u> |
| Council Member Tim Schaffer        | <u>YES</u> |
| Council Member Larissa Siegel Lara | <u>YES</u> |
| Vice-Mayor John DuBois             | <u>YES</u> |
| Mayor Eugene Flinn                 | <u>YES</u> |



# Record Results

[Print This Page](#)

## Zoning Records Search

|                           |  |
|---------------------------|--|
| <b>Process Number:</b>    | Z1983000453  |
| <b>Applicant:</b>         | CLAUDIE MULLINS  |
| <b>Location:</b>          | 16950 S.W. 94TH COURT  |
| <b>Legal Description:</b> | S 125' of N 276.48' of E 125' Tr. 4, Lindley Perrine Center (38-29). |
| <b>Request:</b>           |  |
| <b>Application Date:</b>  |  |
| <b>Result:</b>            |  |
| <b>Result Date:</b>       |  |

### Hearings

| Board | Resolution | Result   | Hearing Date | Item # |
|-------|------------|----------|--------------|--------|
| BCC   | Z6684      | APPROVED | 3/8/1984     | 94     |
|       |            |          |              |        |
|       |            |          |              |        |
|       |            |          |              |        |

### Documents

|  |
|--|
| <u>APPLICATION</u>                           |
| <u>HEARING PLAN</u>                          |
| <u>LTRS OF INTENT-SCHOOL-SUBSTCOMPLIANCE</u> |
| <u>RESOLUTION</u>                            |
| <u>RECOMMENDATIONS-KITS</u>                  |
| <u>SKETCH</u>                                |

**PLEASE FURNISH FOLIO NUMBER**

**RECEIVED**  
83-453  
AUG 3 1983  
ZONING HEARING SECTION  
Date Received Stamp

30-5033-04-013 AND

Sec. 33 Twp. 55 Rge. 40  
30-5033-04-014

PLEASE TYPE OR PRINT LEGIBLY, IN INK, ALL INFORMATION ON APPLICATION.

1. Name of Applicant Claudie Mullins

- a. if applicant is owner, give name exactly as recorded on deed.
- b. if applicant is lessee, attach copy of lease and Owner's Sworn-to-Consent form.
- c. if applicant is corporation, partnership, limited partnership, or trustee, a separate Disclosure of Interest form must be completed.

Mailing Address 9000 S.W. 87 Court  
 City Miami State Florida Zip 33156  
 Tel. # (during working hours) 595-6464

2. Name of Property Owner Mullins, Claudie

Mailing Address 16950 S.W. 94th Court  
 City Miami State Florida Zip 33157  
 Tel. # (during working hours) 235-2297

3. Contact Person Diaz, A.L.

Mailing Address 6950 N. Kendall Dr. B 212  
 City Miami State Florida Zip 33156  
 Tel. # (during working hours) 666-1980

4. LEGAL DESCRIPTION OF THE PROPERTY COVERED BY THE APPLICATION.

- a. if subdivided, provide lot, block, complete name of subdivision, plat book and page number.
- b. if metes and bounds description, provide complete description, including section, township and range.
- c. submit six (6) copies of a survey, if property is odd-shaped (1" to 300' scale).
- d. if separate requests apply to different areas, provide the legal description of each area covered by a separate request.

From the intersection of N. & E. lines extended of Tr. 4 <sup>Rev. Plat of</sup> LINDLEY PERRINE CENTER PB 38 PG 29  
 run S. along the E. line of said Tr. 4, a distance of 151.48 ft. to the POB, thence run  
 Parallel with the N. line of said Tr. 4 <sup>west distance</sup> for <sup>thence S. 50'</sup> 125 ft., <sup>thence E. 125'</sup> thence E. 125 ft., thence N. 75 ft.  
 to the POB. AND  
 Begin 100 ft. N. of the S.E. corner of Tr. 4 revised Plat of LINDLEY PERRINE CENTER, PB 38  
 PG 29, thence run N. 50 ft., thence W. 125 ft., <sup>thence S. 50'</sup> thence E. 125 ft. to the POB.

DADE County connections as per existing drafting 8-12-83

5. Address or location of subject property: 16950 S.W. 94 Court, Miami, Florida

6. Size of property: 125 ft. X 125 ft. Acres .36

7. Date subject property acquired (x) or leased ( ) 15th day of October, 1947. Term of lease            years/months.

8. Does property owner own contiguous property to subject property? If so, give complete legal description of entire contiguous property.

~~YES~~ Both Lots are contiguous and part of this application

~~See Legal as described in #2~~

*NO*

9. Is there an option to purchase (x) or lease ( ) the subject property or property contiguous thereto, predicated on the approval of this application?  yes or [ ] no If yes, who are the potential purchasers or lessees?

Dr. Allen Berry

10. Present zoning classification(s): RU-2

11. REQUESTS COVERED UNDER THIS APPLICATION:

Please check the appropriate box and give a brief description of the nature of the request in the space provided.

- District Boundary Change(s):  
Zone classifications requested BUIA
- Unusual Use \_\_\_\_\_
- Use Variance \_\_\_\_\_
- Non-use Variance \_\_\_\_\_
- Special Exception \_\_\_\_\_
- Modification of previous resolution/plan \_\_\_\_\_

12. Has a public hearing been held on this property within the last year?  
 yes  no

If yes, applicant's name \_\_\_\_\_

Date of hearing \_\_\_\_\_

Nature of hearing \_\_\_\_\_

Decision of hearing \_\_\_\_\_

Resolution # \_\_\_\_\_

13. Is this hearing being requested as a result of a violation notice?  
 yes  no

If yes, give name to whom violation notice was served \_\_\_\_\_

Nature of violation \_\_\_\_\_

14. Are there any existing structures on the property?  yes [ ] no

If yes, briefly describe 4 bedroom 2 bath house

15. Is there any existing use on the property?  yes [ ] no

If yes, what is the use and when was it established? Use ~~RU-2~~

single family Res. Established \_\_\_\_\_

OWNER OR TENANT AFFIDAVIT

I, CLAUDIE MULLINS, being first duly sworn, depose and say that I am the owner/tenant of the property described and which is the subject matter of the proposed hearing; that all the answers to the questions in this application, and all sketch data and other supplementary matter attached to and made a part of the application are honest and true to the best of my knowledge and belief. I understand this application must be completed and accurate before a hearing can be advertised.

Claudia Mullins  
Signature

Sworn to and subscribed to before me this 27 day of July, 1983.

[Signature]  
Notary Public  
NOTARY PUBLIC, STATE OF FLORIDA, AT LARGE  
MY COMMISSION EXPIRES, MAY, 2 1984  
BONDED THRU GENERAL TRUST, UNDERWRITERS

Commission Expires: \_\_\_\_\_

\*\*\*\*\*

CORPORATION AFFIDAVIT

We, \_\_\_\_\_, being first duly sworn depose and say that we are the President/Vice-President, and Secretary/Asst. Secretary of the aforesaid corporation, and as such, have been authorized by the corporation to file this application for public hearing; that all answers to the questions in said application and all sketches, data and other supplementary matter attached to and made a part of this application are honest and true to the best of our knowledge and belief; that said corporation is the owner/tenant of the property described herein and which is the subject matter of the proposed hearing. We understand this application must be complete and accurate before a hearing can be advertised.

RECEIVED  
83-453  
AUG 3 1983

\_\_\_\_\_  
President's Signature (Corp. Seal)

ATTEST:

\_\_\_\_\_  
Secretary's Signature

ZONING HEARING SECTION  
CIVIL & ZONING DEPT.  
I, \_\_\_\_\_, subscribed to before me  
on this 8 day of \_\_\_\_\_, 19 \_\_\_\_.

\_\_\_\_\_  
Notary Public

Commission Expires \_\_\_\_\_

\*\*\*\*\*

PARTNERSHIP AFFIDAVIT

We, the undersigned, being first duly sworn depose and say that we are partners of the herein after named partnership, and as such, have been authorized to file this application for a public hearing; that all answers to the questions in said application and all sketches, data, and other supplementary matter attached to and made a part of this application are honest and true to the best of our knowledge and belief; that said partnership is the owner/tenant of the property described herein which is the subject matter of the proposed hearing. We understand this application must be complete and accurate before a hearing can be advertised.

\_\_\_\_\_  
(Name of Partnership)

By \_\_\_\_\_ %

By \_\_\_\_\_ %

By \_\_\_\_\_ %

By \_\_\_\_\_ %

Sworn to and subscribed to before me this \_\_\_\_\_ day of \_\_\_\_\_, 19 \_\_\_\_.

\_\_\_\_\_  
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 the Attorney for the Owner of the property described and which is the subject matter of the proposed hearing; that all the answers to the questions in this application, and all sketch data and other supplementary matter attached and made a part of this application are honest and true to the the best of my knowledge and belief. I understand this application must be complete and accurate before a hearing can be advertised.

\_\_\_\_\_  
Signature

Sworn to and subscribed to before me this \_\_\_\_\_ day of \_\_\_\_\_, 19 \_\_\_\_.

\_\_\_\_\_  
Notary Public

Commission Expires \_\_\_\_\_

(6)

OWNERSHIP AFFIDAVIT  
INDIVIDUAL (FEE OWNER)

I, CLAUDIE MULLINS, being first duly sworn,  
depose and say that I am the legal owner of record of the property described and  
which is the subject of the proposed hearing.

THIS AFFIDAVIT IS SUBJECT TO PENALTIES OF LAW (PERJURY) AND TO POSSIBLE  
VOIDING OF ANY ZONING ACTION GRANTED AT A PUBLIC HEARING.

✓ Claudia Mullins  
(Signature)

Sworn to and subscribed before me,  
this 27 day of July, 1983.

[Signature]  
Notary Public, State of Florida at Large

NOTARY PUBLIC STATE OF FLORIDA AT LARGE  
MY COMMISSION EXPIRES MAY 2 1984  
BONDED THRU GENERAL INS. UNDERWRITERS  
My Commission Expires:

RECEIVED  
83-453  
AUG 31 1983

ZONING HEARING SECTION  
DADE CO. BLDG. & ZONING DEPT.  
BY [Signature]

METROPOLITAN DADE COUNTY  
BUILDING AND ZONING DEPARTMENT  
ZONING HEARING SECTION

P.H.No.: 83-453

Date Filed: 8-3-83

Your application has been projected for a tentative hearing before the  
County Commission on November 3 or 17, 1983

When the Departmental recommendation is available, you will be notified by the mailing of the post card submitted along with your application. The recommendation will be available in Room 902, 909 S.E. 1st Avenue. No recommendations will be released over the telephone.

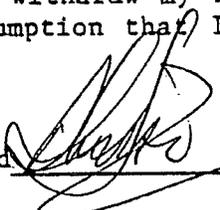
Recommendations from the Planning Department should also be available at this time, and can be obtained from the Development Division Office, 9th floor, Planning Department, 909 S.E. 1st Avenue.

You must notify the Department of your decision to defer or withdraw your application within five (5) days of receiving the written recommendation.

Should you not notify the Department of your wishes in this matter by the date specified, it will be assumed that you wish to proceed to public hearing on the tentative date noted above. No deferrals will be considered or granted after this date.

A REQUEST FOR DEFERRAL AT THE HEARING WILL BE STRONGLY OPPOSED BY THE DEPARTMENT. PLEASE MAKE SURE THAT YOU HAVE ADEQUATELY PREPARED YOUR APPLICATION TO REFLECT ALL THE REQUESTS YOU MIGHT WISH TO MAKE. IN ADDITION PLEASE SET ASIDE THE DATES LISTED ABOVE FOR YOUR HEARING TO AVOID SCHEDULING CONFLICTS.

I have read this form and I understand my responsibility to notify the Department if I intend to defer or withdraw my request. Failure to notify you will be an automatic assumption that I wish to proceed to hearing.

Signed  \_\_\_\_\_

UNITY OF TITLE

PREPARED BY:  
LOUIS M. ROCKMAN, ESQ.  
20466 S. Dixie Highway  
Miami, Florida, 33189

WHEREAS, the undersigned is the owner of that property described as: (305) 232-2161

SEE SCHEDULE "A" ATTACHED

also known as 16950 S.W. 94th Court and adjoining Lot  
Dade County, Florida, and

The undersigned recognizes and acknowledges that for the public health, welfare, safety or morals, the herein-described property should not be divided into separate parcels owned by several owners so long as the same is put to the hereinafter use, and

In consideration of the issuance of a permit Rezoning RU - 2 BU-1A

and for other good and valuable considerations, the undersigned hereby agrees to restrict the use of the subject property in the following manner:

1. That said property shall be considered as one plot and parcel of land and that no portion of said plot and parcel of land shall be sold, transferred, devised or assigned separately, except in its entirety as one plot or parcel of land.
2. The undersigned further agrees that this condition, restriction and limitation shall be deemed a covenant running with the land and shall remain in full force and effect and be binding upon the undersigned, their heirs and assigns until such time as the same may be released in writing by the Director of the Dade County Building and Zoning Department or the executive officer of the successor of such Department, or in the absence of such director or executive officer, by his assistant in charge of the office in his absence.

provided, however, that this Unity of Title may be released by the Director of the Dade County Building and Zoning Department, or the Executive Officer of the successor of such Department, after approval of a site plan and the recordation of a Declaration of Restrictive Covenants as required by Section 33-257(2) of the Code of Metropolitan Dade County, Florida, as the same may be amended from time to time.

Signed, sealed, executed and acknowledged on this 4th day of August A.D., 19 83, at Miami, Florida.

WITNESSES:

[Signature]  
[Signature]  
[Signature]  
[Signature]

Robert Mullins  
ROBERT MULLINS, husband

Claudia Mullins  
CLAUDIE MULLINS, his wife

STATE OF FLORIDA )  
COUNTY OF DADE )

I HEREBY certify that on this 4th day of August A.D. 19 83 before me personally appeared ROBERT MULLINS and CLAUDIE MULLINS, his wife, to me known to be the persons described in and who executed the foregoing instrument and they acknowledged to me the execution thereof to be their free act and deed for the uses and purposes therein mentioned;

And the said CLAUDIE MULLINS, the wife of the said ROBERT MULLINS, on a separate and private examination taken and made by and before me, and separately and apart from her said husband, did acknowledge that she executed the said deed for the purposes therein set forth, freely and voluntarily and without any fear, constraint, apprehension or compulsion of or from her said husband.

WITNESS my signature and official seal at MIAMI, in the  
County and State aforesaid, the date and year last aforesaid.

*Mary B. Bush*  
Notary Public in and for the State  
of Florida at Large

My Commission Expires:

NOTARY PUBLIC STATE OF FLORIDA  
MY COMMISSION EXPIRES AUG. 13, 1986  
BONDED THRU GENERAL INS. UNDERWRITERS

EXHIBIT "A"

DESCRIPTION:--Those certain parcels of land, situate in Dade County, Florida, known and described as follows, to-wit:

Beginning 100 feet North of the SE corner of Tract 4, according to the Revised Plat of LINDLEY PERRINE CENTER recorded in Plat Book 38, Page 29 of the Public Records of Dade County, Florida; thence run North 50 feet; thence West 125 feet; thence South 50 feet; thence East 125 feet to the Point of Beginning, being part of Tract 4.

That part of Tract 4 of the Revised Plat of LINDLEY PERRINE CENTER, according to Plat thereof recorded in Plat Book 38, at page 29, of the Public Records of Dade County, Florida, described as follows:

Commence at the point of intersection of the East and South lines, extended of said Tract 4, and run North along the east line of said Tract 4 a distance of 101.47 feet more or less, to a point which is the POB; thence run West parallel with the South line of said Tract 4 a distance of 125 feet more or less, to a point; thence run south parallel with the East line of said Tract 4 a distance of 1.47 feet more or less, to a point; thence East, parallel with the North line of said Tract 4 a distance of 125 feet, more or less, to a point on the East line of said Tract 4; thence run North along the East line of said Tract 4 a distance of 1.47 feet, more or less to the Point of Beginning.

DESCRIPTION:--Those certain parcels of land, situate in Dade County, Florida, known and described as follows, to-wit:

FROM the intersection of north and east lines, extended, of Tract 4 LINDLEY PERRINE CENTER, plat thereof recorded in Book 38, Page 29 of the Public Records of Dade County, Florida, run south along the east line of said Tract 4 a distance of 151.48 feet for point to begin, thence run west parallel with the north line of said Tract 4, 125 feet, thence south 75 feet, thence east 125 feet, thence north 75 feet to point of beginning.

LETTER OF INTENT

To: Dade County Building And Zoning Department  
From: Dr. Allen Berry  
Subject: Rezoning Ru-2 TO Bu-1A

Dear Sir/Madame

The undersign applicant is requesting a district boundary change from duplex zoning to commercial zoning Bu-1A.

Presently there is a single family home on the subject site.

The requested Bu-1A zoning would be in alignment with the zoning boundaries of surrounding properties.

This applicant is of the intentions to improve the existing building and build a new professional medical type building for the practice of my profession, which is dentistry, and other professional fields.

These improvements to the existing building and vacant lot will most assuredly enhance the neighborhood.

Respectfully,

  
Dr. Allen Berry

RECEIVED  
83-453  
AUG 3 1983

ZONING HEARING SECTION  
DADE CO. BLDG. & ZONING DEPT.  
BY 

RESOLUTION NO. Z-66-84

The following resolution was offered by Commissioner Clara Oesterle, seconded by Commissioner Beverly B. Phillips, and upon poll of members present the vote was as follows:

|                       |     |                       |     |
|-----------------------|-----|-----------------------|-----|
| Barbara M. Carey      | aye | Barry D. Schreiber    | aye |
| Clara Oesterle        | aye | Ruth Shack            | aye |
| Beverly B. Phillips   | aye | Jorge (George) Valdes | aye |
| James F. Redford, Jr. | aye | Stephen P. Clark      | aye |
| Harvey Ruvin          | aye |                       |     |

WHEREAS, CLAUDIE MULLINS, had applied for the following:

- (1) A district boundary change from RU-2 (Two Family Residential) to RU-5A (Semi-Professional Offices).
- (2) NON-USE VARIANCE OF SETBACK REQUIREMENTS to permit the existing structure to setback 17' (25' required) from the front (east) property line and to permit a proposed dental office structure to setback 0' (5' required) from the rear (west) property line.

Plans are on file and may be examined in the Zoning Department entitled "Schematic Dr. Berry - "Semi-Professional Office Building", as prepared by Daniel Williams, Architects, dated 2-9-84.

SUBJECT PROPERTY: From the intersection of the North & East lines extended of Tract 4 REVISED PLAT LINDLEY PERRINE CENTER, Plat book 38, Page 29, running South along the East line of said Tract 4, a distance of 151.48' to the Point of beginning, thence run parallel with the North line of said Tract 4 west for a distance of 125', thence South 75', thence East 125' thence North 75' to the Point of beginning,

AND:

Begin 100' North of the Southeast corner of Tract 4, REVISED PLAT OF LINDLEY PERRINE CENTER, Plat book 38, Page 29, thence run north 50', thence West 125', thence South 50', thence East 125' to the Point of beginning.

LOCATION: 16950 S.W. 94th Court, Dade County, Florida, and

WHEREAS, a public hearing of the Board of County Commissioners, Dade County, Florida, was advertised and held, as required by law, and all interested parties concerned in the matter were heard, and upon due and proper consideration having been given to the matter, it is the opinion of this Board that the requested district boundary change to RU-5A would be compatible with the neighborhood and area concerned and would not be in conflict with the principles and intent of the plan for the development of Dade County, Florida, and should be approved and that the non-use variance of Setback Requirements would be in harmony with the general purpose and intent of the regulations and would conform with the requirements and intent of the Zoning Procedure Ordinance. and should be approved subject to conditions;

NOW THEREFORE BE IT RESOLVED by the Board of County Commissioners, Dade County, Florida, that the requested district boundary change to RU-5A be and the same is hereby approved and said property is hereby zoned accordingly;

BE IT FURTHER RESOLVED that the non-use variance of Setback Requirements 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.
2. That in the approval of the plan, the same be substantially in accordance with that submitted for the hearing entitled "Schematic Dr. Berry - "Semi-Professional Office Building", as prepared by Daniel Williams, Architects, dated 2-9-84.
3. That the applicant submit to the Planning Department for its review and approval a landscaping plan which indicates the type of plant material and size prior to the issuance of a building permit and to be installed prior to the issuance of a Certificate of Use and Occupancy.
4. 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 and to issue all permits in accordance with the terms and conditions of this resolution.

PASSED AND ADOPTED this 8th day of March, 1984.

November 1983  
No. 83-11-CC-1  
mr  
3/27/84

DADE COUNTY, FLORIDA, BY ITS  
BOARD OF COUNTY COMMISSIONERS  
Richard P. Brinker, Clerk

By \_\_\_\_\_  
Deputy Clerk

This resolution transmitted to the Clerk of the Board of County Commissioners  
on the 4th day of April 1984.

April 4, 1984

Claudie Mullins  
16950 S.W. 94 Court  
Miami, FL 33156

Re: Hearing No. 83-11-CC-1; 16950 S.W. 94th Court

Gentlemen:

Enclosed, herewith, is a copy of Resolution No. Z-66-84, adopted by the Board of County Commissioners, which approved your requested district boundary change to RU-5A and approved, subject to conditions, the balance of your application on the above-described property. Please note the conditions under which said approval was granted, inasmuch as strict compliance, therewith, will be required.

If there are any anticipated changes from the plan submitted for the hearing, a plot use plan should be submitted to this office in triplicate 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 Dade County Commission may be appealed by an aggrieved party within 30 days of the date of the submission of the resolution to the Clerk of the County Commission. You are, further, advised that in the event that an appropriate appeal is timely filed in the Circuit Court, any building permit sought or obtained shall be solely at the risk of the party obtaining said permit.

Very truly yours,

Chester C. Czebrinski  
Assistant Director

CCC/mr

Enclosure

13 CLAUDIE MULLINS  
(applicant)

83-11-CC-1

Date Purchased (X )/Leased ( ) October 15, 1947

Is there an option to purchase (X )/lease ( ) the property predicated on the approval of the zoning request? Yes (X ) No ( )

Previous Zoning Hearings on the Property:

| <u>Year</u> | <u>Applicant</u> | <u>Request</u> | <u>Board</u> | <u>Decisions</u> |
|-------------|------------------|----------------|--------------|------------------|
| NONE.       |                  |                |              |                  |

DEPARTMENT OF ENVIRONMENTAL RESOURCES MANAGEMENT STATES:

Public water can be made available to this site and connection will be required.

The closest sanitary sewer available is located approximately 500 feet southeast of the subject property at S.W. 94 Avenue and S.W. 170 Street. Due to the type of zoning requested, connection to sanitary sewers will be mandatory. Chapter 24-13(6) of the Code stipulates that the Director of DERM must issue his written approval prior to any zoning action for property served or to be served by any wastewater disposal or treatment method other than sanitary sewers. The director shall issue his written approval only after the owner of the property submits an executed covenant running with the land in favor of Metropolitan Dade County which provides that prior to the approval, granting or issuance of any building permit, or certificate of use and occupancy the property shall be connected to sanitary sewers. The covenant shall be submitted to and approved by DERM prior to the public hearing.

PUBLIC WORKS DEPARTMENT STATES:

HEARING REQUIREMENTS: None

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ZONING DIRECTOR'S RECOMMENDATION  
COUNTY COMMISSION

HEARING DATE: MARCH 8, 1984

HEARING NO. 83-11-CC-1

APPLICANT: CLAUDIE MULLINS

REQUESTS:

- (1) RU-2 to RU-5A
- (2) NON-USE VARIANCE OF SETBACK REQUIREMENTS to permit the existing structure to setback 17' (25' required) from the front (east) property line and to permit a proposed dental office structure to setback 0' (5' required) from the rear (west) property line.

Plans are on file and may be examined in the Zoning Department entitled "Schematic Dr. Berry - "Semi-Professional Office Building", as prepared by Daniel Williams, Architects, dated 2-9-84.

LOCATION: 16950 S.W. 94<sup>th</sup> Court, Dade County, Florida.

SIZE OF PROPERTY: 125' X 125'

EXISTING ZONING AND LAND USE

SUBJECT PROPERTY: RU-2; single family home

SURROUNDING PROPERTY:

NORTH: BU-1; unimproved  
EAST: RU-2; single family home  
SOUTH: BU-1A; restaurant  
WEST: BU-1A; parking lot

RECOMMENDATION: Approval of RU-5A, approval of request #2 with conditions.

This application was deferred on November 3, 1983, and again on February 9, 1984, for the applicant to amend the request and submit a site plan.

The applicant wishes to rezone this 15,625 square foot parcel from RU-2 to RU-5A for the purpose of improving the existing residence thereon and converting it to a semi-professional office building and also for the purpose of constructing a 2,200 square foot dental office building in the rear (west) property area. The property is separated from South Dixie Highway by a parking lot to the immediate west. Without significant alterations to the strip convenience opportunities and concomitant parking to the west, direct Dixie Highway access will not be available to the applicant in future development plans. The South Cutler Area Study designated the subject parcel for professional commercial development upon its 1981 adoption by the Board of County Commissioners.

Staff would normally discourage commercial traffic along S.W. 94 Court in an attempt to retain a residential flavor and appearance as one travels further eastward from South Dixie Highway. However, a 1982-approved zone change to BU-1A and site plan just 50' removed to the north (abutting S.W. 169 Street) indicated a 3,528 square foot commercial building and included one drive cut onto S.W. 94 Court. The subject parcel's interior lot location and closer proximity to the easterly adjacent residences dictate caution in the form of RU-5A (transition) zoning for semi-professional office usage. The applicant's site plan orients most activity to the west away from said residences and offers one-story height, which also pleases staff insofar as neighborhood protection is concerned. The 0' rear setback abuts a parking lot and South Dixie Highway (further west) and is acceptable in this instance. Accordingly, staff recommends that RU-5A zoning (request #1) be approved and that request #2 also be approved, subject to the following conditions:

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ZONING DIRECTOR'S RECOMMENDATION  
COUNTY COMMISSION

HEARING DATE: MARCH 8, 1984  
Page Two

HEARING NO. 83-11-CC-1

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.
2. That in the approval of the plan, the same be substantially in accordance with that submitted for the hearing entitled "Schematic Dr. Berry - "Semi-Professional Office Building", as prepared by Daniel Williams, Architects, dated 2-9-84.
3. That the applicant submit to the Planning Department for its review and approval a landscaping plan which indicates the type of plant material and size prior to the issuance of a building permit and to be installed prior to the issuance of a Certificate of Use and Occupancy.
4. That the use be established and maintained in accordance with the approved plan.

DATE TYPED: 9/8/83  
JGA:RJB:JBP:mr  
DATE REVISED: 1/23/84 & 2/15/84  
cc: Mr. Reginald Walters

  
Joaquin G. Avino, P.E., P.L.S.  
DIRECTOR, METROPOLITAN DADE  
COUNTY BUILDING & ZONING DEPT.

96

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METROPOLITAN DADE COUNTY PLANNING DEPARTMENT PH 83-453  
RECOMMENDATION TO THE BOARD OF COUNTY COMMISSIONERS

APPLICANT Claudie Mullins  
SECTION 33-55-40

DATE November 3, 1983  
CC HEARING ITEM NO. 83-11-CC-1

1st Deferral: February 9, 1984  
2nd Deferral: March 8, 1984

GENERAL INFORMATION

REQUEST 1. RU-2 to RU-5A  
2. Non-Use Variance of setback requirement

PURPOSE District Boundary Change

LOCATION 16950 SW 94 Court SIZE 125' X 125'

EXISTING ZONING AND LAND USE

SUBJECT PROPERTY RU-2 single family residence

SURROUNDING PROPERTY

NORTH BU-1, undeveloped

SOUTH BU-1A, restaurant

EAST RU-2, two single family residences

WEST BU-1A, parking lot

COMPREHENSIVE DEVELOPMENT MASTER PLAN and/or SPECIAL STUDIES

The South Cutler Area Study designates this site for general commercial use.

RECOMMENDATION

APPROVAL

CONDITIONS

None

ANALYSIS

The subject request was deferred from the November and February agendas at the request of the applicant, as he was considering to change the requested district boundary change to RU-5A, due to the lesser fire restrictions under that classification. Since that time, the advertisement has been changed.

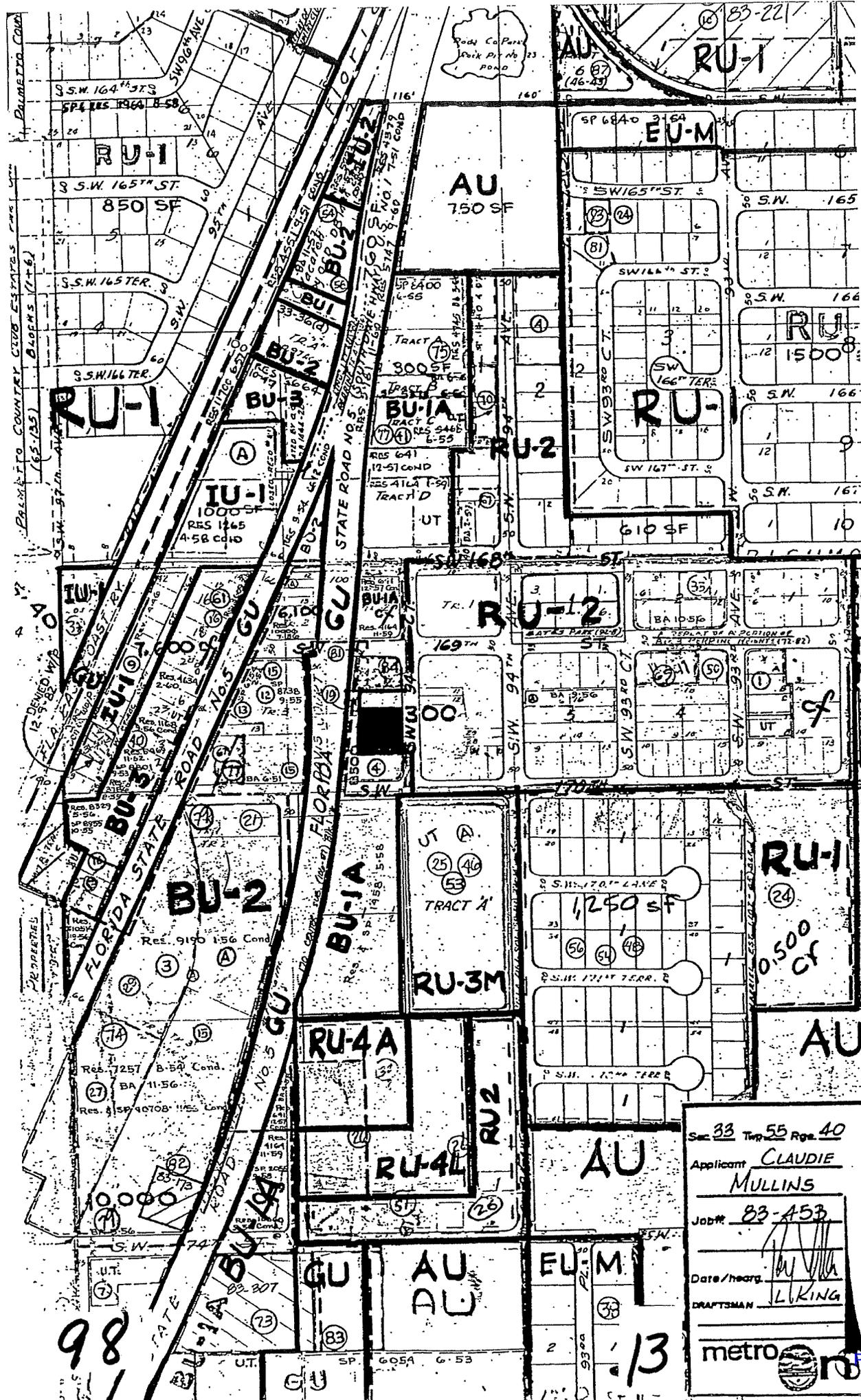
The applicant is requesting a district boundary change from duplex zoning to RU-5A zoning. Presently, there is a single family home on the subject site. The property lies on the west side of SW 94 Court, south of SW 169 Street. A similar request for commercial zoning (BU-1) was approved on January 19, 1984, for the property immediately to the north of the site, (PH #83-523). There is existing BU-1A zoning one lot removed to the north of this site and to the south. The requested RU-5A zoning is in alignment with the aforementioned zoning boundaries. Staff has no problems with the request for a district boundary change to RU-5A; this zoning classification is not only compatible with adjacent zoning and land use, but is also in conformance with the recommended commercial land use designation, as indicated in the South Cutler Area Study. Accordingly, staff recommends approval of the subject request.

RRW:WFG:RC:EES:na  
Date Typed: 2-15-84

  
Reginald R. Walters, Director  
Planning Department

97

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Sec. 33 Twp. 55 Rge. 40  
 Applicant CLAUDIE MULLINS  
 Job# 83-453  
 Date/heary [Signature]  
 DRAFTSMAN L. KING  
 metro

ZONING DIRECTOR'S RECOMMENDATION

COUNTY COMMISSION

HEARING DATE: FEBRUARY 9, 1984

HEARING NO. 83-11-CC-1

APPLICANT: CLAUDIE MULLINS

REQUEST: RU-2 to BU-1A

LOCATION: 16950 S.W. 94<sup>th</sup> Court, Dade County, Florida

SIZE OF PROPERTY: 125' X 125'

EXISTING ZONING AND LAND USE

SUBJECT PROPERTY: RU-2; single family home

SURROUNDING PROPERTY:

NORTH: BU-1; unimproved  
EAST: RU-2; single family home  
SOUTH: BU-1A; restaurant  
WEST: BU-1A; parking lot

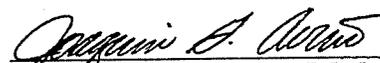
RECOMMENDATION: Denial of BU-1A, approval of RU-5A zoning in lieu thereof.

This application was deferred on November 3, 1983, for the applicant to amend the request and submit a site plan. No revisions have been submitted, and staff's original recommendation is repeated below:

The applicant wishes to rezone this 15,625 square foot parcel from RU-2 to BU-1A for the purpose of improving the existing residence thereon and converting it to a medical office building. The property is separated from South Dixie Highway by a parking lot to the immediate west. Without significant alterations to the strip convenience opportunities and concomitant parking to the west, direct Dixie Highway access will not be available to the applicant in future development plans. The South Cutler Area Study designated the subject parcel for professional commercial development upon its 1981 adoption by the Board of County Commissioners.

Staff would normally discourage commercial traffic along S.W. 94 Court in an attempt to retain a residential flavor and appearance as one travels further eastward from South Dixie Highway. However, a 1982 - approved zone change to BU-1A and site plan just 50' removed to the north (abutting S.W. 169 Street) indicated a 3,528 square foot commercial building and included one drive cut onto S.W. 94 Court. The subject parcel has similar proximity to Dixie Highway, and staff is hard pressed to deny commercial opportunities that were so recently granted to the neighboring, 10,140 square foot parcel. However, the subject property's interior lot location and the applicant's desired intention for professional offices leads staff to the conclusion that RU-5A would allow medical professionals to locate on this property and would allow significant expansion of the small existing structure, while at the same time retaining a residential appearance and a two-story height limitation for the protection of the easterly adjacent homeowners. The applicant is also advised that connection to water and sewer lines (currently one-eighth of a mile away) will be required by the Department of Environmental Resources Management. Accordingly, staff recommends that BU-1A be denied and that RU-5A zoning be approved in lieu thereof.

DATE TYPED: 9/8/83  
JGA:RJB:JBP:aa  
DATE REVISED: 1/23/84 mo  
cc: Mr. Reginald Walters

  
Jacquelin G. Avino, P.E., P.L.S.  
DIRECTOR, METROPOLITAN DADE  
COUNTY BUILDING & ZONING DEPT.

METROPOLITAN DADE COUNTY PLANNING DEPARTMENT  
RECOMMENDATION TO THE BOARD OF COUNTY COMMISSIONERS

PH 83-453

APPLICANT Claudie Mullins  
SECTION 33-55-40

DATE November 3, 1983  
CC HEARING ITEM NO. 83-11-CC-1

1st Deferral: February 9, 1984

GENERAL INFORMATION

REQUEST RU-2 to BU-1A

PURPOSE District Boundary Change

LOCATION 16950 SW 94 Court

SIZE 125' X 125'

EXISTING ZONING AND LAND USE

SUBJECT PROPERTY RU-2 single family residence

SURROUNDING PROPERTY

NORTH BU-1, undeveloped

SOUTH BU-1A, restaurant

EAST RU-2, two single family residences

WEST BU-1A, parking lot

COMPREHENSIVE DEVELOPMENT MASTER PLAN and/or SPECIAL STUDIES

The South Cutler Area Study designates this site for general commercial use.

RECOMMENDATION

APPROVAL

CONDITIONS

None

ANALYSIS

The subject request was deferred from the November agenda at the request of the applicant, as he was considering to change the requested district boundary change to RU-5A, due to the lesser fire restrictions under that classification. Since that time the advertisement has not been changed; however, we still find the requested zone change to business acceptable as follows:

The applicant is requesting a district boundary change from duplex zoning to commercial (BU-1A) zoning. Presently, there is a single family home on the subject site. The property lies on the west side of SW 94 Court, south of SW 169 Street. A similar request for commercial zoning (BU-1) was approved on January 19, 1984, for the property immediately to the north of the site, (PH #83-523). There is existing BU-1A zoning one lot removed to the north of this site and to the south. The requested BU-1A zoning is in alignment with the aforementioned zoning boundaries. Staff has no major problems with the request for a district boundary change to BU-1A; this zoning classification is not only compatible with adjacent zoning and land use, but is also in conformance with the recommended commercial land use designation, as indicated in the South Cutler Area Study. Accordingly, staff recommends approval of the subject request.

RRW:WFG:RC:EES:na  
Date Typed: 1/26/84



Reginald R. Walters, Director  
Planning Department

ZONING DIRECTOR'S RECOMMENDATION  
COUNTY COMMISSION

HEARING DATE: NOVEMBER 3, 1983

HEARING NO. 83-11-CC-1

APPLICANT: CLAUDIE MULLINS

REQUEST: RU-2 to BU-1A

LOCATION: 16950 S.W. 94<sup>th</sup> Court, Dade County, Florida.

SIZE OF PROPERTY: 125' X 125'

EXISTING ZONING AND LAND USE

SUBJECT PROPERTY: RU-2; single family home

SURROUNDING PROPERTY:

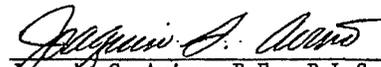
NORTH: RU-2; unimproved  
EAST: RU-2; single family home  
SOUTH: BU-1A; restaurant  
WEST: BU-1A; parking lot

RECOMMENDATION: Denial of BU-1A, approval of RU-5A zoning in lieu thereof.

The applicant wishes to rezone this 15,625 square foot parcel from RU-2 to BU-1A for the purpose of improving the existing residence thereon and converting it to a medical office building. The property is separated from South Dixie Highway by a parking lot to the immediate west. Without significant alterations to the strip convenience opportunities and concomitant parking to the west, direct Dixie Highway access will not be available to the applicant in future development plans. The South Cutler Area Study designated the subject parcel for professional commercial development upon its 1981 adoption by the Board of County Commissioners.

Staff would normally discourage commercial traffic along S.W. 94 Court in an attempt to retain a residential flavor and appearance as one travels further eastward from South Dixie Highway. However, a 1982 - approved zone change to BU-1A and site plan just 50' removed to the north (abutting S.W. 169 Street) indicated a 3,528 square foot commercial building and included one drive cut onto S.W. 94 Court. The subject parcel has similar proximity to Dixie Highway, and staff is hard pressed to deny commercial opportunities that were so recently granted to the neighboring, 10,140 square foot parcel. However, the subject property interior lot location and the applicant's desired intention for professional offices leads staff to the conclusion that RU-5A would allow medical professionals to locate on this property and would allow significant expansion of the small existing structure, while at the same time retaining a residential appearance and a two-story height limitation for the protection of the easterly adjacent homeowners. Accordingly, staff recommends that BU-1A be denied and that RU-5A zoning be approved in lieu thereof.

DATE TYPED: 9/8/83  
JGA:RJB:JBP:aa  
DATE REVISED  
cc: Mr. Reginald Walters

  
Joaquin G. Avino, P.E., P.L.S.  
DIRECTOR, METROPOLITAN DADE  
COUNTY BUILDING & ZONING DEPT.

METROPOLITAN DADE COUNTY PLANNING DEPARTMENT  
RECOMMENDATION TO THE BOARD OF COUNTY COMMISSIONERS

PH 83-453

APPLICANT Claudie Mullins  
SECTION 33-55-40

DATE November 3, 1983  
CC HEARING ITEM NO. 83-11-CC-1

GENERAL INFORMATION

REQUEST RU-2 to BU-1A

PURPOSE District Boundary Change

LOCATION 16950 SW 94 Court

SIZE 125' X 125'

EXISTING ZONING AND LAND USE

SUBJECT PROPERTY RU-2 single family residence

SURROUNDING PROPERTY

NORTH RU-2, undeveloped

SOUTH BU-1A, restaurant

EAST RU-2, two single family residences

WEST BU-1A, parking lot

COMPREHENSIVE DEVELOPMENT MASTER PLAN and/or SPECIAL STUDIES

The South Cutler Area Study designates this site for general commercial use.

RECOMMENDATION

APPROVAL

CONDITIONS

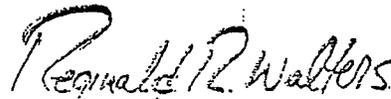
None

ANALYSIS

The applicant is requesting a district boundary change from duplex zoning to commercial (BU-1A) zoning. Presently, there is a single family home on the subject site. The property lies on the west side of SW 94 Court, south of SW 169 Street. A similar request for commercial zoning is being reviewed for the property immediately to the north of the site, (PH #83-523). There is existing BU-1A zoning one lot removed to the north of this site and to the south. The requested BU-1A zoning is in alignment with the aforementioned zoning boundaries. Staff has no major problems with the request for a district boundary change to BU-1A; this zoning classification is not only compatible with adjacent zoning and land use, but is also in conformance with the recommended commercial land use designation, as indicated in the South Cutler Area Study. Accordingly, staff recommends approval of the subject request.

RRW:WFG:RC:EES:na

Date Typed: 10/11/83



Reginald R. Walters, Director  
Planning Department.

INFORMATION REQUIRED FOR ZONING HEARING

FROM: Public Works DEPARTMENT (Division)  
(If subject matter of this hearing not pertinent to your department, so state, sign and return)

APPLICANT: Claude Mullins PROCESS HRG. NO. B3-453 REV. 1

CONTACT PERSON(S) \_\_\_\_\_ TELEPHONE # \_\_\_\_\_

PROJECT NAME: \_\_\_\_\_ BOARD CC  
PROPOSED HRG. DATE Mar 8

EXPLANATION OF PROPOSED DEVELOPMENT OR REASON FOR HEARING permit  
a dental office

LEGAL DESCRIPTION OR BOUNDARY IDENTIFICATION BY ROADS \_\_\_\_\_  
16950 SW 94th CT

Sec. 33 Twp. 55 Rge. 48

EXISTING ZONING RU-2 PROPOSED ZONING RU-5A

WITHIN DIC THRESHOLD ( ) Yes ( ) No LOT SIZE OR  
PLANS ATTACHED ( ) Yes ( ) No GROSS ACREAGE \_\_\_\_\_  
DATE OF PLANS \_\_\_\_\_

DIST BDY CHANGE ( ) SITE PLAN APPROVAL ( ) UNUSUAL USE ( )  
USE SPECIAL EXCEPTION ( ) USE VARIANCE ( )

PLEASE ANSWER AS INSTRUCTED BELOW, WHEREVER PERTINENT:

- A. DEPARTMENTAL REQUIREMENTS APPLICABLE AND COMMENTS RELATIVE TO THE PROPOSED DEVELOPMENT. Include data as to existing and proposed facilities under the jurisdiction of your department concerned with the proposed land use or development. This data and comments should include, but not necessarily be limited to location, identification and extent of such facilities and/or services; capacity and capability of such facilities and/or services to serve the proposed development; and including comment as to new facilities and/or services or expansion of the facilities and/or services, if any, necessitated because of proposed development; when such expansion must take place to serve this development; whether such expansion is planned, and when and at whose cost.
- B. Comments on the impact of the proposed zoning or development on the neighborhood, community and county insofar as the proposed development will affect items under your jurisdiction.
- C. Other considerations:

HEARING REQUIREMENTS:

Waiver of plat on this land, please notify applicant.

PUBLIC WORKS

Process Hearing No. \_\_\_\_\_

C.R. Helwick  
Representative FEB 21 1984

Department or Division

MEMORANDUM

*Jeb Hazard*

DADE COUNTY FORM 107.07-17A

TO Robert Bredahl, Chief  
 Zoning Control  
 Building and Zoning Dept.

FROM Rafael Rodon, P.E., Chief  
 Environmental Planning Division  
 Environmental Resources Management

DATE October 26, 1983

SUBJECT BCC #83-453  
 Claudie Mullins  
 16950 SW 94 Court  
 RU-2 to BU-1A  
 (18750 sq. ft. gr.)

*Kevin  
File*

*Rafael Rodon*

This Department has reviewed the subject application and offers the following comments:

Public water can be made available to this site and connection will be required.

The closest sanitary sewer available is located approximately 500 feet southeast of the subject property at S.W. 94 Avenue and S.W. 170 Street. Due to the type of zoning requested, connection to sanitary sewers will be mandatory. Chapter 24-13(6) of the Code stipulates that the Director of DERM must issue his written approval prior to any zoning action for property served or to be served by any wastewater disposal or treatment method other than sanitary sewers. The director shall issue his written approval only after the owner of the property submits an executed covenant running with the land in favor of Metropolitan Dade County which provides that prior to the approval, granting or issuance of any building permit, or certificate of use and occupancy the property shall be connected to sanitary sewers. The covenant shall be submitted to and approved by DERM prior to the public hearing.

RR:RKP:av

cc: Frank Richmond  
 Diane O'Quinn  
 Skip Scofield  
 Jorge Ubieta

**RECEIVED**

NOV 1 1983

ZONING HEARING SECTION  
 DADE CO. BLDG. & ZONING DEPT  
 BY \_\_\_\_\_

**RECEIVED**  
 OCT 31 1983  
 ROBERT J. BREDAHIL  
 DADE CO. BLDG. & ZONING DEPT  
 BY \_\_\_\_\_

8

METROPOLITAN DADE COUNTY, FLORIDA



ENVIRONMENTAL RESOURCES MANAGEMENT  
909 S.E. FIRST AVENUE  
BRICKELL PLAZA BUILDING—RM. 402  
MIAMI, FLORIDA 33131  
(305) 579-2760

January 24, 1984

*Hevins  
File*

A. L. Diaz  
6950 N. Kendall Dr.  
#B212  
Miami, Florida 33156

Re: Zoning Hearing #83-453; Claudie Mullins

Dear Sirs:

Please find attached the Department of Environmental Resources Management (DERM) comments concerning the subject application filed for a zoning hearing. As noted in the attached comments, a covenant(s), pursuant to Chapter 24 of the Code must be submitted to and approved by this office or a variance from this requirement must be obtained from the Environmental Quality Control Board prior to the scheduling of the subject zoning application for public hearing. A covenant form(s) and instruction sheet is also enclosed for your convenience. Please submit the covenants (two, original, executed copies) with the necessary proof of ownership and required recording fee (separate check made payable to Metropolitan Dade County) to DERM (attn. Richard K. Poley).

Your expeditious handling of this matter will ensure the scheduling of your zoning application at the earliest possible date. Failure to submit the required covenant(s) will delay the hearing until this matter is satisfactorily resolved. If you have any questions or wish to discuss this matter further, please contact me at 579-2760.

Sincerely,

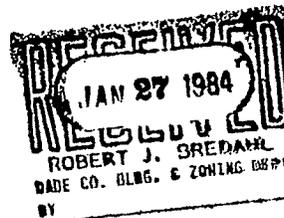
*Richard K. Poley*

Richard K. Poley  
Special Projects Coordinator  
Environmental Resources  
Management

RKP:ag

CC: Robert Bredahl ✓

Enclosures



MEMORANDUM

DADE COUNTY FORM 107.07-17A

TO Joaquin G. Avino, P.E., P.L.S.  
Director  
Building and Zoning Dept.

DATE March 7, 1984

SUBJECT BCC #83-453 (Revised)  
Claudie Mullens  
16950 SW 94 Court  
RU-2 to RU-5A  
0.43 Acres (gross)  
Proposed Dental Office

13

FROM Anthony J. Clemente, P.E.  
Director  
Department of Environmental  
Resources Management

*Paul [Signature] for AJC*

This Department has reviewed the subject application and offers the following comments:

Public water can be made available to the property and connection will be required.

Sanitary sewers are located approximately 500' southeast of the subject property, however, connection may not be feasible. Although DERM would prefer connection to public sewers, this office would not object to the interim use of a septic tank/drainfield disposal system provided the proposed development does not exceed the maximum sewage loading allowed by Section 24-13(4)(b) of the Code. Based on available information, the maximum sewage loading for this site would allow the proposed development. Pursuant to Section 24-13(4)(a) of the Metropolitan Dade County Code, the owner of the property has submitted an executed covenant running with the land in favor of Metropolitan Dade County which provides that the only wastewater (excluding stormwater) which shall be generated, disposed of, discharged, or stored on the property shall be domestic sewage discharge into a septic tank.

Lab activities shall not be permitted on the subject property and all infectious wastes shall be disposed of properly.

AJC:RKP:av

cc: Frank Richmond  
Diane O'Quinn  
Skip Scofield  
Jorge Ubieta

MEMORANDUM

*Hazel*

DADE COUNTY FORM 107.07-17A

*Herrings  
File*

TO Robert Bredahl, Chief  
Zoning Control  
Building and Zoning Dept.

DATE March 2, 1984

SUBJECT BCC #83-453 (Revised)  
Claudie Millins  
16950 SW 94 Court  
RU-2 to RU-5A  
(0.43 Acres gross)  
Proposed Dental Office

FROM Rafael Rodon, P.E., Chief  
Environmental Planning Division  
Environmental Resources Management

*[Handwritten signature]*

This Department has reviewed the subject application and offers the following comments:

Public water can be made available to the property and connection will be required.

Sanitary sewers are located approximately 500' southeast of the subject property, however, connection may not be feasible. Although DERM would prefer connection to public sewers, this office would not object to the interim use of a septic tank/drainfield disposal system provided the proposed development does not exceed the maximum sewage loading allowed by Section 24-13(4)(b) of the Code. Based on available information, the maximum sewage loading for this site would allow the proposed development. Pursuant to Section 24-13(4)(a) of the Metropolitan Dade County Code, the owner of the property has submitted an executed covenant running with the land in favor of Metropolitan Dade County which provides that the only wastewater (excluding stormwater) which shall be generated, disposed of, discharged, or stored on the property shall be domestic sewage discharge into a septic tank.

Lab activities shall not be permitted on the subject property and all infectious wastes shall be disposed of properly.

RR:RKP:av

cc: Frank Richmond  
Diane O'Quinn  
Skip Scofield  
Jorge Ubieta

RECEIVED  
MAR 8 1984

ZONING HEARING SECTION  
DADE CO. BLDG. & ZONING DEPT  
BY

RECEIVED  
MAR 7 1984  
ROBERT J. BREDAHL  
DADE CO. BLDG. & ZONING DEPT  
BY

MEMORANDUM

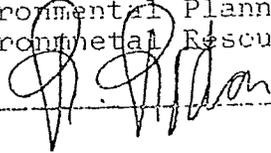
DADE COUNTY FORM 107.07-17A

TO Robert Bredahl, Chief  
Zoning Control  
Building and Zoning Dept.

DATE March 2, 1984

FROM Rafael Rodon, P.E., Chief  
Environmental Planning Division  
Environmental Resources Management

SUBJECT BCC #83-453 (Revised)  
Claudie Millins  
16950 SW 94 Court  
RU-2 to RU-5A  
(0.43 Acres gross)  
Proposed Dental Office



This Department has reviewed the subject application and offers the following comments:

Public water can be made available to the property and connection will be required.

Sanitary sewers are located approximately 500' southeast of the subject property, however, connection may not be feasible. Although DERM would prefer connection to public sewers, this office would not object to the interim use of a septic tank/drainfield disposal system provided the proposed development does not exceed the maximum sewage loading allowed by Section 24-13(4)(b) of the Code. Based on available information, the maximum sewage loading for this site would allow the proposed development. Pursuant to Section 24-13(4)(a) of the Metropolitan Dade County Code, the owner of the property has submitted an executed covenant running with the land in favor of Metropolitan Dade County which provides that the only wastewater (excluding stormwater) which shall be generated, disposed of, discharged, or stored on the property shall be domestic sewage discharge into a septic tank.

Lab activities shall not be permitted on the subject property and all infectious wastes shall be disposed of properly.

RR:RKP:av

cc: Frank Richmond  
Diane O'Quinn ✓  
Skip Scofield  
Jorge Ubieta

RECEIVED  
MAR 8 1984  
ZONING HEARING SECTION  
DADE CO. BLDG. & ZONING DEPT.  
BY \_\_\_\_\_

# APPLICATION



**ZONING HEARING (ZH) APPLICATION**  
 Village of Palmetto Bay, Department of Planning and Zoning

LIST ALL FOLIO #S: 33-5033-004-0100/33-5033-004-0140 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).  
DREAM STARTS INVESTMENT II, LLC

2. APPLICANT'S MAILING ADDRESS, TELEPHONE NUMBER:

Mailing Address: 16301 NW 2nd Ave Suite 2  
 City: MIAMI State: FL Zip: 33169 Phone#: 305-951-0269

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

Owner's Name (Provide name of ALL owners): ALEXIS A. TEJEDA  
16301 NW 2nd Ave Suite 2  
 City: MIAMI State: FL Zip: 33169 Phone#: 305-951-0269

4. CONTACT PERSON'S INFORMATION:

Name: Company: DREAM STARTS INVESTMENT II, LLC / ALEXIS TEJEDA  
 City: MIAMI State: FL Zip: 33169 Cell Phone#: 305-951-0269  
 Phone#: \_\_\_\_\_ Fax#: 786-520-3640 E-mail: ATEJEDA32@YAHOO.COM

6. 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.)

FOLIO: 33-5033-004-0100  
 THE SOUTH 125 FEET OF THE WEST 125 FEET OF TRACT 4 AND THE SOUTH 101.47 FEET OF THE EAST 125 FEET OF TRACT 4, OF THE "REVISED PLAT OF LINDLEY PERKINS CENTER", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 38, AT PAGE 29, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, LESS THE FOLLOWING DESCRIBED LAND DEEDED BY THE TRUSTEES OF PERKINS BAPTIST CHURCH ON JULY 17, 1992, AS RECORDED IN DEED BOOK 3618, AT PAGE 316, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, TO -VIZ-:  
 THAT PART OF TRACT FOUR (4) OF THE "REVISED PLAT OF LINDLEY PERKINS CENTER", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 38, AT PAGE 29, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:  
 COMMENCE AT THE POINT OF INTERSECTION OF THE EAST AND SOUTH LINES, EXTENDED OF SAID TRACT 4, AND RUN NORTH ALONG THE EAST LINE OF TRACT 4 A DISTANCE OF 101.47 FEET, MORE OR LESS, TO A POINT WHICH IS THE P.O.B.; THENCE RUN WEST PARALLEL WITH THE SOUTH LINE OF SAID TRACT 4, A DISTANCE OF 125 FEET, MORE OR LESS, TO A POINT; THENCE RUN SOUTH PARALLEL WITH THE EAST LINE OF SAID TRACT 4, A DISTANCE OF 1.47 FEET, MORE OR LESS, TO A POINT; THENCE EAST, PARALLEL EAST WITH THE NORTH LINE OF SAID TRACT 4, A DISTANCE OF 125 FEET, MORE OR LESS TO A POINT ON THE EAST LINE OF SAID TRACT 4; THENCE RUN NORTH, ALONG THE EAST LINE OF SAID TRACT 4, A DISTANCE OF 1.47 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.  
 ALSO LESS A 100 FEET ROAD RIGHT-OF-WAY OVER A PORTION OF THE SOUTH 14912 FEET OF THE WEST 125 FEET OF TRACT 4, OF SAID "REVISED PLAT OF LINDLEY PERKINS CENTER", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 38, AT PAGE 29, AS SHOWN ON THE STATE ROAD DEPARTMENT RIGHT-OF-WAY MAP, SECTION 8702 - 103 ROAD # 8, RECORDED IN PLAT BOOK 50, AT PAGE 89, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA WHICH ROAD RIGHT-OF-WAY WAS ACQUIRED BY DADE COUNTY PURSUANT TO EASEMENT DOMAIN PROCEEDINGS BROUGHT UNDER LAW #25338, AND A FINAL JUDGMENT ENTERED IN SAID CAUSE FILED DECEMBER 10, 1991, RECORDED DECEMBER 12, 1991, IN CIRCUIT COURT MINUTE BOOK 201, AT PAGE 689, DADE COUNTY, FLORIDA. LEGAL AS PER TITLE COMMITTEE.

FOLIO: 33-5033-004-0140  
 PARCEL 1  
 FROM THE INTERSECTION OF THE NORTH AND EAST LINES, EXTENDED OF TRACT 4, OF THE "REVISED PLAT OF LINDLEY PERKINS CENTER", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 38, AT PAGE 29, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, RUN SOUTH ALONG THE EAST LINE OF SAID TRACT 4, A DISTANCE OF 131.43 FEET, TO A POINT; THENCE RUN WEST PARALLEL WITH THE NORTH LINE OF SAID TRACT 4, ONE HUNDRED AND TWENTY FIVE (125) FEET, THENCE SOUTH 75 FEET, THENCE EAST 125 FEET, THENCE NORTH 75 FEET TO THE POINT OF BEGINNING.  
 PARCEL 2  
 BEGINNING 100 FEET NORTH OF THE SOUTHEAST CORNER OF TRACT 4, THENCE NORTH 50 FEET, THENCE WEST 125 FEET, THENCE SOUTH 50 FEET AND THENCE EAST 125 FEET TO THE POINT OF BEGINNING.  
 PARCEL 3  
 BEGINNING AT INTERSECTION OF THE NORTH AND EAST LINES EXTENDED OF THE SAID TRACT 4, AT PAGE 29, OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, LESS THAT PORTION BEGINNING AT INTERSECTION OF THE NORTH AND EAST LINES EXTENDED OF SAID TRACT 4, THENCE SOUTH 225.43 FEET ALONG THE EAST LINE OF SAID TRACT 4, THENCE WEST 125 FEET, PARALLEL WITH THE NORTH LINE OF SAID TRACT 4, THENCE NORTH 125 FEET, THENCE EAST 25 FEET, THENCE NORTH 101.4 FEET, THENCE EAST 100 FEET TO THE POINT OF BEGINNING.  
 PARCEL 4  
 A STRIP OF LAND REPRESENTING A GAP OR HATCH BETWEEN SAID PARCEL 1 AND PARCEL 2 HEREABOVE, AND WHICH STRIP OF LAND BEING DESCRIBED HEREIN AS PARCEL 4 COINCIDENT AND ADJACENT TO THE SOUTHERLY BOUNDARY LINE OF SAID PARCEL 1 HEREABOVE, AND COINCIDENT AND ADJACENT TO THE NORTHERLY BOUNDARY LINE OF SAID PARCEL 2 ABOVE, AND WHICH STRIP OF LAND BEING DESCRIBED HEREIN AS PARCEL 4 IS MORE PARTICULARLY DESCRIBED AS FOLLOWS:  
 A STRIP OF LAND 1.5 FEET WIDE AND 125.0 FEET LONG LYING WEST OF THE WEST RIGHT OF WAY LINE BY PLAT, SAID LINE ALSO BEING THE EAST BOUNDARY LINE OF TRACT 4, REVISED PLAT OF LINDLEY PERKINS CENTER, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 38, PAGE 29 OF THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, AND BETWEEN THE SOUTH LINE OF THE FOLLOWING DESCRIBED PARCELS FROM THE INTERSECTION OF NORTH AND EAST LINES EXTENDED OF TRACT 4, OF SAID LINDLEY PERKINS CENTER, PLAT RUN SOUTH ALONG THE EAST LINE OF SAID TRACT 4 A DISTANCE OF 131.43 FEET OF THE POINT OF BEGINNING; THENCE RUN WEST PARALLEL WITH THE NORTH LINE OF SAID TRACT 4 FOR 125.00 FEET; THENCE SOUTH 75.00 FEET; THENCE EAST 125.00 FEET; THENCE NORTH 75.00 FEET TO THE POINT OF BEGINNING; AND THE NORTH LINE OF THE FOLLOWING DESCRIBED PARCEL: BEGIN 100.00 FEET NORTH OF THE SOUTHEAST CORNER OF TRACT 4, OF SAID REVISED PLAT OF LINDLEY PERKINS CENTER PLAT; THENCE RUN NORTH 50.00 FEET; THENCE WEST 125.00 FEET; THENCE SOUTH 50.00 FEET; THENCE EAST 125.00 FEET TO THE POINT OF BEGINNING AND BOUNDED TO THE WEST BY THE NORTHERLY PROJECTION OF THE WEST LINE OF THE LAST DESCRIBED PARCEL.

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

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

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

\_\_\_\_\_

12. PRESENT ZONING CLASSIFICATION: 6200 COMMERCIAL ARTERIAL

13. APPLICATION REQUESTS (Check all that apply and describe nature of the request in space provided)

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

Unusual Use: N/A

Use Variance: \_\_\_\_\_

Non-Use Variance: \_\_\_\_\_

Alternative Site Development: Option: \_\_\_\_\_

Special Exception: \_\_\_\_\_

Modification of previous resolution/plan: \_\_\_\_\_

Modification of Declaration or Covenant: \_\_\_\_\_

14. Has a public hearing been held on this property within the eighteen (18) months?  no  yes. If yes, provide applicant's name, date, purpose and result of hearing, and resolution number:

\_\_\_\_\_

15. Is this application a result of a violation notice?  no  yes. If yes, give name to whom the violation notice was served; and describe the violation:

\_\_\_\_\_

16. Describe structures on the property: VACANT LAND

\_\_\_\_\_

17. Is there any existing use on the property?  no  yes. If yes, what use and when established?

Use: \_\_\_\_\_ Year: \_\_\_\_\_

Planning Staff Use Only

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

**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), DREAM STARS INVESTMENT LLC, 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 \_\_\_\_\_, \_\_\_\_\_.

Notary Public: \_\_\_\_\_  
Commission Expires: \_\_\_\_\_

\*\*\*\*\*

**CORPORATION AFFIDAVIT**

(I) (WE), MEXIS A. TEJEDA, 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 \_\_\_\_\_

(Corp. Seal)

Office Held \_\_\_\_\_

Sworn to and subscribed to before me  
This \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

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 \_\_\_\_\_, \_\_\_\_\_.

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 \_\_\_\_\_, \_\_\_\_\_.

Notary Public: \_\_\_\_\_  
Commission Expires: \_\_\_\_\_

FORM ZH-0107-03

**OWNERSHIP AFFIDAVIT  
FOR  
CORPORATION**

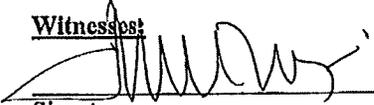
STATE OF FLORIDA  
COUNTY OF MIAMI-DADE

Public Hearing No. \_\_\_\_\_

Before me, the undersigned authority, personally appeared ALEXIS A TESEDA  
hereinafter the Affiant(s), who being first duly sworn by me, on oath, deposes  
and says:

1. Affiant is the president, vice-president or CEO of the Corporation, with the following address:  
16301 NW 21st AVE Suite 2 Miami FL 33169
2. The Corporation owns the property which is the subject of the proposed hearing.
3. The subject property is legally described as:  
DREAM STARTS INVESTMENT III LLC
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.

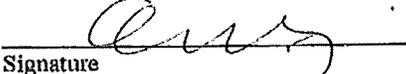
**Witnesses:**

  
Signature

MARIO RIBARNE  
Print Name

\_\_\_\_\_  
Affiant's signature

\_\_\_\_\_  
Print Name

  
Signature

Magdalen Echeverria  
Print Name

Sworn to and subscribed before me on the \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_.

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

Notary

(Stamp/Seal)  
Commission Expires:

Exhibit "A"

PARCEL I

From the intersection of the North and East lines, extended of Tract 4, of LINDLEY PERRINE CENTER, according to the Plat thereof, as recorded in Plat Book 38, Page 29 of the Public Records of Miami-Dade County, Florida, run South along the East line of said Tract 4, a distance of 151.48 feet for a point to begin, thence run West parallel with the North line of said Tract 4, one hundred and twenty five (125) feet, thence South 75 feet, thence East 125 feet, thence North 75 feet to the point of beginning.

PARCEL II

Beginning 100 feet North of the Southeast corner of Tract 4, thence North 50 feet, thence West 125 feet thence South 50 feet and thence East 125 feet to the point of beginning; all of the above being part of Tract 4 as shown on the revised plat of LINDLEY PERRINE CENTER, according to the plat thereof, as recorded in Plat Book 38, Page 29 of the Public Records of Miami-Dade County, Florida, less that portion beginning at the intersection of the North and East lines extended of the said Tract 4, thence South 226.48 feet along the East line of said Tract 4; thence West 125 feet parallel with the North line of said Tract 4, thence North 125 feet, thence East 25 feet, thence North 101.4 feet thence East 100 feet to the point of beginning.

PARCEL III

Being a strip of land representing a gap or hiatus between said Parcel I and Parcel II hereinabove, and which strip of land being described herein as Parcel III contiguous and adjacent to the Southerly boundary line of said Parcel I hereinabove and is contiguous and adjacent to the Northerly boundary line of said Parcel II above, and which strip of land being described herein as Parcel III is more particularly described as follows:

A strip of land 1.3 feet wide and 125.0 feet long lying West of the West right of way line of SW 94 Court, said line also being the East boundary line of Tract 4, REVISED PLAT OF LINDLEY PERRINE CENTER, according to the Plat thereof as recorded in Plat Book 38, Page 29 of the Public Records of Miami-Dade County, Florida, and between the South line of the following described parcel: from the intersection of North and East lines extended, of Tract 4, of said LINDLEY PERRINE CENTER, plat run South along the East line of said Tract 4 a distance of 151.48 feet to the Point of Beginning; thence run West parallel with the North line of said Tract 4 for 125.00 feet; thence South 75.00 feet; thence East 125.00 feet; thence North 75.00 feet to the Point of Beginning; and the North line of the following described parcel: begin 100.00 feet North of the Southeast corner of Tract 4, of said REVISED PLAT OF LINDLEY PERRINE CENTER plat; thence run North 50.0 feet thence West 125.00 feet; thence South 50.00 feet; thence East 125.00

feet to the Point of Beginning and bounded to the West by the northerly projection of the West lint of the last described parcel.

#### PARCEL IV

The South 201.12 feet of the West 125 feet of Tract 4; also the South 101.47 feet of the East 125 feet of Tract 4, of the Revised Plat of LINDLEY PERRINE CENTER. according to the Plat thereof, recorded in Plat Book 38, Page 29 of the Public Records of Miami-Dade County, Florida LESS the following described land deeded by the Trustees of Perrine Baptist Church on July 17, 1952, as recorded in Deed Book 3628, at page 316, of the Public Records of Miami-Dade County Florida to-wit;

That part of Tract Four (4) of the Revised Plat of Lindley Perrine Center.

according to the Plat thereof recorded in Plat Book 38, at page 29, of the Public Records of Miami-Dade County, Florida, described as follows:

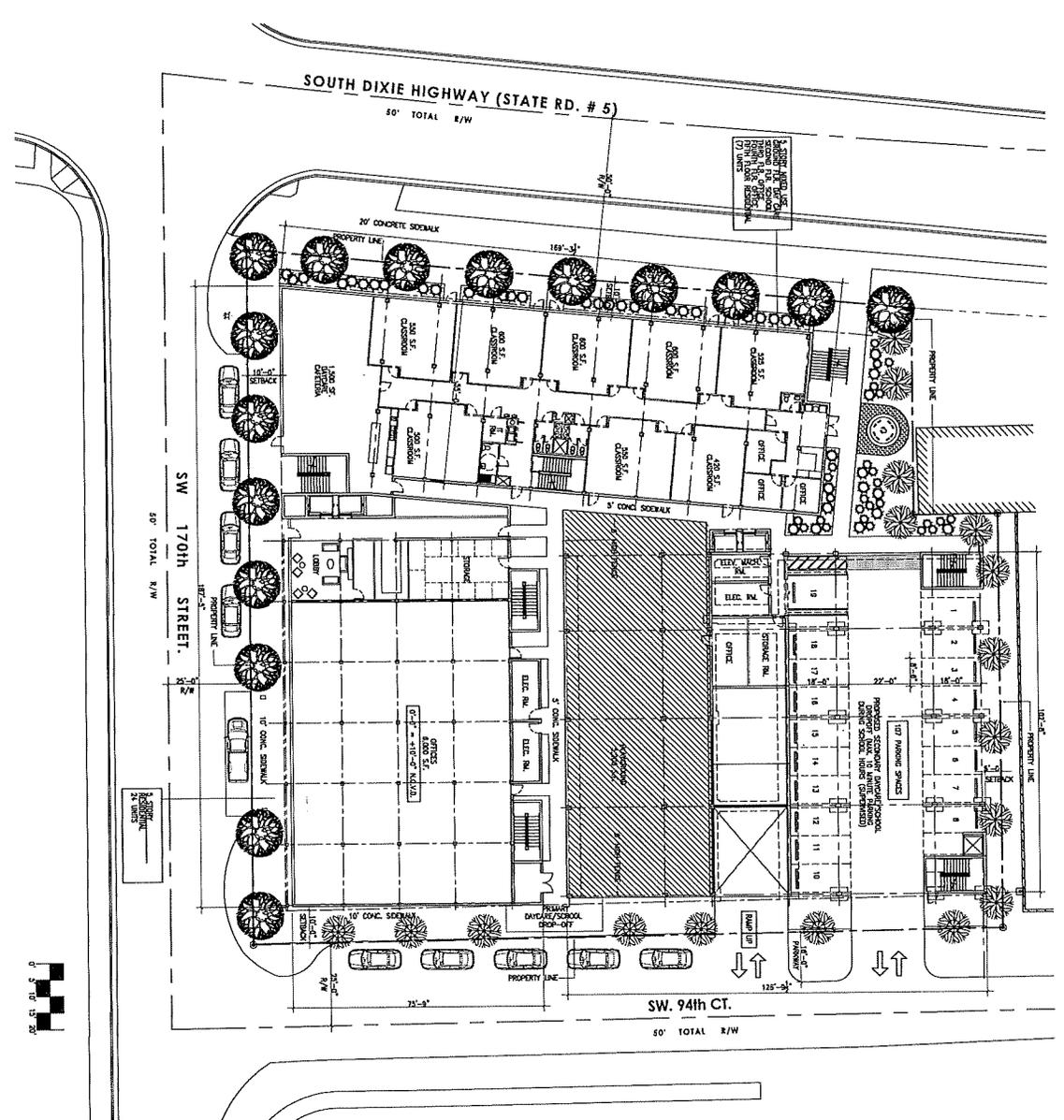
Commence at the point of intersection of the East and South Lines, extended of said Tract 4, and run North along the East line of said Tract 4 a distance of 101.47 feet, more or less, to a point which is the POB; thence run West parallel with the South line of said Tract 4 a distance of 125 feet, more or less to a point; thence run South parallel with the East line of said Tract 4 a distance of 1.47 feet more or less to a point; thence East Parallel with the North line of said Tract 4, a distance of 125 feet, more or less to a point on the East line of said Tract 4; thence run North along the East line of said Tract 4; thence run North along the east line of said Tract 4, a distance of 1.47 feet more or less, to the Point of Beginning.

Also less a 100 ft. Road right-of-way over a portion of the South 201.12 feet of the West 125 feet of Tract 4 of said Revised Plat of Lindley Perrine Center, according to the plat thereof, as recorded in Plat Book 38, Page 29, as shown on State Road Department Right-Of-Way Map, Section 8702-108, Road # 5, recorded in Plat Book 50, Page 89, of the Public Records of Dade-County, Florida, which road right-of-way was aquired by Dade County pursuant to Eminent Domain Proceedings brought under Law 25838 and a Final Judgment entered in said cause filed December 10, 1951, recorded December 12, 1951, in Circuit Court Minute Book 201, page 589, Miami-Dade County, Florida.



# DRAWINGS

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- A1.51 PROPOSED FIFTIETH FLOOR PLAN

**ZONING DATA**

ZONING DISTRICT: DUV, Downtown General (DU) Sector  
 GROSS AREA = 20,911 S.F.  
 NET AREA = 14,560 S.F.  
 63,583 S.F./43,560 S.F. = 1.46 ACRES  
 1.46 ACRES X 24 = 35.04 RESIDENTIAL UNITS  
 PROVIDED UNITS = 31 UNITS

**PARKING**

PROVIDED = 112 SPACES  
 REQUIRED = 107 SPACES  
 PROVIDED = 16,746 S.F. / 400 = 42 SPACES  
 REQUIRED = 16,746 S.F. / 400 = 42 SPACES  
 PROVIDED = 112 SPACES

**BIKEWAYS**

PROVIDED = 107 SPACES  
 REQUIRED = 107 SPACES  
 PROVIDED = 107 SPACES

**PERCENTAGE OF SITE COVERED BY BUILDINGS**

TOTAL FLOOR AREA BY FLOOR:  
 GROUND FLOOR = 26,739 S.F.  
 SECOND FLOOR = 26,739 S.F.  
 THIRD FLOOR = 26,739 S.F.  
 FOURTH FLOOR = 26,739 S.F.  
 FIFTH FLOOR = 26,739 S.F.  
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 SEVENTH FLOOR = 26,739 S.F.  
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 FORTY-SIXTH FLOOR = 26,739 S.F.  
 FORTY-SEVENTH FLOOR = 26,739 S.F.  
 FORTY-EIGHTH FLOOR = 26,739 S.F.  
 FORTY-NINTH FLOOR = 26,739 S.F.  
 FIFTIETH FLOOR = 26,739 S.F.

**OPEN SPACE REQUIREMENTS**

REQUIRED = 43,072 S.F. X 1.05 = 45,225 S.F.  
 PROVIDED = 43,072 S.F.

**GROUND FLOOR COVERAGE OF IMPERVIOUS AREA**

REQUIRED = 22,309 S.F.  
 PROVIDED = 22,309 S.F.

**BUILDING HEIGHT**

1ST FLOOR = OFFICE/CAFETERIA/RETAIL/SCHOOL  
 2ND FLOOR = OFFICE/CAFETERIA/RETAIL/SCHOOL/MEMBERSTAL  
 3RD FLOOR = OFFICE/RESIDENTIAL  
 4TH FLOOR = OFFICE/RESIDENTIAL  
 5TH FLOOR = RESIDENTIAL

PROPOSED SITE PLAN

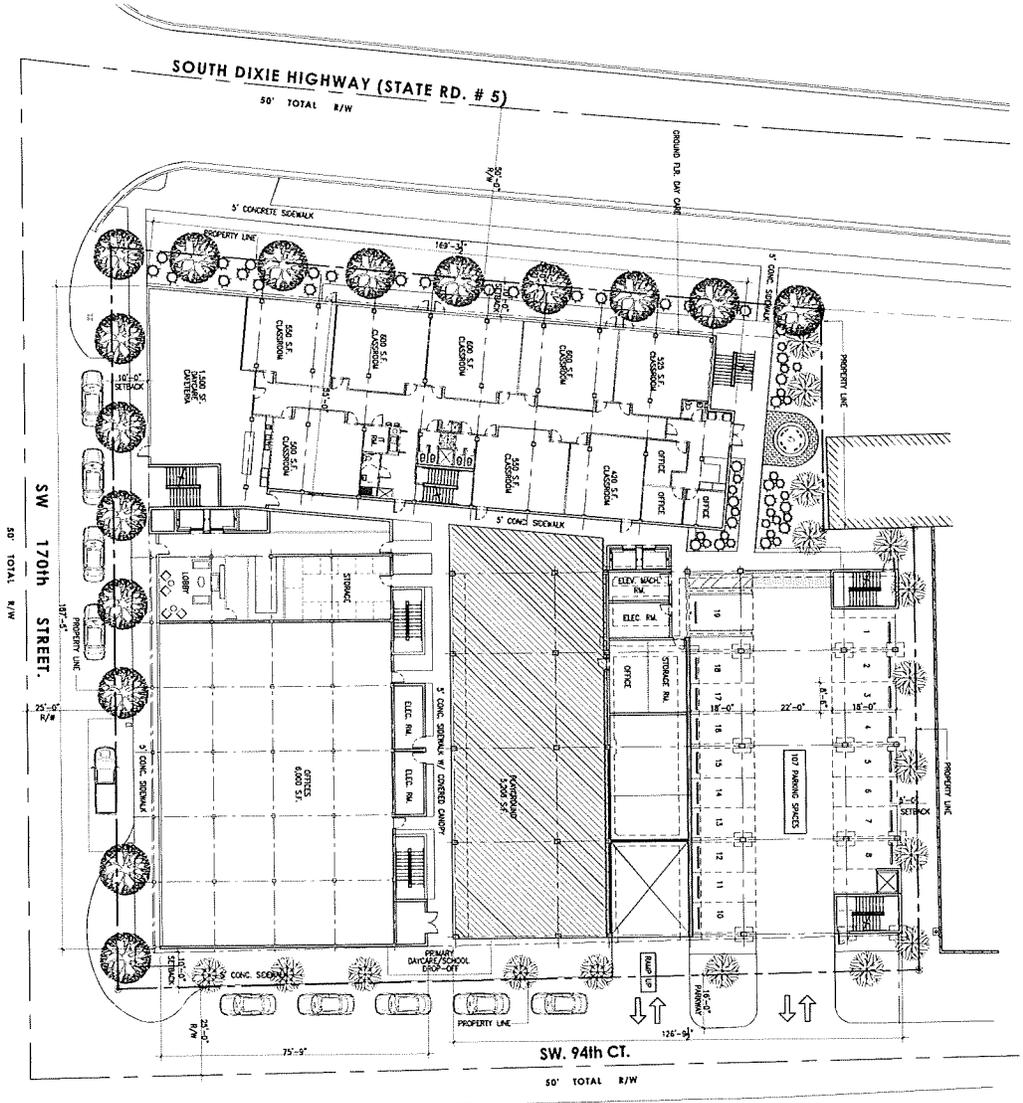


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| <p>DUV, Downtown General (DG) Sector<br/>       Mixed Use Development<br/>       16999 South Dixie Highway<br/>       Palmetto Bay, Florida</p>  |                        |
| <p>ALBERT L. RODRIGUEZ<br/>       LICENSED PROFESSIONAL ARCHITECT<br/>       No. 12122</p>   |                        |
| <p>REVISIONS:</p>  |                        |
| <p>PROPOSED SITE PLAN</p>  |                        |
| <p>Checked: M.C.<br/>       Drawn: M.C.<br/>       Date: September 10, 2018<br/>       AS NOTED<br/>       JOB NO. 2008700</p>   | <p>Sheet No. A1.00</p> |





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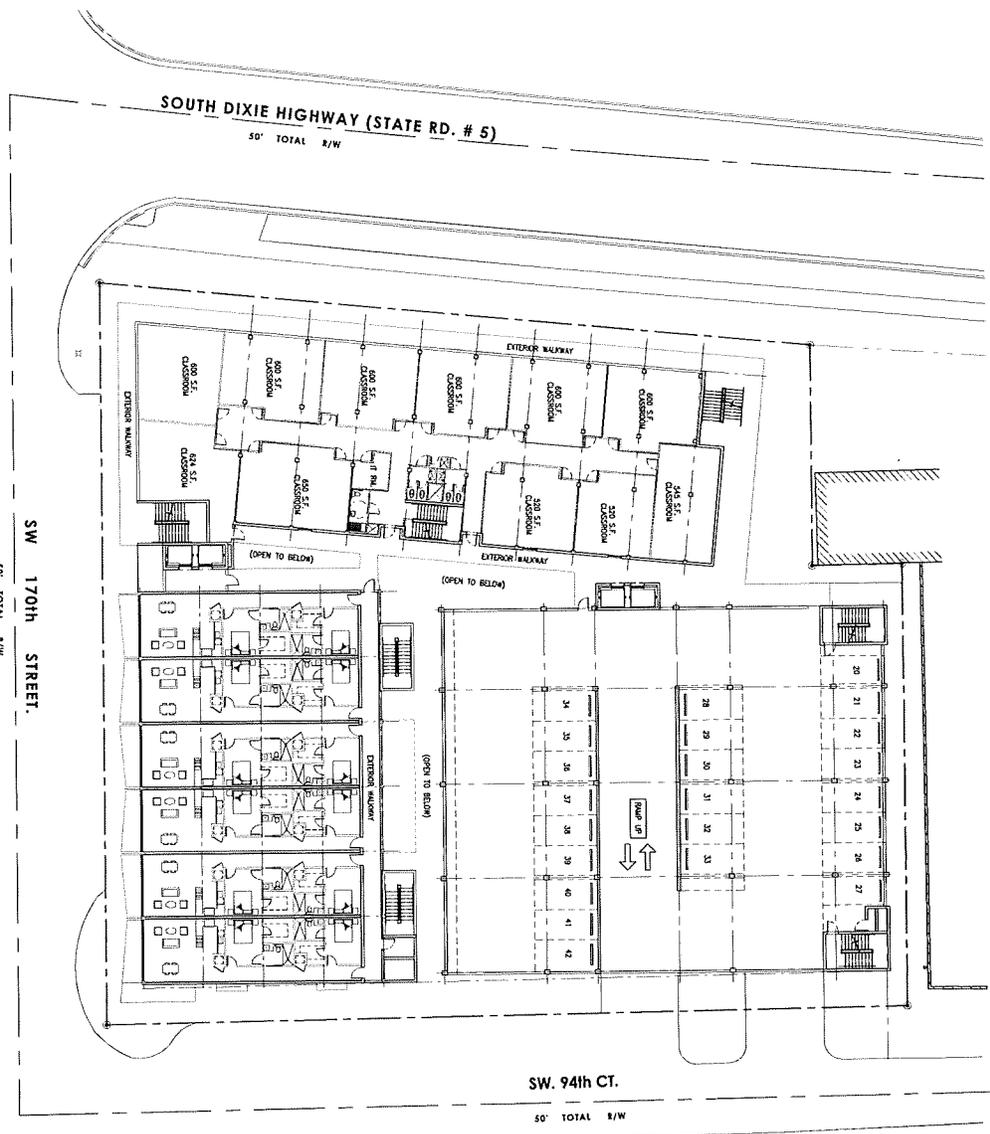


PROPOSED GROUND FLOOR PLAN



|   |   |           |  |  |  |  |
|---|---|-----------|--|--|--|--|
| PROPOSED GROUND FLOOR PLAN<br>A1.01<br>SHEETS | Designer: M.C. CRONIN<br>Date: August 27, 2018<br>AS NOTED<br>JOB NO. 100<br>SHEET  | REVISIONS | ALBERT I. RODRIGUEZ<br>FLORIDA REGISTERED ARCHITECT<br>AR. No. 16282 | DUV, Downtown General (DG) Sector<br>Mixed Use Development<br>16999 South Dixie Highway<br>Palmetto Bay, Florida | DALY ARCHITECTURE<br>1820 PINEC 55, LEON BLDG.<br>CORAL GABLES, FLORIDA 33134<br>TEL: 305-442-0000<br>WWW.DALYARCHITECTURE.COM<br>©2018 Daley Arch. Architecture | NOTE: GENERAL CONTRACTOR TO VERIFY ALL DIMENSIONS AND CONDITIONS OF EXISTING CONDITIONS AND TO VERIFY ALL DIMENSIONS AND CONDITIONS OF EXISTING CONDITIONS AND TO VERIFY ALL DIMENSIONS AND CONDITIONS OF EXISTING CONDITIONS. |
|   | NOTE: GENERAL CONTRACTOR TO VERIFY ALL DIMENSIONS AND CONDITIONS OF EXISTING CONDITIONS AND TO VERIFY ALL DIMENSIONS AND CONDITIONS OF EXISTING CONDITIONS. |           |  |  |  |  |

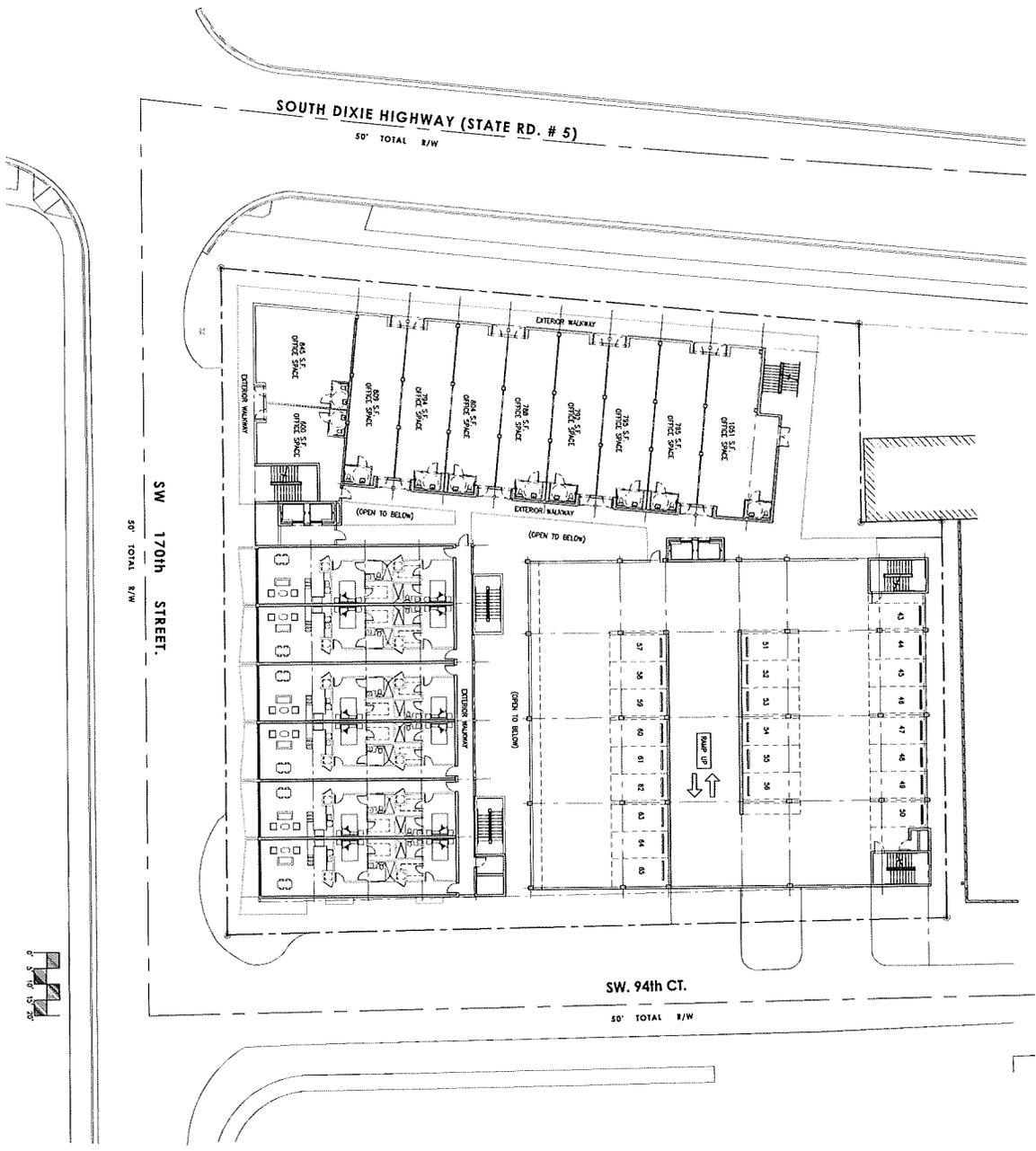
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PROPOSED SECOND FLOOR PLAN  
1/8" = 1'-0"

|  |   |  |
|--|---|--|
| DUV, Downtown General (DG) Sector<br>Mixed Use Development<br>16999 South Dixie Highway<br>Palmetto Bay, Florida | DALILMA<br>ARCHITECTURE<br>1451 PINECOTTS LANE, SUITE 100<br>PALMETTO BAY, FLORIDA 33154<br>TEL: 305-399-0000<br>FAX: 305-399-0001<br>WWW.DALILMAARCHITECTURE.COM<br>©2018 Dalilma Architecture | NOTE: THESE PLANS ARE THE PROPERTY OF DALILMA ARCHITECTURE. THEY ARE TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF DALILMA ARCHITECTURE. |
|  |   | REVISIONS:<br>NO. DATE BY<br>_____<br>_____<br>_____<br>_____<br>_____   |
| ALBERT I. RODRIGUEZ<br>FLORIDA REGISTERED ARCHITECT<br>AR No. 16282  | PROJECT NO.: 16999<br>SHEET NO.: A1.02<br>DATE: AUGUST 27, 2018<br>AS NOTED   | PROJECT NO.: 16999<br>SHEET NO.: A1.02<br>DATE: AUGUST 27, 2018<br>AS NOTED  |

ALL WORK SHOWN HERE SHALL BE CONSIDERED BY THE CONTRACTOR TO BE PART OF THE CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

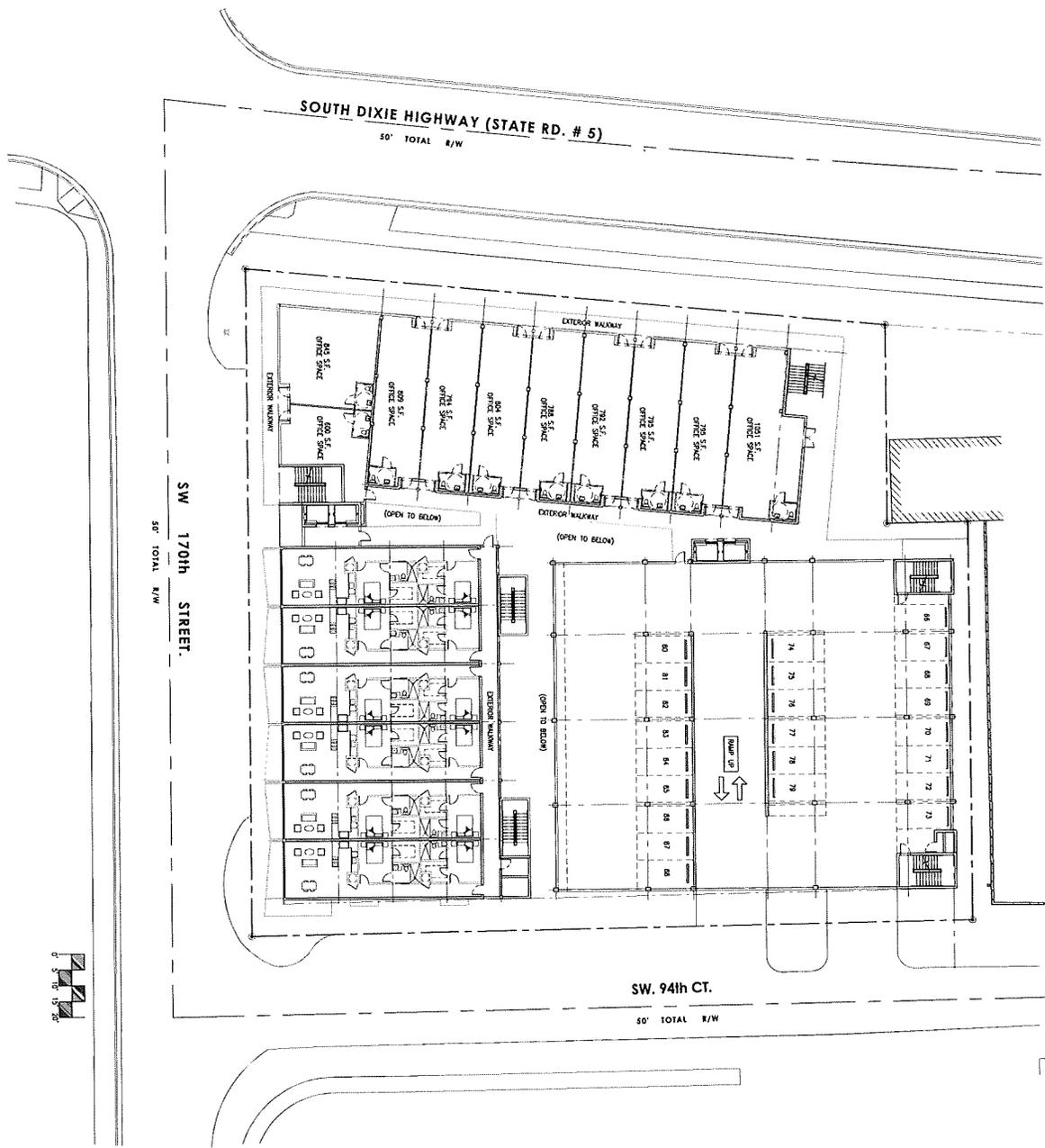


PROPOSED THIRD FLOOR PLAN  
 1/18/18



|   |                                |           |  |  |                        |   |
|---|--------------------------------|-----------|--|--|------------------------|---|
| DRAWN<br>M.C.E.<br>CHECKED<br>A.R.E.<br>DATE<br>AUGUST 27, 2018<br>AS NOTED<br>DIM. TOL.<br>SHEET | PROJECT<br>THIRD FLOOR<br>PLAN | REVISIONS | ALBERT I. RODRIGUEZ<br>FLORIDA REGISTERED ARCHITECT<br>AR. NO. 16282 | DUV, Downtown General (DG) Sector<br>Mixed Use Development<br>16999 South Dixie Highway<br>Palmetto Bay, Florida | DALIMA<br>ARCHITECTURE | 1420 ROYAL ST., 10TH FLOOR<br>MIAMI, FLORIDA 33134<br>TEL: 305.444.4444<br>FAX: 305.444.4444<br>WWW.DALIMAA.COM   |
|   |                                |           |  |  |                        | NOTE:<br>THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. |

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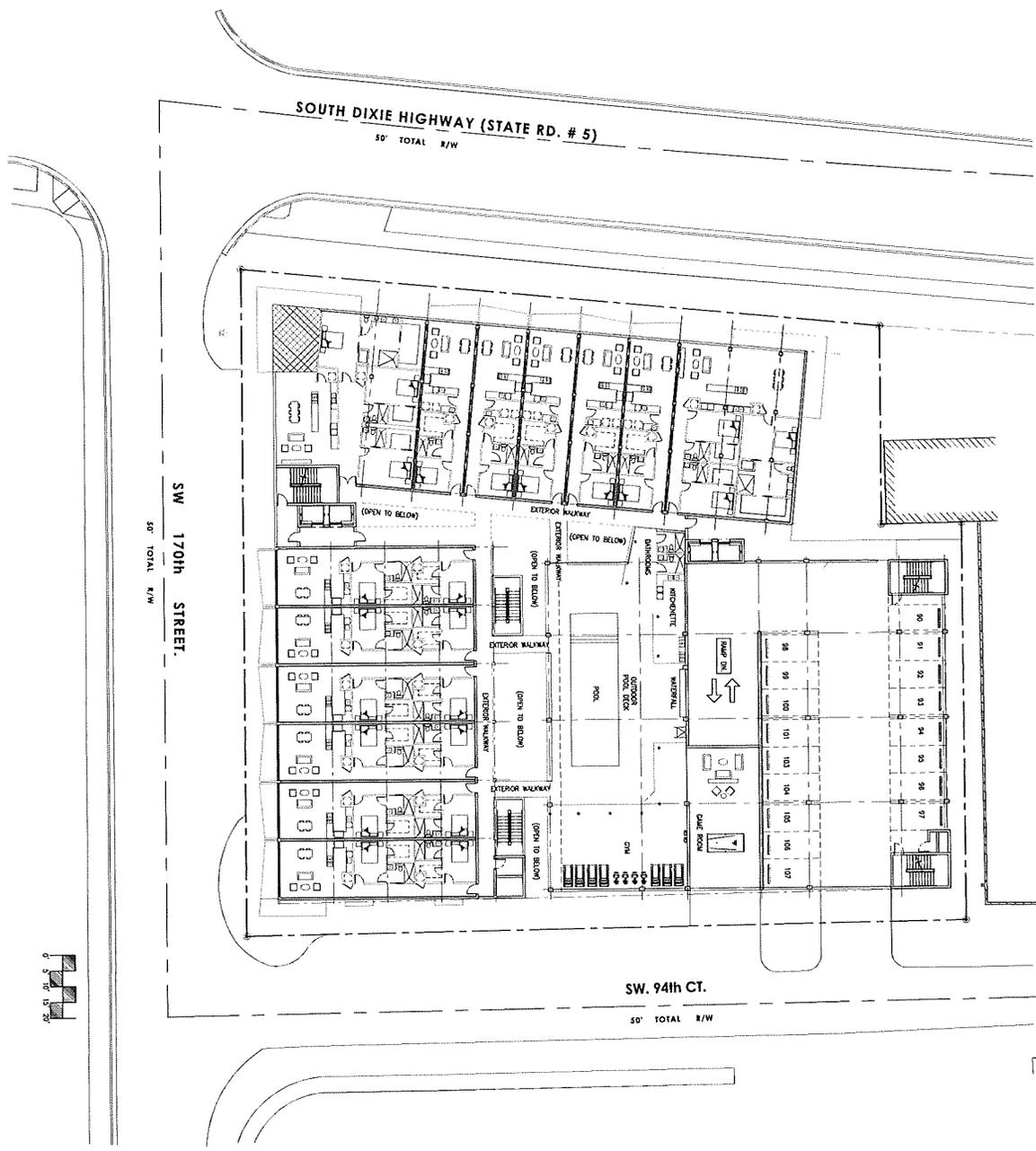


PROPOSED FOURTH FLOOR PLAN



|  |  |   |
|--|--|---|
| <p>NOTE: OWNER, STATE AND LOCAL AGENCIES SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE ARCHITECT IS NOT RESPONSIBLE FOR OBTAINING PERMITS OR APPROVALS. THE ARCHITECT'S RESPONSIBILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE PROJECT AS SHOWN ON THESE PLANS.</p> | <p><b>DALIUMA</b><br/>ARCHITECTURE</p> | <p>1825 POND ST. SEAM BLDG.<br/>CORAL GABLES, FLORIDA 33134<br/>TEL: 305.442.1111<br/>WWW.DALIUMAARCHITECTURE.COM<br/>©2018 Daluma Architecture</p> |
|  |  | <p>DUV, Downtown General (DG) Sector<br/>Mixed Use Development<br/>16999 South Dixie Highway<br/>Palmetto Bay, Florida</p>                          |
| <p>DESIGNED BY: ALBERT I. RODRIGUEZ<br/>FLORIDA REGISTERED ARCHITECT<br/>AR No. 16282</p>  | <p>REVISIONS</p>                       | <p>DATE: August 27, 2018<br/>AS NOTED<br/>JOB NO.</p>   |
| <p>PROJECT: PROPOSED FOURTH FLOOR PLAN</p>   | <p>SHEET: A1.04</p>                    | <p>OF SHEETS: 1</p>   |

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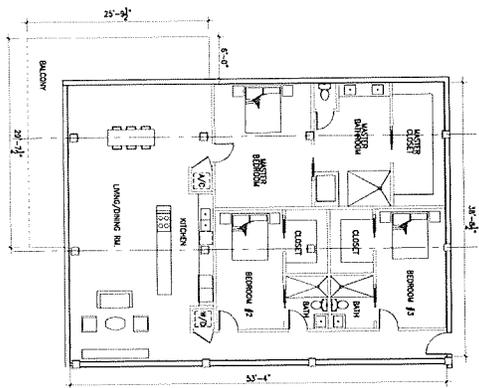


PROPOSED FIFTH FLOOR PLAN

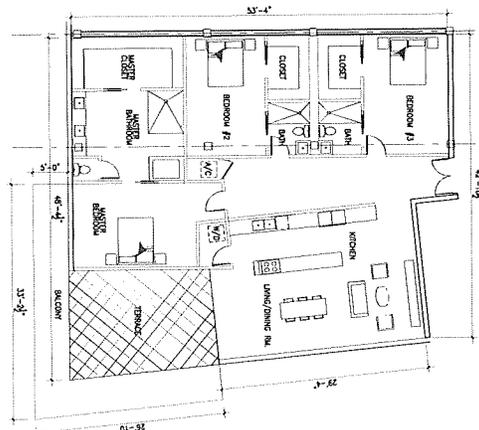


|   |                                  |                   |  |   |  |   |  |
|---|----------------------------------|-------------------|--|---|--|---|--|
| <p>DATE: 08/27/2018<br/>         DRAWN BY: M.C.<br/>         CHECKED BY: M.C.<br/>         AS NOTED<br/>         SHEET: A1.05</p> | <p>PROPOSED FIFTH FLOOR PLAN</p> | <p>REVISIONS:</p> | <p>ALBERT I. RODRIGUEZ<br/>         FLORIDA REGISTERED ARCHITECT<br/>         AR No. 16282</p> | <p>DUV, Downtown General (DG) Sector<br/>         Mixed Use Development<br/>         16999 South Dixie Highway<br/>         Palmetto Bay, Florida</p> | <p>DALTIMA<br/>         ARCHITECTURE</p> | <p>1000 HWY 25, SUITE 200<br/>         MIAMI, FLORIDA 33134<br/>         TEL: 305-444-1111<br/>         WWW.DALTIMAARCHITECTURE.COM</p> | <p>NOTE: CONSULT SEE SHEET FOR ALL NOTES AND SPECIFICATIONS. ALL DIMENSIONS UNLESS OTHERWISE SPECIFIED ARE IN FEET AND INCHES. DIMENSIONS SHALL BE TO FACE UNLESS OTHERWISE SPECIFIED. DIMENSIONS SHALL BE TO FACE UNLESS OTHERWISE SPECIFIED. DIMENSIONS SHALL BE TO FACE UNLESS OTHERWISE SPECIFIED.</p> |
|   |                                  |                   |  |   |  | <p>1000 HWY 25, SUITE 200<br/>         MIAMI, FLORIDA 33134<br/>         TEL: 305-444-1111<br/>         WWW.DALTIMAARCHITECTURE.COM</p> |  |

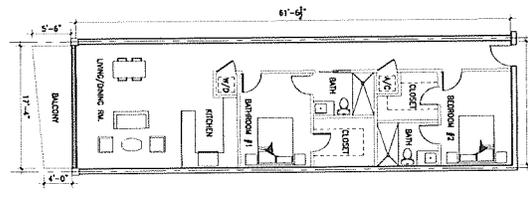
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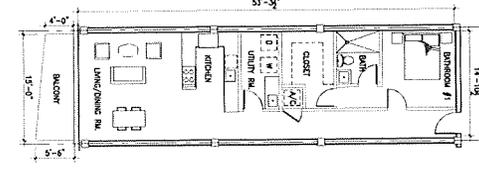
(1) UNIT  
2072 S.F.  
2072 S.F. BALCONY  
273 S.F. TERRACE



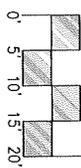
(2) UNIT  
2728 S.F.  
2728 S.F. BALCONY  
300 S.F. TERRACE



(2A) UNITS  
1069 S.F.  
82 S.F. BALCONY



(5) UNITS  
817 S.F.  
71 S.F. BALCONY



PROPOSED RESIDENTIAL FLOOR PLANS



|  |  |
|--|--|
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| <p>ALBERT I. RODRIGUEZ<br/>FLORIDA REGISTERED ARCHITECT<br/>AR No. 16282</p>   |  |
| <p>REVISIONS</p>   |  |
| <p>PROPOSED FLOOR PLANS</p>  |  |
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ALBERT I. RODRIGUEZ  
FLORIDA REGISTERED ARCHITECT  
ART. NO. 16282

**PROPOSED EXTERIOR ELEVATIONS**

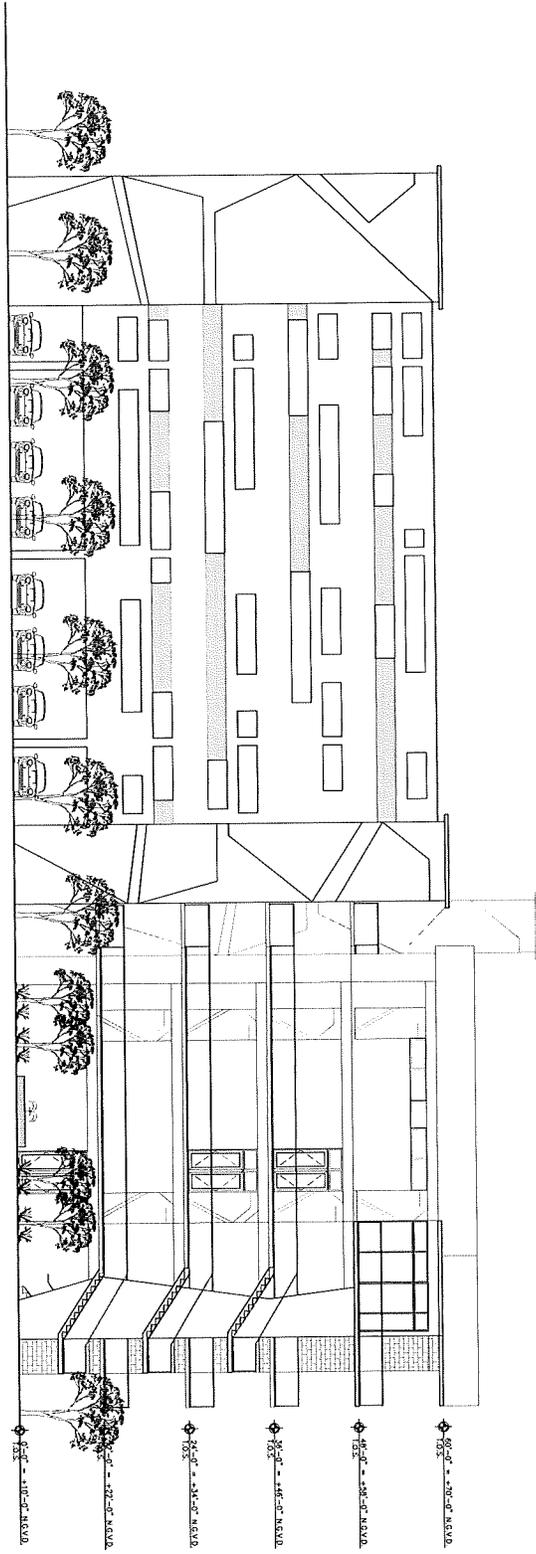
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| DESIGNED BY | M.C.            |
| CONCEPT     |                 |
| DATE        | AUGUST 27, 2018 |
| AS NOTED    | AS NOTED        |
| SHEET       |                 |

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OF SHEETS

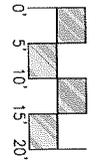




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1 PROPOSED NORTH ELEVATION  
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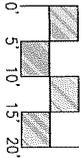
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1  
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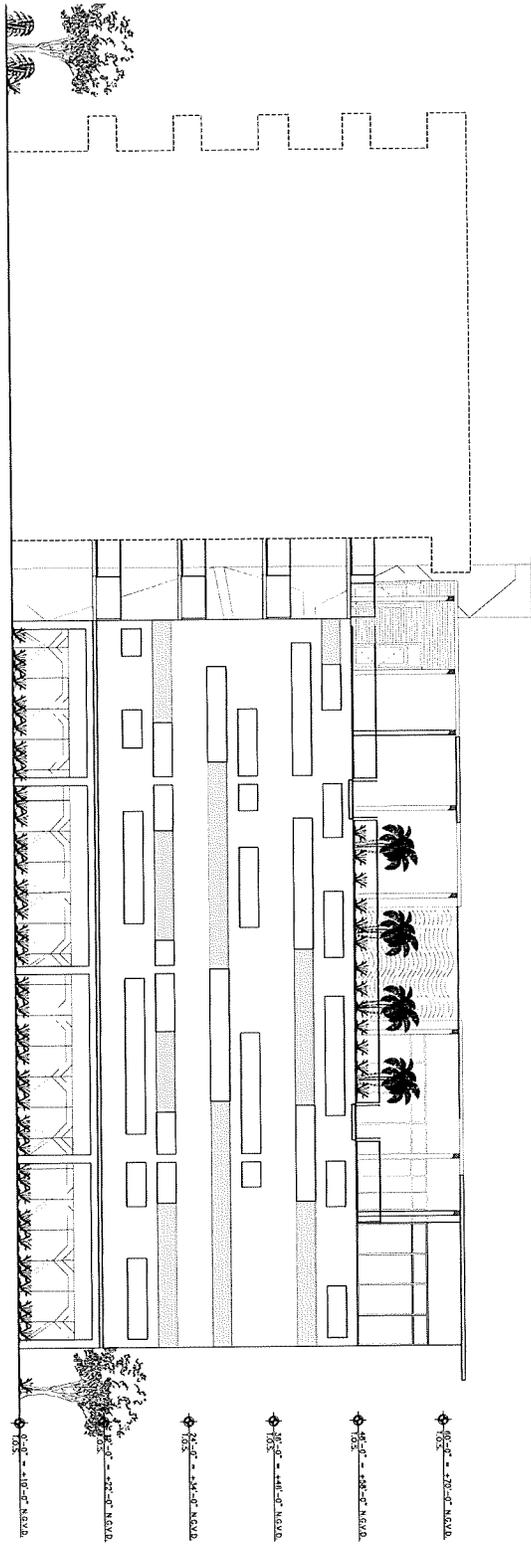
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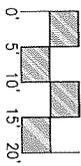
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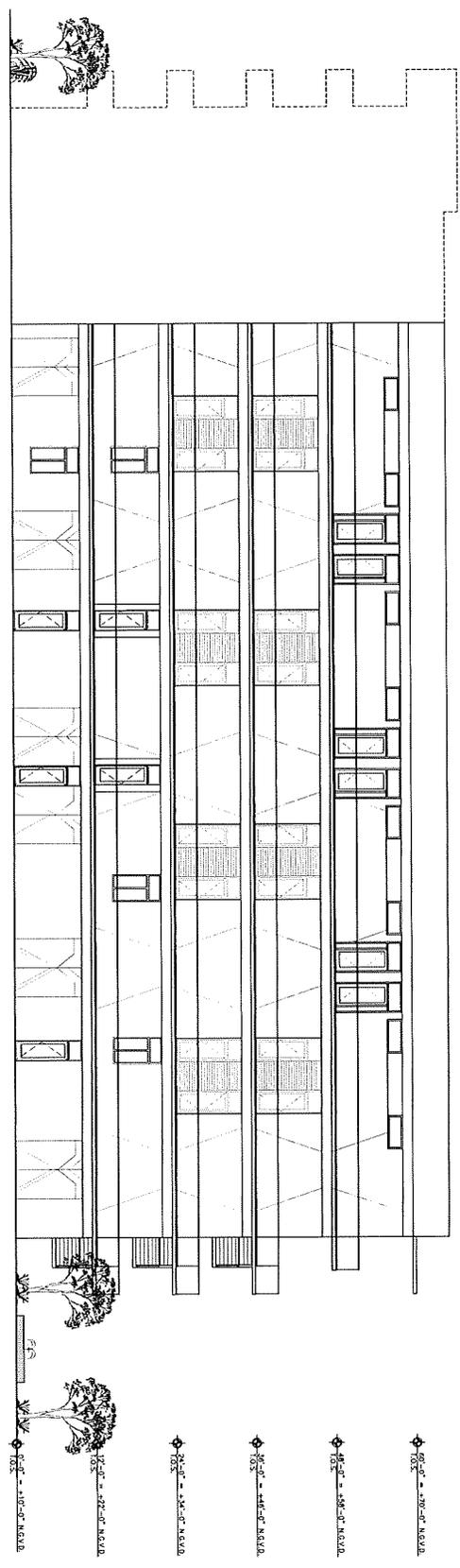
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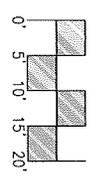
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1 PROPOSED EAST ELEVATION INTERIOR COURTYARD  
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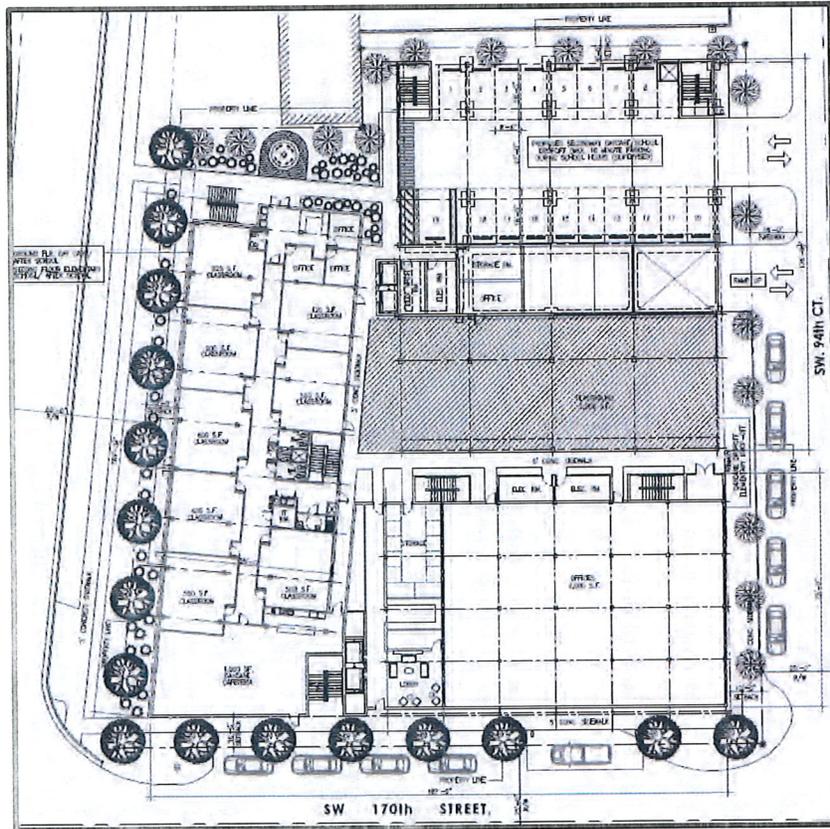
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# TRAFFIC IMPACT STUDY



## Traffic Impact Analysis

# 16999 South Dixie Highway Palmetto Bay, Florida



**Kimley»Horn**

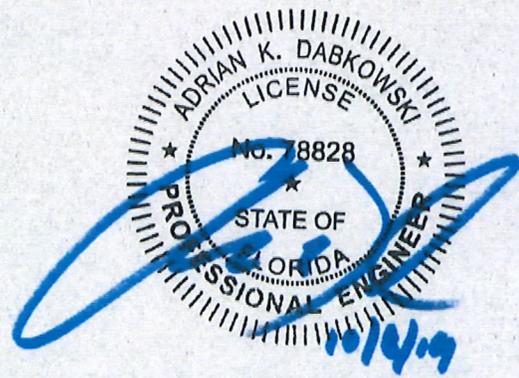
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October 2019  
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*Traffic Impact Analysis*

**16999 South Dixie Highway  
Palmetto Bay, Florida**

*Prepared for:*  
Village of Palmetto Bay

*Prepared by:*  
Kimley-Horn and Associates, Inc.



**Kimley»Horn**

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October 2019  
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## EXECUTIVE SUMMARY

The property located within the northwest quadrant of the intersection of SW 170<sup>th</sup> Street and SW 94<sup>th</sup> Court located in Palmetto Bay, Florida is proposed to be redeveloped. The site proposed for redevelopment is currently occupied by 2,156 square feet of office space. The proposed redevelopment consists of 31 residential units, a 230-student day care, a 220-student elementary school, and 16,746 square feet of office space. The redevelopment is expected to be completed by year 2022.

Access to the residential and office components of the proposed redevelopment will be provided via two (2) full access driveways located along SW 94<sup>th</sup> Court north of SW 170<sup>th</sup> Street. The south driveway provides access to the parking garage and the north driveway provides access to a surface lot that will be used as a secondary day care and elementary school arrival and dismissal student drop-off and pick-up area. The primary student drop-off and pick-up is located along the west side of SW 94<sup>th</sup> Court north of SW 170<sup>th</sup> Street.

Trip generation calculations for the proposed redevelopment were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10<sup>th</sup> Edition. The project is expected to generate 336 net new weekday A.M. peak hour vehicular trips and 182 net new weekday P.M. peak hour vehicular trips.

The results of the intersection capacity analyses indicate that the study intersections are expected to operate at adopted levels of service or better under all analysis conditions during the A.M. and P.M. peak hours.

The results of the vehicle accumulation analysis indicate that for the expected arrival and dismissal vehicles to be accommodated within the on-street drop-off/pick-up area and the additional on-site drop-of/pick-up area without extending onto SW 94<sup>th</sup> Court, two (2) arrival and four (4) dismissal periods are proposed. The first arrival group will serve the 220 elementary students from 7:00 A.M. to 7:30 A.M. The second arrival group will serve the 230 day care students from 7:30 A.M. to 8:00 A.M. The first dismissal group will serve 115 day care students from 2:20 P.M. to 2:50 P.M. The second dismissal group will serve 115 day care students from 2:50 P.M. to 3:20 P.M. The third dismissal group will serve 110 elementary students from 3:20 P.M. to 3:50 P.M. The second dismissal group will serve 110 elementary students from 3:50 P.M. to 4:20 P.M.

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## INTRODUCTION

The property located within the northwest quadrant of the intersection of SW 170<sup>th</sup> Street and SW 94<sup>th</sup> Court located in Palmetto Bay, Florida is proposed to be redeveloped. The site proposed for redevelopment is currently occupied by 2,156 square feet of office space. The proposed redevelopment consists of 31 residential units, a 230-student day care, a 220-student elementary school, and 16,746 square feet of office space. A project location map is provided as Figure 1. A conceptual site plan is included in Appendix A. The redevelopment is expected to be completed by year 2022.

Kimley-Horn and Associates, Inc. has completed this traffic impact analysis on behalf of the Village of Palmetto Bay. The purpose of the study is to assess the proposed redevelopment's impact on the surrounding transportation network and determine if adequate capacity is available to support future demand. This report summarizes the data collection, project trip generation and distribution, capacity analysis, and vehicle accumulation analysis. Methodology correspondence detailing the traffic study requirements is included in Appendix B.



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Figure 1  
Location Map  
16999 South Dixie Highway  
Palmetto Bay, Florida

## EXISTING TRAFFIC

A.M. peak period (7:00 to 9:00 A.M.) and P.M. peak period (4:00 to 6:00 P.M.) turning movement counts were collected on September 10, 2019 (Tuesday) at the following intersections:

- SW 170<sup>th</sup> Street and S Dixie Highway/US 1 Southbound
- SW 170<sup>th</sup> Street and S Dixie Highway/US 1 Northbound
- SW 170<sup>th</sup> Street and SW 94<sup>th</sup> Court
- SW 169<sup>th</sup> Street and S Dixie Highway/US 1 Southbound
- SW 169<sup>th</sup> Street and S Dixie Highway/US 1 Northbound
- SW 169<sup>th</sup> Street and SW 94<sup>th</sup> Court
- SW 168<sup>th</sup> Street and S Dixie Highway/US 1 Southbound
- SW 168<sup>th</sup> Street and S Dixie Highway/US 1 Northbound
- SW 168<sup>th</sup> Street and SW 94<sup>th</sup> Court

All volumes were collected in 15-minute intervals. All traffic counts were adjusted to peak season conditions. Please note that the appropriate Florida Department of Transportation (FDOT) peak season factor for all study area intersections is 1.06. Signal timing information was obtained from the Miami-Dade County Department of Transportation and Public Works – Traffic Signals and Signs Division for all study area signalized intersections. The turning movement counts, FDOT peak season factor category report, and signal timing data are included in Appendix C. Figure 2 presents the existing turning movement volumes at the study intersections during the weekday A.M. and P.M. peak hours.



NOT TO SCALE

**Legend**

- Study Roadway
- Study Intersection
- XX A.M. Peak Hour Traffic
- (XX) P.M. Peak Hour Traffic

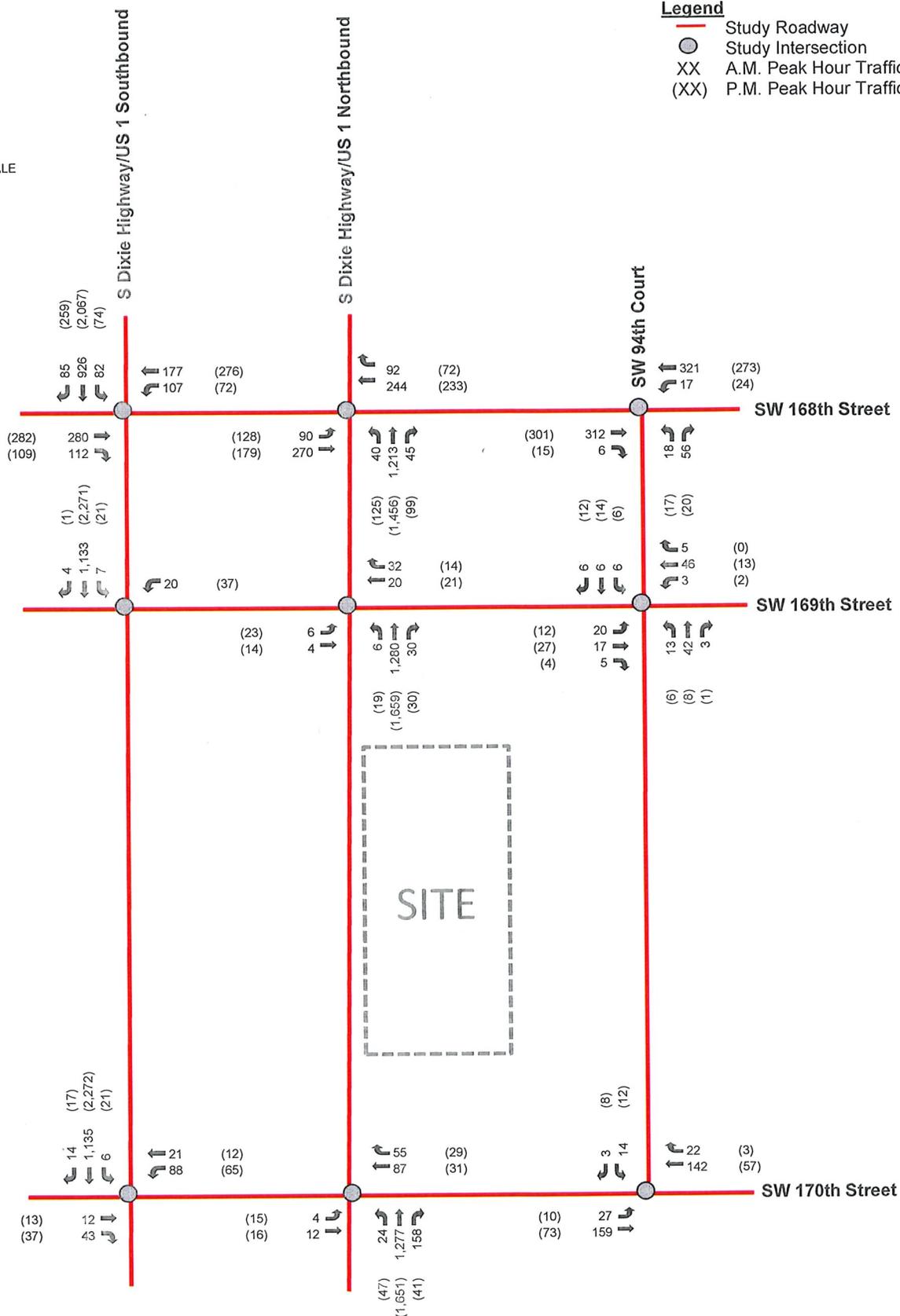


Figure 2  
Existing Peak Hour Traffic Volumes  
16999 South Dixie Highway  
Palmetto Bay, Florida

## FUTURE BACKGROUND TRAFFIC

Future background traffic conditions are defined as expected traffic conditions on the roadway network in the year 2022 without project traffic. Future background traffic volumes used in the analysis are the sum of the existing traffic and an additional amount of traffic generated by growth in the study area. Figure 3 summarizes the future background A.M. and P.M. peak hour traffic volumes.

Future traffic growth on the transportation network was determined based upon historic growth trends at nearby FDOT traffic count stations and a comparison of the 2010 and 2040 traffic volume plots from the Florida Standard Urban Transportation Model Structure (FSUTMS) Southeast Florida Regional Planning Model (SERPM). The following FDOT count stations were referenced for this analysis:

- FDOT count station no. 2562 located on S Dixie Highway/US 1 Southbound, 300 feet south of SW 174<sup>th</sup> Street
- FDOT count station no. 2563 located on S Dixie Highway/US 1 Northbound, 300 feet south of SW 174<sup>th</sup> Street
- FDOT count station no. 8127 located on SW 168<sup>th</sup> Street, 200 feet west of SW 87<sup>th</sup> Avenue
- FDOT count station no. 8277 located on SW 168<sup>th</sup> Street, 200 feet west of S Dixie Highway/US 1

The linear growth trend yielded a growth rate of negative 1.04 percent (-1.04%) over the most recent five (5) year period and negative 1.12 percent (-1.12%) over the most recent ten (10) year period. The exponential growth trend yielded a growth rate of negative 1.06 percent (-1.06%) over the most recent five (5) year period and negative 1.09 percent (-1.09%) over the most recent ten (10) year period. The decaying exponential growth trend yielded a growth rate of negative 0.77 percent (-0.77%) over the most recent five (5) year period and negative 0.96 percent (-0.96%) over the most recent ten (10) year period.

Based on the volume information obtained from the years 2010 and 2040 FSUTMS SERPM, an annual growth rate of 0.40 percent (0.40%) in the vicinity of the redevelopment was calculated.

The highest calculated growth rate is 0.40 percent (0.40%). However, to provide a conservative analysis, a growth rate of 0.50 percent (0.50%) was applied annually to existing traffic volumes for future (2022) background conditions. The worksheets used to analyze the historic growth trends along with the FSUTMS transportation model outputs are included in Appendix D.



NOT TO SCALE

**Legend**

-  Study Roadway
-  Study Intersection
- XX** A.M. Peak Hour Traffic
- (XX)** P.M. Peak Hour Traffic

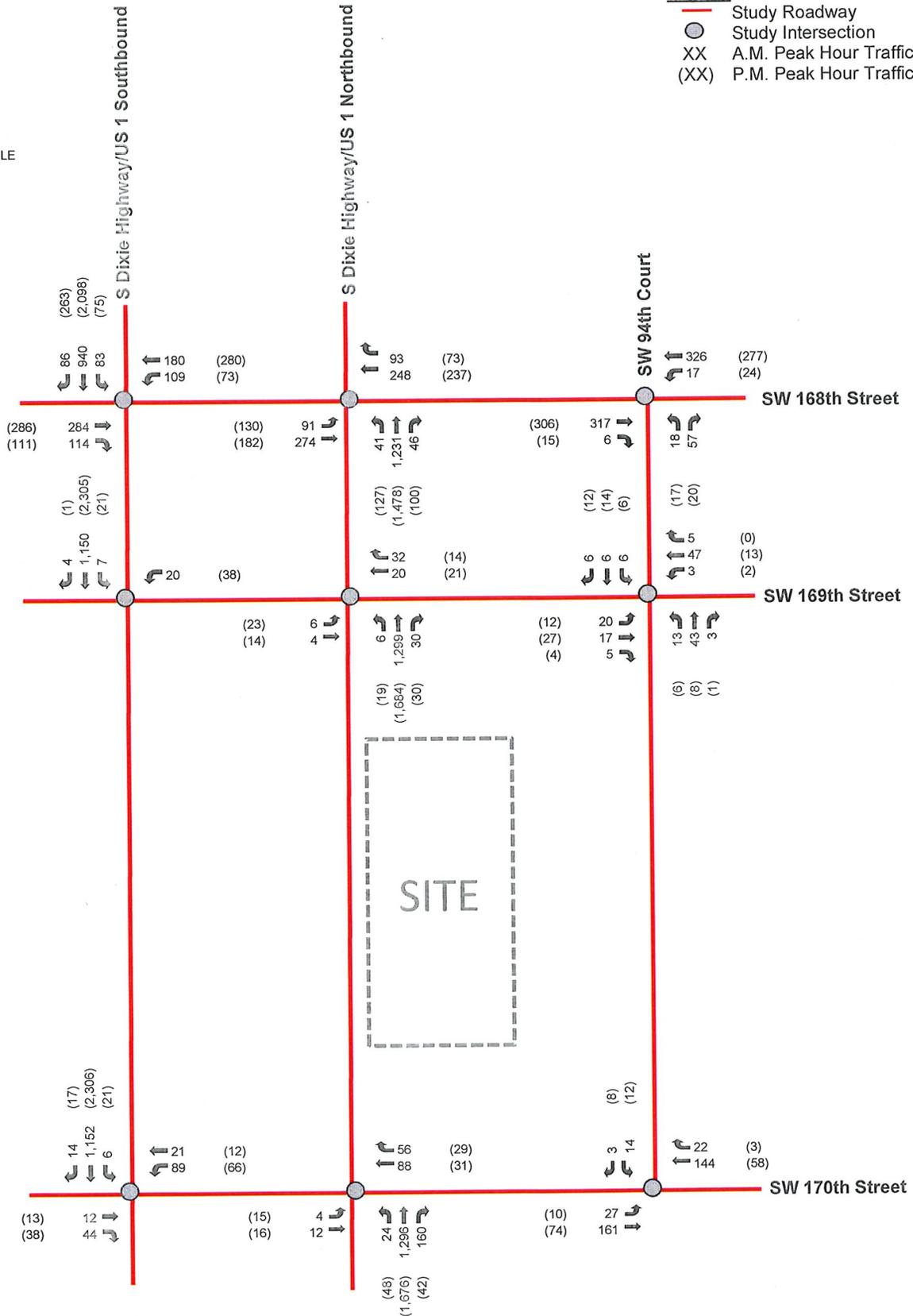


Figure 3  
Future Background Peak Hour Traffic Volumes  
16999 South Dixie Highway  
Palmetto Bay, Florida

## PROJECT TRAFFIC

Project traffic is defined as the vehicle trips expected to be generated by the project and the distribution and assignment of that traffic over the study roadway network.

### Existing and Proposed Land Uses

The site proposed for redevelopment is currently occupied by 2,156 square feet of office space. The proposed redevelopment consists of 31 residential units, a 230-student day care, a 220-student elementary school, and 16,746 square feet of office space. The redevelopment is expected to be completed by year 2022.

### Project Access

Access to the residential and office components of the proposed redevelopment will be provided via two (2) full access driveways located along SW 94<sup>th</sup> Court north of SW 170<sup>th</sup> Street. The south driveway provides access to the parking garage and the north driveway provides access to a surface lot that will be used as a secondary day care and elementary school arrival and dismissal student drop-off and pick-up area. The primary student drop-off and pick-up is located along the west side of SW 94<sup>th</sup> Court north of SW 170<sup>th</sup> Street.

### Trip Generation

Trip generation calculations for the proposed redevelopment were performed using rates and/or equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10<sup>th</sup> Edition. ITE Land Use Code (LUC) 712 (Small Office Building) was used for the existing development. LUC 221 (Multifamily Housing [Mid-Rise]), LUC 710 (General Office Building), LUC 565 (Day Care Center), and LUC 520 (Elementary School) were used for the proposed redevelopment. Project trips were estimated for the weekday A.M. and P.M. peak hours.

### Multimodal Reduction

In order to account for the urban environment in which the project site is located, a multimodal (transit, bicycle, and pedestrian) reduction factor of 3.2 percent (3.2%) based on US Census *Means of Transportation to Work* data was applied to project traffic. It is expected that a portion of employees, residents, students, staff, and visitors will choose to walk, bike, or use public transit

to and from the proposed redevelopment. Miami-Dade Transit (MDT) and the Village of Palmetto Bay provide bus service in the vicinity of the project via the following routes:

- **MDT Route 1** operates along S Dixie Highway/US 1 and SW 97<sup>th</sup> Avenue within the vicinity of the project. This route operates with 40-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.
- **MDT Route 31 Busway Local** operates along the South Miami-Dade Busway within the vicinity of the project. This route operates with 30-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.
- **MDT Route 34 Express** operates along the South Miami-Dade Busway within the vicinity of the project. This route operates with 10-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.
- **MDT Route 38 Busway Max** operates along the South Miami-Dade Busway within the vicinity of the project. This route operates with 10-minute headways in the northbound direction during the A.M. peak hour and in the southbound direction during the P.M. peak hour and with 15-minute headways in the northbound direction during the P.M. peak hour and in the southbound direction during the A.M. peak hour.
- **MDT Route 39 Express** operates along the South Miami-Dade Busway within the vicinity of the project. This route operates with 15-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.
- **MDT Route 52** operates along S Dixie Highway/US 1 within the vicinity of the project. This route operates with approximately 30-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.
- **MDT Route 287 Saga Bay Max** operates along the South Miami-Dade Busway and SW 168<sup>th</sup> Street within the vicinity of the project. This route operates with 35-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.

- Palmetto Bay's IBUS Route B operates along SW 168<sup>th</sup> Street within the vicinity of the project. This route operates with 66 to 68-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.

Detailed route information and headway data is provided in Appendix E.

**Internal Capture**

A portion of trips generated by the redevelopment will be captured internally on the site. Internal capture rates were based upon values contained in ITE's *Trip Generation Handbook*, 3<sup>rd</sup> Edition. The expected internal capture rate for the proposed redevelopment is 2.9 percent (2.9%) during the A.M. peak hour and 11.0 percent (11.0%) during the P.M. peak hour. Internal capture calculations are contained in Appendix F.

**Net New Project Trips**

The project is expected to generate 336 net new weekday A.M. peak hour vehicular trips and 182 net new weekday P.M. peak hour vehicular trips. Table 1 summarizes the proposed trip generation for the redevelopment. Detailed trip generation calculations for the project are presented in Appendix F.

| Table 1: Proposed Trip Generation         |                       |                       |                   |                  |
|---|-----------------------|-----------------------|-------------------|------------------|
| A.M. (P.M.) Peak Hour Driveway Volume     |                       |                       |                   |                  |
| Land Use<br>(ITE Code)                    | Scale                 | Net External<br>Trips | Entering<br>Trips | Exiting<br>Trips |
| <i>Existing Development</i>               |                       |                       |                   |                  |
| Small Office Building<br>(712)            | 2,156<br>square feet  | 4<br>(5)              | 3<br>(2)          | 1<br>(3)         |
| <i>Proposed Redevelopment</i>             |                       |                       |                   |                  |
| Multifamily Housing (Mid-Rise)<br>(221)   | 31<br>dwelling units  | 11<br>(8)             | 3<br>(5)          | 8<br>(3)         |
| General Office Building<br>(710)          | 16,746<br>square feet | 38<br>(16)            | 34<br>(2)         | 4<br>(14)        |
| Day Care Center<br>(565)                  | 230<br>students       | 152<br>(137)          | 80<br>(64)        | 72<br>(73)       |
| Elementary School<br>(520)                | 220<br>students       | 139<br>(26)           | 74<br>(13)        | 65<br>(13)       |
| <i>Net New Redevelopment</i>              |                       |                       |                   |                  |
| Net New Vehicle Trips (vehicles per hour) |                       | 336<br>(182)          | 188<br>(82)       | 148<br>(100)     |

**Trip Distribution and Assignment**

The likely distribution of project traffic was forecast for the trips expected to be generated by the proposed redevelopment. The trip distribution was based on an interpolated cardinal trip distribution for the project site’s traffic analysis zone (TAZ) for the years 2010 and 2040 for the project’s anticipated build-out year of 2022 obtained from the Miami-Dade Transportation Planning Organization’s (TPO’s) *Miami-Dade 2040 Long Range Transportation Plan Directional Trip Distribution* report. The cardinal trip distribution for TAZ 1143 is provided in Table 2. Detailed cardinal distribution calculations are contained in Appendix G.

| Cardinal Direction | Percentage of Trips |
|--------------------|---------------------|
| North-Northeast    | 30%                 |
| East-Northeast     | 3%                  |
| East-Southeast     | 3%                  |
| South-Southeast    | 5%                  |
| South-Southwest    | 18%                 |
| West-Southwest     | 11%                 |
| West-Northwest     | 13%                 |
| North-Northwest    | 17%                 |
| Total              | 100%                |

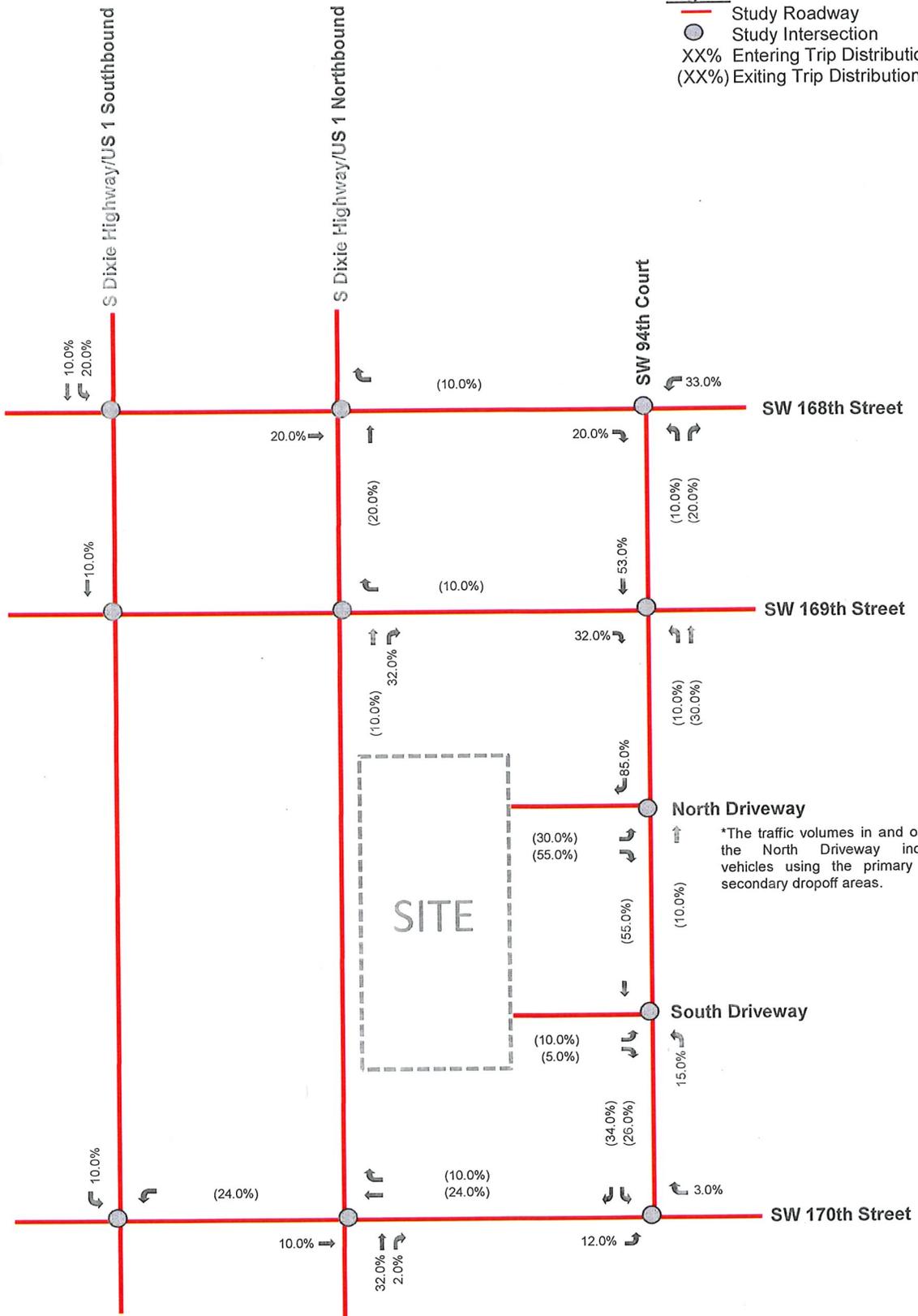
Figure 4 presents the project’s peak hour net new trip distribution and Figure 5 presents the project’s peak hour net new trip assignment.



NOT TO SCALE

**Legend**

- Study Roadway
- Study Intersection
- XX% Entering Trip Distribution
- (XX%) Exiting Trip Distribution



\*The traffic volumes in and out of the North Driveway include vehicles using the primary and secondary dropoff areas.

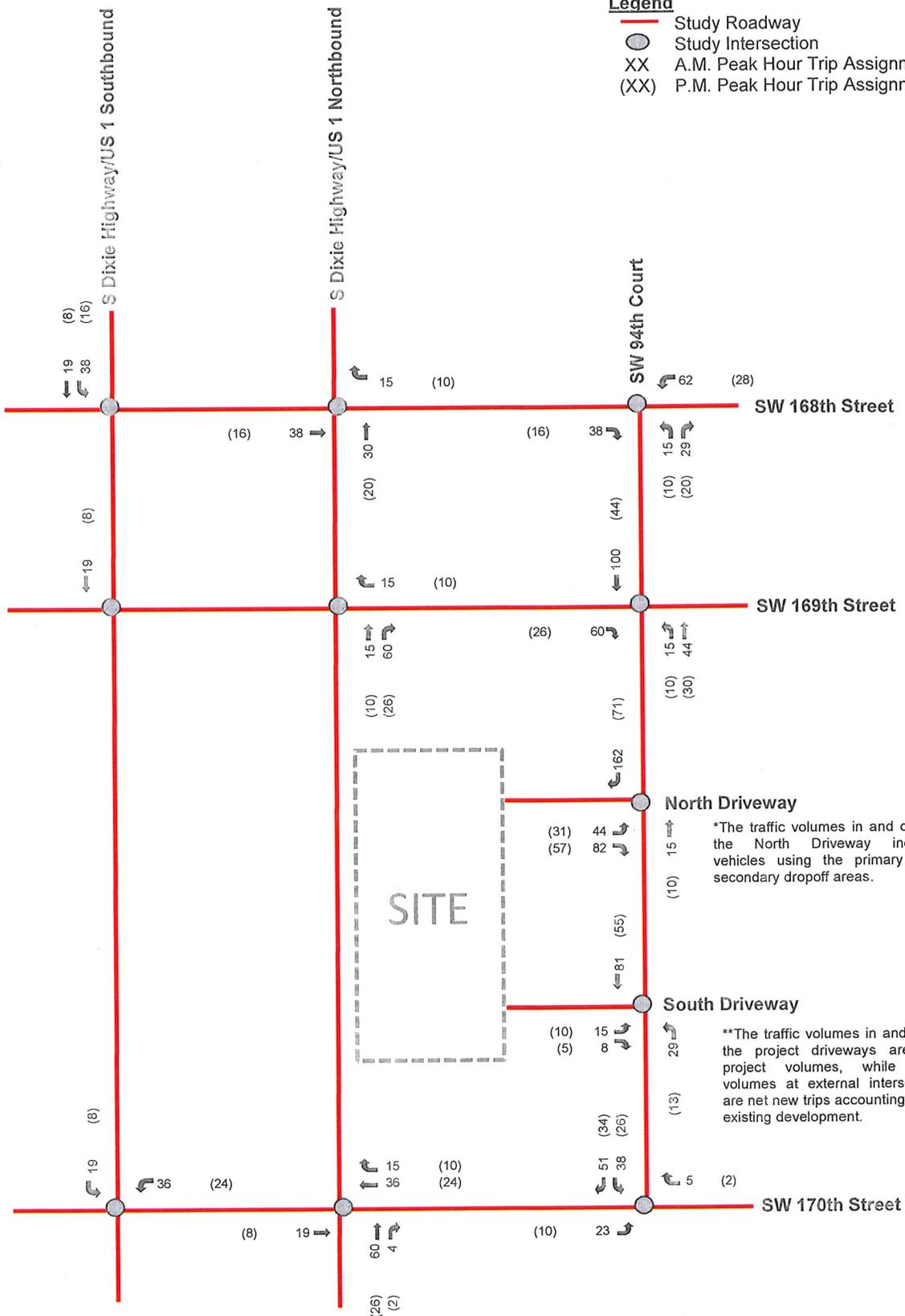
Figure 4  
 Peak Hour Project Trip Distribution  
 16999 South Dixie Highway  
 Palmetto Bay, Florida



NOT TO SCALE

**Legend**

-  Study Roadway
-  Study Intersection
-  A.M. Peak Hour Trip Assignment
-  P.M. Peak Hour Trip Assignment



\*The traffic volumes in and out of the North Driveway include vehicles using the primary and secondary dropoff areas.

\*\*The traffic volumes in and out of the project driveways are total project volumes, while traffic volumes at external intersections are net new trips accounting for the existing development.

Figure 5  
 Peak Hour Project Trip Assignment  
 16999 South Dixie Highway  
 Palmetto Bay, Florida

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## FUTURE TOTAL TRAFFIC

Future total traffic conditions are defined as the expected traffic conditions in the year 2022 with project traffic. Future total traffic volumes considered in the analysis for this project are the sum of the year 2022 background traffic volumes and the expected project traffic volumes. The peak hour future total traffic volumes for the A.M. and P.M. peak hours are shown in Figure 6. Volume development worksheets for the study intersections are included in Appendix H.



## INTERSECTION CAPACITY ANALYSIS

Operating conditions were analyzed for the study intersections. Three (3) scenarios (existing conditions, future background conditions, and future total conditions) were analyzed using Trafficware's *SYNCHRO 10* software, which applies methodologies outlined in the Transportation Research Board's (TRB's), *Highway Capacity Manual* (HCM), 2000 and 6<sup>th</sup> Editions. Intersection capacity analysis worksheets for the study intersections are included in Appendix I. A summary of the intersection analyses is presented in Table 3 and Table 4.

Please note that as mass transit service with headways of 20 minutes or less and extraordinary transit service (MDT Routes 34 Express, 39 Express, and 38 Busway Max) operate within 0.25 miles of the study area intersections, LOS E+20% was utilized as the adopted level of service standard consistent with the Village of Palmetto Bay Comprehensive Plan.

Intersection capacity analyses indicate that the study intersections are expected to operate at adopted LOS or better under all analysis conditions during the A.M. and P.M. peak hours.

| Table 3: A.M. Peak Hour Intersection Capacity Analysis                              |  |  |                              |                     |                 |                 |
|---|--|--|------------------------------|---------------------|-----------------|-----------------|
| Intersection  | Traffic Control                        | Overall LOS/Delay                          | Approach LOS                 |                     |                 |                 |
|   |  |  | EB                           | WB                  | NB              | SB              |
| <i>Existing Conditions (Future Background Conditions) [Future Total Conditions]</i> |  |  |                              |                     |                 |                 |
| SW 170 <sup>th</sup> Street and S Dixie Highway/US 1 Southbound                     | Two-Way Stop-Controlled <sup>(1)</sup> | (2)  | B<br>(B)<br>[B]              | B<br>(B)<br>[B]     | (3)             | (4)             |
| SW 170 <sup>th</sup> Street and S Dixie Highway/US 1 Northbound                     | Two-Way Stop-Controlled                | (2)  | C<br>(C)<br>[D]              | D<br>(D)<br>[E+17%] | (4)             | (3)             |
| SW 170 <sup>th</sup> Street and SW 94 <sup>th</sup> Court                           | Two-Way Stop-Controlled                | (2)  | (4)                          | (4)                 | (3)             | A<br>(A)<br>[B] |
| SW 169 <sup>th</sup> Street and S Dixie Highway/US 1 Southbound                     | Two-Way Stop-Controlled                | (2)  | (3)                          | B<br>(B)<br>[B]     | (3)             | (4)             |
| SW 169 <sup>th</sup> Street and S Dixie Highway/US 1 Northbound                     | Two-Way Stop-Controlled <sup>(1)</sup> | (2)  | B<br>(B)<br>[C]              | B<br>(C)<br>[C]     | (4)             | (3)             |
| SW 169 <sup>th</sup> Street and SW 94 <sup>th</sup> Court                           | Two-Way Stop-Controlled                | (2)  | (4)                          | (4)                 | A<br>(A)<br>[A] | A<br>(A)<br>[A] |
| SW 168 <sup>th</sup> Street and S Dixie Highway/US 1 Southbound                     | Signalized <sup>(1)</sup>              | D/47.1 sec<br>(D/48.6 sec)<br>[D/48.6 sec] | F<br>(F)<br>[F]              | C<br>(C)<br>[C]     | (3)             | B<br>(B)<br>[B] |
| SW 168 <sup>th</sup> Street and S Dixie Highway/US 1 Northbound                     | Signalized <sup>(1)</sup>              | C/31.9 sec<br>(C/32.2 sec)<br>[C/34.8 sec] | C<br>(C)<br>[C]              | F<br>(F)<br>[F]     | B<br>(B)<br>[B] | (3)             |
| SW 168 <sup>th</sup> Street and SW 94 <sup>th</sup> Court                           | Two-Way Stop-Controlled                | (2)  | (4)                          | (4)                 | A<br>(A)<br>[B] | (3)             |
| South Driveway and SW 94 <sup>th</sup> Court  | One-Way Stop-Controlled                | (2)  | <sup>(5)</sup><br>(5)<br>[A] | (3)                 | (4)             | (4)             |
| North Driveway and SW 94 <sup>th</sup> Court  | One-Way Stop-Controlled                | (2)  | <sup>(5)</sup><br>(5)<br>[A] | (3)                 | (4)             | (4)             |

- Notes: (1) Intersection geometry and/or operations cannot be analyzed in HCM 6<sup>th</sup> Edition nor HCM 2010. Therefore, HCM 2000 was used.  
 (2) Overall intersection LOS is not defined, as intersection operated under stop-control conditions.  
 (3) Approach does not exist.  
 (4) Approach operates under free-flow conditions. LOS is not defined.  
 (5) Approach does not exist under analysis scenario.

| Table 4: P.M. Peak Hour Intersection Capacity Analysis                              |  |  |   |                 |                 |                 |
|---|--|--|---|-----------------|-----------------|-----------------|
| Intersection  | Traffic Control                        | Overall LOS/Delay                          | Approach LOS                                |                 |                 |                 |
|   |  |  | EB  | WB              | NB              | SB              |
| <i>Existing Conditions (Future Background Conditions) [Future Total Conditions]</i> |  |  |   |                 |                 |                 |
| SW 170 <sup>th</sup> Street and S Dixie Highway/US 1 Southbound                     | Two-Way Stop-Controlled <sup>(1)</sup> | (2)  | C<br>(C)<br>[C]                             | B<br>(B)<br>[B] | (3)             | (4)             |
| SW 170 <sup>th</sup> Street and S Dixie Highway/US 1 Northbound                     | Two-Way Stop-Controlled                | (2)  | C<br>(C)<br>[D]                             | C<br>(C)<br>[D] | (4)             | (3)             |
| SW 170 <sup>th</sup> Street and SW 94 <sup>th</sup> Court                           | Two-Way Stop-Controlled                | (2)  | (4)   | (4)             | (3)             | A<br>(A)<br>[A] |
| SW 169 <sup>th</sup> Street and S Dixie Highway/US 1 Southbound                     | Two-Way Stop-Controlled                | (2)  | (3)   | B<br>(B)<br>[B] | (3)             | (4)             |
| SW 169 <sup>th</sup> Street and S Dixie Highway/US 1 Northbound                     | Two-Way Stop-Controlled <sup>(1)</sup> | (2)  | C<br>(C)<br>[C]                             | C<br>(C)<br>[C] | (4)             | (3)             |
| SW 169 <sup>th</sup> Street and SW 94 <sup>th</sup> Court                           | Two-Way Stop-Controlled                | (2)  | (4)   | (4)             | A<br>(A)<br>[A] | A<br>(A)<br>[A] |
| SW 168 <sup>th</sup> Street and S Dixie Highway/US 1 Southbound                     | Signalized <sup>(1)</sup>              | D/35.6 sec<br>(D/36.5 sec)<br>[D/36.8 sec] | F<br>(F)<br>[F]                             | D<br>(D)<br>[D] | (3)             | C<br>(C)<br>[C] |
| SW 168 <sup>th</sup> Street and S Dixie Highway/US 1 Northbound                     | Signalized <sup>(1)</sup>              | C/27.2 sec<br>(C/27.4 sec)<br>[C/28.6 sec] | C<br>(C)<br>[C]                             | F<br>(F)<br>[F] | B<br>(B)<br>[B] | (3)             |
| SW 168 <sup>th</sup> Street and SW 94 <sup>th</sup> Court                           | Two-Way Stop-Controlled                | (2)  | (4)   | (4)             | A<br>(A)<br>[B] | (3)             |
| South Driveway and SW 94 <sup>th</sup> Court  | One-Way Stop-Controlled                | (2)  | <sup>(5)</sup><br>( <sup>(5)</sup> )<br>[A] | (3)             | (4)             | (4)             |
| North Driveway and SW 94 <sup>th</sup> Court  | One-Way Stop-Controlled                | (2)  | <sup>(5)</sup><br>( <sup>(5)</sup> )<br>[A] | (3)             | (4)             | (4)             |

- Notes: (1) Intersection geometry and/or operations cannot be analyzed in HCM 6<sup>th</sup> Edition nor HCM 2010. Therefore, HCM 2000 was used.  
 (2) Overall intersection LOS is not defined, as intersection operated under stop-control conditions.  
 (3) Approach does not exist.  
 (4) Approach operates under free-flow conditions. LOS is not defined.  
 (5) Approach does not exist under analysis scenario.

**VEHICLE ACCUMULATION ANALYSIS**

The anticipated on-site vehicle accumulation at the proposed day care and elementary school during the school arrival and dismissal periods was determined based on vehicle queuing data from a similar site, the Temple Beth Am Day School, Pinecrest, Florida. The proposed day care and elementary school will serve grades Pre-Kindergarten through 5 with a total enrollment of 450 students. The school is proposed to have two (2) arrival periods and four (4) dismissal periods staggered in 30-minute intervals. The detailed proposed arrival and dismissal schedules are provided in Tables 5 and 6.

| Arrival Group | Grades          | Enrollment | Schedule               |
|---------------|-----------------|------------|------------------------|
| 1             | 1, 2, 3, 4, & 5 | 220        | 7:00 A.M. to 7:30 A.M. |
| 2             | Pre-K, K        | 230        | 7:30 A.M. to 8:00 A.M. |

| Dismissal Group | Grades          | Enrollment | Schedule               |
|-----------------|-----------------|------------|------------------------|
| 1               | Pre-K, K        | 115        | 2:20 P.M. to 2:50 P.M. |
| 2               | Pre-K, K        | 115        | 2:50 P.M. to 3:20 P.M. |
| 3               | 1, 2, 3, 4, & 5 | 110        | 3:20 P.M. to 3:50 P.M. |
| 4               | 1, 2, 3, 4, & 5 | 110        | 3:50 P.M. to 4:20 P.M. |

**Surrogate School Characteristics**

The surrogate school, Temple Beth Am Day School, is located at 5950 N Kendall Dr, Pinecrest, Florida. The school serves grades Pre-Kindergarten through 5 with a total enrollment of 560 students. The school currently has two (2) arrival period and two (2) dismissal periods Monday through Thursday. The first arrival period begins at 8:10 A.M. followed by the second arrival period beginning at 8:45 A.M. The first dismissal period begins at 3:00 P.M. followed by the second dismissal period beginning at 3:15 P.M.

**Accumulation Analysis**

Expected accumulation for the proposed school was determined using accumulation data previously collected at the Temple Beth Am Day School. The complete accumulation assessment and all associated data used for this study is included in Appendix J. Accumulation data was collected at the surrogate school on Thursday, August 23, 2018. Table 7 provides a summary of the surrogate school’s accumulation.

| School Enrollment |     | Drop-off/Pick-up Maximum Accumulation | Resulting Rate (vehicles/student) |
|-------------------|-----|---------------------------------------|-----------------------------------|
| Arrival           | 483 | 35                                    | 0.072                             |
| Dismissal         | 483 | 86                                    | 0.178                             |

The appropriate rate was applied to the grade groups individually and then combined to represent the maximum expected accumulation for the two (2) arrival groups and four (4) dismissal groups used for the accumulation analysis, as shown in Tables 8 and 9.

| Arrival Group | Grades          | Enrollment | Applied Rate | Maximum Accumulation per Grade Group |
|---------------|-----------------|------------|--------------|--------------------------------------|
| 1             | 1, 2, 3, 4, & 5 | 220        | 0.072        | 16                                   |
| 2             | Pre-K, K        | 230        | 0.072        | 17                                   |

| Dismissal Group | Grades          | Enrollment | Applied Rate | Maximum Accumulation per Grade Group |
|-----------------|-----------------|------------|--------------|--------------------------------------|
| 1               | Pre-K, K        | 115        | 0.178        | 20                                   |
| 2               | Pre-K, K        | 115        | 0.178        | 20                                   |
| 3               | 1, 2, 3, 4, & 5 | 110        | 0.178        | 20                                   |
| 4               | 1, 2, 3, 4, & 5 | 110        | 0.178        | 20                                   |

Based on the information in Tables 6 and 7, the vehicle demand is expected to be accommodated within the school site, as the proposed school plan has a stacking capacity of 23 vehicles, with five (5) spaces provided on southbound SW 94<sup>th</sup> Court and 18 spaces provided on-site within the ground level parking area at the north driveway.

## CONCLUSION

The property located within the northwest quadrant of the intersection of SW 170<sup>th</sup> Street and SW 94<sup>th</sup> Court located in Palmetto Bay, Florida is proposed to be redeveloped. The site proposed for redevelopment is currently occupied by 2,156 square feet of office space. The proposed redevelopment consists of 31 residential units, a 230-student day care, a 220-student elementary school, and 16,746 square feet of office space. The redevelopment is expected to be completed by year 2022.

Access to the residential and office components of the proposed redevelopment will be provided via two (2) full access driveways located along SW 94<sup>th</sup> Court north of SW 170<sup>th</sup> Street. The south driveway provides access to the parking garage and the north driveway provides access to a surface lot that will be used as a secondary day care and elementary school arrival and dismissal student drop-off and pick-up area. The primary student drop-off and pick-up is located along the west side of SW 94<sup>th</sup> Court north of SW 170<sup>th</sup> Street.

Trip generation calculations for the proposed redevelopment were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10<sup>th</sup> Edition. The project is expected to generate 336 net new weekday A.M. peak hour vehicular trips, and 182 net new weekday P.M. peak hour vehicular trips.

The results of the intersection capacity analyses indicate that the study intersections are expected to operate at adopted levels of service or better under all analysis conditions during the A.M. and P.M. peak hours.

The results of the vehicle accumulation analysis indicate that for the expected arrival and dismissal vehicles to be accommodated within the on-street drop-off/pick-up area and the additional on-site drop-of/pick-up area without extending onto SW 94<sup>th</sup> Court, two (2) arrival and four (4) dismissal periods are proposed. The first arrival group will serve the 220 elementary students from 7:00 A.M. to 7:30 A.M. The second arrival group will serve the 230 day care students from 7:30 A.M. to 8:00 A.M. The first dismissal group will serve 115 day care students from 2:20 P.M. to 2:50 P.M. The second dismissal group will serve 115 day care students from 2:50 P.M. to 3:20 P.M. The third dismissal group will serve 110 elementary students. from 3:20 P.M. to 3:50 P.M. The second dismissal group will serve 110 elementary students from 3:50 P.M. to 4:20 P.M.

**Appendix A**  
Site Plan





**Appendix B**  
Methodology Correspondence



## MEMORANDUM

To: Mark Alvarez, Village of Palmetto Bay  
Maria Mayela Pineda, Village of Palmetto Bay

From: Adrian K. Dabkowski, P.E., PTOE   
Alex Iliev, E.I. 

Date: May 23, 2019

**Subject: 16999 South Dixie Highway  
Traffic Study Methodology**

The purpose of this memorandum is to summarize the traffic study methodology for the redevelopment located at 16999 South Dixie Highway in Palmetto Bay, Florida. The proposed redevelopment is located on the east side of South Dixie Highway and west of SW 94<sup>th</sup> Court approximately between SW 169<sup>th</sup> Street and SW 170<sup>th</sup> Street in Palmetto Bay, Florida. Currently, the site proposed for redevelopment is a one (1) story, 2,156 square foot office building. The proposed redevelopment plan consists of 31 condominium units, 12,304 square feet of daycare and elementary school space, and 12,746 square feet of office space. A conceptual location map and site plan are provided in Attachment A. The following sections summarize our proposed methodology.

### DATA COLLECTION

A.M. (7:00 A.M. to 9:00 A.M.) and P.M. (4:00 P.M. to 6:00 P.M.) peak period turning movement counts will be collected at all identified study intersections on a typical weekday (Tuesday, Wednesday, or Thursday). All traffic counts will be adjusted to peak season conditions using the appropriate Florida Department of Transportation (FDOT) peak season category factors. Turning movement counts will be collected in 15-minute intervals during the two (2) peak periods. Turning movement counts will also include pedestrians and bicyclists. Signal timing information will be obtained from Miami-Dade County Department of Transportation and Public Works – Traffic Signals and Signs Division. All traffic data collected will be provided in the Appendix of the traffic impact study.

### TRIP GENERATION

Trip generation calculations for the proposed redevelopment were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10<sup>th</sup> Edition. The trip generation for the proposed land use was determined using ITE Land Use Code (LUC) 221 (multifamily housing [mid-rise]), LUC 710 (general office building), LUC 565 (day care center), and LUC 520 (elementary school).

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tracts in the vicinity of the development. A multimodal factor of 3.2 percent (3.2%) was calculated using the Census data. It is expected that a portion of residents, guests, students, and office tenants will choose to walk, bicycle, or use public

transit to and from the proposed redevelopment. Detailed trip generation calculations and US Census *Means of Transportation to Work* data are included in Attachment B.

Internal capture is expected between the complementary land uses within the project. Internal capture trips for the project were determined based upon methodology contained in the *ITE's Trip Generation Handbook*, 3<sup>rd</sup> Edition. Internal capture rates of 2.9 percent (2.9%) for the A.M. peak hour trip generation and 11.0 percent (11.0%) for the P.M. peak hour trip generation are expected for the proposed redevelopment.

The redevelopment is expected to generate 336 weekday net new A.M. peak hour trips and 182 weekday net new P.M. peak hour trips. Detailed trip generation calculations and US Census *Means of Transportation to Work* data are included in Attachment B.

## STUDY AREA

Based on the proposed development plan, the following intersections in addition to the project driveways are proposed to be analyzed.

1. SW 170<sup>th</sup> Street and South Dixie Highway/US 1 northbound
2. SW 170<sup>th</sup> Street and South Dixie Highway/US 1 southbound
3. SW 170<sup>th</sup> Street and SW 94<sup>th</sup> Court
4. SW 169<sup>th</sup> Street and South Dixie Highway/US 1 southbound
5. SW 169<sup>th</sup> Street and SW 94<sup>th</sup> Court

## TRIP DISTRIBUTION

Trip distribution will be determined based on turning movements counts collected at the study area intersections. Additionally, the distribution will be based on an interpolated cardinal trip distribution for the project site's traffic analysis zones (TAZs) obtained from the Miami-Dade Metropolitan Planning Organization's (MPO) *2040 Cost Feasible Plan* travel demand model 2010 and 2040 data. The trip distribution for the anticipated build-out year of 2022 was interpolated from the 2010 and 2040 data. The project is located within TAZ 1143. The detailed cardinal distribution is provided in Attachment C.

## BACKGROUND GROWTH RATE/MAJOR COMMITTED DEVELOPMENT

A background growth rate will be calculated based on historic growth trends at nearby Florida Department of Transportation (FDOT) traffic count stations. Additionally, growth rates based on the MPO's projected 2010 and 2040 model network volumes will be examined. The higher of the two (2) growth rates will be used in the analysis. Documentation will be provided in the Appendix of the traffic impact study.

The Village's review of this document will determine any committed projects to include in background conditions. The Village will provide the corresponding approved traffic study for any committed projects identified.

## CAPACITY ANALYSIS

Capacity analyses will be conducted for the A.M. and P.M. peak hours at the study intersections. Intersection analyses will be performed using *Synchro 10* traffic engineering analysis software which applies the Transportation Research Board's (TRB's), *Highway Capacity Manual* (HCM), 2000, 2010

and 6<sup>th</sup> Editions. Capacity analyses will be conducted for three (3) scenarios: existing, future build-out without project (future background conditions), and future build-out with project (future total conditions). A build-out year of 2022 will be used in the analysis.

The following figures will be included for the study intersections:

- Existing conditions
- Trip distribution
- Trip assignment
- Future background traffic conditions (with growth rate and committed development traffic)
- Future total traffic conditions (with project)

### **QUEUING ANALYSIS**

A vehicle queuing analysis will be prepared during the weekday A.M. and P.M. peak hours at the proposed daycare and elementary school student drop-off/pick-up area. The trip generation for the daycare and elementary school prepared as part of the trip generation task will be utilized in the analysis. The queuing analysis will be conducted consistent with procedures described in Institute of Transportation Engineer's (ITE) *Transportation and Land Development*, 1988.

### **DOCUMENTATION**

The results of the traffic analysis will be summarized in a report. The report will include supporting documents including signal timings, lane geometry, and software output sheets. The report will also include text and graphics necessary to summarize the assumptions and analysis.

**Attachment A**  
Conceptual Site Plan



**Attachment B**  
Trip Generation Calculations

## AM PEAK HOUR TRIP GENERATION COMPARISON

### EXISTING WEEKDAY AM PEAK HOUR TRIP GENERATION

| GR<br>O<br>U<br>P | ITE TRIP GENERATION CHARACTERISTICS |                  |      |       |       |         | DIRECTIONAL DISTRIBUTION |    |     | GROSS VOLUMES |         |       |    | MULTIMODAL REDUCTION |       | EXTERNAL TRIPS |       |    | INTERNAL CAPTURE |       | NET NEW EXTERNAL TRIPS |       |    | PASS-BY CAPTURE |       | NET NEW EXTERNAL TRIPS |   |   |   |   |
|-------------------|-------------------------------------|------------------|------|-------|-------|---------|--------------------------|----|-----|---------------|---------|-------|----|----------------------|-------|----------------|-------|----|------------------|-------|------------------------|-------|----|-----------------|-------|------------------------|---|---|---|---|
|                   | Land Use                            | Edition          | Code | Scale | Units | Percent |                          | In | Out | Total         | Percent | Trips | In | Out                  | Total | Percent        | Trips | In | Out              | Total | Percent                | Trips | In | Out             | Total |                        |   |   |   |   |
|                   |                                     |                  |      |       |       | In      | Out                      |    |     |               |         |       |    |                      |       |                |       |    |                  |       |                        |       |    |                 |       |                        |   |   |   |   |
| 1                 | Small Office Building               | 10               | 712  | 2,156 | kst   | 83%     | 18%                      | 3  | 1   | 4             | 3.2%    | 0     | 3  | 1                    | 4     | 0.0%           | 0     | 3  | 1                | 4     | 0.0%                   | 0     | 3  | 1               | 4     | 0.0%                   | 0 | 3 | 1 | 4 |
| 2                 |                                     |                  |      |       |       |         |                          |    |     |               |         |       |    |                      |       |                |       |    |                  |       |                        |       |    |                 |       |                        |   |   |   |   |
| 3                 |                                     |                  |      |       |       |         |                          |    |     |               |         |       |    |                      |       |                |       |    |                  |       |                        |       |    |                 |       |                        |   |   |   |   |
| 4                 |                                     |                  |      |       |       |         |                          |    |     |               |         |       |    |                      |       |                |       |    |                  |       |                        |       |    |                 |       |                        |   |   |   |   |
| 5                 |                                     |                  |      |       |       |         |                          |    |     |               |         |       |    |                      |       |                |       |    |                  |       |                        |       |    |                 |       |                        |   |   |   |   |
| 6                 |                                     |                  |      |       |       |         |                          |    |     |               |         |       |    |                      |       |                |       |    |                  |       |                        |       |    |                 |       |                        |   |   |   |   |
| 7                 |                                     |                  |      |       |       |         |                          |    |     |               |         |       |    |                      |       |                |       |    |                  |       |                        |       |    |                 |       |                        |   |   |   |   |
| 8                 |                                     |                  |      |       |       |         |                          |    |     |               |         |       |    |                      |       |                |       |    |                  |       |                        |       |    |                 |       |                        |   |   |   |   |
| 9                 |                                     |                  |      |       |       |         |                          |    |     |               |         |       |    |                      |       |                |       |    |                  |       |                        |       |    |                 |       |                        |   |   |   |   |
| 10                |                                     |                  |      |       |       |         |                          |    |     |               |         |       |    |                      |       |                |       |    |                  |       |                        |       |    |                 |       |                        |   |   |   |   |
| 11                |                                     |                  |      |       |       |         |                          |    |     |               |         |       |    |                      |       |                |       |    |                  |       |                        |       |    |                 |       |                        |   |   |   |   |
| 12                |                                     |                  |      |       |       |         |                          |    |     |               |         |       |    |                      |       |                |       |    |                  |       |                        |       |    |                 |       |                        |   |   |   |   |
| 13                |                                     |                  |      |       |       |         |                          |    |     |               |         |       |    |                      |       |                |       |    |                  |       |                        |       |    |                 |       |                        |   |   |   |   |
| 14                |                                     |                  |      |       |       |         |                          |    |     |               |         |       |    |                      |       |                |       |    |                  |       |                        |       |    |                 |       |                        |   |   |   |   |
| 15                |                                     |                  |      |       |       |         |                          |    |     |               |         |       |    |                      |       |                |       |    |                  |       |                        |       |    |                 |       |                        |   |   |   |   |
| ITE Land Use Code |                                     | Rate or Equation |      |       |       | Total:  |                          | 3  | 1   | 4             | 3.1%    | 0     | 3  | 1                    | 4     | 0.0%           | 0     | 3  | 1                | 4     | 0.0%                   | 0     | 3  | 1               | 4     |                        |   |   |   |   |
| 712               |                                     | Y=1.52(X)        |      |       |       |         |                          |    |     |               |         |       |    |                      |       |                |       |    |                  |       |                        |       |    |                 |       |                        |   |   |   |   |

### PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

| GR<br>O<br>U<br>P | ITE TRIP GENERATION CHARACTERISTICS |                           |          |           |           |         | DIRECTIONAL DISTRIBUTION |       |     | GROSS VOLUMES |         |       |     | MULTIMODAL REDUCTION |       | EXTERNAL TRIPS |       |     | INTERNAL CAPTURE |       | NET NEW EXTERNAL TRIPS |       |     | PASS-BY CAPTURE |       | NET NEW EXTERNAL TRIPS |   |    |    |     |  |
|-------------------|-------------------------------------|---------------------------|----------|-----------|-----------|---------|--------------------------|-------|-----|---------------|---------|-------|-----|----------------------|-------|----------------|-------|-----|------------------|-------|------------------------|-------|-----|-----------------|-------|------------------------|---|----|----|-----|--|
|                   | Land Use                            | ITE Edition               | ITE Code | ITE Scale | ITE Units | Percent |                          | In    | Out | Total         | Percent | Trips | In  | Out                  | Total | Percent        | Trips | In  | Out              | Total | Percent                | Trips | In  | Out             | Total |                        |   |    |    |     |  |
|                   |                                     |                           |          |           |           | In      | Out                      |       |     |               |         |       |     |                      |       |                |       |     |                  |       |                        |       |     |                 |       |                        |   |    |    |     |  |
| 1                 | Multi-Family (Mid-Rise)             | 10                        | 221      | 31        | du        | 28%     | 74%                      | 3     | 8   | 11            | 3.2%    | 0     | 3   | 8                    | 11    | 0.0%           | 0     | 3   | 8                | 11    | 0.0%                   | 0     | 3   | 8               | 11    | 0.0%                   | 0 | 3  | 8  | 11  |  |
| 2                 | General Office Building             | 10                        | 710      | 16,748    | kst       | 86%     | 14%                      | 36    | 6   | 42            | 3.2%    | 1     | 35  | 6                    | 41    | 7.3%           | 3     | 34  | 4                | 38    | 0.0%                   | 0     | 34  | 4               | 38    | 0.0%                   | 0 | 34 | 4  | 38  |  |
| 3                 | Day Care Center                     | 10                        | 565      | 220       | STU       | 53%     | 47%                      | 65    | 75  | 160           | 3.2%    | 5     | 82  | 73                   | 155   | 1.8%           | 3     | 80  | 72               | 152   | 0.0%                   | 0     | 80  | 72              | 152   | 0.0%                   | 0 | 80 | 72 | 152 |  |
| 4                 | Elementary School                   | 10                        | 520      | 220       | STU       | 54%     | 46%                      | 79    | 68  | 147           | 3.2%    | 5     | 76  | 66                   | 142   | 1.9%           | 3     | 74  | 65               | 139   | 0.0%                   | 0     | 74  | 65              | 139   | 0.0%                   | 0 | 74 | 65 | 139 |  |
| 5                 |                                     |                           |          |           |           |         |                          |       |     |               |         |       |     |                      |       |                |       |     |                  |       |                        |       |     |                 |       |                        |   |    |    |     |  |
| 6                 |                                     |                           |          |           |           |         |                          |       |     |               |         |       |     |                      |       |                |       |     |                  |       |                        |       |     |                 |       |                        |   |    |    |     |  |
| 7                 |                                     |                           |          |           |           |         |                          |       |     |               |         |       |     |                      |       |                |       |     |                  |       |                        |       |     |                 |       |                        |   |    |    |     |  |
| 8                 |                                     |                           |          |           |           |         |                          |       |     |               |         |       |     |                      |       |                |       |     |                  |       |                        |       |     |                 |       |                        |   |    |    |     |  |
| 9                 |                                     |                           |          |           |           |         |                          |       |     |               |         |       |     |                      |       |                |       |     |                  |       |                        |       |     |                 |       |                        |   |    |    |     |  |
| 10                |                                     |                           |          |           |           |         |                          |       |     |               |         |       |     |                      |       |                |       |     |                  |       |                        |       |     |                 |       |                        |   |    |    |     |  |
| 11                |                                     |                           |          |           |           |         |                          |       |     |               |         |       |     |                      |       |                |       |     |                  |       |                        |       |     |                 |       |                        |   |    |    |     |  |
| 12                |                                     |                           |          |           |           |         |                          |       |     |               |         |       |     |                      |       |                |       |     |                  |       |                        |       |     |                 |       |                        |   |    |    |     |  |
| 13                |                                     |                           |          |           |           |         |                          |       |     |               |         |       |     |                      |       |                |       |     |                  |       |                        |       |     |                 |       |                        |   |    |    |     |  |
| 14                |                                     |                           |          |           |           |         |                          |       |     |               |         |       |     |                      |       |                |       |     |                  |       |                        |       |     |                 |       |                        |   |    |    |     |  |
| 15                |                                     |                           |          |           |           |         |                          |       |     |               |         |       |     |                      |       |                |       |     |                  |       |                        |       |     |                 |       |                        |   |    |    |     |  |
| ITE Land Use Code |                                     | Rate or Equation:         |          |           |           | Total:  |                          | 203   | 157 | 360           | 3.2%    | 11    | 183 | 153                  | 349   | 2.9%           | 9     | 191 | 149              | 340   | 0.0%                   | 0     | 191 | 149             | 340   |                        |   |    |    |     |  |
| 221               |                                     | LN(Y) = 0.53*LN(X) + 0.98 |          |           |           |         |                          |       |     |               |         |       |     |                      |       |                |       |     |                  |       |                        |       |     |                 |       |                        |   |    |    |     |  |
| 710               |                                     | Y = 0.84*(X) + 26.49      |          |           |           |         |                          |       |     |               |         |       |     |                      |       |                |       |     |                  |       |                        |       |     |                 |       |                        |   |    |    |     |  |
| 565               |                                     | Y = 0.66*(X) + 8.42       |          |           |           |         |                          |       |     |               |         |       |     |                      |       |                |       |     |                  |       |                        |       |     |                 |       |                        |   |    |    |     |  |
| 520               |                                     | Y = 0.67*(X)              |          |           |           |         |                          |       |     |               |         |       |     |                      |       |                |       |     |                  |       |                        |       |     |                 |       |                        |   |    |    |     |  |
|                   |                                     | NET NEW TRIPS             |          | IN        |           | OUT     |                          | TOTAL |     |               |         |       |     |                      |       |                |       |     |                  |       |                        |       |     |                 |       |                        |   |    |    |     |  |
|                   |                                     | 188                       |          | 148       |           | 336     |                          |       |     |               |         |       |     |                      |       |                |       |     |                  |       |                        |       |     |                 |       |                        |   |    |    |     |  |

## PM PEAK HOUR TRIP GENERATION COMPARISON

### EXISTING WEEKDAY PM PEAK HOUR TRIP GENERATION

| G<br>R<br>O<br>U<br>P | ITE TRIP GENERATION CHARACTERISTICS |                  |      |        |       | DIRECTIONAL DISTRIBUTION |     | GROSS VOLUMES |      |       | MULTIMODAL REDUCTION |       | EXTERNAL TRIPS |      |       | INTERNAL CAPTURE |       | NET NEW EXTERNAL TRIPS |      |       | PASS-BY CAPTURE |       | NET NEW EXTERNAL TRIPS |     |       |
|-----------------------|-------------------------------------|------------------|------|--------|-------|--------------------------|-----|---------------|------|-------|----------------------|-------|----------------|------|-------|------------------|-------|------------------------|------|-------|-----------------|-------|------------------------|-----|-------|
|                       | Land Use                            | Edition          | Code | Scale  | Units | Percent                  |     | In            | Out  | Total | Percent              | Trips | In             | Out  | Total | Percent          | Trips | In                     | Out  | Total | Percent         | Trips | In                     | Out | Total |
|                       |                                     |                  |      |        |       | In                       | Out |               |      |       |                      |       |                |      |       |                  |       |                        |      |       |                 |       |                        |     |       |
| 1                     | Small Office Building               | 10               | 712  | 2,159  | kst   | 32%                      | 68% | 2             | 3    | 5     | 3.2%                 | 0     | 2              | 3    | 5     | 0.0%             | 0     | 2                      | 3    | 5     | 0.0%            | 0     | 2                      | 3   | 5     |
| 2                     |                                     |                  |      |        |       |                          |     |               |      |       |                      |       |                |      |       |                  |       |                        |      |       |                 |       |                        |     |       |
| 3                     |                                     |                  |      |        |       |                          |     |               |      |       |                      |       |                |      |       |                  |       |                        |      |       |                 |       |                        |     |       |
| 4                     |                                     |                  |      |        |       |                          |     |               |      |       |                      |       |                |      |       |                  |       |                        |      |       |                 |       |                        |     |       |
| 5                     |                                     |                  |      |        |       |                          |     |               |      |       |                      |       |                |      |       |                  |       |                        |      |       |                 |       |                        |     |       |
| 6                     |                                     |                  |      |        |       |                          |     |               |      |       |                      |       |                |      |       |                  |       |                        |      |       |                 |       |                        |     |       |
| 7                     |                                     |                  |      |        |       |                          |     |               |      |       |                      |       |                |      |       |                  |       |                        |      |       |                 |       |                        |     |       |
| 8                     |                                     |                  |      |        |       |                          |     |               |      |       |                      |       |                |      |       |                  |       |                        |      |       |                 |       |                        |     |       |
| 9                     |                                     |                  |      |        |       |                          |     |               |      |       |                      |       |                |      |       |                  |       |                        |      |       |                 |       |                        |     |       |
| 10                    |                                     |                  |      |        |       |                          |     |               |      |       |                      |       |                |      |       |                  |       |                        |      |       |                 |       |                        |     |       |
| 11                    |                                     |                  |      |        |       |                          |     |               |      |       |                      |       |                |      |       |                  |       |                        |      |       |                 |       |                        |     |       |
| 12                    |                                     |                  |      |        |       |                          |     |               |      |       |                      |       |                |      |       |                  |       |                        |      |       |                 |       |                        |     |       |
| 13                    |                                     |                  |      |        |       |                          |     |               |      |       |                      |       |                |      |       |                  |       |                        |      |       |                 |       |                        |     |       |
| 14                    |                                     |                  |      |        |       |                          |     |               |      |       |                      |       |                |      |       |                  |       |                        |      |       |                 |       |                        |     |       |
| 15                    |                                     |                  |      |        |       |                          |     |               |      |       |                      |       |                |      |       |                  |       |                        |      |       |                 |       |                        |     |       |
| ITE Land Use Code     |                                     | Rate or Equation |      | Total: |       | 2                        | 3   | 5             | 0.0% | 0     | 2                    | 3     | 5              | 0.0% | 0     | 2                | 3     | 5                      | 0.0% | 0     | 2               | 3     | 5                      |     |       |
| 712                   |                                     | Y=2.45(X)        |      |        |       |                          |     |               |      |       |                      |       |                |      |       |                  |       |                        |      |       |                 |       |                        |     |       |

### PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

| G<br>R<br>O<br>U<br>P | ITE TRIP GENERATION CHARACTERISTICS |                         |          |               |       | DIRECTIONAL DISTRIBUTION |     | GROSS VOLUMES |      |       | MULTIMODAL REDUCTION |       | EXTERNAL TRIPS |       |       | INTERNAL CAPTURE |       | NET NEW EXTERNAL TRIPS |      |       | PASS-BY CAPTURE |       | NET NEW EXTERNAL TRIPS |     |       |
|-----------------------|-------------------------------------|-------------------------|----------|---------------|-------|--------------------------|-----|---------------|------|-------|----------------------|-------|----------------|-------|-------|------------------|-------|------------------------|------|-------|-----------------|-------|------------------------|-----|-------|
|                       | Land Use                            | ITE Edition             | ITE Code | Scale         | Units | Percent                  |     | In            | Out  | Total | Percent              | Trips | In             | Out   | Total | Percent          | Trips | In                     | Out  | Total | Percent         | Trips | In                     | Out | Total |
|                       |                                     |                         |          |               |       | In                       | Out |               |      |       |                      |       |                |       |       |                  |       |                        |      |       |                 |       |                        |     |       |
| 1                     | Multi-Family (Mid-Rise)             | 10                      | 221      | 31            | du    | 61%                      | 39% | 9             | 5    | 14    | 3.2%                 | 0     | 9              | 5     | 14    | 42.9%            | 6     | 5                      | 3    | 8     | 0.0%            | 0     | 5                      | 3   | 8     |
| 2                     | General Office Building             | 10                      | 710      | 16,745        | kst   | 16%                      | 84% | 3             | 18   | 21    | 3.2%                 | 1     | 3              | 17    | 23.0% | 4                | 2     | 14                     | 16   | 0.0%  | 0               | 2     | 14                     | 16  |       |
| 3                     | Day Care Center                     | 10                      | 565      | 230           | STU   | 47%                      | 53% | 71            | 81   | 152   | 3.2%                 | 5     | 69             | 76    | 147   | 6.8%             | 10    | 64                     | 73   | 137   | 0.0%            | 0     | 64                     | 73  | 137   |
| 4                     | Elementary School                   | 10                      | 520      | 220           | STU   | 48%                      | 52% | 18            | 19   | 37    | 3.2%                 | 1     | 18             | 18    | 36    | 6.6%             | 10    | 13                     | 13   | 26    | 0.0%            | 0     | 13                     | 13  | 26    |
| 5                     |                                     |                         |          |               |       |                          |     |               |      |       |                      |       |                |       |       |                  |       |                        |      |       |                 |       |                        |     |       |
| 6                     |                                     |                         |          |               |       |                          |     |               |      |       |                      |       |                |       |       |                  |       |                        |      |       |                 |       |                        |     |       |
| 7                     |                                     |                         |          |               |       |                          |     |               |      |       |                      |       |                |       |       |                  |       |                        |      |       |                 |       |                        |     |       |
| 8                     |                                     |                         |          |               |       |                          |     |               |      |       |                      |       |                |       |       |                  |       |                        |      |       |                 |       |                        |     |       |
| 9                     |                                     |                         |          |               |       |                          |     |               |      |       |                      |       |                |       |       |                  |       |                        |      |       |                 |       |                        |     |       |
| 10                    |                                     |                         |          |               |       |                          |     |               |      |       |                      |       |                |       |       |                  |       |                        |      |       |                 |       |                        |     |       |
| 11                    |                                     |                         |          |               |       |                          |     |               |      |       |                      |       |                |       |       |                  |       |                        |      |       |                 |       |                        |     |       |
| 12                    |                                     |                         |          |               |       |                          |     |               |      |       |                      |       |                |       |       |                  |       |                        |      |       |                 |       |                        |     |       |
| 13                    |                                     |                         |          |               |       |                          |     |               |      |       |                      |       |                |       |       |                  |       |                        |      |       |                 |       |                        |     |       |
| 14                    |                                     |                         |          |               |       |                          |     |               |      |       |                      |       |                |       |       |                  |       |                        |      |       |                 |       |                        |     |       |
| 15                    |                                     |                         |          |               |       |                          |     |               |      |       |                      |       |                |       |       |                  |       |                        |      |       |                 |       |                        |     |       |
| ITE Land Use Code     |                                     | Rate or Equation        |          | Total:        |       | 101                      | 123 | 224           | 3.2% | 7     | 69                   | 118   | 217            | 11.0% | 30    | 84               | 103   | 167                    | 0.0% | 0     | 64              | 103   | 167                    |     |       |
| 221                   |                                     | LN(Y) = 0.53*LN(X)+0.63 |          |               |       |                          |     |               |      |       |                      |       |                |       |       |                  |       |                        |      |       |                 |       |                        |     |       |
| 710                   |                                     | LN(Y) = 0.95*LN(X)+0.36 |          |               |       |                          |     |               |      |       |                      |       |                |       |       |                  |       |                        |      |       |                 |       |                        |     |       |
| 565                   |                                     | LN(Y) = 0.87*LN(X)+0.29 |          |               |       |                          |     |               |      |       |                      |       |                |       |       |                  |       |                        |      |       |                 |       |                        |     |       |
| 520                   |                                     | Y=0.17(X)               |          |               |       |                          |     |               |      |       |                      |       |                |       |       |                  |       |                        |      |       |                 |       |                        |     |       |
|                       |                                     |                         |          | NET NEW TRIPS |       | 82                       | 100 | 182           |      |       |                      |       |                |       |       |                  |       |                        |      |       |                 |       |                        |     |       |

K:\FTL\_TPT\044649025-Palmetto Bay 16999 S Dixie TIA\Calcs\Trip Gen\Copy of TRIP GEN 10\_Redevelopment\_16999Dixie final.xlsx: PRINT-PM PEAK HOUR 10/7/2019,7:37 AM

## Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour based on  
on the *Trip Generation Handbook* , 3rd Edition, published by the  
Institute of Transportation Engineers

| SUMMARY (EXISTING)    |                          |                |      |                |      |
|-----------------------|--------------------------|----------------|------|----------------|------|
| GROSS TRIP GENERATION |                          |                |      |                |      |
| INPUT                 | Land Use                 | A.M. Peak Hour |      | P.M. Peak Hour |      |
|                       |                          | Enter          | Exit | Enter          | Exit |
|                       | Office                   | 3              | 1    | 2              | 3    |
|                       | Retail                   | 0              | 0    | 0              | 0    |
|                       | Restaurant               | 0              | 0    | 0              | 0    |
|                       | Cinema/Entertainment     | 0              | 0    | 0              | 0    |
|                       | Residential              | 0              | 0    | 0              | 0    |
| Hotel                 | 0                        | 0              | 0    | 0              |      |
|                       | 3                        | 1              | 2    | 3              |      |
| INTERNAL TRIPS        |                          |                |      |                |      |
| OUTPUT                | Land Use                 | A.M. Peak Hour |      | P.M. Peak Hour |      |
|                       |                          | Enter          | Exit | Enter          | Exit |
|                       | Office                   | 0              | 0    | 0              | 0    |
|                       | Retail                   | 0              | 0    | 0              | 0    |
|                       | Restaurant               | 0              | 0    | 0              | 0    |
|                       | Cinema/Entertainment     | 0              | 0    | 0              | 0    |
|                       | Residential              | 0              | 0    | 0              | 0    |
| Hotel                 | 0                        | 0              | 0    | 0              |      |
|                       | 0                        | 0              | 0    | 0              |      |
| OUTPUT                | <i>Total % Reduction</i> | <i>0.0%</i>    |      | <i>0.0%</i>    |      |
|                       | Office                   | 0.0%           |      | 0.0%           |      |
|                       | Retail                   |                |      |                |      |
|                       | Restaurant               |                |      |                |      |
|                       | Cinema/Entertainment     |                |      |                |      |
|                       | Residential              |                |      |                |      |
|                       | Hotel                    |                |      |                |      |
| EXTERNAL TRIPS        |                          |                |      |                |      |
| OUTPUT                | Land Use                 | A.M. Peak Hour |      | P.M. Peak Hour |      |
|                       |                          | Enter          | Exit | Enter          | Exit |
|                       | Office                   | 3              | 1    | 2              | 3    |
|                       | Retail                   | 0              | 0    | 0              | 0    |
|                       | Restaurant               | 0              | 0    | 0              | 0    |
|                       | Cinema/Entertainment     | 0              | 0    | 0              | 0    |
|                       | Residential              | 0              | 0    | 0              | 0    |
| Hotel                 | 0                        | 0              | 0    | 0              |      |
|                       | 3                        | 1              | 2    | 3              |      |

## Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour based on  
on the *Trip Generation Handbook*, 3rd Edition, published by the  
Institute of Transportation Engineers

| SUMMARY (PROPOSED)    |                          |                |             |                |      |
|-----------------------|--------------------------|----------------|-------------|----------------|------|
| GROSS TRIP GENERATION |                          |                |             |                |      |
| INPUT                 | Land Use                 | A.M. Peak Hour |             | P.M. Peak Hour |      |
|                       |                          | Enter          | Exit        | Enter          | Exit |
|                       | Office                   | 35             | 6           | 3              | 17   |
|                       | Retail                   | 82             | 73          | 69             | 78   |
|                       | Restaurant               | 0              | 0           | 0              | 0    |
|                       | Cinema/Entertainment     | 0              | 0           | 0              | 0    |
|                       | Residential              | 3              | 8           | 9              | 5    |
| Hotel                 | 0                        | 0              | 0           | 0              |      |
|                       |                          | 120            | 87          | 81             | 100  |
| INTERNAL TRIPS        |                          |                |             |                |      |
| OUTPUT                | Land Use                 | A.M. Peak Hour |             | P.M. Peak Hour |      |
|                       |                          | Enter          | Exit        | Enter          | Exit |
|                       | Office                   | 1              | 2           | 1              | 3    |
|                       | Retail                   | 2              | 1           | 5              | 5    |
|                       | Restaurant               | 0              | 0           | 0              | 0    |
|                       | Cinema/Entertainment     | 0              | 0           | 0              | 0    |
|                       | Residential              | 0              | 0           | 4              | 2    |
| Hotel                 | 0                        | 0              | 0           | 0              |      |
|                       |                          | 3              | 3           | 10             | 10   |
| OUTPUT                | <i>Total % Reduction</i> |                | <b>2.9%</b> | <b>11.0%</b>   |      |
|                       | Office                   |                | 7.3%        | 20.0%          |      |
|                       | Retail                   |                | 1.9%        | 6.8%           |      |
|                       | Restaurant               |                |             |                |      |
|                       | Cinema/Entertainment     |                |             |                |      |
|                       | Residential              |                | 0.0%        | 42.9%          |      |
|                       | Hotel                    |                |             |                |      |
| EXTERNAL TRIPS        |                          |                |             |                |      |
| OUTPUT                | Land Use                 | A.M. Peak Hour |             | P.M. Peak Hour |      |
|                       |                          | Enter          | Exit        | Enter          | Exit |
|                       | Office                   | 34             | 4           | 2              | 14   |
|                       | Retail                   | 80             | 72          | 64             | 73   |
|                       | Restaurant               | 0              | 0           | 0              | 0    |
|                       | Cinema/Entertainment     | 0              | 0           | 0              | 0    |
|                       | Residential              | 3              | 8           | 5              | 3    |
| Hotel                 | 0                        | 0              | 0           | 0              |      |
|                       |                          | 117            | 84          | 71             | 90   |



B08301

MEANS OF TRANSPORTATION TO WORK

Universe: Workers 16 years and over  
2013-2017 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

$$(70+0+7)/2,434=3.2\%$$

|   | Census Tract 82.08, Miami-Dade County, Florida |                 |
|---|--|-----------------|
|   | Estimate                                       | Margin of Error |
| Total:  | 2,434  | +/-330          |
| Car, truck, or van:                                     | 2,278  | +/-347          |
| Drove alone   | 1,618  | +/-239          |
| Carpooled:  | 660  | +/-326          |
| In 2-person carpool                                     | 197  | +/-94           |
| In 3-person carpool                                     | 150  | +/-116          |
| In 4-person carpool                                     | 298  | +/-318          |
| In 5- or 6-person carpool                               | 15   | +/-21           |
| In 7-or-more-person carpool                             | 0  | +/-19           |
| Public transportation (excluding taxicab):              | 70   | +/-49           |
| Bus or trolley bus                                      | 28   | +/-31           |
| Streetcar or trolley car (carro publico in Puerto Rico) | 0  | +/-19           |
| Subway or elevated                                      | 42   | +/-41           |
| Railroad  | 0  | +/-19           |
| Ferryboat   | 0  | +/-19           |
| Taxicab   | 0  | +/-19           |
| Motorcycle  | 0  | +/-19           |
| Bicycle   | 0  | +/-19           |
| Walked  | 7  | +/-11           |
| Other means   | 9  | +/-14           |
| Worked at home  | 70   | +/-55           |

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

While the 2013-2017 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic

entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

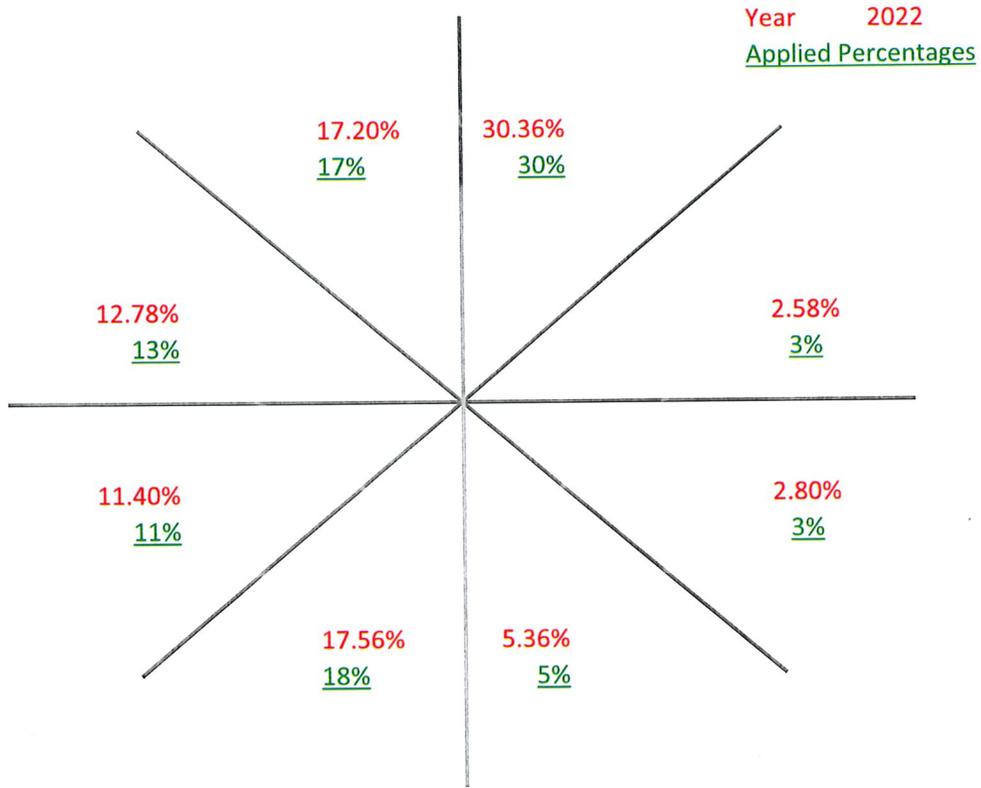
Explanation of Symbols:

1. An '\*\*\*' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An 'L' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '\*\*\*' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '\*\*\*\*\*' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

# **Attachment C**

## Trip Distribution

Cardinal Distribution for TAZ 1143



Cardinal Trip Distribution

| Cardinal Direction | Percentage of Trips |        | 2022 Interpolated | 2022 Rounded |
|--------------------|---------------------|--------|-------------------|--------------|
|                    | 2010                | 2040   |                   |              |
| North-Northeast    | 31.4%               | 28.80% | 30.36%            | 30.00%       |
| East-Northeast     | 2.9%                | 2.10%  | 2.58%             | 3.00%        |
| East-Southeast     | 3.6%                | 1.60%  | 2.80%             | 3.00%        |
| South-Southeast    | 6.4%                | 3.80%  | 5.36%             | 5.00%        |
| South-Southwest    | 15.8%               | 20.20% | 17.56%            | 18.00%       |
| West-Southwest     | 10.0%               | 13.50% | 11.40%            | 11.00%       |
| West-Northwest     | 10.7%               | 15.90% | 12.78%            | 13.00%       |
| North-Northwest    | 19.2%               | 14.20% | 17.20%            | 17.00%       |
| Total              | 100.0%              | 100.1% | 100.04%           | 100.00%      |

# Directional Trip Distribution Report

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



## Miami-Dade 2010 Directional Distribution Summary

| Origin TAZ |              |         | Cardinal Directions |     |     |     |       |       |      |       | Total |
|------------|--------------|---------|---------------------|-----|-----|-----|-------|-------|------|-------|-------|
| County TAZ | Regional TAZ |         | NNE                 | ENE | ESE | SSE | SSW   | WSW   | WNW  | NNW   |       |
| 1128       | 4028         | PERCENT | 26.6                | 9.1 | 0.8 | 0.8 | 8.4   | 23.2  | 13.1 | 18.0  |       |
| 1129       | 4029         | TRIPS   | 642                 | 178 | 178 | 13  | 212   | 561   | 313  | 553   | 2,650 |
| 1129       | 4029         | PERCENT | 24.2                | 6.7 | 6.7 | 0.5 | 8.0   | 21.2  | 11.8 | 20.9  |       |
| 1130       | 4030         | TRIPS   | 288                 | 33  | 0   | 0   | 35    | 222   | 130  | 258   | 966   |
| 1130       | 4030         | PERCENT | 29.8                | 3.4 | 0.0 | 0.0 | 3.6   | 23.0  | 13.5 | 26.7  |       |
| 1131       | 4031         | TRIPS   | 1,042               | 43  | 0   | 0   | 204   | 683   | 751  | 901   | 3,624 |
| 1131       | 4031         | PERCENT | 28.8                | 1.2 | 0.0 | 0.0 | 5.6   | 18.9  | 20.7 | 24.9  |       |
| 1132       | 4032         | TRIPS   | 216                 | 57  | 3   | 28  | 119   | 172   | 207  | 133   | 935   |
| 1132       | 4032         | PERCENT | 23.1                | 6.1 | 0.3 | 3.0 | 12.7  | 18.4  | 22.1 | 14.2  |       |
| 1133       | 4033         | TRIPS   | 293                 | 10  | 0   | 0   | 56    | 165   | 264  | 266   | 1,054 |
| 1133       | 4033         | PERCENT | 27.8                | 1.0 | 0.0 | 0.0 | 5.3   | 15.7  | 25.1 | 25.2  |       |
| 1134       | 4034         | TRIPS   | 361                 | 35  | 0   | 0   | 59    | 299   | 424  | 450   | 1,628 |
| 1134       | 4034         | PERCENT | 22.2                | 2.2 | 0.0 | 0.0 | 3.6   | 18.4  | 26.0 | 27.6  |       |
| 1135       | 4035         | TRIPS   | 2                   | 0   | 0   | 0   | 0     | 3     | 1    | 3     | 9     |
| 1135       | 4035         | PERCENT | 22.2                | 0.0 | 0.0 | 0.0 | 0.0   | 33.3  | 11.1 | 33.3  |       |
| 1136       | 4036         | TRIPS   | 434                 | 20  | 0   | 0   | 72    | 273   | 321  | 664   | 1,784 |
| 1136       | 4036         | PERCENT | 24.3                | 1.1 | 0.0 | 0.0 | 4.0   | 15.3  | 18.0 | 37.2  |       |
| 1137       | 4037         | TRIPS   | 151                 | 0   | 0   | 0   | 42    | 176   | 118  | 220   | 707   |
| 1137       | 4037         | PERCENT | 21.4                | 0.0 | 0.0 | 0.0 | 5.9   | 24.9  | 16.7 | 31.1  |       |
| 1138       | 4038         | TRIPS   | 295                 | 10  | 0   | 0   | 63    | 151   | 315  | 312   | 1,146 |
| 1138       | 4038         | PERCENT | 25.7                | 0.9 | 0.0 | 0.0 | 5.5   | 13.2  | 27.5 | 27.2  |       |
| 1139       | 4039         | TRIPS   | 115                 | 0   | 0   | 28  | 109   | 231   | 260  | 277   | 1,020 |
| 1139       | 4039         | PERCENT | 11.3                | 0.0 | 0.0 | 2.8 | 10.7  | 22.7  | 25.5 | 27.2  |       |
| 1140       | 4040         | TRIPS   | 999                 | 43  | 3   | 104 | 152   | 408   | 332  | 502   | 2,543 |
| 1140       | 4040         | PERCENT | 39.3                | 1.7 | 0.1 | 4.1 | 6.0   | 16.0  | 13.1 | 19.7  |       |
| 1141       | 4041         | TRIPS   | 470                 | 25  | 10  | 36  | 95    | 131   | 208  | 367   | 1,342 |
| 1141       | 4041         | PERCENT | 35.0                | 1.9 | 0.8 | 2.7 | 7.1   | 9.8   | 15.5 | 27.4  |       |
| 1142       | 4042         | TRIPS   | 908                 | 146 | 0   | 91  | 262   | 363   | 403  | 596   | 2,769 |
| 1142       | 4042         | PERCENT | 32.8                | 5.3 | 0.0 | 3.3 | 9.5   | 13.1  | 14.6 | 21.5  |       |
| 1143       | 4043         | TRIPS   | 1,255               | 115 | 142 | 254 | 631   | 401   | 427  | 768   | 3,993 |
| 1143       | 4043         | PERCENT | 31.4                | 2.9 | 3.6 | 6.4 | 15.8  | 10.0  | 10.7 | 19.2  |       |
| 1144       | 4044         | TRIPS   | 505                 | 14  | 67  | 159 | 404   | 257   | 160  | 247   | 1,813 |
| 1144       | 4044         | PERCENT | 27.9                | 0.8 | 3.7 | 8.8 | 22.3  | 14.2  | 8.8  | 13.6  |       |
| 1145       | 4045         | TRIPS   | 1,446               | 175 | 159 | 550 | 1,577 | 637   | 558  | 727   | 5,829 |
| 1145       | 4045         | PERCENT | 24.8                | 3.0 | 2.7 | 9.4 | 27.1  | 10.9  | 9.6  | 12.5  |       |
| 1146       | 4046         | TRIPS   | 1,318               | 134 | 87  | 523 | 1,115 | 852   | 764  | 890   | 5,683 |
| 1146       | 4046         | PERCENT | 23.2                | 2.4 | 1.5 | 9.2 | 19.6  | 15.0  | 13.4 | 15.7  |       |
| 1147       | 4047         | TRIPS   | 1,202               | 213 | 130 | 89  | 721   | 416   | 506  | 737   | 4,014 |
| 1147       | 4047         | PERCENT | 30.0                | 5.3 | 3.2 | 2.2 | 18.0  | 10.4  | 12.6 | 18.4  |       |
| 1148       | 4048         | TRIPS   | 1,321               | 298 | 142 | 285 | 1,914 | 1,048 | 803  | 1,516 | 7,327 |
| 1148       | 4048         | PERCENT | 18.0                | 4.1 | 1.9 | 3.9 | 26.1  | 14.3  | 11.0 | 20.7  |       |

# Directional Trip Distribution Report

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



## Miami-Dade 2040 Directional Distribution Summary

| Origin TAZ |              |         | Cardinal Directions |      |     |     |       |       |       |       | Total |
|------------|--------------|---------|---------------------|------|-----|-----|-------|-------|-------|-------|-------|
| County TAZ | Regional TAZ |         | NNE                 | ENE  | ESE | SSE | SSW   | WSW   | WNW   | NNW   |       |
| 1128       | 4028         | PERCENT | 27.9                | 10.0 | 1.1 | 0.5 | 6.4   | 21.0  | 13.0  | 20.1  |       |
| 1129       | 4029         | TRIPS   | 760                 | 141  | 73  | 12  | 145   | 588   | 359   | 578   | 2,656 |
| 1129       | 4029         | PERCENT | 28.6                | 5.3  | 2.8 | 0.5 | 5.5   | 22.1  | 13.5  | 21.8  |       |
| 1130       | 4030         | TRIPS   | 307                 | 40   | 0   | 15  | 74    | 181   | 151   | 208   | 976   |
| 1130       | 4030         | PERCENT | 31.5                | 4.1  | 0.0 | 1.5 | 7.6   | 18.6  | 15.5  | 21.3  |       |
| 1131       | 4031         | TRIPS   | 1,125               | 56   | 4   | 0   | 193   | 794   | 716   | 895   | 3,783 |
| 1131       | 4031         | PERCENT | 29.7                | 1.5  | 0.1 | 0.0 | 5.1   | 21.0  | 18.9  | 23.7  |       |
| 1132       | 4032         | TRIPS   | 298                 | 110  | 1   | 23  | 136   | 185   | 272   | 246   | 1,271 |
| 1132       | 4032         | PERCENT | 23.5                | 8.7  | 0.1 | 1.8 | 10.7  | 14.6  | 21.4  | 19.4  |       |
| 1133       | 4033         | TRIPS   | 289                 | 4    | 0   | 0   | 43    | 172   | 237   | 289   | 1,034 |
| 1133       | 4033         | PERCENT | 28.0                | 0.4  | 0.0 | 0.0 | 4.2   | 16.6  | 22.9  | 28.0  |       |
| 1134       | 4034         | TRIPS   | 336                 | 12   | 0   | 0   | 92    | 242   | 279   | 439   | 1,400 |
| 1134       | 4034         | PERCENT | 24.0                | 0.9  | 0.0 | 0.0 | 6.6   | 17.3  | 19.9  | 31.4  |       |
| 1135       | 4035         | TRIPS   | 2                   | 0    | 0   | 0   | 0     | 12    | 1     | 7     | 22    |
| 1135       | 4035         | PERCENT | 9.1                 | 0.0  | 0.0 | 0.0 | 0.0   | 54.6  | 4.6   | 31.8  |       |
| 1136       | 4036         | TRIPS   | 547                 | 12   | 0   | 0   | 144   | 289   | 465   | 681   | 2,138 |
| 1136       | 4036         | PERCENT | 25.6                | 0.6  | 0.0 | 0.0 | 6.7   | 13.5  | 21.8  | 31.9  |       |
| 1137       | 4037         | TRIPS   | 96                  | 5    | 0   | 0   | 41    | 86    | 155   | 156   | 539   |
| 1137       | 4037         | PERCENT | 17.8                | 0.9  | 0.0 | 0.0 | 7.6   | 16.0  | 28.8  | 28.9  |       |
| 1138       | 4038         | TRIPS   | 291                 | 0    | 0   | 0   | 104   | 243   | 357   | 390   | 1,385 |
| 1138       | 4038         | PERCENT | 21.0                | 0.0  | 0.0 | 0.0 | 7.5   | 17.6  | 25.8  | 28.2  |       |
| 1139       | 4039         | TRIPS   | 193                 | 0    | 0   | 23  | 115   | 304   | 218   | 313   | 1,166 |
| 1139       | 4039         | PERCENT | 16.6                | 0.0  | 0.0 | 2.0 | 9.9   | 26.1  | 18.7  | 26.8  |       |
| 1140       | 4040         | TRIPS   | 1,002               | 11   | 8   | 145 | 339   | 485   | 449   | 639   | 3,078 |
| 1140       | 4040         | PERCENT | 32.6                | 0.4  | 0.3 | 4.7 | 11.0  | 15.8  | 14.6  | 20.8  |       |
| 1141       | 4041         | TRIPS   | 466                 | 40   | 4   | 27  | 168   | 255   | 208   | 328   | 1,496 |
| 1141       | 4041         | PERCENT | 31.2                | 2.7  | 0.3 | 1.8 | 11.2  | 17.1  | 13.9  | 21.9  |       |
| 1142       | 4042         | TRIPS   | 756                 | 107  | 12  | 114 | 569   | 458   | 438   | 694   | 3,148 |
| 1142       | 4042         | PERCENT | 24.0                | 3.4  | 0.4 | 3.6 | 18.1  | 14.6  | 13.9  | 22.1  |       |
| 1143       | 4043         | TRIPS   | 1,803               | 134  | 100 | 236 | 1,263 | 845   | 993   | 888   | 6,262 |
| 1143       | 4043         | PERCENT | 28.8                | 2.1  | 1.6 | 3.8 | 20.2  | 13.5  | 15.9  | 14.2  |       |
| 1144       | 4044         | TRIPS   | 821                 | 61   | 155 | 247 | 766   | 290   | 315   | 424   | 3,017 |
| 1144       | 4044         | PERCENT | 27.2                | 2.0  | 5.1 | 8.2 | 23.4  | 9.6   | 10.4  | 14.1  |       |
| 1145       | 4045         | TRIPS   | 2,289               | 326  | 226 | 557 | 2,297 | 1,095 | 1,214 | 1,281 | 9,285 |
| 1145       | 4045         | PERCENT | 24.7                | 3.5  | 2.4 | 6.0 | 24.7  | 11.8  | 13.1  | 13.8  |       |
| 1146       | 4046         | TRIPS   | 1,801               | 216  | 112 | 502 | 1,485 | 932   | 927   | 893   | 6,868 |
| 1146       | 4046         | PERCENT | 26.2                | 3.2  | 1.6 | 7.3 | 21.6  | 13.6  | 13.5  | 13.0  |       |
| 1147       | 4047         | TRIPS   | 1,315               | 112  | 118 | 94  | 1,099 | 494   | 556   | 1,038 | 4,826 |
| 1147       | 4047         | PERCENT | 27.3                | 2.3  | 2.5 | 2.0 | 22.8  | 10.2  | 11.5  | 21.5  |       |
| 1148       | 4048         | TRIPS   | 1,883               | 360  | 138 | 326 | 2,336 | 1,142 | 944   | 1,795 | 8,924 |
| 1148       | 4048         | PERCENT | 21.1                | 4.0  | 1.6 | 3.7 | 26.2  | 12.8  | 10.6  | 20.1  |       |

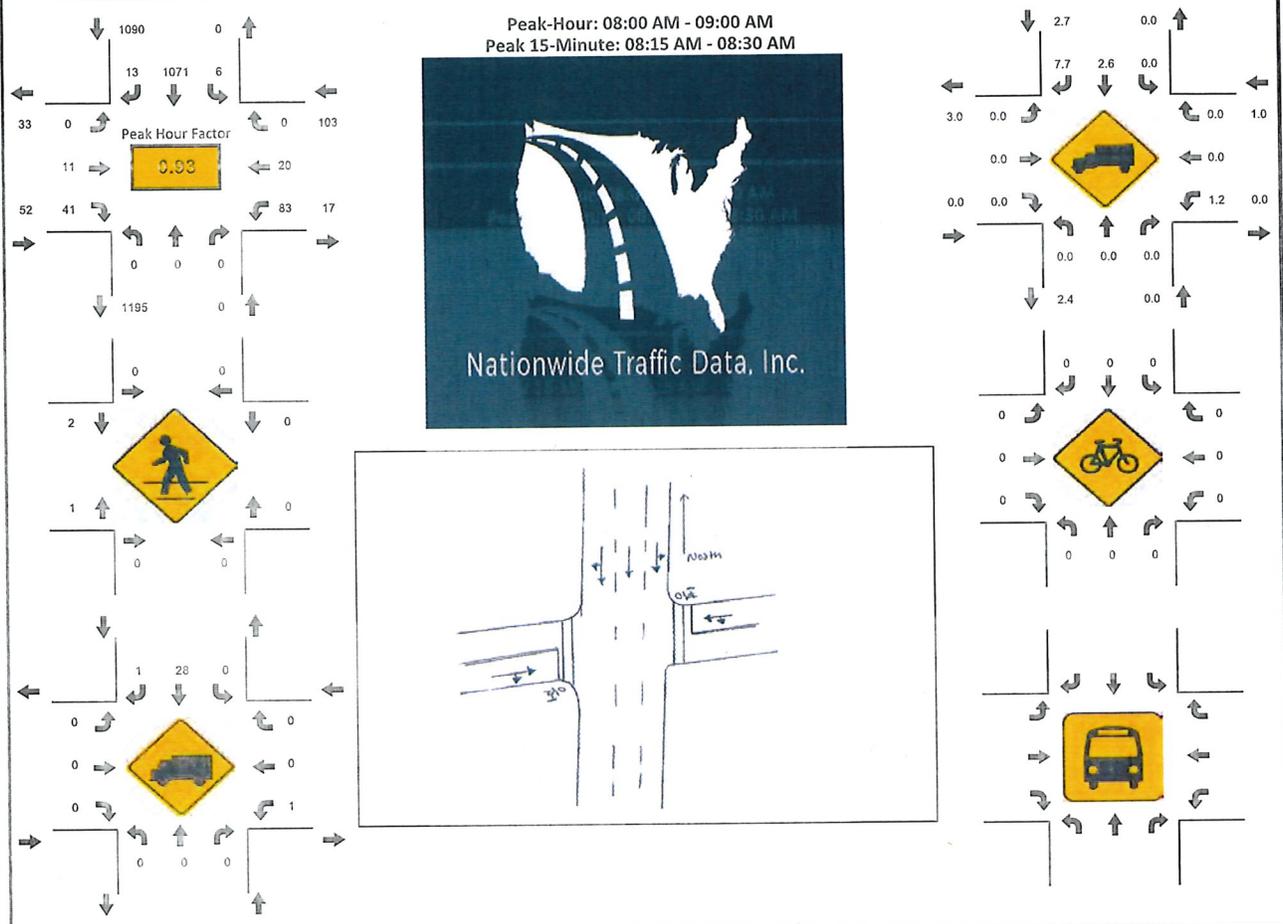
## **Appendix C**

### Traffic Data

## Turning Movement Counts

LOCATION: S Dixie Hwy/US 1 SB & SW 170th St  
 CITY/STATE: Palmetto Bay, FL

PROJECT ID: 19-1035-002  
 DATE: 09/10/2019



| 15-Min Count Period Beginning At | S Dixie Hwy/US 1 SB Northbound |      |     |   |    | S Dixie Hwy/US 1 SB Southbound |      |     |   |    | SW 170th St Eastbound |      |     |   |    | SW 170th St Westbound |      |     |   |    | Total | Hourly Total |
|----------------------------------|--------------------------------|------|-----|---|----|--------------------------------|------|-----|---|----|-----------------------|------|-----|---|----|-----------------------|------|-----|---|----|-------|--------------|
|                                  | Left                           | Thru | Rgt | U | R* | Left                           | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* |       |              |
| 07:00 AM                         | 0                              | 0    | 0   | 0 | 0  | 2                              | 199  | 1   | 0 | 0  | 0                     | 2    | 3   | 0 | 0  | 0                     | 2    | 0   | 0 | 0  | 209   | 1012         |
| 07:15 AM                         | 0                              | 0    | 0   | 0 | 0  | 2                              | 224  | 2   | 0 | 0  | 0                     | 1    | 5   | 0 | 0  | 7                     | 3    | 0   | 0 | 0  | 244   | 1093         |
| 07:30 AM                         | 0                              | 0    | 0   | 0 | 0  | 1                              | 234  | 0   | 0 | 0  | 0                     | 0    | 6   | 0 | 0  | 16                    | 4    | 0   | 0 | 0  | 261   | 1184         |
| 07:45 AM                         | 0                              | 0    | 0   | 0 | 0  | 1                              | 258  | 4   | 0 | 0  | 0                     | 4    | 12  | 0 | 0  | 16                    | 3    | 0   | 0 | 0  | 298   | 1235         |
| 08:00 AM                         | 0                              | 0    | 0   | 0 | 0  | 0                              | 247  | 4   | 0 | 0  | 0                     | 2    | 7   | 0 | 0  | 25                    | 5    | 0   | 0 | 0  | 290   | 1245         |
| 08:15 AM                         | 0                              | 0    | 0   | 0 | 0  | 3                              | 288  | 6   | 0 | 0  | 0                     | 5    | 8   | 0 | 0  | 19                    | 6    | 0   | 0 | 0  | 335   | 955          |
| 08:30 AM                         | 0                              | 0    | 0   | 0 | 0  | 1                              | 258  | 3   | 0 | 0  | 0                     | 1    | 16  | 0 | 0  | 28                    | 5    | 0   | 0 | 0  | 312   | 620          |
| 08:45 AM                         | 0                              | 0    | 0   | 0 | 0  | 2                              | 278  | 0   | 0 | 0  | 0                     | 3    | 10  | 0 | 0  | 11                    | 4    | 0   | 0 | 0  | 308   | 308          |
| Peak 15-Min Flowrates            | Northbound                     |      |     |   |    | Southbound                     |      |     |   |    | Eastbound             |      |     |   |    | Westbound             |      |     |   |    | Total |              |
| All Vehicles                     | 0                              | 0    | 0   | 0 | 0  | 12                             | 1152 | 24  | 0 | 0  | 0                     | 20   | 64  | 0 | 0  | 112                   | 24   | 0   | 0 | 0  |       |              |
| Heavy Trucks                     | 0                              | 0    | 0   | 0 | 0  | 0                              | 40   | 4   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 4                     | 0    | 0   | 0 | 0  | 48    |              |
| Pedestrians                      | 0                              | 0    | 0   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 0    | 8   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 8     |              |
| Bicycles                         | 0                              | 0    | 0   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0     |              |
| Railroad                         | 0                              | 0    | 0   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0     |              |
| Stopped Buses                    | 0                              | 0    | 0   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0     |              |

LOCATION: S Dixie Hwy/US 1 SB & SW 170th St  
 CITY/STATE: Palmetto Bay, FL

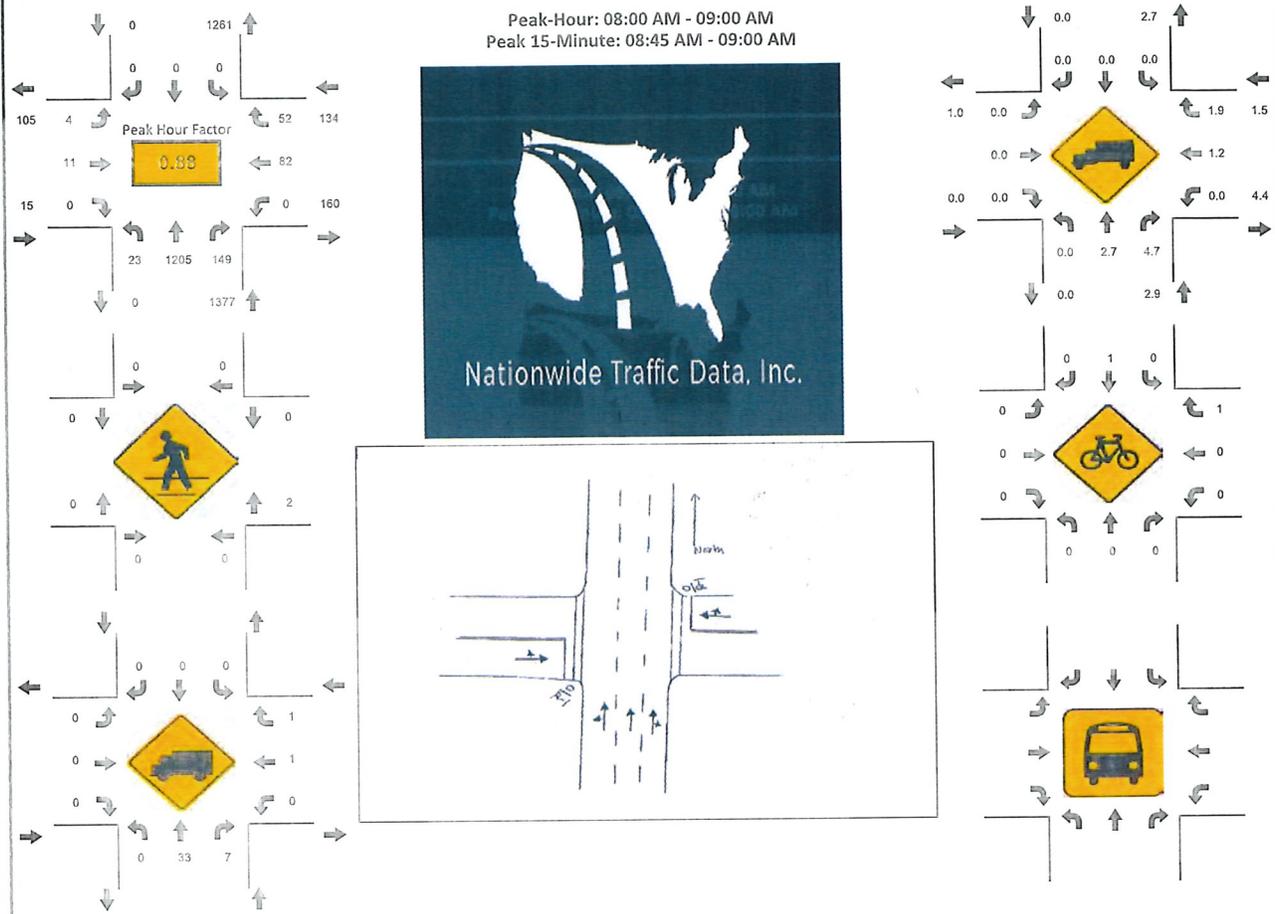
PROJECT ID: 19-1035-002  
 DATE: 09/10/2019



| 15-Min Count Period Beginning At | S Dixie Hwy/US 1 SB Northbound |      |     |   |    | S Dixie Hwy/US 1 SB Southbound |      |     |   |    | SW 170th St Eastbound |      |     |   |    | SW 170th St Westbound |      |     |   |    | Total | Hourly Total |
|----------------------------------|--------------------------------|------|-----|---|----|--------------------------------|------|-----|---|----|-----------------------|------|-----|---|----|-----------------------|------|-----|---|----|-------|--------------|
|                                  | Left                           | Thru | Rgt | U | R* | Left                           | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* |       |              |
| 04:00 PM                         | 0                              | 0    | 0   | 0 | 0  | 9                              | 521  | 5   | 0 | 0  | 0                     | 2    | 5   | 0 | 0  | 15                    | 5    | 0   | 0 | 0  | 562   | 2293         |
| 04:15 PM                         | 0                              | 0    | 0   | 0 | 0  | 9                              | 547  | 2   | 0 | 0  | 0                     | 3    | 6   | 0 | 0  | 18                    | 3    | 0   | 0 | 0  | 588   | 2298         |
| 04:30 PM                         | 0                              | 0    | 0   | 0 | 0  | 2                              | 564  | 4   | 0 | 0  | 0                     | 3    | 8   | 0 | 0  | 18                    | 3    | 0   | 0 | 0  | 602   | 2278         |
| 04:45 PM                         | 0                              | 0    | 0   | 0 | 0  | 2                              | 506  | 4   | 0 | 0  | 0                     | 4    | 10  | 0 | 0  | 13                    | 2    | 0   | 0 | 0  | 541   | 2235         |
| 05:00 PM                         | 0                              | 0    | 0   | 0 | 0  | 7                              | 526  | 6   | 0 | 0  | 0                     | 2    | 11  | 0 | 0  | 12                    | 3    | 0   | 0 | 0  | 567   | 2239         |
| 05:15 PM                         | 0                              | 0    | 0   | 0 | 0  | 6                              | 537  | 3   | 0 | 0  | 0                     | 2    | 7   | 0 | 0  | 12                    | 1    | 0   | 0 | 0  | 568   | 1672         |
| 05:30 PM                         | 0                              | 0    | 0   | 0 | 0  | 6                              | 518  | 3   | 0 | 0  | 0                     | 1    | 14  | 0 | 0  | 15                    | 2    | 0   | 0 | 0  | 559   | 1104         |
| 05:45 PM                         | 0                              | 0    | 0   | 0 | 0  | 6                              | 516  | 3   | 0 | 0  | 0                     | 0    | 9   | 0 | 0  | 10                    | 1    | 0   | 0 | 0  | 545   | 545          |
| Peak 15-Min Flowrates            | Northbound                     |      |     |   |    | Southbound                     |      |     |   |    | Eastbound             |      |     |   |    | Westbound             |      |     |   |    | Total |              |
|                                  | Left                           | Thru | Rgt | U | R* | Left                           | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* |       |              |
| All Vehicles                     | 0                              | 0    | 0   | 0 | 0  | 36                             | 2256 | 24  | 0 | 0  | 0                     | 16   | 44  | 0 | 0  | 72                    | 12   | 0   | 0 | 0  | 2460  |              |
| Heavy Trucks                     | 0                              | 0    | 0   | 0 | 0  | 0                              | 44   | 4   | 0 | 0  | 0                     | 4    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 52    |              |
| Pedestrians                      | 0                              | 0    | 0   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 0    | 8   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 8     |              |
| Bicycles                         | 0                              | 0    | 0   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0     |              |
| Railroad                         | 0                              | 0    | 0   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0     |              |
| Stopped Buses                    | 0                              | 0    | 0   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0     |              |

LOCATION: S Dixie Hwy/US 1 NB & SW 170th St  
 CITY/STATE: Palmetto Bay, FL

PROJECT ID: 19-1035-001  
 DATE: 09/10/2019

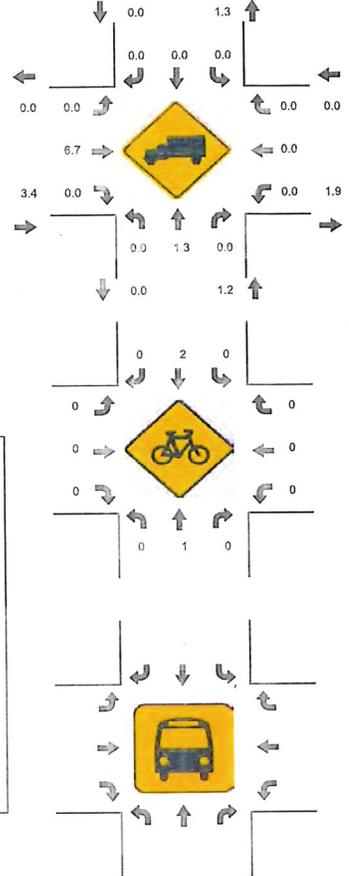
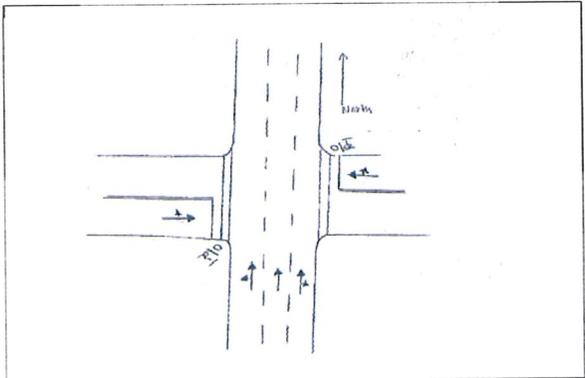
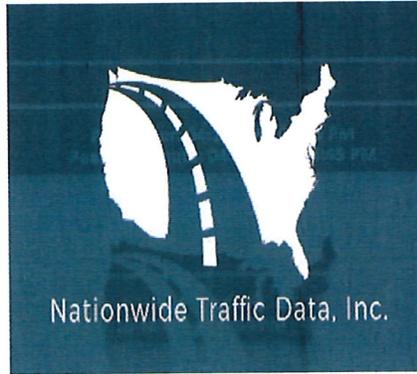
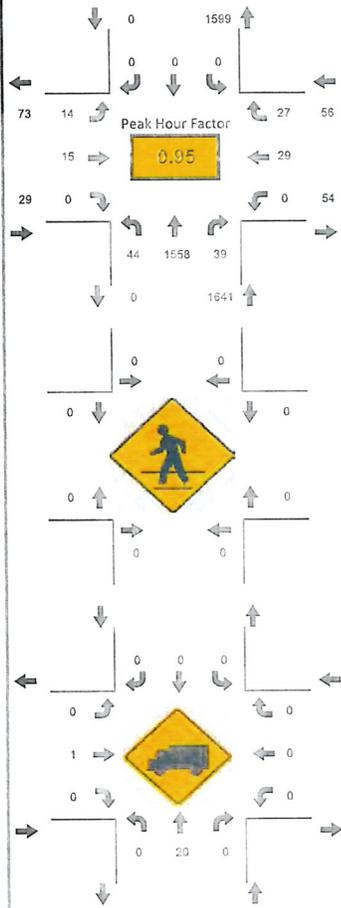


| 15-Min Count<br>Period<br>Beginning At | S Dixie Hwy/US 1 NB<br>Northbound |      |     |   |    | S Dixie Hwy/US 1 NB<br>Southbound |      |     |   |    | SW 170th St<br>Eastbound |      |     |   |    | SW 170th St<br>Westbound |      |     |   |    | Total | Hourly<br>Total |
|--|-----------------------------------|------|-----|---|----|-----------------------------------|------|-----|---|----|--------------------------|------|-----|---|----|--------------------------|------|-----|---|----|-------|-----------------|
|  | Left                              | Thru | Rgt | U | R* | Left                              | Thru | Rgt | U | R* | Left                     | Thru | Rgt | U | R* | Left                     | Thru | Rgt | U | R* |       |                 |
| 07:00 AM                               | 0                                 | 185  | 7   | 0 |    | 0                                 | 0    | 0   | 0 |    | 1                        | 2    | 0   | 0 |    | 0                        | 2    | 4   | 0 |    | 201   | 1130            |
| 07:15 AM                               | 5                                 | 293  | 6   | 0 |    | 0                                 | 0    | 0   | 0 |    | 1                        | 3    | 0   | 0 |    | 0                        | 5    | 4   | 0 |    | 317   | 1311            |
| 07:30 AM                               | 5                                 | 267  | 31  | 0 |    | 0                                 | 0    | 0   | 0 |    | 0                        | 1    | 0   | 0 |    | 0                        | 14   | 5   | 0 |    | 323   | 1360            |
| 07:45 AM                               | 5                                 | 208  | 43  | 0 |    | 0                                 | 0    | 0   | 0 |    | 2                        | 3    | 0   | 0 |    | 0                        | 14   | 14  | 0 |    | 289   | 1379            |
| 08:00 AM                               | 4                                 | 285  | 54  | 0 |    | 0                                 | 0    | 0   | 0 |    | 0                        | 0    | 0   | 0 |    | 0                        | 26   | 13  | 0 |    | 382   | 1526            |
| 08:15 AM                               | 3                                 | 276  | 37  | 0 |    | 0                                 | 0    | 0   | 0 |    | 3                        | 5    | 0   | 0 |    | 0                        | 25   | 17  | 0 |    | 366   | 1144            |
| 08:30 AM                               | 9                                 | 271  | 27  | 0 |    | 0                                 | 0    | 0   | 0 |    | 0                        | 2    | 0   | 0 |    | 0                        | 22   | 11  | 0 |    | 342   | 778             |
| 08:45 AM                               | 7                                 | 373  | 31  | 0 |    | 0                                 | 0    | 0   | 0 |    | 1                        | 4    | 0   | 0 |    | 0                        | 9    | 11  | 0 |    | 436   | 436             |
| Peak 15-Min<br>Flowrates               | Northbound                        |      |     |   |    | Southbound                        |      |     |   |    | Eastbound                |      |     |   |    | Westbound                |      |     |   |    | Total |                 |
| All Vehicles                           | 36                                | 1492 | 216 | 0 |    | 0                                 | 0    | 0   | 0 |    | 12                       | 20   | 0   | 0 |    | 0                        | 104  | 68  | 0 |    |       | 1948            |
| Heavy Trucks                           | 0                                 | 44   | 12  |   |    | 0                                 | 0    | 0   |   |    | 0                        | 0    | 0   |   |    | 0                        | 4    | 4   |   |    | 64    |                 |
| Pedestrians                            | 0                                 | 0    | 0   |   |    | 0                                 | 0    | 0   |   |    | 0                        | 0    | 0   |   |    | 4                        | 0    | 0   |   |    | 4     |                 |
| Bicycles                               | 0                                 | 0    | 0   |   |    | 0                                 | 4    | 0   |   |    | 0                        | 0    | 0   |   |    | 0                        | 0    | 4   |   |    | 8     |                 |
| Railroad                               |                                   |      |     |   |    |                                   |      |     |   |    |                          |      |     |   |    |                          |      |     |   |    |       |                 |
| Stopped Buses                          |                                   |      |     |   |    |                                   |      |     |   |    |                          |      |     |   |    |                          |      |     |   |    |       |                 |

LOCATION: S Dixie Hwy/US 1 NB & SW 170th St  
 CITY/STATE: Palmetto Bay, FL

PROJECT ID: 19-1035-001  
 DATE: 09/10/2019

Peak-Hour: 04:15 PM - 05:15 PM  
 Peak 15-Minute: 04:30 PM - 04:45 PM

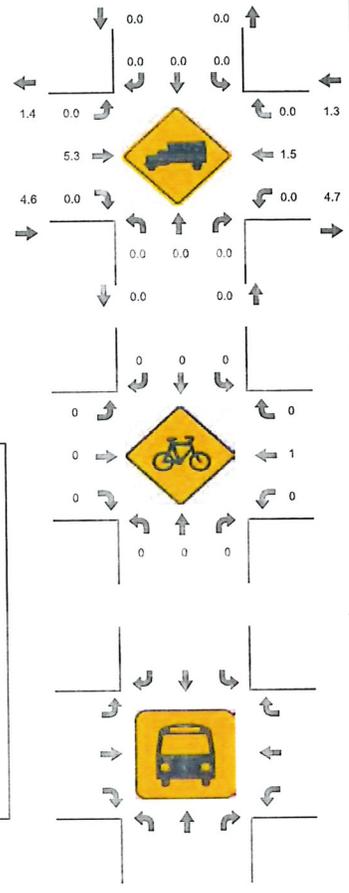
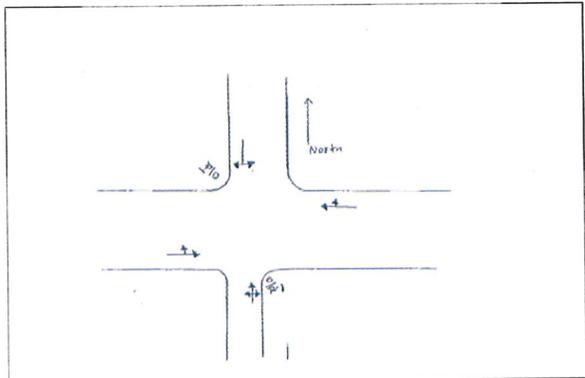
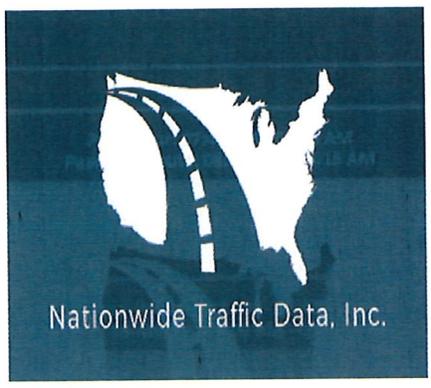
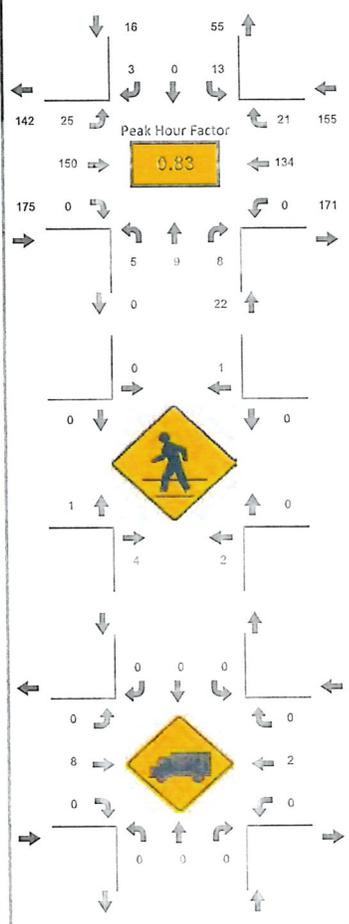


| 15-Min Count Period   | S Dixie Hwy/US 1 NB Northbound |      |     |   |    | S Dixie Hwy/US 1 NB Southbound |      |     |   |    | SW 170th St Eastbound |      |     |   |    | SW 170th St Westbound |      |     |   |    | Total | Hourly Total |
|-----------------------|--------------------------------|------|-----|---|----|--------------------------------|------|-----|---|----|-----------------------|------|-----|---|----|-----------------------|------|-----|---|----|-------|--------------|
|                       | Left                           | Thru | Rgt | U | R* | Left                           | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* |       |              |
| 04:00 PM              | 8                              | 353  | 19  | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 4                     | 7    | 0   | 0 | 0  | 0                     | 12   | 7   | 0 | 0  | 410   | 1708         |
| 04:15 PM              | 8                              | 373  | 16  | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 4                     | 7    | 0   | 0 | 0  | 0                     | 13   | 11  | 0 | 0  | 432   | 1726         |
| 04:30 PM              | 11                             | 406  | 12  | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 4                     | 2    | 0   | 0 | 0  | 0                     | 10   | 9   | 0 | 0  | 454   | 1723         |
| 04:45 PM              | 14                             | 379  | 9   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 2                     | 4    | 0   | 0 | 0  | 0                     | 1    | 3   | 0 | 0  | 412   | 1658         |
| 05:00 PM              | 11                             | 400  | 2   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 4                     | 2    | 0   | 0 | 0  | 0                     | 5    | 4   | 0 | 0  | 428   | 1598         |
| 05:15 PM              | 10                             | 400  | 5   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 3                     | 7    | 0   | 0 | 0  | 0                     | 3    | 1   | 0 | 0  | 429   | 1170         |
| 05:30 PM              | 12                             | 354  | 6   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 3                     | 5    | 0   | 0 | 0  | 0                     | 4    | 5   | 0 | 0  | 389   | 741          |
| 05:45 PM              | 6                              | 327  | 4   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 6    | 0   | 0 | 0  | 0                     | 5    | 4   | 0 | 0  | 352   | 352          |
| Peak 15-Min Flowrates | Northbound                     |      |     |   |    | Southbound                     |      |     |   |    | Eastbound             |      |     |   |    | Westbound             |      |     |   |    | Total |              |
| All Vehicles          | 56                             | 1624 | 64  | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 16                    | 28   | 0   | 0 | 0  | 0                     | 52   | 44  | 0 | 0  |       | 1884         |
| Heavy Trucks          | 0                              | 32   | 0   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 4    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 36    |              |
| Pedestrians           | 0                              | 0    | 0   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0     |              |
| Bicycles              | 0                              | 4    | 0   | 0 | 0  | 0                              | 8    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 12    |              |
| Railroad              | 0                              | 0    | 0   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0     |              |
| Stopped Buses         | 0                              | 0    | 0   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0     |              |

LOCATION: SW 94th Ct & SW 170th St  
 CITY/STATE: Palmetto Bay, FL

PROJECT ID: 19-1035-003  
 DATE: 09/10/2019

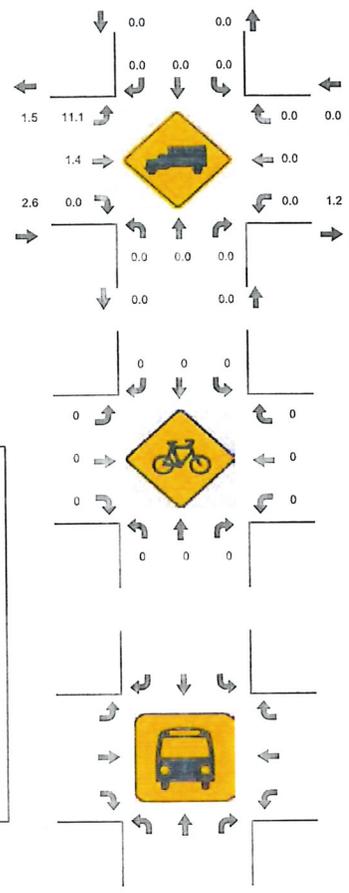
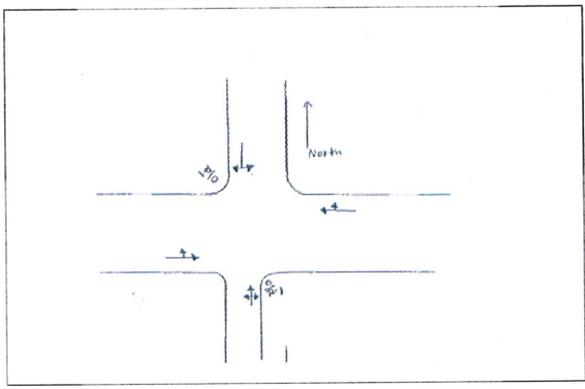
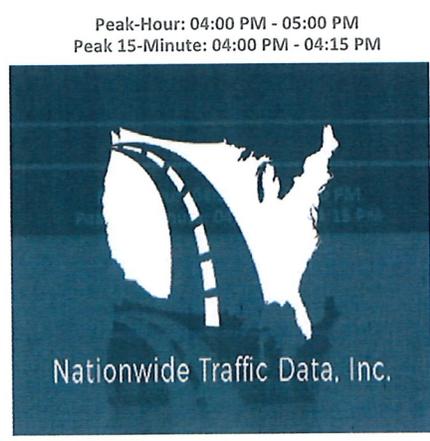
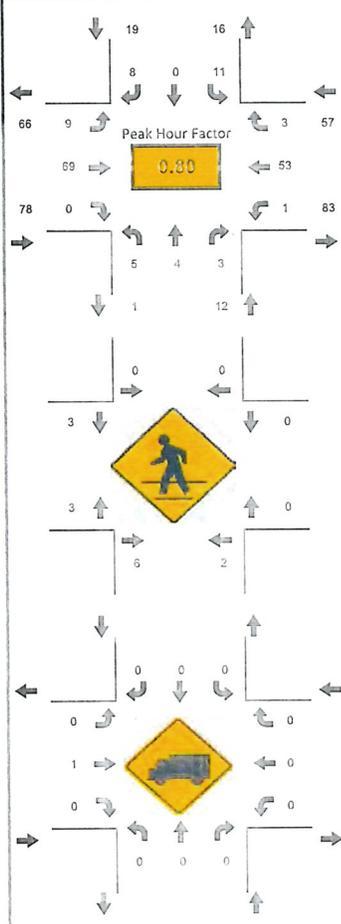
Peak-Hour: 07:45 AM - 08:45 AM  
 Peak 15-Minute: 08:00 AM - 08:15 AM



| 15-Min Count Period<br>Beginning At | SW 94th Ct Northbound |      |     |   |    | SW 94th Ct Southbound |      |     |   |    | SW 170th St Eastbound |      |     |   |    | SW 170th St Westbound |      |     |   |    | Total | Hourly Total |
|-------------------------------------|-----------------------|------|-----|---|----|-----------------------|------|-----|---|----|-----------------------|------|-----|---|----|-----------------------|------|-----|---|----|-------|--------------|
|                                     | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* |       |              |
| 07:00 AM                            | 1                     | 2    | 0   | 0 |    | 2                     | 0    | 0   | 0 |    | 3                     | 5    | 0   | 1 |    | 0                     | 3    | 4   | 0 |    | 21    | 193          |
| 07:15 AM                            | 2                     | 1    | 1   | 0 |    | 2                     | 0    | 0   | 0 |    | 2                     | 6    | 0   | 0 |    | 0                     | 7    | 1   | 0 |    | 22    | 283          |
| 07:30 AM                            | 1                     | 0    | 2   | 0 |    | 0                     | 0    | 3   | 0 |    | 2                     | 31   | 0   | 0 |    | 0                     | 21   | 3   | 1 |    | 64    | 366          |
| 07:45 AM                            | 1                     | 5    | 1   | 0 |    | 4                     | 0    | 1   | 0 |    | 7                     | 41   | 0   | 0 |    | 0                     | 24   | 2   | 0 |    | 88    | 368          |
| 08:00 AM                            | 0                     | 3    | 5   | 0 |    | 2                     | 0    | 1   | 0 |    | 7                     | 47   | 0   | 1 |    | 0                     | 40   | 5   | 0 |    | 111   | 352          |
| 08:15 AM                            | 1                     | 1    | 1   | 0 |    | 4                     | 0    | 1   | 0 |    | 7                     | 38   | 0   | 0 |    | 0                     | 42   | 10  | 0 |    | 105   | 241          |
| 08:30 AM                            | 3                     | 0    | 1   | 0 |    | 3                     | 0    | 0   | 0 |    | 3                     | 24   | 0   | 0 |    | 0                     | 28   | 4   | 0 |    | 66    | 136          |
| 08:45 AM                            | 0                     | 1    | 0   | 0 |    | 1                     | 0    | 1   | 0 |    | 2                     | 33   | 0   | 0 |    | 0                     | 28   | 4   | 0 |    | 70    | 70           |
| Peak 15-Min Flowrates               | Northbound            |      |     |   |    | Southbound            |      |     |   |    | Eastbound             |      |     |   |    | Westbound             |      |     |   |    | Total |              |
| All Vehicles                        | 12                    | 20   | 20  | 0 |    | 16                    | 0    | 4   | 0 |    | 28                    | 188  | 0   | 4 |    | 0                     | 168  | 40  | 0 |    |       | 500          |
| Heavy Trucks                        | 0                     | 0    | 0   | 0 |    | 0                     | 0    | 0   | 0 |    | 0                     | 12   | 0   | 0 |    | 0                     | 4    | 0   | 0 |    | 16    |              |
| Pedestrians                         |                       |      | 16  |   |    |                       |      | 4   |   |    |                       | 4    |     |   |    |                       | 0    |     |   |    | 24    |              |
| Bicycles                            | 0                     | 0    | 0   | 0 |    | 0                     | 0    | 0   | 0 |    | 0                     | 0    | 0   | 0 |    | 0                     | 4    | 0   | 0 |    | 4     |              |
| Railroad                            |                       |      |     |   |    |                       |      |     |   |    |                       |      |     |   |    |                       |      |     |   |    |       |              |
| Stopped Buses                       |                       |      |     |   |    |                       |      |     |   |    |                       |      |     |   |    |                       |      |     |   |    |       |              |

LOCATION: SW 94th Ct & SW 170th St  
 CITY/STATE: Palmetto Bay, FL

PROJECT ID: 19-1035-003  
 DATE: 09/10/2019



| 15-Min Count Period Beginning At | SW 94th Ct Northbound |      |     |   |    | SW 94th Ct Southbound |      |     |   |    | SW 170th St Eastbound |      |     |   |    | SW 170th St Westbound |      |     |   |    | Total | Hourly Total |
|----------------------------------|-----------------------|------|-----|---|----|-----------------------|------|-----|---|----|-----------------------|------|-----|---|----|-----------------------|------|-----|---|----|-------|--------------|
|                                  | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* |       |              |
| 04:00 PM                         | 1                     | 1    | 0   | 0 |    | 4                     | 0    | 2   | 0 |    | 2                     | 24   | 0   | 1 |    | 0                     | 17   | 0   | 0 |    | 52    | 166          |
| 04:15 PM                         | 1                     | 2    | 0   | 0 |    | 2                     | 0    | 1   | 0 |    | 1                     | 21   | 0   | 0 |    | 0                     | 21   | 3   | 0 |    | 52    | 131          |
| 04:30 PM                         | 1                     | 0    | 0   | 0 |    | 1                     | 0    | 4   | 0 |    | 0                     | 12   | 0   | 1 |    | 0                     | 14   | 0   | 1 |    | 34    | 99           |
| 04:45 PM                         | 2                     | 1    | 3   | 0 |    | 4                     | 0    | 1   | 0 |    | 4                     | 12   | 0   | 0 |    | 0                     | 1    | 0   | 0 |    | 28    | 92           |
| 05:00 PM                         | 0                     | 1    | 1   | 0 |    | 1                     | 0    | 4   | 0 |    | 1                     | 4    | 0   | 1 |    | 0                     | 2    | 2   | 0 |    | 17    | 89           |
| 05:15 PM                         | 1                     | 0    | 0   | 0 |    | 4                     | 0    | 0   | 0 |    | 0                     | 12   | 0   | 0 |    | 0                     | 2    | 1   | 0 |    | 20    | 72           |
| 05:30 PM                         | 1                     | 3    | 0   | 0 |    | 3                     | 0    | 1   | 0 |    | 2                     | 10   | 0   | 0 |    | 0                     | 6    | 1   | 0 |    | 27    | 52           |
| 05:45 PM                         | 1                     | 2    | 1   | 0 |    | 2                     | 0    | 4   | 1 |    | 0                     | 10   | 0   | 0 |    | 0                     | 4    | 0   | 0 |    | 25    | 25           |
| Peak 15-Min Flowrates            | Northbound            |      |     |   |    | Southbound            |      |     |   |    | Eastbound             |      |     |   |    | Westbound             |      |     |   |    | Total |              |
|                                  | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* |       |              |
| All Vehicles                     | 8                     | 8    | 12  | 0 |    | 16                    | 0    | 16  | 0 |    | 16                    | 96   | 0   | 4 |    | 0                     | 84   | 12  | 4 |    | 276   |              |
| Heavy Trucks                     | 0                     | 0    | 0   |   |    | 0                     | 0    | 0   |   |    | 0                     | 4    | 0   |   |    | 0                     | 0    | 0   |   |    | 4     |              |
| Pedestrians                      |                       | 16   |     |   |    |                       | 0    |     |   |    |                       | 12   |     |   |    |                       | 0    |     |   |    | 28    |              |
| Bicycles                         | 0                     | 0    | 0   |   |    | 0                     | 0    | 0   |   |    | 0                     | 0    | 0   |   |    | 0                     | 0    | 0   |   |    | 0     |              |
| Railroad                         |                       |      |     |   |    |                       |      |     |   |    |                       |      |     |   |    |                       |      |     |   |    |       |              |
| Stopped Buses                    |                       |      |     |   |    |                       |      |     |   |    |                       |      |     |   |    |                       |      |     |   |    |       |              |

LOCATION: S Dixie Hwy/US 1 SB & SW 169th St  
 CITY/STATE: Palmetto Bay, FL

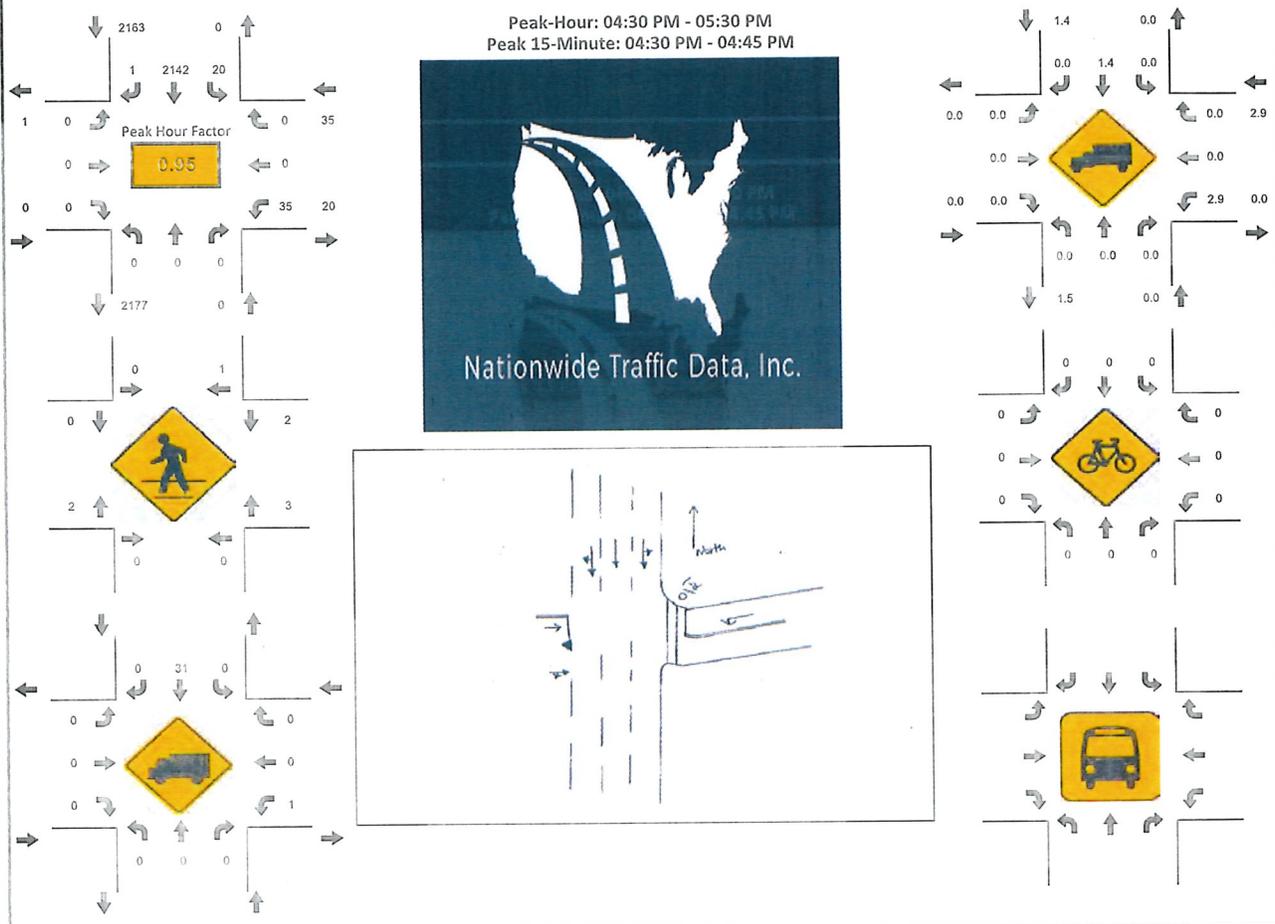
PROJECT ID: 19-1035-004  
 DATE: 09/10/2019



| 15-Min Count Period Beginning At | S Dixie Hwy/US 1 SB Northbound |      |     |   |    | S Dixie Hwy/US 1 SB Southbound |      |     |   |    | SW 169th St Eastbound |      |     |   |    | SW 169th St Westbound |      |     |   |    | Total | Hourly Total |
|----------------------------------|--------------------------------|------|-----|---|----|--------------------------------|------|-----|---|----|-----------------------|------|-----|---|----|-----------------------|------|-----|---|----|-------|--------------|
|                                  | Left                           | Thru | Rgt | U | R* | Left                           | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* |       |              |
| 07:00 AM                         | 0                              | 0    | 0   | 0 | 0  | 3                              | 200  | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 3                     | 0    | 0   | 0 | 0  | 206   | 949          |
| 07:15 AM                         | 0                              | 0    | 0   | 0 | 0  | 3                              | 228  | 1   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 232   | 992          |
| 07:30 AM                         | 0                              | 0    | 0   | 0 | 0  | 5                              | 232  | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 2                     | 0    | 0   | 0 | 0  | 239   | 1066         |
| 07:45 AM                         | 0                              | 0    | 0   | 0 | 0  | 7                              | 259  | 1   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 5                     | 0    | 0   | 0 | 0  | 272   | 1085         |
| 08:00 AM                         | 0                              | 0    | 0   | 0 | 0  | 2                              | 235  | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 8                     | 0    | 0   | 0 | 0  | 249   | 1099         |
| 08:15 AM                         | 0                              | 0    | 0   | 0 | 0  | 3                              | 294  | 4   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 5                     | 0    | 0   | 0 | 0  | 306   | 850          |
| 08:30 AM                         | 0                              | 0    | 0   | 0 | 0  | 1                              | 273  | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 4                     | 0    | 0   | 0 | 0  | 258   | 544          |
| 08:45 AM                         | 0                              | 0    | 0   | 0 | 0  | 1                              | 283  | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 2                     | 0    | 0   | 0 | 0  | 286   | 286          |
| Peak 15-Min Flowrates            | Northbound                     |      |     |   |    | Southbound                     |      |     |   |    | Eastbound             |      |     |   |    | Westbound             |      |     |   |    | Total |              |
| All Vehicles                     | 0                              | 0    | 0   | 0 | 0  | 12                             | 1176 | 16  | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 32                    | 0    | 0   | 0 | 0  | 1236  |              |
| Heavy Trucks                     | 0                              | 0    | 0   | 0 | 0  | 0                              | 40   | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 4                     | 0    | 0   | 0 | 0  | 44    |              |
| Pedestrians                      | 0                              | 0    | 0   | 0 | 0  | 0                              | 4    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 3     |              |
| Bicycles                         | 0                              | 0    | 0   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0     |              |
| Railroad                         | 0                              | 0    | 0   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0     |              |
| Stopped Buses                    | 0                              | 0    | 0   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0     |              |

LOCATION: S Dixie Hwy/US 1 SB & SW 169th St  
 CITY/STATE: Palmetto Bay, FL

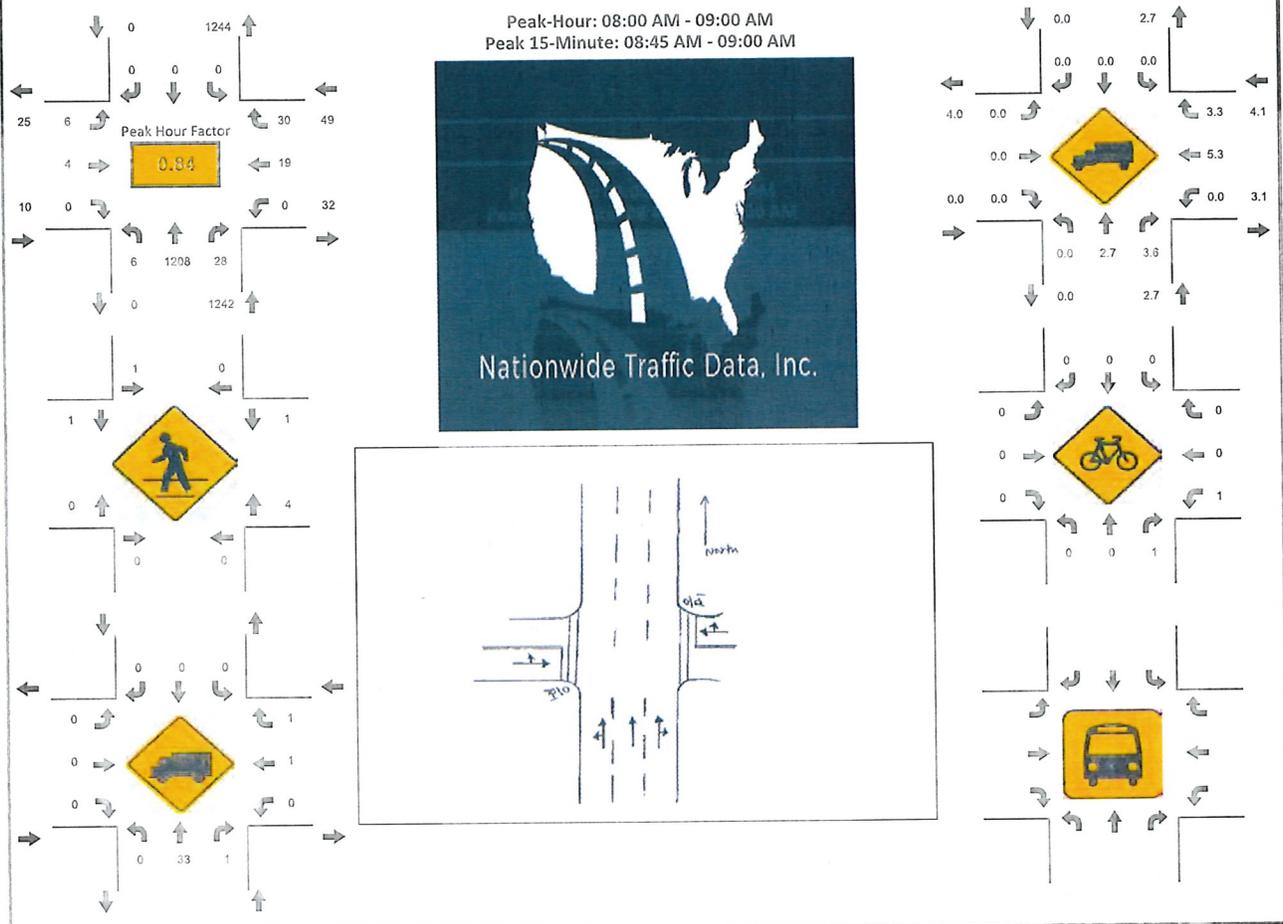
PROJECT ID: 19-1035-004  
 DATE: 09/10/2019



| 15-Min Count Period<br>Beginning At | S Dixie Hwy/US 1 SB Northbound |      |     |   |    | S Dixie Hwy/US 1 SB Southbound |      |     |   |    | SW 169th St Eastbound |      |     |   |    | SW 169th St Westbound |      |     |   |    | Total | Hourly Total |
|-------------------------------------|--------------------------------|------|-----|---|----|--------------------------------|------|-----|---|----|-----------------------|------|-----|---|----|-----------------------|------|-----|---|----|-------|--------------|
|                                     | Left                           | Thru | Rgt | U | R* | Left                           | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* |       |              |
| 04:00 PM                            | 0                              | 0    | 0   | 0 | 0  | 4                              | 537  | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 10                    | 1    | 0   | 0 | 0  | 552   | 2198         |
| 04:15 PM                            | 0                              | 0    | 0   | 0 | 0  | 7                              | 544  | 0   | 0 | 0  | 0                     | 1    | 0   | 0 | 0  | 8                     | 0    | 0   | 0 | 0  | 560   | 2187         |
| 04:30 PM                            | 0                              | 0    | 0   | 0 | 0  | 1                              | 565  | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 15                    | 0    | 0   | 0 | 0  | 581   | 2198         |
| 04:45 PM                            | 0                              | 0    | 0   | 0 | 0  | 7                              | 492  | 1   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 5                     | 0    | 0   | 0 | 0  | 505   | 2144         |
| 05:00 PM                            | 0                              | 0    | 0   | 0 | 0  | 6                              | 526  | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 9                     | 0    | 0   | 0 | 0  | 541   | 2151         |
| 05:15 PM                            | 0                              | 0    | 0   | 0 | 0  | 6                              | 559  | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 6                     | 0    | 0   | 0 | 0  | 571   | 1610         |
| 05:30 PM                            | 0                              | 0    | 0   | 0 | 0  | 5                              | 512  | 0   | 0 | 0  | 0                     | 2    | 5   | 0 | 0  | 3                     | 0    | 0   | 0 | 0  | 527   | 1039         |
| 05:45 PM                            | 0                              | 0    | 0   | 0 | 0  | 3                              | 502  | 0   | 0 | 0  | 0                     | 0    | 1   | 0 | 0  | 6                     | 0    | 0   | 0 | 0  | 512   | 512          |
| Peak 15-Min Flowrates               | Northbound                     |      |     |   |    | Southbound                     |      |     |   |    | Eastbound             |      |     |   |    | Westbound             |      |     |   |    | Total |              |
|                                     | Left                           | Thru | Rgt | U | R* | Left                           | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* |       |              |
| All Vehicles                        | 0                              | 0    | 0   | 0 | 0  | 28                             | 2260 | 4   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 60                    | 0    | 0   | 0 | 0  | 2352  |              |
| Heavy Trucks                        | 0                              | 0    | 0   | 0 | 0  | 0                              | 48   | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 4                     | 0    | 0   | 0 | 0  | 52    |              |
| Pedestrians                         | 0                              | 0    | 0   | 0 | 0  | 0                              | 4    | 0   | 0 | 0  | 0                     | 8    | 0   | 0 | 0  | 0                     | 16   | 0   | 0 | 0  | 28    |              |
| Bicycles                            | 0                              | 0    | 0   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0     |              |
| Railroad                            | 0                              | 0    | 0   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0     |              |
| Stopped Buses                       | 0                              | 0    | 0   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0     |              |

LOCATION: S Dixie Hwy/US 1 NB & SW 169th St  
 CITY/STATE: Palmetto Bay, FL

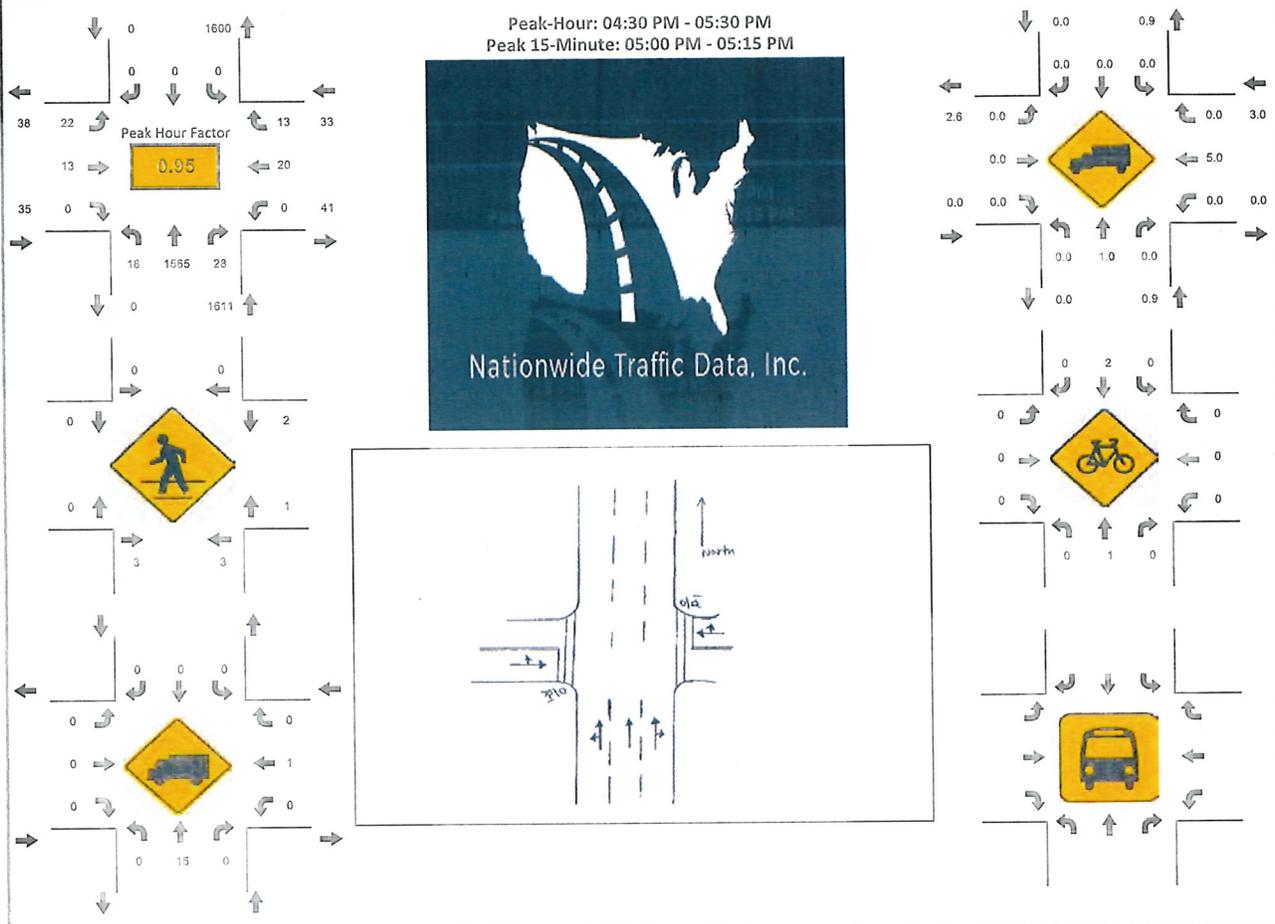
PROJECT ID: 19-1035-006  
 DATE: 09/10/2019



| 15-Min Count Period Beginning At | S Dixie Hwy/US 1 NB Northbound |      |     |   |    | S Dixie Hwy/US 1 NB Southbound |      |     |   |    | SW 169th St Eastbound |      |     |   |    | SW 169th St Westbound |      |     |   |    | Total | Hourly Total |
|----------------------------------|--------------------------------|------|-----|---|----|--------------------------------|------|-----|---|----|-----------------------|------|-----|---|----|-----------------------|------|-----|---|----|-------|--------------|
|                                  | Left                           | Thru | Rgt | U | R* | Left                           | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* |       |              |
| 07:00 AM                         | 0                              | 174  | 3   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 2                     | 2    | 0   | 0 | 0  | 0                     | 4    | 6   | 0 | 0  | 191   | 1016         |
| 07:15 AM                         | 2                              | 294  | 9   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 1                     | 2    | 0   | 0 | 0  | 0                     | 0    | 1   | 0 | 0  | 309   | 1123         |
| 07:30 AM                         | 1                              | 253  | 10  | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 3                     | 1    | 0   | 0 | 0  | 0                     | 2    | 3   | 0 | 0  | 273   | 1136         |
| 07:45 AM                         | 1                              | 215  | 10  | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 3                     | 4    | 0   | 0 | 0  | 0                     | 5    | 5   | 0 | 0  | 243   | 1159         |
| 08:00 AM                         | 0                              | 274  | 4   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 1                     | 1    | 0   | 0 | 0  | 0                     | 9    | 9   | 0 | 0  | 298   | 1301         |
| 08:15 AM                         | 3                              | 292  | 5   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 1                     | 2    | 0   | 0 | 0  | 0                     | 3    | 15  | 0 | 0  | 322   | 1003         |
| 08:30 AM                         | 0                              | 275  | 11  | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 2                     | 0    | 0   | 0 | 0  | 0                     | 4    | 4   | 0 | 0  | 296   | 681          |
| 08:45 AM                         | 3                              | 360  | 8   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 2                     | 1    | 0   | 0 | 0  | 0                     | 3    | 2   | 0 | 0  | 385   | 385          |
| Peak 15-Min Flowrates            | Northbound                     |      |     |   |    | Southbound                     |      |     |   |    | Eastbound             |      |     |   |    | Westbound             |      |     |   |    | Total |              |
|                                  | Left                           | Thru | Rgt | U | R* | Left                           | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* |       |              |
| All Vehicles                     | 12                             | 1464 | 44  | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 8                     | 8    | 0   | 0 | 0  | 0                     | 36   | 60  | 0 | 0  | 1632  |              |
| Heavy Trucks                     | 0                              | 44   | 4   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 4    | 4   | 0 | 0  | 56    |              |
| Pedestrians                      | 0                              | 0    | 0   | 0 | 0  | 0                              | 0    | 4   | 0 | 0  | 0                     | 0    | 4   | 0 | 0  | 0                     | 8    | 0   | 0 | 0  | 16    |              |
| Bicycles                         | 0                              | 0    | 4   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 4                     | 0    | 0   | 0 | 0  | 8     |              |
| Railroad                         | 0                              | 0    | 0   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0     |              |
| Stopped Buses                    | 0                              | 0    | 0   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0     |              |

LOCATION: S Dixie Hwy/US 1 NB & SW 169th St  
 CITY/STATE: Palmetto Bay, FL

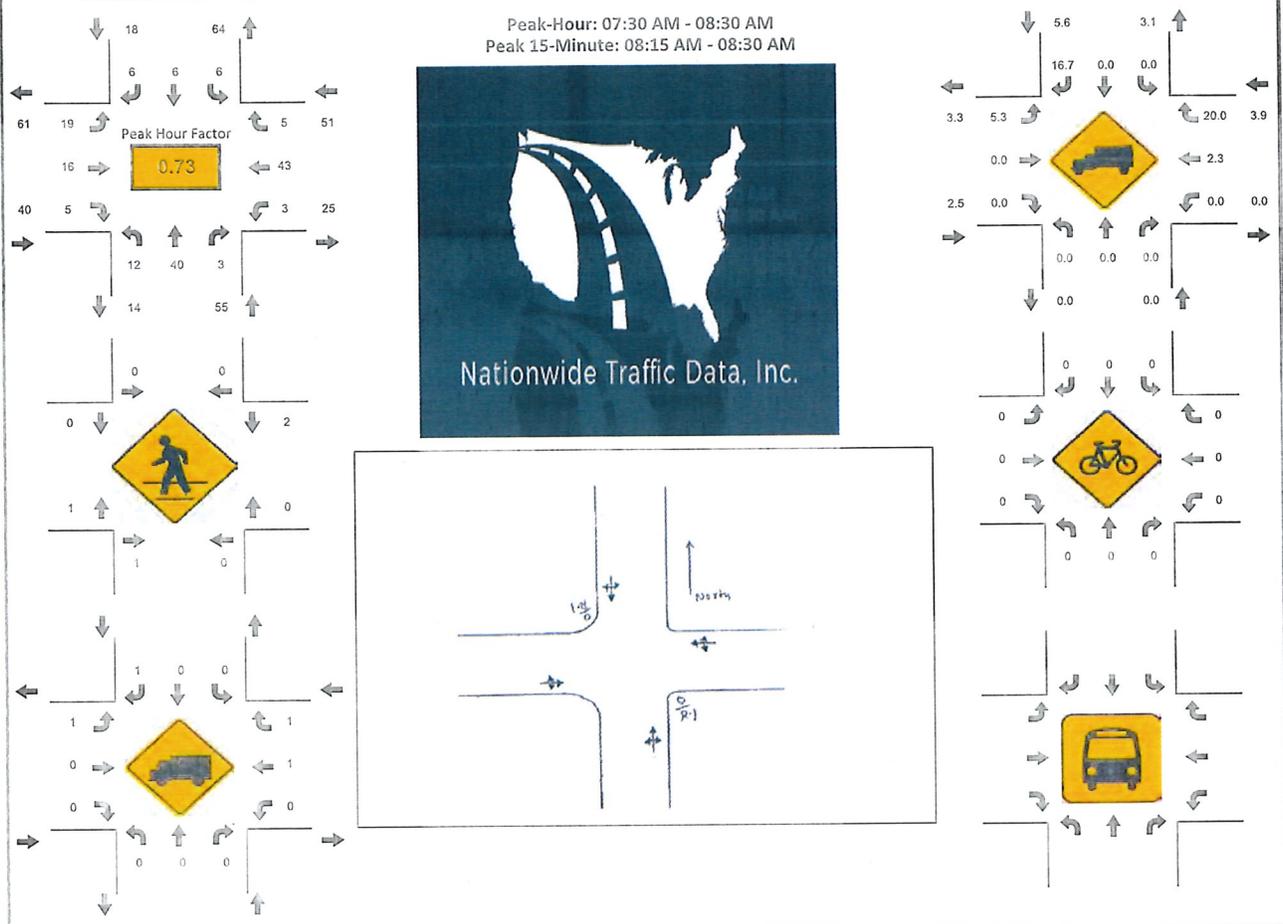
PROJECT ID: 19-1035-006  
 DATE: 09/10/2019



| 15-Min Count Period   | S Dixie Hwy/US 1 NB Northbound |      |     |   |    | S Dixie Hwy/US 1 NB Southbound |      |     |   |    | SW 169th St Eastbound |      |     |   |    | SW 169th St Westbound |      |     |   |    | Total | Hourly Total |
|-----------------------|--------------------------------|------|-----|---|----|--------------------------------|------|-----|---|----|-----------------------|------|-----|---|----|-----------------------|------|-----|---|----|-------|--------------|
|                       | Left                           | Thru | Rgt | U | R* | Left                           | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* |       |              |
| 04:00 PM              | 9                              | 358  | 2   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 3                     | 3    | 0   | 0 | 0  | 0                     | 3    | 4   | 0 | 0  | 382   | 1601         |
| 04:15 PM              | 4                              | 374  | 6   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 4                     | 2    | 0   | 0 | 0  | 0                     | 6    | 4   | 0 | 0  | 400   | 1659         |
| 04:30 PM              | 7                              | 397  | 10  | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 6                     | 0    | 0   | 0 | 0  | 0                     | 9    | 0   | 0 | 0  | 429   | 1679         |
| 04:45 PM              | 3                              | 368  | 6   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 6                     | 1    | 0   | 0 | 0  | 0                     | 3    | 3   | 0 | 0  | 390   | 1619         |
| 05:00 PM              | 6                              | 400  | 7   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 9                     | 7    | 0   | 0 | 0  | 0                     | 4    | 7   | 0 | 0  | 440   | 1570         |
| 05:15 PM              | 2                              | 400  | 5   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 1                     | 5    | 0   | 0 | 0  | 0                     | 4    | 5   | 0 | 0  | 420   | 1130         |
| 05:30 PM              | 1                              | 353  | 3   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 5                     | 4    | 0   | 0 | 0  | 0                     | 3    | 0   | 0 | 0  | 369   | 710          |
| 05:45 PM              | 6                              | 320  | 1   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 5                     | 2    | 0   | 0 | 0  | 0                     | 4    | 3   | 0 | 0  | 341   | 341          |
| Peak 15-Min Flowrates | Northbound                     |      |     |   |    | Southbound                     |      |     |   |    | Eastbound             |      |     |   |    | Westbound             |      |     |   |    | Total |              |
| Beginning At          | Left                           | Thru | Rgt | U | R* | Left                           | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* |       |              |
| All Vehicles          | 28                             | 1600 | 40  | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 36                    | 28   | 0   | 0 | 0  | 0                     | 36   | 28  | 0 | 0  | 1796  |              |
| Heavy Trucks          | 0                              | 32   | 0   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 4    | 0   | 0 | 0  | 36    |              |
| Pedestrians           | 0                              | 24   | 0   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 12                    | 0    | 0   | 0 | 0  | 36    |              |
| Bicycles              | 0                              | 4    | 0   | 0 | 0  | 0                              | 8    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 12    |              |
| Railroad              | 0                              | 0    | 0   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0     |              |
| Stopped Buses         | 0                              | 0    | 0   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0     |              |

LOCATION: SW 94th Ct & SW 169th St  
 CITY/STATE: Palmetto Bay, FL

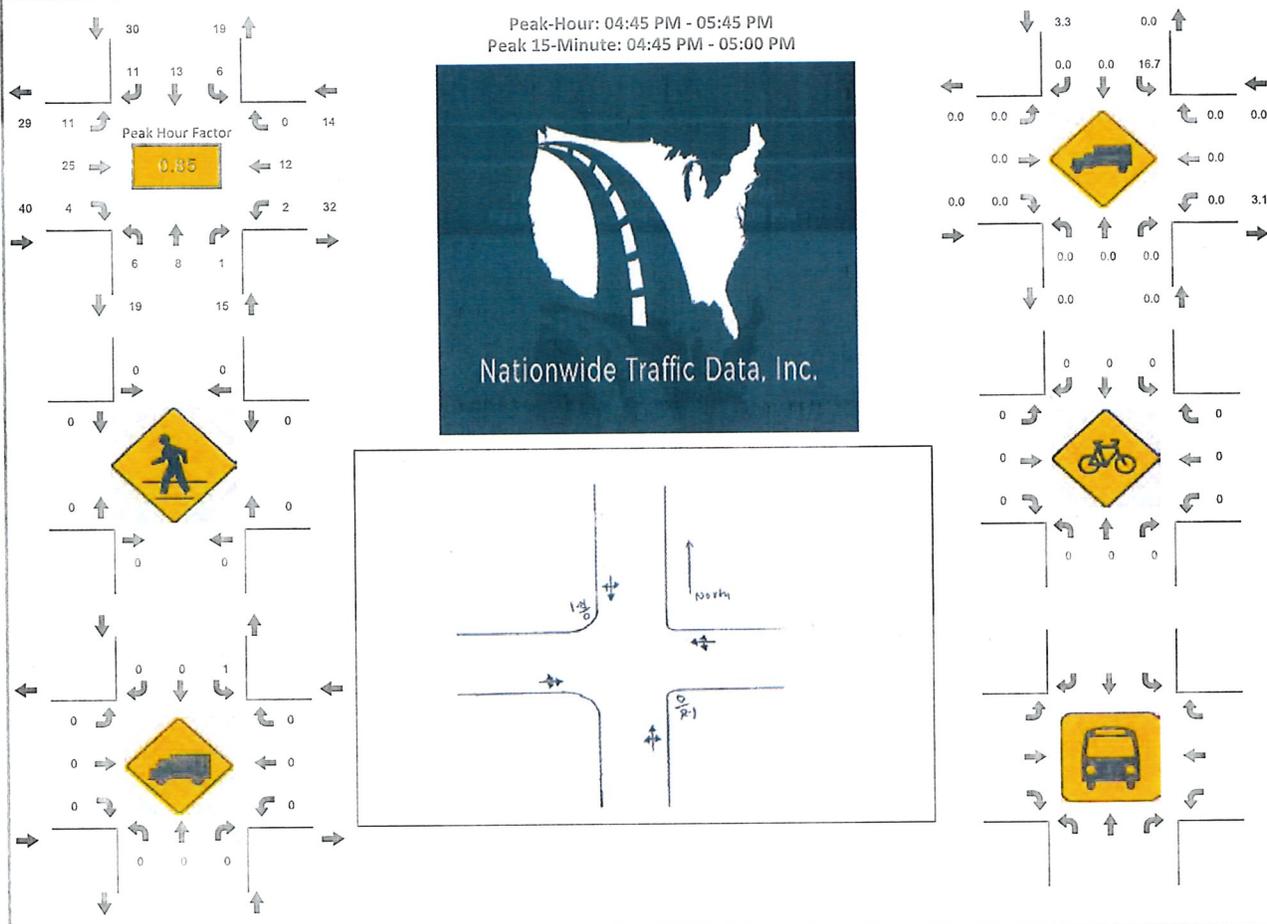
PROJECT ID: 19-1035-005  
 DATE: 09/10/2019



| 15-Min Count Period Beginning At | SW 94th Ct Northbound |      |     |   |    | SW 94th Ct Southbound |      |     |   |    | SW 169th St Eastbound |      |     |   |    | SW 169th St Westbound |      |     |   |    | Total | Hourly Total |
|----------------------------------|-----------------------|------|-----|---|----|-----------------------|------|-----|---|----|-----------------------|------|-----|---|----|-----------------------|------|-----|---|----|-------|--------------|
|                                  | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* |       |              |
| 07:00 AM                         | 2                     | 7    | 1   | 0 |    | 0                     | 1    | 5   | 0 |    | 1                     | 2    | 1   | 0 |    | 0                     | 5    | 0   | 0 |    | 25    | 107          |
| 07:15 AM                         | 1                     | 5    | 0   | 0 |    | 0                     | 2    | 0   | 0 |    | 5                     | 2    | 0   | 0 |    | 0                     | 2    | 0   | 0 |    | 17    | 125          |
| 07:30 AM                         | 0                     | 8    | 0   | 0 |    | 2                     | 1    | 0   | 0 |    | 2                     | 7    | 0   | 0 |    | 0                     | 7    | 0   | 0 |    | 27    | 164          |
| 07:45 AM                         | 3                     | 8    | 2   | 0 |    | 2                     | 2    | 2   | 0 |    | 6                     | 3    | 3   | 0 |    | 0                     | 6    | 1   | 0 |    | 38    | 163          |
| 08:00 AM                         | 4                     | 11   | 1   | 0 |    | 1                     | 1    | 0   | 0 |    | 4                     | 2    | 0   | 0 |    | 2                     | 16   | 1   | 0 |    | 43    | 152          |
| 08:15 AM                         | 5                     | 13   | 0   | 0 |    | 1                     | 2    | 4   | 0 |    | 7                     | 4    | 2   | 0 |    | 1                     | 14   | 3   | 0 |    | 56    | 109          |
| 08:30 AM                         | 3                     | 5    | 0   | 0 |    | 2                     | 0    | 0   | 0 |    | 3                     | 2    | 2   | 0 |    | 0                     | 9    | 0   | 0 |    | 26    | 53           |
| 08:45 AM                         | 2                     | 6    | 0   | 0 |    | 0                     | 2    | 3   | 0 |    | 4                     | 6    | 1   | 0 |    | 0                     | 2    | 1   | 0 |    | 27    | 27           |
| Peak 15-Min Flowrates            | Northbound            |      |     |   |    | Southbound            |      |     |   |    | Eastbound             |      |     |   |    | Westbound             |      |     |   |    | Total |              |
| All Vehicles                     | 20                    | 52   | 8   | 0 |    | 8                     | 8    | 16  | 0 |    | 28                    | 28   | 12  | 0 |    | 8                     | 64   | 12  | 0 |    | 264   |              |
| Heavy Trucks                     | 0                     | 0    | 0   |   | 0  | 0                     | 4    |     | 4 | 0  | 0                     |      | 0   | 4 | 4  |                       | 0    | 0   | 0 |    | 16    |              |
| Pedestrians                      | 4                     |      |     |   | 0  |                       |      |     | 4 |    |                       |      | 8   |   |    |                       | 0    |     |   |    | 16    |              |
| Bicycles                         | 0                     | 0    | 0   |   | 0  | 0                     | 0    |     | 0 | 0  | 0                     |      | 0   | 0 | 0  |                       | 0    | 0   | 0 |    | 0     |              |
| Railroad                         |                       |      |     |   |    |                       |      |     |   |    |                       |      |     |   |    |                       |      |     |   |    |       |              |
| Stopped Buses                    |                       |      |     |   |    |                       |      |     |   |    |                       |      |     |   |    |                       |      |     |   |    |       |              |

LOCATION: SW 94th Ct & SW 169th St  
 CITY/STATE: Palmetto Bay, FL

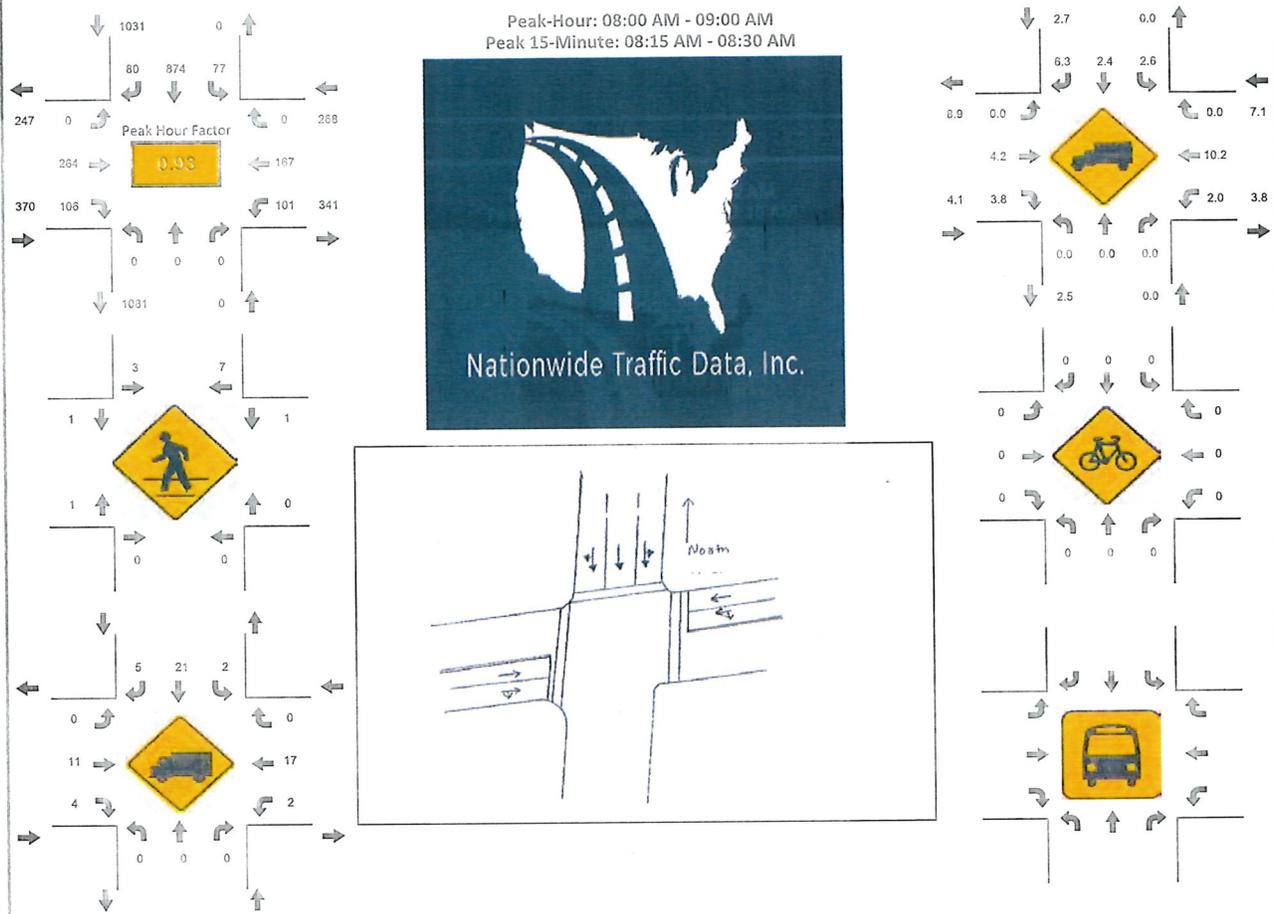
PROJECT ID: 19-1035-005  
 DATE: 09/10/2019



| 15-Min Count Period<br>Beginning At | SW 94th Ct Northbound |      |     |   |    | SW 94th Ct Southbound |      |     |   |    | SW 169th St Eastbound |      |     |   |    | SW 169th St Westbound |      |     |   |    | Total | Hourly Total |
|-------------------------------------|-----------------------|------|-----|---|----|-----------------------|------|-----|---|----|-----------------------|------|-----|---|----|-----------------------|------|-----|---|----|-------|--------------|
|                                     | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* |       |              |
| 04:00 PM                            | 1                     | 1    | 0   | 0 |    | 0                     | 1    | 2   | 0 |    | 0                     | 5    | 3   | 0 |    | 0                     | 4    | 0   | 0 |    | 17    | 88           |
| 04:15 PM                            | 1                     | 4    | 0   | 0 |    | 1                     | 3    | 2   | 0 |    | 0                     | 7    | 1   | 0 |    | 0                     | 5    | 0   | 0 |    | 24    | 91           |
| 04:30 PM                            | 0                     | 0    | 0   | 0 |    | 1                     | 2    | 5   | 0 |    | 5                     | 4    | 1   | 0 |    | 0                     | 0    | 0   | 0 |    | 18    | 92           |
| 04:45 PM                            | 3                     | 2    | 0   | 0 |    | 0                     | 5    | 2   | 0 |    | 4                     | 7    | 2   | 0 |    | 0                     | 4    | 0   | 0 |    | 29    | 99           |
| 05:00 PM                            | 2                     | 1    | 0   | 0 |    | 0                     | 1    | 3   | 0 |    | 2                     | 7    | 2   | 0 |    | 0                     | 2    | 0   | 0 |    | 20    | 89           |
| 05:15 PM                            | 1                     | 0    | 1   | 0 |    | 4                     | 6    | 4   | 0 |    | 2                     | 3    | 0   | 0 |    | 1                     | 3    | 0   | 0 |    | 25    | 69           |
| 05:30 PM                            | 0                     | 5    | 0   | 0 |    | 2                     | 1    | 2   | 0 |    | 3                     | 8    | 0   | 0 |    | 1                     | 3    | 0   | 0 |    | 25    | 44           |
| 05:45 PM                            | 1                     | 3    | 0   | 0 |    | 1                     | 6    | 2   | 0 |    | 0                     | 3    | 1   | 0 |    | 0                     | 2    | 0   | 0 |    | 19    | 19           |
| Peak 15-Min Flowrates               | Northbound            |      |     |   |    | Southbound            |      |     |   |    | Eastbound             |      |     |   |    | Westbound             |      |     |   |    | Total |              |
| All Vehicles                        | 12                    | 20   | 4   | 0 |    | 16                    | 24   | 16  | 0 |    | 16                    | 32   | 8   | 0 |    | 4                     | 16   | 0   | 0 |    |       | 168          |
| Heavy Trucks                        | 0                     | 0    | 0   |   |    | 4                     | 0    | 0   |   |    | 0                     | 0    | 0   |   |    | 0                     | 0    | 0   |   |    | 4     |              |
| Pedestrians                         | 0                     |      |     |   |    | 0                     |      |     |   |    | 0                     |      |     |   |    | 0                     |      |     |   |    | 0     |              |
| Bicycles                            | 0                     |      |     |   |    | 0                     |      |     |   |    | 0                     |      |     |   |    | 0                     |      |     |   |    | 0     |              |
| Railroad                            |                       |      |     |   |    |                       |      |     |   |    |                       |      |     |   |    |                       |      |     |   |    |       |              |
| Stopped Buses                       |                       |      |     |   |    |                       |      |     |   |    |                       |      |     |   |    |                       |      |     |   |    |       |              |

LOCATION: S Dixie Hwy/US 1 SB & SW 168th St  
 CITY/STATE: Palmetto Bay, FL

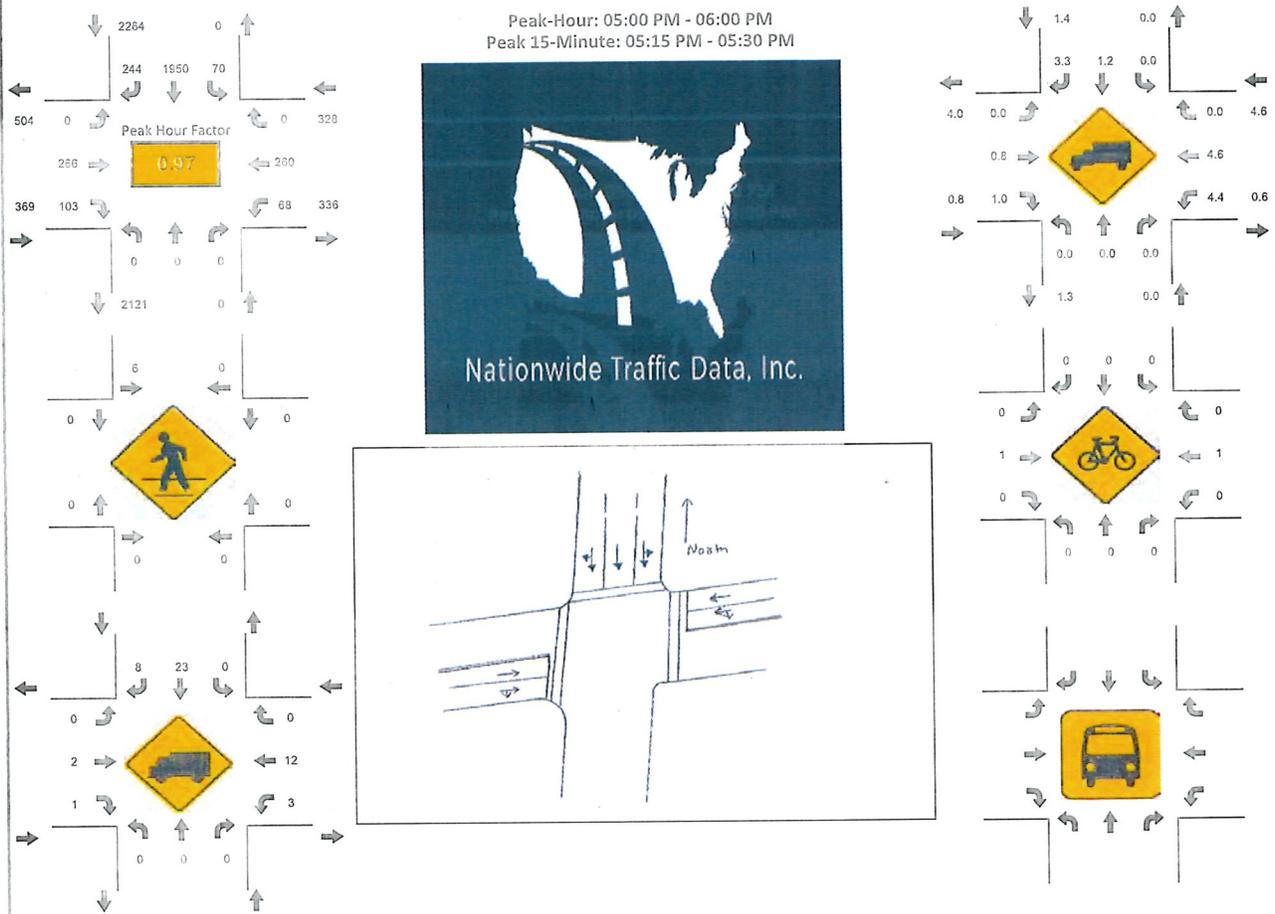
PROJECT ID: 19-1035-007  
 DATE: 09/10/2019



| 15-Min Count Period<br>Beginning At | S Dixie Hwy/US 1 SB Northbound |      |     |   |    | S Dixie Hwy/US 1 SB Southbound |      |     |   |    | SW 168th St Eastbound |      |     |   |    | SW 168th St Westbound |      |     |   |    | Total | Hourly Total |
|-------------------------------------|--------------------------------|------|-----|---|----|--------------------------------|------|-----|---|----|-----------------------|------|-----|---|----|-----------------------|------|-----|---|----|-------|--------------|
|                                     | Left                           | Thru | Rgt | U | R* | Left                           | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* |       |              |
| 07:00 AM                            | 0                              | 0    | 0   | 0 | 0  | 10                             | 179  | 18  | 0 | 0  | 0                     | 49   | 7   | 0 | 0  | 15                    | 29   | 0   | 0 | 0  | 307   | 1404         |
| 07:15 AM                            | 0                              | 0    | 0   | 0 | 0  | 8                              | 207  | 20  | 0 | 0  | 0                     | 53   | 15  | 0 | 0  | 7                     | 17   | 0   | 0 | 0  | 327   | 1497         |
| 07:30 AM                            | 0                              | 0    | 0   | 0 | 0  | 18                             | 211  | 19  | 0 | 0  | 0                     | 71   | 20  | 0 | 0  | 12                    | 37   | 0   | 0 | 0  | 388   | 1619         |
| 07:45 AM                            | 0                              | 0    | 0   | 0 | 0  | 20                             | 236  | 22  | 0 | 0  | 0                     | 44   | 16  | 0 | 0  | 14                    | 30   | 0   | 0 | 0  | 382   | 1637         |
| 08:00 AM                            | 0                              | 0    | 0   | 0 | 0  | 18                             | 204  | 15  | 0 | 0  | 0                     | 79   | 19  | 0 | 0  | 20                    | 45   | 0   | 0 | 0  | 400   | 1669         |
| 08:15 AM                            | 0                              | 0    | 0   | 0 | 0  | 23                             | 252  | 25  | 0 | 0  | 0                     | 67   | 19  | 0 | 0  | 26                    | 37   | 0   | 0 | 0  | 449   | 1269         |
| 08:30 AM                            | 0                              | 0    | 0   | 0 | 0  | 13                             | 198  | 19  | 0 | 0  | 0                     | 68   | 23  | 0 | 0  | 30                    | 45   | 0   | 0 | 0  | 406   | 820          |
| 08:45 AM                            | 0                              | 0    | 0   | 0 | 0  | 23                             | 220  | 21  | 0 | 0  | 0                     | 50   | 35  | 0 | 0  | 25                    | 40   | 0   | 0 | 0  | 414   | 414          |
| Peak 15-Min Flowrates               | Northbound                     |      |     |   |    | Southbound                     |      |     |   |    | Eastbound             |      |     |   |    | Westbound             |      |     |   |    | Total |              |
| All Vehicles                        | 0                              | 0    | 0   | 0 | 0  | 92                             | 1008 | 100 | 0 | 0  | 0                     | 316  | 140 | 0 | 0  | 120                   | 180  | 0   | 0 | 0  | 1956  |              |
| Heavy Trucks                        | 0                              | 0    | 0   | 0 | 0  | 8                              | 40   | 8   | 0 | 0  | 0                     | 16   | 8   | 0 | 0  | 4                     | 28   | 0   | 0 | 0  | 112   |              |
| Pedestrians                         | 0                              | 0    | 0   | 0 | 0  |                                | 16   |     | 0 | 0  |                       | 4    |     | 0 | 0  |                       | 4    |     | 0 | 0  | 24    |              |
| Bicycles                            | 0                              | 0    | 0   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0     |              |
| Railroad                            |                                |      |     |   |    |                                |      |     |   |    |                       |      |     |   |    |                       |      |     |   |    |       |              |
| Stopped Buses                       |                                |      |     |   |    |                                |      |     |   |    |                       |      |     |   |    |                       |      |     |   |    |       |              |

LOCATION: S Dixie Hwy/US 1 SB & SW 168th St  
 CITY/STATE: Palmetto Bay, FL

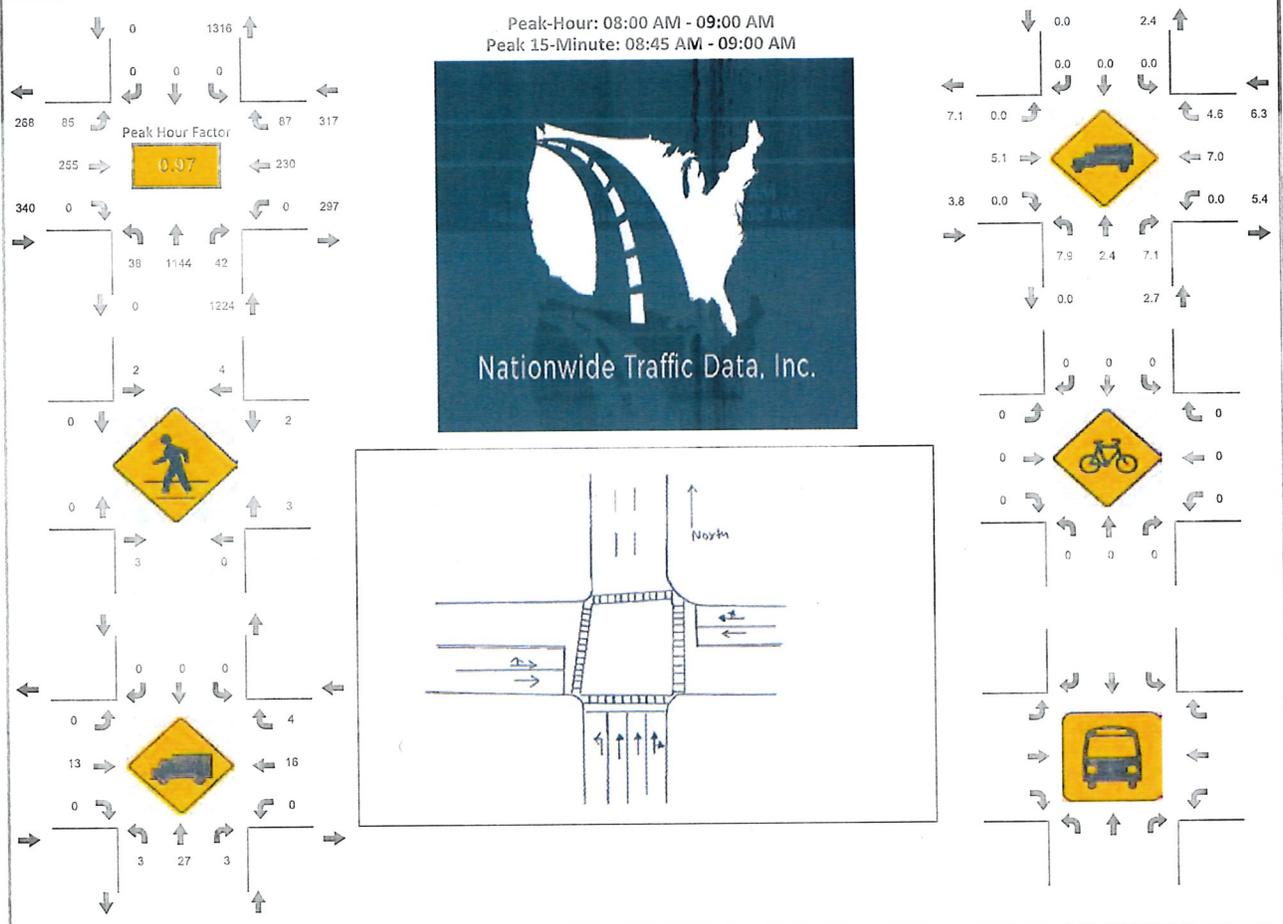
PROJECT ID: 19-1035-007  
 DATE: 09/10/2019



| 15-Min Count Period<br>Beginning At | S Dixie Hwy/US 1 SB Northbound |      |     |   |    | S Dixie Hwy/US 1 SB Southbound |      |     |   |    | SW 168th St Eastbound |      |     |   |    | SW 168th St Westbound |      |     |   |    | Total | Hourly Total |
|-------------------------------------|--------------------------------|------|-----|---|----|--------------------------------|------|-----|---|----|-----------------------|------|-----|---|----|-----------------------|------|-----|---|----|-------|--------------|
|                                     | Left                           | Thru | Rgt | U | R* | Left                           | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* |       |              |
| 04:00 PM                            | 0                              | 0    | 0   | 0 | 0  | 21                             | 498  | 48  | 0 | 0  | 0                     | 65   | 23  | 0 | 0  | 18                    | 54   | 0   | 0 | 0  | 727   | 2931         |
| 04:15 PM                            | 0                              | 0    | 0   | 0 | 0  | 16                             | 502  | 65  | 0 | 0  | 0                     | 48   | 23  | 0 | 0  | 31                    | 60   | 0   | 0 | 0  | 745   | 2930         |
| 04:30 PM                            | 0                              | 0    | 0   | 0 | 0  | 21                             | 509  | 53  | 0 | 0  | 0                     | 45   | 30  | 0 | 0  | 27                    | 59   | 0   | 0 | 0  | 744   | 2945         |
| 04:45 PM                            | 0                              | 0    | 0   | 0 | 0  | 19                             | 464  | 54  | 0 | 0  | 0                     | 58   | 28  | 0 | 0  | 21                    | 71   | 0   | 0 | 0  | 715   | 2930         |
| 05:00 PM                            | 0                              | 0    | 0   | 0 | 0  | 13                             | 495  | 65  | 0 | 0  | 0                     | 59   | 26  | 0 | 0  | 16                    | 52   | 0   | 0 | 0  | 726   | 2961         |
| 05:15 PM                            | 0                              | 0    | 0   | 0 | 0  | 22                             | 501  | 63  | 0 | 0  | 0                     | 55   | 29  | 0 | 0  | 18                    | 72   | 0   | 0 | 0  | 760   | 2235         |
| 05:30 PM                            | 0                              | 0    | 0   | 0 | 0  | 15                             | 473  | 54  | 0 | 0  | 0                     | 75   | 26  | 0 | 0  | 22                    | 64   | 0   | 0 | 0  | 729   | 1475         |
| 05:45 PM                            | 0                              | 0    | 0   | 0 | 0  | 20                             | 481  | 32  | 0 | 0  | 0                     | 77   | 22  | 0 | 0  | 12                    | 72   | 0   | 0 | 0  | 746   | 746          |
| Peak 15-Min Flowrates               | Northbound                     |      |     |   |    | Southbound                     |      |     |   |    | Eastbound             |      |     |   |    | Westbound             |      |     |   |    | Total |              |
|                                     | Left                           | Thru | Rgt | U | R* | Left                           | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* |       |              |
| All Vehicles                        | 0                              | 0    | 0   | 0 | 0  | 88                             | 2004 | 260 | 0 | 0  | 0                     | 308  | 116 | 0 | 0  | 88                    | 283  | 0   | 0 | 0  | 3152  |              |
| Heavy Trucks                        | 0                              | 0    | 0   | 0 | 0  | 0                              | 23   | 12  | 0 | 0  | 0                     | 4    | 4   | 0 | 0  | 4                     | 16   | 0   | 0 | 0  | 68    |              |
| Pedestrians                         | 0                              | 0    | 0   | 0 | 0  | 0                              | 16   | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 16    |              |
| Bicycles                            | 0                              | 0    | 0   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 4    | 0   | 0 | 0  | 0                     | 4    | 0   | 0 | 0  | 8     |              |
| Railroad                            |                                |      |     |   |    |                                |      |     |   |    |                       |      |     |   |    |                       |      |     |   |    |       |              |
| Stopped Buses                       |                                |      |     |   |    |                                |      |     |   |    |                       |      |     |   |    |                       |      |     |   |    |       |              |

LOCATION: S Dixie Hwy/US 1 NB & SW 168th St  
 CITY/STATE: Palmetto Bay, FL

PROJECT ID: 19-1035-008  
 DATE: 09/10/2019

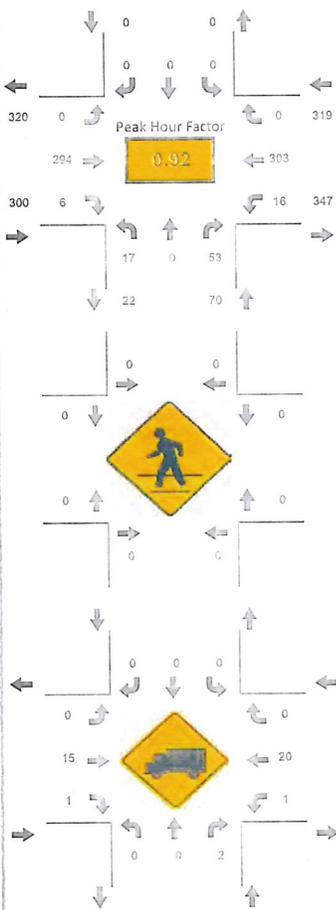


| 15-Min Count Period Beginning At | S Dixie Hwy/US 1 NB Northbound |      |     |   |    | S Dixie Hwy/US 1 NB Southbound |      |     |   |    | SW 168th St Eastbound |      |     |   |    | SW 168th St Westbound |      |     |   |     | Total | Hourly Total |
|----------------------------------|--------------------------------|------|-----|---|----|--------------------------------|------|-----|---|----|-----------------------|------|-----|---|----|-----------------------|------|-----|---|-----|-------|--------------|
|                                  | Left                           | Thru | Rgt | U | R* | Left                           | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R*  |       |              |
| 07:00 AM                         | 3                              | 180  | 3   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 23                    | 33   | 0   | 0 | 0  | 42                    | 33   | 0   | 0 | 317 | 1476  |              |
| 07:15 AM                         | 4                              | 285  | 2   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 34                    | 30   | 0   | 0 | 0  | 19                    | 30   | 0   | 0 | 404 | 1633  |              |
| 07:30 AM                         | 5                              | 244  | 3   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 27                    | 62   | 0   | 0 | 0  | 43                    | 26   | 0   | 0 | 410 | 1689  |              |
| 07:45 AM                         | 5                              | 213  | 5   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 18                    | 40   | 0   | 0 | 0  | 40                    | 24   | 0   | 0 | 345 | 1741  |              |
| 08:00 AM                         | 6                              | 271  | 11  | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 20                    | 79   | 0   | 0 | 0  | 63                    | 24   | 0   | 0 | 474 | 1881  |              |
| 08:15 AM                         | 9                              | 285  | 6   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 19                    | 69   | 0   | 0 | 0  | 50                    | 22   | 0   | 0 | 460 | 1407  |              |
| 08:30 AM                         | 7                              | 265  | 11  | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 27                    | 60   | 0   | 0 | 0  | 69                    | 23   | 0   | 0 | 462 | 947   |              |
| 08:45 AM                         | 16                             | 323  | 14  | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 19                    | 47   | 0   | 0 | 0  | 48                    | 18   | 0   | 0 | 485 | 485   |              |
| Peak 15-Min Flowrates            | Northbound                     |      |     |   |    | Southbound                     |      |     |   |    | Eastbound             |      |     |   |    | Westbound             |      |     |   |     | Total |              |
| All Vehicles                     | 64                             | 1292 | 56  | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 108                   | 316  | 0   | 0 | 0  | 0                     | 276  | 96  | 0 | 0   | 2208  |              |
| Heavy Trucks                     | 8                              | 48   | 4   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 16   | 0   | 0 | 0  | 28                    | 8    | 0   | 0 | 112 |       |              |
| Pedestrians                      | 0                              | 8    | 0   | 0 | 0  | 0                              | 12   | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 12                    | 0    | 0   | 0 | 32  |       |              |
| Bicycles                         | 0                              | 0    | 0   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0   |       |              |
| Railroad                         | 0                              | 0    | 0   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0   |       |              |
| Stopped Buses                    | 0                              | 0    | 0   | 0 | 0  | 0                              | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0  | 0                     | 0    | 0   | 0 | 0   |       |              |

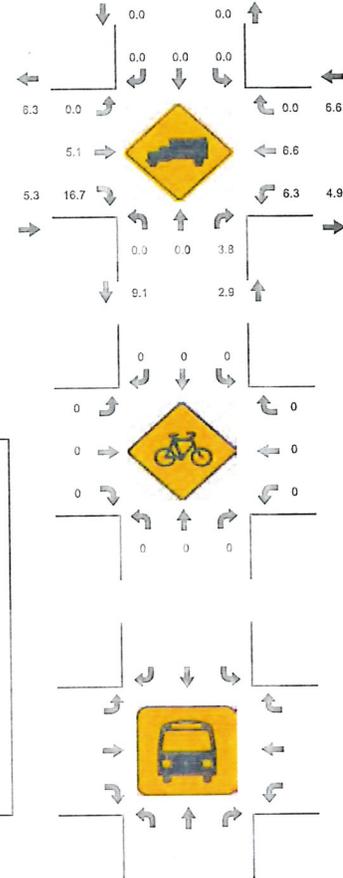
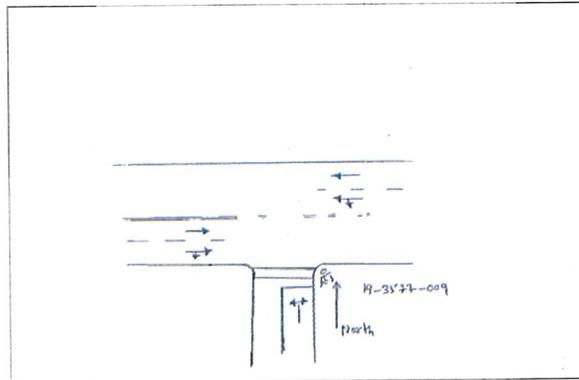


LOCATION: SW 94th Ct & SW 168th St  
 CITY/STATE: Palmetto Bay, FL

PROJECT ID: 19-1035-009  
 DATE: 09/10/2019



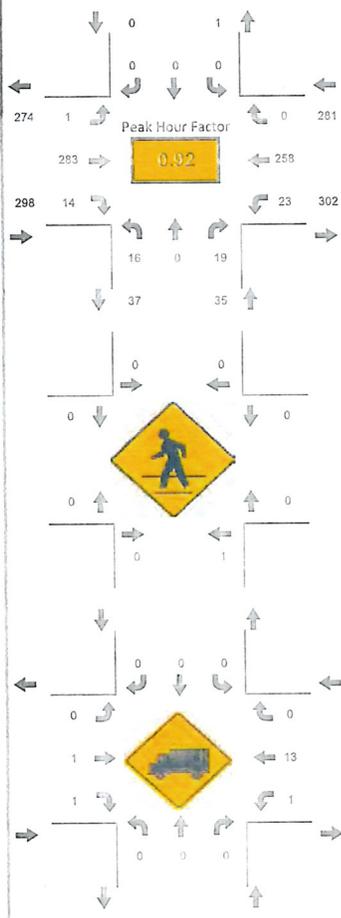
Peak-Hour: 08:00 AM - 09:00 AM  
 Peak 15-Minute: 08:00 AM - 08:15 AM



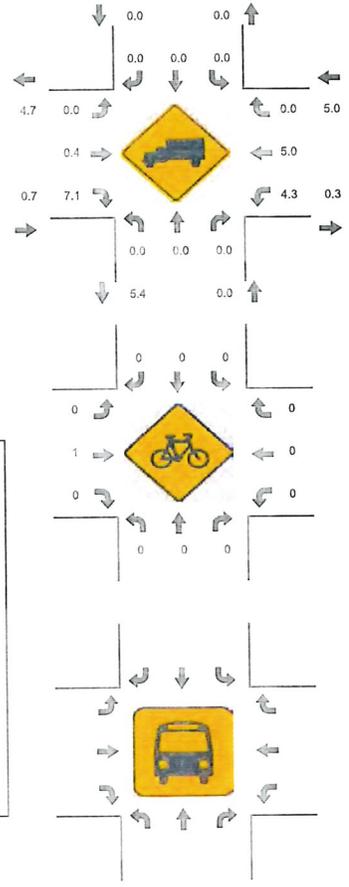
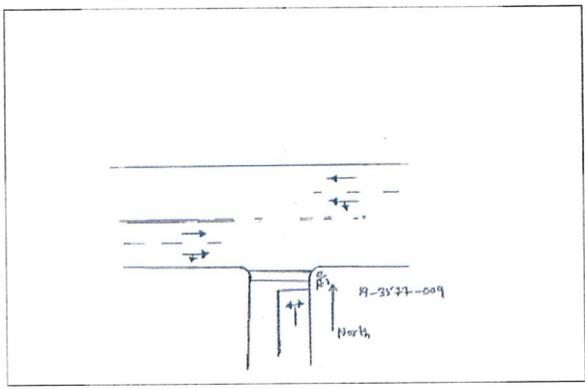
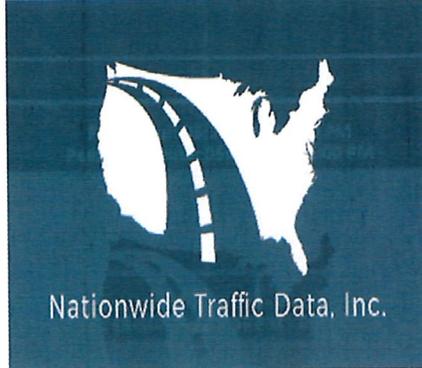
| 15-Min Count Period Beginning At | SW 94th Ct Northbound |      |     |   |    | SW 94th Ct Southbound |      |     |   |    | SW 168th St Eastbound |      |     |   |    | SW 168th St Westbound |      |     |   |    | Total | Hourly Total |
|----------------------------------|-----------------------|------|-----|---|----|-----------------------|------|-----|---|----|-----------------------|------|-----|---|----|-----------------------|------|-----|---|----|-------|--------------|
|                                  | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* |       |              |
| 07:00 AM                         | 5                     | 0    | 6   | 0 |    | 0                     | 0    | 0   | 0 |    | 0                     | 31   | 1   | 0 |    | 6                     | 60   | 0   | 0 |    | 109   | 505          |
| 07:15 AM                         | 3                     | 0    | 10  | 0 |    | 0                     | 0    | 0   | 0 |    | 0                     | 38   | 1   | 0 |    | 2                     | 53   | 0   | 0 |    | 107   | 583          |
| 07:30 AM                         | 5                     | 0    | 8   | 0 |    | 0                     | 0    | 0   | 0 |    | 0                     | 64   | 0   | 1 |    | 6                     | 64   | 0   | 0 |    | 148   | 654          |
| 07:45 AM                         | 1                     | 0    | 19  | 0 |    | 0                     | 0    | 0   | 0 |    | 0                     | 47   | 0   | 0 |    | 7                     | 67   | 0   | 0 |    | 141   | 686          |
| 08:00 AM                         | 4                     | 0    | 14  | 0 |    | 0                     | 0    | 0   | 0 |    | 0                     | 85   | 1   | 0 |    | 3                     | 80   | 0   | 0 |    | 167   | 689          |
| 08:15 AM                         | 4                     | 0    | 20  | 0 |    | 0                     | 0    | 0   | 0 |    | 0                     | 75   | 3   | 0 |    | 2                     | 74   | 0   | 0 |    | 178   | 502          |
| 08:30 AM                         | 6                     | 0    | 5   | 0 |    | 0                     | 0    | 0   | 0 |    | 0                     | 76   | 1   | 0 |    | 7                     | 85   | 0   | 0 |    | 180   | 324          |
| 08:45 AM                         | 3                     | 0    | 14  | 0 |    | 0                     | 0    | 0   | 0 |    | 0                     | 58   | 1   | 0 |    | 4                     | 64   | 0   | 0 |    | 144   | 144          |
| Peak 15-Min Flowrates            | Northbound            |      |     |   |    | Southbound            |      |     |   |    | Eastbound             |      |     |   |    | Westbound             |      |     |   |    | Total |              |
| All Vehicles                     | 24                    | 0    | 80  | 0 |    | 0                     | 0    | 0   | 0 |    | 0                     | 340  | 12  | 0 |    | 28                    | 340  | 0   | 0 |    | 824   |              |
| Heavy Trucks                     | 0                     | 0    | 4   |   |    | 0                     | 0    | 0   |   |    | 0                     | 24   | 4   |   |    | 4                     | 32   | 0   |   |    | 68    |              |
| Pedestrians                      | 0                     |      |     |   |    | 0                     | 0    |     |   |    | 0                     | 0    |     |   |    | 0                     | 0    |     |   |    | 0     |              |
| Bicycles                         | 0                     | 0    | 0   |   |    | 0                     | 0    | 0   |   |    | 0                     | 0    | 0   |   |    | 0                     | 0    | 0   |   |    | 0     |              |
| Railroad                         |                       |      |     |   |    |                       |      |     |   |    |                       |      |     |   |    |                       |      |     |   |    |       |              |
| Stopped Buses                    |                       |      |     |   |    |                       |      |     |   |    |                       |      |     |   |    |                       |      |     |   |    |       |              |

LOCATION: SW 94th Ct & SW 168th St  
 CITY/STATE: Palmetto Bay, FL

PROJECT ID: 19-1035-009  
 DATE: 09/10/2019



Peak-Hour: 05:00 PM - 06:00 PM  
 Peak 15-Minute: 05:45 PM - 06:00 PM



| 15-Min Count Period Beginning At | SW 94th Ct Northbound |      |     |   |    | SW 94th Ct Southbound |      |     |   |    | SW 168th St Eastbound |      |     |    |    | SW 168th St Westbound |      |     |   |    | Total | Hourly Total |
|----------------------------------|-----------------------|------|-----|---|----|-----------------------|------|-----|---|----|-----------------------|------|-----|----|----|-----------------------|------|-----|---|----|-------|--------------|
|                                  | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U  | R* | Left                  | Thru | Rgt | U | R* |       |              |
| 04:00 PM                         | 0                     | 0    | 6   | 0 |    | 0                     | 0    | 0   | 0 |    | 0                     | 66   | 4   | 0  |    | 7                     | 71   | 0   | 0 |    | 154   | 606          |
| 04:15 PM                         | 3                     | 0    | 4   | 0 |    | 0                     | 0    | 0   | 0 |    | 0                     | 61   | 0   | 0  |    | 12                    | 75   | 0   | 0 |    | 155   | 586          |
| 04:30 PM                         | 2                     | 0    | 4   | 0 |    | 0                     | 0    | 0   | 0 |    | 0                     | 62   | 2   | 1  |    | 14                    | 72   | 0   | 0 |    | 157   | 588          |
| 04:45 PM                         | 5                     | 0    | 6   | 0 |    | 0                     | 0    | 0   | 0 |    | 0                     | 58   | 2   | 1  |    | 10                    | 58   | 0   | 0 |    | 140   | 588          |
| 05:00 PM                         | 3                     | 0    | 3   | 0 |    | 0                     | 0    | 0   | 0 |    | 0                     | 57   | 0   | 0  |    | 5                     | 66   | 0   | 0 |    | 134   | 614          |
| 05:15 PM                         | 2                     | 0    | 4   | 0 |    | 0                     | 0    | 0   | 0 |    | 0                     | 65   | 7   | 1  |    | 5                     | 73   | 0   | 0 |    | 157   | 480          |
| 05:30 PM                         | 5                     | 0    | 8   | 0 |    | 0                     | 0    | 0   | 0 |    | 0                     | 77   | 3   | 0  |    | 5                     | 59   | 0   | 0 |    | 157   | 323          |
| 05:45 PM                         | 6                     | 0    | 4   | 0 |    | 0                     | 0    | 0   | 0 |    | 0                     | 84   | 4   | 0  |    | 8                     | 60   | 0   | 0 |    | 166   | 166          |
| Peak 15-Min Flowrates            | Northbound            |      |     |   |    | Southbound            |      |     |   |    | Eastbound             |      |     |    |    | Westbound             |      |     |   |    | Total |              |
|                                  | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U | R* | Left                  | Thru | Rgt | U  | R* | Left                  | Thru | Rgt | U | R* |       |              |
| All Vehicles                     | 24                    | 0    | 32  | 0 |    | 0                     | 0    | 0   | 0 |    | 0                     | 336  | 28  | 4  |    | 32                    | 292  | 0   | 0 |    | 748   |              |
| Heavy Trucks                     | 0                     | 0    | 0   |   | 0  | 0                     | 0    |     | 0 | 4  | 4                     |      | 4   | 16 | 0  |                       | 28   |     |   |    |       |              |
| Pedestrians                      | 4                     |      |     |   | 0  |                       | 0    |     | 0 | 0  |                       |      | 0   | 0  |    |                       | 4    |     |   |    |       |              |
| Bicycles                         | 0                     | 0    | 0   |   | 0  | 0                     | 0    |     | 0 | 4  | 0                     |      | 0   | 0  | 0  |                       | 4    |     |   |    |       |              |
| Railroad                         |                       |      |     |   |    |                       |      |     |   |    |                       |      |     |    |    |                       |      |     |   |    |       |              |
| Stopped Buses                    |                       |      |     |   |    |                       |      |     |   |    |                       |      |     |    |    |                       |      |     |   |    |       |              |

## Peak Season Category Report

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: COUNTY  
 CATEGORY: 8701 MIAMI-DADE SOUTH

MOCF: 0.96  
 PSCF

| WEEK | DATES                   | SF   | PSCF |
|------|-------------------------|------|------|
| 1    | 01/01/2018 - 01/06/2018 | 1.01 | 1.05 |
| 2    | 01/07/2018 - 01/13/2018 | 1.01 | 1.05 |
| 3    | 01/14/2018 - 01/20/2018 | 1.00 | 1.04 |
| 4    | 01/21/2018 - 01/27/2018 | 0.99 | 1.03 |
| * 5  | 01/28/2018 - 02/03/2018 | 0.98 | 1.02 |
| * 6  | 02/04/2018 - 02/10/2018 | 0.97 | 1.01 |
| * 7  | 02/11/2018 - 02/17/2018 | 0.96 | 1.00 |
| * 8  | 02/18/2018 - 02/24/2018 | 0.96 | 1.00 |
| * 9  | 02/25/2018 - 03/03/2018 | 0.96 | 1.00 |
| *10  | 03/04/2018 - 03/10/2018 | 0.96 | 1.00 |
| *11  | 03/11/2018 - 03/17/2018 | 0.96 | 1.00 |
| *12  | 03/18/2018 - 03/24/2018 | 0.96 | 1.00 |
| *13  | 03/25/2018 - 03/31/2018 | 0.96 | 1.00 |
| *14  | 04/01/2018 - 04/07/2018 | 0.96 | 1.00 |
| *15  | 04/08/2018 - 04/14/2018 | 0.96 | 1.00 |
| *16  | 04/15/2018 - 04/21/2018 | 0.96 | 1.00 |
| *17  | 04/22/2018 - 04/28/2018 | 0.98 | 1.02 |
| 18   | 04/29/2018 - 05/05/2018 | 0.99 | 1.03 |
| 19   | 05/06/2018 - 05/12/2018 | 1.01 | 1.05 |
| 20   | 05/13/2018 - 05/19/2018 | 1.02 | 1.06 |
| 21   | 05/20/2018 - 05/26/2018 | 1.03 | 1.07 |
| 22   | 05/27/2018 - 06/02/2018 | 1.03 | 1.07 |
| 23   | 06/03/2018 - 06/09/2018 | 1.04 | 1.08 |
| 24   | 06/10/2018 - 06/16/2018 | 1.04 | 1.08 |
| 25   | 06/17/2018 - 06/23/2018 | 1.04 | 1.08 |
| 26   | 06/24/2018 - 06/30/2018 | 1.04 | 1.08 |
| 27   | 07/01/2018 - 07/07/2018 | 1.05 | 1.09 |
| 28   | 07/08/2018 - 07/14/2018 | 1.05 | 1.09 |
| 29   | 07/15/2018 - 07/21/2018 | 1.05 | 1.09 |
| 30   | 07/22/2018 - 07/28/2018 | 1.04 | 1.08 |
| 31   | 07/29/2018 - 08/04/2018 | 1.03 | 1.07 |
| 32   | 08/05/2018 - 08/11/2018 | 1.02 | 1.06 |
| 33   | 08/12/2018 - 08/18/2018 | 1.01 | 1.05 |
| 34   | 08/19/2018 - 08/25/2018 | 1.01 | 1.05 |
| 35   | 08/26/2018 - 09/01/2018 | 1.02 | 1.06 |
| 36   | 09/02/2018 - 09/08/2018 | 1.02 | 1.06 |
| 37   | 09/09/2018 - 09/15/2018 | 1.02 | 1.06 |
| 38   | 09/16/2018 - 09/22/2018 | 1.01 | 1.05 |
| 39   | 09/23/2018 - 09/29/2018 | 1.01 | 1.05 |
| 40   | 09/30/2018 - 10/06/2018 | 1.00 | 1.04 |
| 41   | 10/07/2018 - 10/13/2018 | 1.00 | 1.04 |
| 42   | 10/14/2018 - 10/20/2018 | 0.99 | 1.03 |
| 43   | 10/21/2018 - 10/27/2018 | 1.00 | 1.04 |
| 44   | 10/28/2018 - 11/03/2018 | 1.00 | 1.04 |
| 45   | 11/04/2018 - 11/10/2018 | 1.01 | 1.05 |
| 46   | 11/11/2018 - 11/17/2018 | 1.01 | 1.05 |
| 47   | 11/18/2018 - 11/24/2018 | 1.01 | 1.05 |
| 48   | 11/25/2018 - 12/01/2018 | 1.01 | 1.05 |
| 49   | 12/02/2018 - 12/08/2018 | 1.01 | 1.05 |
| 50   | 12/09/2018 - 12/15/2018 | 1.01 | 1.05 |
| 51   | 12/16/2018 - 12/22/2018 | 1.01 | 1.05 |
| 52   | 12/23/2018 - 12/29/2018 | 1.00 | 1.04 |
| 53   | 12/30/2018 - 12/31/2018 | 1.00 | 1.04 |

\* PEAK SEASON

28-FEB-2019 15:24:23

830UPD

6\_8701\_PKSEASON.TXT

## Signal Timing Data

Miami-Dade, FL



2956 - US-1 & Richmond Dr - 2070-1C - Econolite Type - Cobalt

**Configuration Controller Sequence**

**Phase Ring Sequence and Assignment (MM) 1-1-1**

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

|  |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
|--|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
|  | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|  | B  | B  | B  |    |    |    |    |    |    |    |    |    |    |    |    |    |

Sequence 1

|        |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | 2 | 3 | 4 | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Ring 2 | 6 | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

**Phases In Use/Exclusive Ped (MM) 1-2**

| Phase         | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Phases In Use |   | X | X | X |   | X |   |   |   |    |    |    |    |    |    |    |
| Exclusive Ped |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |

**Phase Compatibility (MM)**

1-1-2

| Phase |              |
|-------|--------------|
| n/a   | Barrier Mode |

**Phase and Overlap Descriptions**

| Phase          | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Approach       | N | N | N | N | N | N | N | N | N | N  | N  | N  | N  | N  | N  | N  |
| Movement       |   |   |   |   |   | T |   |   |   |    |    |    |    |    |    |    |
| Associated PED |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Overlap        | A | B | C | D | E | F | G | H | I | J  | K  | L  | M  | N  | O  | P  |
| Approach       | N | N | N | N | N | N | N | N | N | N  | N  | N  | N  | N  | N  | N  |
| Movement       |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |

**Administration (MM) 1-7-1**

Enable Controller/Cabinet Interlock CRC No  
 CRC (16 bit) 4A6C  
 Enable Automatic Backup to Datakey No

Backup Prevent (MM) 1-1-3

| Phases | 1  | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------|----|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Timing | 1  | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| Phases | 2  | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
|        | 3  | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
|        | 4  | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
|        | 5  | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
|        | 6  | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
|        | 7  | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
|        | 8  | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
|        | 9  | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
|        | 10 | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
|        | 11 | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
|        | 12 | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
|        | 13 | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
|        | 14 | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
|        | 15 | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
|        | 16 | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |

Simultaneous Gap (MM) 1-1-4

| Phases  | 1  | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------|----|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
|         | 1  | . | . | . | X | X | . | . | . | .  | .  | .  | .  | .  | .  | .  |
|         | 2  | . | . | X | X | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
|         | 3  | . | . | . | . | X | X | . | . | .  | .  | .  | .  | .  | .  | .  |
|         | 4  | . | . | . | . | X | X | . | . | .  | .  | .  | .  | .  | .  | .  |
|         | 5  | X | X | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| Phase   | 6  | X | X | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| Must    | 7  | . | X | X | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| Gap     | 8  | . | X | X | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| With    | 9  | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| Phase   | 10 | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
|         | 11 | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
|         | 12 | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
|         | 13 | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
|         | 14 | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
|         | 15 | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
|         | 16 | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| Disable |    | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |

Load Switch Assignments (MM) 1-3

| Phase / Overlap | Type | Dimming |        |       |      | Power Up | Auto |        | Flash Together |
|-----------------|------|---------|--------|-------|------|----------|------|--------|----------------|
|                 |      | Red     | Yellow | Green | Dark |          | Red  | Yellow |                |
| 1               | 0    | .       | .      | .     | .    | +        | .    | .      | .              |
| 2               | 2    | V       | .      | .     | .    | +        | Yel  | X      | X              |
| 3               | 3    | V       | .      | .     | .    | +        | Red  | X      | .              |
| 4               | 4    | V       | .      | .     | .    | +        | Red  | X      | .              |
| 5               | 0    | .       | .      | .     | .    | +        | .    | .      | .              |
| 6               | 6    | V       | .      | .     | .    | +        | Yel  | X      | X              |
| 7               | 0    | .       | .      | .     | .    | +        | .    | .      | .              |
| 8               | 1    | O       | .      | .     | .    | -        | Red  | X      | .              |
| 9               | 0    | .       | .      | .     | .    | +        | .    | .      | .              |
| 10              | 0    | .       | .      | .     | .    | +        | .    | .      | .              |
| 11              | 0    | .       | .      | .     | .    | +        | .    | .      | .              |
| 12              | 0    | .       | .      | .     | .    | +        | .    | .      | .              |
| 13              | 2    | P       | .      | .     | .    | +        | .    | .      | .              |
| 14              | 4    | P       | .      | .     | .    | +        | .    | .      | .              |
| 15              | 6    | P       | .      | .     | .    | +        | .    | .      | .              |
| 16              | 4    | P       | .      | .     | .    | +        | .    | .      | .              |

Miami-Dade, FL



2956 - US-1 & Richmond Dr - 2070-1C - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1  
Plan 1 - "Phase Bank 1"

| Phase         | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9   | 10  | 11  | 12  | 13  | 14  | 15  | 16  |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Direction     | N   | N   | N   | N   | N   | N-T | N   | N   | N   | N   | N   | N   | N   | N   | N   | N   |
| Min Green     | 0   | 7   | 10  | 10  | 0   | 7   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Bk Min Green  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| CS Min Green  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Delay Green   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Walk          | 0   | 7   | 0   | 5   | 0   | 7   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Walk2         | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Walk Max      | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped Clear     | 0   | 22  | 0   | 18  | 0   | 22  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped Clear 2   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped Clear Max | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped CO        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Vehicle Ext   | 0.0 | 1.0 | 3.0 | 3.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max1          | 0   | 40  | 16  | 19  | 0   | 40  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Max2          | 0   | 0   | 25  | 25  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Max3          | 0   | 142 | 28  | 20  | 0   | 142 | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| DYM Max       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Dym Step      | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow        | 0.0 | 4.8 | 4.0 | 4.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Clear     | 0.0 | 2.0 | 2.0 | 3.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Max       | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert    | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Act B4        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Sec/Act       | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Int       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Time B4       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Cars Wt       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| STPTDuc       | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Min Gap       | 0.0 | 1.0 | 3.0 | 3.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Plan 2 - "Phase Bank 2"

| Phase         | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9   | 10  | 11  | 12  | 13  | 14  | 15  | 16  |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Direction     | N   | N   | N   | N   | N   | N-T | N   | N   | N   | N   | N   | N   | N   | N   | N   | N   |
| Min Green     | 0   | 7   | 10  | 10  | 0   | 7   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Bk Min Green  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| CS Min Green  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Delay Green   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Walk          | 0   | 7   | 0   | 5   | 0   | 7   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Walk2         | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Walk Max      | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped Clear     | 0   | 22  | 0   | 18  | 0   | 22  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped Clear 2   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped Clear Max | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped CO        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Vehicle Ext   | 0.0 | 1.0 | 3.0 | 3.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max1          | 0   | 40  | 16  | 19  | 0   | 40  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Max2          | 0   | 40  | 23  | 21  | 0   | 40  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Max3          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| DYM Max       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Dym Step      | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow        | 0.0 | 4.8 | 4.0 | 4.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Clear     | 0.0 | 2.0 | 2.0 | 3.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Max       | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert    | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Act B4        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Sec/Act       | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Int       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Time B4       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Cars Wt       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| STPTDuc       | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Min Gap       | 0.0 | 1.0 | 3.0 | 3.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Plan 3 - "Phase Bank 3"

| Phase         | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9   | 10  | 11  | 12  | 13  | 14  | 15  | 16  |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Direction     | N   | N   | N   | N   | N   | N-T | N   | N   | N   | N   | N   | N   | N   | N   | N   | N   |
| Min Green     | 0   | 7   | 10  | 10  | 0   | 7   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Bk Min Green  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| CS Min Green  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Delay Green   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Walk          | 0   | 7   | 0   | 5   | 0   | 7   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Walk2         | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Walk Max      | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped Clear     | 0   | 22  | 0   | 18  | 0   | 22  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped Clear 2   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped Clear Max | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped CO        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Vehicle Ext   | 0.0 | 1.0 | 3.0 | 3.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max1          | 0   | 40  | 16  | 19  | 0   | 40  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Max2          | 0   | 40  | 23  | 21  | 0   | 40  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Max3          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| DYM Max       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Dym Step      | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow        | 0.0 | 4.8 | 4.0 | 4.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Clear     | 0.0 | 2.0 | 2.0 | 3.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Max       | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert    | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Act B4        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Sec/Act       | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Int       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Time B4       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Cars Wt       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| STPTDuc       | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Min Gap       | 0.0 | 1.0 | 3.0 | 3.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Plan 4 - "Phase Bank 4"

| Phase         | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   | 9   | 10  | 11  | 12  | 13  | 14  | 15  | 16  |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Direction     | N   | N   | N   | N   | N   | N-T | N   | N   | N   | N   | N   | N   | N   | N   | N   | N   |
| Min Green     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Bk Min Green  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| CS Min Green  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Delay Green   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Walk          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Walk2         | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Walk Max      | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped Clear     | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped Clear 2   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped Clear Max | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Ped CO        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Vehicle Ext   | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max1          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Max2          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Max3          | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| DYM Max       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Dym Step      | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow        | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Clear     | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Max       | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert    | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Act B4        | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Sec/Act       | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Int       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Time B4       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Cars Wt       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| STPTDuc       | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc       | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| Min Gap       | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

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Controller Options

Controller Options (MM) 2-6-1

| Phase           | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Flashing Grn Ph | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| Guar Passage    |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Non-Act I       |   | X |   |   |   | X |   |   |   |    |    |    |    |    |    |    |
| Non-Act II      |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Dual Entry      |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Cond Service    |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Cond Reservice  |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Ped Re-Service  |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Rest In Walk    |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Flashing Walk   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Ped Clr-Yel     |   |   |   | X |   |   |   |   |   |    |    |    |    |    |    |    |
| Ped Clr-Red     |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| IGRN + Veh Ext  |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |

Ped Clear Protect: Off    Unit Red Revert: 2.0    MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: Free Input Disables Pre-Timed: No

| Phase     | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Pre-Timed |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |

Phase Recall Options (MM) 2-8

Plan # 1

|                | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Lock Detector  |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Vehicle Recall |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Ped Recall     |   | X |   |   |   | X |   |   |   |    |    |    |    |    |    |    |
| Max Recall     |   | X |   |   |   | X |   |   |   |    |    |    |    |    |    |    |
| Soft Recall    |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| No Rest        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| AI Calc        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |

Plan # 2

|                | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Lock Detector  |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Vehicle Recall |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Ped Recall     |   | X |   |   |   | X |   |   |   |    |    |    |    |    |    |    |
| Max Recall     |   | X |   |   |   | X |   |   |   |    |    |    |    |    |    |    |
| Soft Recall    |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| No Rest        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| AI Calc        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |

Plan # 3

|                | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Lock Detector  |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Vehicle Recall |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Ped Recall     |   | X |   |   |   | X |   |   |   |    |    |    |    |    |    |    |
| Max Recall     |   | X |   |   |   | X |   |   |   |    |    |    |    |    |    |    |
| Soft Recall    |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| No Rest        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| AI Calc        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |

Plan # 4

|                | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Lock Detector  |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Vehicle Recall |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Ped Recall     |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |



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**Coordination Options**

**Options (MM) 3-1**

|                   |         |               |         |
|-------------------|---------|---------------|---------|
| Manual Pattern    | Auto    | ECPI Coord    | Yes     |
| System Source     | SYS     | System Format | STD     |
| Splits In         | Seconds | Offsets In    | Seconds |
| Transition        | Smooth  | Max Select    | MAXINH  |
| Dwell / Add Time  | 0       |               |         |
| Delay Coord Wk-LZ | No      | Force Off     | Fixed   |
| Offset Reference  | Yellow  | Use Ped Time  | Yes     |
| Ped Recall        | No      | Ped Reserve   | Yes     |
| Local Zero        | Yes     | FO Added Ini  | No      |
| Override          |         | Green         |         |
| Re-sync Count     | 0       | Multisync     | No      |

**Auto Perm Minimum Green (Seconds) (MM) 3-4**

| Phase         | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Minimum Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |

**Split Demand (MM) 3-5**

| Phase    | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Demand 1 |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Demand 2 |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |

|                 |   |   |
|-----------------|---|---|
| Demand          | 1 | 2 |
| Detector        | 0 | 0 |
| Call Time (Sec) | 0 | 0 |
| Cycle Count     | 0 | 0 |

Coordinator Pattern # 16

Split Pattern 16 TS2 (Pat-Off) 5-1 Splits In Seconds  
 Cycle 190 Std (COS) 201 Offsets In Seconds  
 Offset Value 132s Dwell/Add Time 0  
 Actuated Coord No Timing Plan 0  
 Actuated Walk Rest No Sequence 0  
 Phase Reservice No Action Plan 0  
 Max Select None Force Off None

Split Preference Phases

| Phase                 | 1 | 2   | 3  | 4  | 5 | 6   | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-----------------------|---|-----|----|----|---|-----|---|---|---|----|----|----|----|----|----|----|
| Description           | N | N   | N  | N  | N | N-T | N | N | N | N  | N  | N  | N  | N  | N  | N  |
| Splits (Split Pat 16) | 0 | 135 | 28 | 27 | 0 | 135 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |
| Pref 1                | 0 | 0   | 0  | 0  | 0 | 0   | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |
| Pref 2                | 0 | 0   | 0  | 0  | 0 | 0   | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |

| Ring              | 1    | 2    | 3  | 4  | Misc. Data  |
|-------------------|------|------|----|----|---|
| Ring Split Ext    | 0    | 0    | 0  | 0  | Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0                       |
| Ring Displacement | -    | 0    | 0  | 0  | Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0 |
| Split Sum         | 190s | 135s | 0s | 0s |   |

Split Pattern

| Phase                    | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Coord Phase              |   | X |   |   |   | X |   |   |   |    |    |    |    |    |    |    |
| Vehicle Recall           |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Pedestrian Recall        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Recall to Max. Time      |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Omit Phase               |   |   |   |   |   |   |   |   | X | X  | X  | X  | X  | X  | X  | X  |
| Special Function Outputs |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |

Coordinator Pattern # 17

Split Pattern 17 TS2 (Pat-Off) 5-2 Splits In Seconds  
 Cycle 150 Std (COS) 209 Offsets In Seconds  
 Offset Value 122s Dwell/Add Time 0  
 Actuated Coord No Timing Plan 0  
 Actuated Walk Rest No Sequence 0  
 Phase Reservice No Action Plan 0  
 Max Select None Force Off None

Split Preference Phases

| Phase                 | 1 | 2  | 3  | 4  | 5 | 6   | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-----------------------|---|----|----|----|---|-----|---|---|---|----|----|----|----|----|----|----|
| Description           | N | N  | N  | N  | N | N-T | N | N | N | N  | N  | N  | N  | N  | N  | N  |
| Splits (Split Pat 17) | 0 | 97 | 26 | 27 | 0 | 97  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |
| Pref 1                | 0 | 0  | 0  | 0  | 0 | 0   | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |
| Pref 2                | 0 | 0  | 0  | 0  | 0 | 0   | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |

| Ring              | 1    | 2   | 3  | 4  | Misc. Data  |
|-------------------|------|-----|----|----|---|
| Ring Split Ext    | 0    | 0   | 0  | 0  | Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0                       |
| Ring Displacement | -    | 0   | 0  | 0  | Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0 |
| Split Sum         | 150s | 97s | 0s | 0s |   |

Split Pattern

| Phase               | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Coord Phase         |   | X |   |   |   | X |   |   |   |    |    |    |    |    |    |    |
| Vehicle Recall      |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Pedestrian Recall   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Recall to Max. Time |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Omit Phase          |   |   |   |   |   |   |   |   | X | X  | X  | X  | X  | X  | X  | X  |

Coordinator Pattern # 20

Split Pattern 20 TS2 (Pat-Off) 6-2 Splits In Seconds  
 Cycle 200 Std (COS) 233 Offsets In Seconds  
 Offset Value 0s Dwell/Add Time 0  
 Actuated Coord No Timing Plan 0  
 Actuated Walk Rest No Sequence 0  
 Phase Reservice No Action Plan 0  
 Max Select MAX 3 Force Off Float

Split Preference Phases

| Phase                 | 1 | 2   | 3  | 4  | 5 | 6   | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-----------------------|---|-----|----|----|---|-----|---|---|---|----|----|----|----|----|----|----|
| Description           | N | N   | N  | N  | N | N-T | N | N | N | N  | N  | N  | N  | N  | N  | N  |
| Splits (Split Pat 20) | 0 | 142 | 28 | 30 | 0 | 142 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |
| Pref 1                | 0 | 0   | 0  | 0  | 0 | 0   | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |
| Pref 2                | 0 | 0   | 0  | 0  | 0 | 0   | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |

| Ring              | 1    | 2    | 3  | 4  | Misc. Data  |
|-------------------|------|------|----|----|---|
| Ring Split Ext    | 0    | 0    | 0  | 0  | Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0                       |
| Ring Displacement | -    | 0    | 0  | 0  | Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0 |
| Split Sum         | 200s | 142s | 0s | 0s |   |

Split Pattern

| Phase                    | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|--------------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Coord Phase              |   | X |   |   |   | X |   |   |   |    |    |    |    |    |    |    |
| Vehicle Recall           |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Pedestrian Recall        |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Recall to Max. Time      |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Omit Phase               |   |   |   |   |   |   |   |   | X | X  | X  | X  | X  | X  | X  | X  |
| Special Function Outputs |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |

Coordinator Pattern # 21

Split Pattern 21 TS2 (Pat-Off) 6-3 Splits In Seconds  
 Cycle 140 Std (COS) 10 Offsets In Seconds  
 Offset Value 82s Dwell/Add Time 0  
 Actuated Coord No Timing Plan 0  
 Actuated Walk Rest No Sequence 0  
 Phase Reservice No Action Plan 0  
 Max Select None Force Off None

Split Preference Phases

| Phase                 | 1 | 2  | 3  | 4  | 5 | 6   | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-----------------------|---|----|----|----|---|-----|---|---|---|----|----|----|----|----|----|----|
| Description           | N | N  | N  | N  | N | N-T | N | N | N | N  | N  | N  | N  | N  | N  | N  |
| Splits (Split Pat 21) | 0 | 89 | 25 | 26 | 0 | 89  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |
| Pref 1                | 0 | 0  | 0  | 0  | 0 | 0   | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |
| Pref 2                | 0 | 0  | 0  | 0  | 0 | 0   | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |

| Ring              | 1    | 2   | 3  | 4  | Misc. Data  |
|-------------------|------|-----|----|----|---|
| Ring Split Ext    | 0    | 0   | 0  | 0  | Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0                       |
| Ring Displacement | -    | 0   | 0  | 0  | Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0 |
| Split Sum         | 140s | 89s | 0s | 0s |   |

Split Pattern

| Phase               | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Coord Phase         |   | X |   |   |   | X |   |   |   |    |    |    |    |    |    |    |
| Vehicle Recall      |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Pedestrian Recall   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Recall to Max. Time |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Omit Phase          |   |   |   |   |   |   |   |   | X | X  | X  | X  | X  | X  | X  | X  |

Action Plan - 16 - "16"

Pattern 16           Override Sys    No  
 Timing Plan 0       Sequence        0  
 Veh Detector Plan 0    Det Log        None  
 Flash No            Red Rest       No  
 Veh Det Diag Plan 0    Ped Det Diag   0  
 Dimming Enable No     Pmt Veh Priority Ret No  
 Pmt Ped Priority Ret No    Pmt Queue Delay No  
 Pmt Cond Delay No

| Phase           | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Ped Recall      |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Walk 2          |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Veh Ext 2       |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Veh Recall      |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max Recall      |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max 2           |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max 3           |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| CS Inhibit      |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Omit            |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Spec Func (1-3) |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Aux Func (1-3)  |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
|                 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |    |
| LP 1-15         | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| LP 16-30        | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| LP 31-45        | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| LP 46-60        | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| LP 61-75        | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| LP 76-90        | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| LP 91-100       | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |

Action Plan - 17 - "17"

Pattern 17           Override Sys    No  
 Timing Plan 0       Sequence        0  
 Veh Detector Plan 0    Det Log        None  
 Flash No            Red Rest       No  
 Veh Det Diag Plan 0    Ped Det Diag   0  
 Dimming Enable No     Pmt Veh Priority Ret No  
 Pmt Ped Priority Ret No    Pmt Queue Delay No  
 Pmt Cond Delay No

| Phase           | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Ped Recall      |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Walk 2          |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Veh Ext 2       |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Veh Recall      |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max Recall      |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max 2           |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max 3           |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| CS Inhibit      |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Omit            |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Spec Func (1-2) |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Aux Func (1-3)  |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
|                 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |    |
| LP 1-15         | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| LP 16-30        | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| LP 31-45        | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| LP 46-60        | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| LP 61-75        | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| LP 76-90        | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| LP 91-100       | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |

Action Plan - 20 - "20"

Pattern 20           Override Sys    No  
 Timing Plan 0       Sequence        0  
 Veh Detector Plan 0    Det Log        None  
 Flash No            Red Rest       No  
 Veh Det Diag Plan 0    Ped Det Diag   0  
                           Plan  
 Dimming Enable No     Pmt Veh Priority No  
                           Ret  
 Pmt Ped Priority Ret No    Pmt Queue Delay No  
 Pmt Cond Delay No

| Phase           | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Ped Recall      |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Walk 2          |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Veh Ext 2       |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Veh Recall      |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max Recall      |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max 2           |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max 3           |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| CS Inhibit      |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Omit            |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Spec Func (1-8) |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Aux Func (1-3)  |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
|                 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| LP 1-15         | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| LP 16-30        | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| LP 31-45        | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| LP 46-60        | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| LP 61-75        | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| LP 76-90        | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| LP 91-100       | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |

Action Plan - 21 - "21"

Pattern 21           Override Sys    No  
 Timing Plan 0       Sequence        0  
 Veh Detector Plan 0    Det Log        None  
 Flash No            Red Rest       No  
 Veh Det Diag Plan 0    Ped Det Diag   0  
                           Plan  
 Dimming Enable No     Pmt Veh Priority No  
                           Ret  
 Pmt Ped Priority Ret No    Pmt Queue Delay No  
 Pmt Cond Delay No

| Phase           | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-----------------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
| Ped Recall      |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Walk 2          |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Veh Ext 2       |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Veh Recall      |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max Recall      |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max 2           |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Max 3           |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| CS Inhibit      |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Omit            |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Spec Func (1-8) |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
| Aux Func (1-3)  |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |
|                 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| LP 1-15         | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| LP 16-30        | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| LP 31-45        | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| LP 46-60        | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| LP 61-75        | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| LP 76-90        | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |
| LP 91-100       | . | . | . | . | . | . | . | . | . | .  | .  | .  | .  | .  | .  | .  |

Miami-Dade, FL



2956 - US-1 & Richmond Dr - 2070-1C - Econolite Type - Cobalt

Time Base Day Plan/Schedule  
Day Plan (MM) 5-3

Day Plan #1 - "1"

| Event | Action Plan | Start Time |
|-------|-------------|------------|
| 1     | 3           | 00:00      |
| 2     | 20          | 05:00      |
| 3     | 10          | 09:30      |
| 4     | 14          | 11:45      |
| 5     | 17          | 14:30      |
| 6     | 16          | 15:00      |
| 7     | 5           | 19:00      |
| 8     | 13          | 21:00      |
| 9     | 6           | 22:00      |

Day Plan #2 - "2"

| Event | Action Plan | Start Time |
|-------|-------------|------------|
| 1     | 3           | 00:00      |
| 2     | 4           | 05:00      |
| 3     | 7           | 06:00      |
| 4     | 22          | 06:30      |
| 5     | 10          | 07:45      |
| 6     | 11          | 10:00      |
| 7     | 17          | 11:00      |
| 8     | 11          | 18:30      |
| 9     | 5           | 19:30      |
| 10    | 13          | 21:00      |
| 11    | 6           | 22:00      |

Day Plan #3 - "3"

| Event | Action Plan | Start Time |
|-------|-------------|------------|
| 1     | 3           | 00:00      |
| 2     | 4           | 05:00      |
| 3     | 7           | 06:00      |
| 4     | 22          | 06:30      |
| 5     | 10          | 08:30      |
| 6     | 11          | 10:00      |
| 7     | 17          | 12:00      |
| 8     | 11          | 16:30      |
| 9     | 5           | 18:30      |
| 10    | 13          | 21:00      |
| 11    | 6           | 22:00      |

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

| Month | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|       | X   | X   | X   | X   | X   | X   | X   | X   | X   | X   | X   | X   |

| Day (DOW) | SUN | MON | TUE | WED | THU | FRI | SAT |
|-----------|-----|-----|-----|-----|-----|-----|-----|
|           |     | X   | X   | X   | X   | X   |     |

| Day (DOW) | 1  | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 |
|-----------|----|----|----|----|----|----|----|----|----|----|----|
|           | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  |
|           | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
|           | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  |
|           | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |    |    |
|           | X  | X  | X  | X  | X  | X  | X  | X  | X  |    |    |

Schedule Number - 2

Day Plan No.: 2

| Month | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|       | X   | X   | X   | X   | X   | X   | X   | X   | X   | X   | X   | X   |

| Day (DOW) | SUN | MON | TUE | WED | THU | FRI | SAT |
|-----------|-----|-----|-----|-----|-----|-----|-----|
|           |     |     |     |     |     |     | X   |

| Day (DOW) | 1  | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 |
|-----------|----|----|----|----|----|----|----|----|----|----|----|
|           | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  |
|           | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
|           | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  |
|           | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |    |    |
|           | X  | X  | X  | X  | X  | X  | X  | X  | X  |    |    |

Schedule Number - 3

Day Plan No.: 3

| Month | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|       | X   | X   | X   | X   | X   | X   | X   | X   | X   | X   | X   | X   |

| Day (DOW) | SUN | MON | TUE | WED | THU | FRI | SAT |
|-----------|-----|-----|-----|-----|-----|-----|-----|
|           | X   |     |     |     |     |     |     |

| Day (DOW) | 1  | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 |
|-----------|----|----|----|----|----|----|----|----|----|----|----|
|           | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  |
|           | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
|           | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  | X  |
|           | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |    |    |
|           | X  | X  | X  | X  | X  | X  | X  | X  | X  |    |    |

**Appendix D**  
Growth Rate Calculations

# FDOT Historical Growth Trends

FDOT Growth Rate Summary

| Station Number | Location  | Historic Growth- Linear |           |         |           | Historic Growth- Exponential |           |         |           | Historic Growth- Decaying Exponential |           |         |           |
|----------------|---|-------------------------|-----------|---------|-----------|------------------------------|-----------|---------|-----------|---------------------------------------|-----------|---------|-----------|
|                |   | 5-year                  | R-squared | 10-year | R-squared | 5-year                       | R-squared | 10-year | R-squared | 5-year                                | R-squared | 10-year | R-squared |
| 2562           | SR 5/US 1/S Dixie Highway Southbound -- 300 feet south of SW 174th Street | -1.80%                  | 81.76%    | -0.69%  | 17.49%    | -1.85%                       | 82.49%    | -0.67%  | 17.10%    | -2.01%                                | 94.22%    | -0.48%  | 7.88%     |
| 2563           | SR 5/US 1/S Dixie Highway Northbound -- 300 feet south of SW 174th Street | -0.50%                  | 32.14%    | -1.54%  | 26.46%    | -0.51%                       | 32.40%    | -1.50%  | 27.56%    | -0.42%                                | 30.82%    | -1.44%  | 20.21%    |
| 8127           | SW 168th Street -- 200 feet west of SW 87th Avenue                        | -1.10%                  | 11.45%    |         |           | -1.12%                       | 12.03%    |         |           | -0.38%                                | 1.88%     |         |           |
| 8277           | SW 168th Street -- 200 feet west of US 1                                  | -0.76%                  | 3.95%     |         |           | -0.77%                       | 4.56%     |         |           | -0.26%                                | 0.46%     |         |           |
| Total          |   | -1.04%                  | 32.33%    | -1.12%  | 21.98%    | -1.06%                       | 32.87%    | -1.09%  | 22.33%    | -0.77%                                | 31.85%    | -0.96%  | 14.05%    |

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2018 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

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

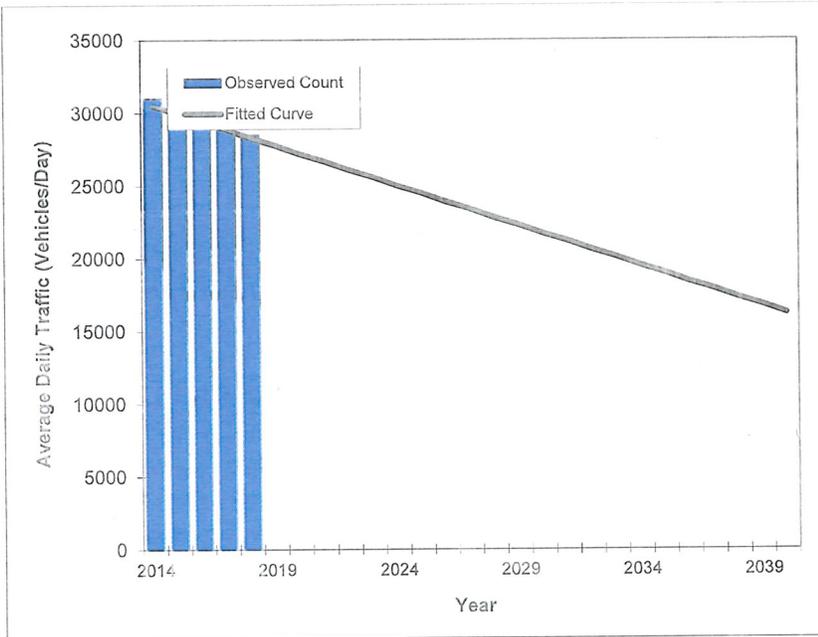
| YEAR | AADT    | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|---------|-------------|-------------|-----------|----------|----------|
| 2018 | 28500 C | S 28500     | 0           | 9.00      | 99.90    | 4.80     |
| 2017 | 29000 C | S 29000     | 0           | 9.00      | 99.90    | 5.40     |
| 2016 | 29000 C | S 29000     | 0           | 9.00      | 99.90    | 4.70     |
| 2015 | 29500 C | S 29500     | 0           | 9.00      | 99.90    | 5.20     |
| 2014 | 31000 C | S 31000     | 0           | 9.00      | 99.90    | 5.80     |
| 2013 | 28500 C | S 28500     | 0           | 9.00      | 99.90    | 5.40     |
| 2012 | 29000 C | S 29000     | 0           | 9.00      | 99.90    | 5.70     |
| 2011 | 32500 C | S 32500     | 0           | 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     | 0           | 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     |

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

### Traffic Trends

SR 5/US-1/S Dixie Highway -- 300 feet south of SW 174th Street

|            |                           |
|------------|---------------------------|
| County:    | Miami (87)                |
| Station #: | 2562                      |
| Highway:   | SR 5/US-1/S Dixie Highway |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2014 | 31000              | 30500   |
| 2015 | 29500              | 30000   |
| 2016 | 29000              | 29400   |
| 2017 | 29000              | 28900   |
| 2018 | 28500              | 28300   |

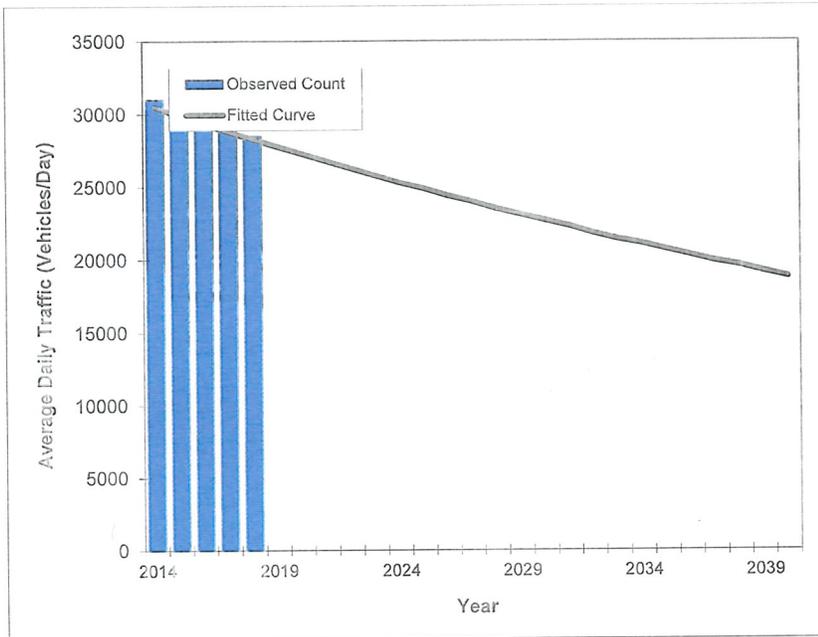
|                                    |           |
|------------------------------------|-----------|
| Trend R-squared:                   | 81.76%    |
| Trend Annual Historic Growth Rate: | -1.80%    |
| Printed:                           | 28-Aug-19 |
| Straight Line Growth Option        |           |

\*Axle-Adjusted

### Traffic Trends

SR 5/US-1/S Dixie Highway -- 300 feet south of SW 174th Street

|            |                           |
|------------|---------------------------|
| County:    | Miami (87)                |
| Station #: | 2562                      |
| Highway:   | SR 5/US-1/S Dixie Highway |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2014 | 31000              | 30500   |
| 2015 | 29500              | 29900   |
| 2016 | 29000              | 29400   |
| 2017 | 29000              | 28800   |
| 2018 | 28500              | 28300   |

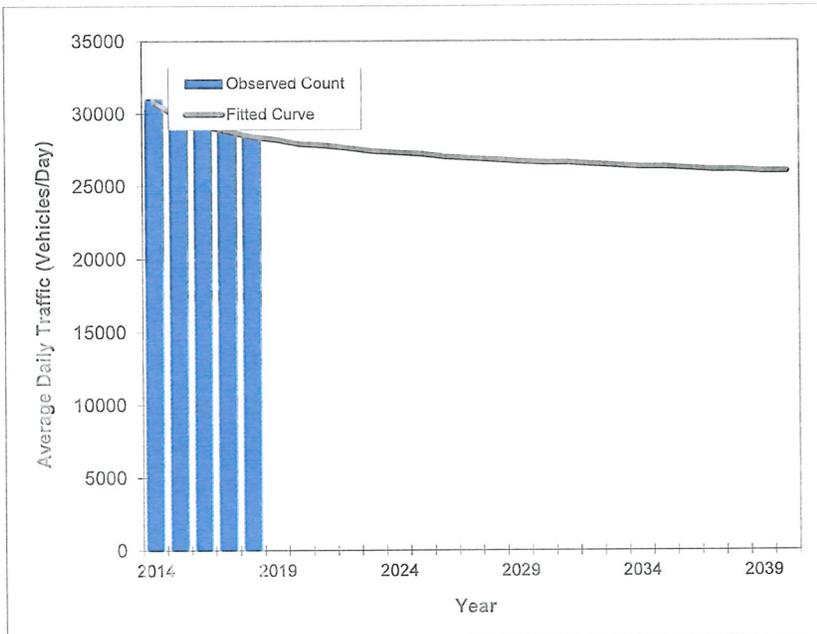
|   |           |
|---|-----------|
| Trend R-squared:                        | 82.49%    |
| Compounded Annual Historic Growth Rate: | -1.85%    |
| Printed:                                | 26-Aug-19 |
| Exponential Growth Option               |           |

\*Axle-Adjusted

### Traffic Trends

SR 5/US-1/S Dixie Highway -- 300 feet south of SW 174th Street

|            |                           |
|------------|---------------------------|
| County:    | Miami (87)                |
| Station #: | 2562                      |
| Highway:   | SR 5/US-1/S Dixie Highway |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2014 | 31000              | 30800   |
| 2015 | 29500              | 29800   |
| 2016 | 29000              | 29200   |
| 2017 | 29000              | 28800   |
| 2018 | 28500              | 28400   |

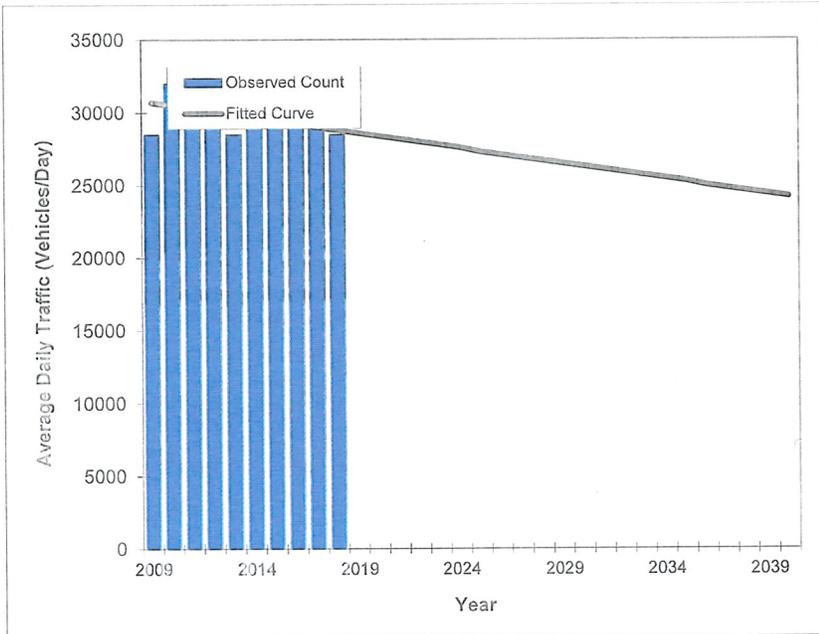
|   |           |
|---|-----------|
| Trend R-squared:                        | 94.22%    |
| Compounded Annual Historic Growth Rate: | -2.01%    |
| Printed:                                | 28-Aug-19 |
| Decaying Exponential Growth Option      |           |

\*Axle-Adjusted

### Traffic Trends

SR 5/US-1/S Dixie Highway -- 300 feet south of SW 174th Street

|            |                           |
|------------|---------------------------|
| County:    | Miami (87)                |
| Station #: | 2562                      |
| Highway:   | SR 5/US-1/S Dixie Highway |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2009 | 28500              | 30700   |
| 2010 | 32000              | 30500   |
| 2011 | 32500              | 30300   |
| 2012 | 29000              | 30100   |
| 2013 | 28500              | 29900   |
| 2014 | 31000              | 29600   |
| 2015 | 29500              | 29400   |
| 2016 | 29000              | 29200   |
| 2017 | 29000              | 29000   |
| 2018 | 28500              | 28800   |

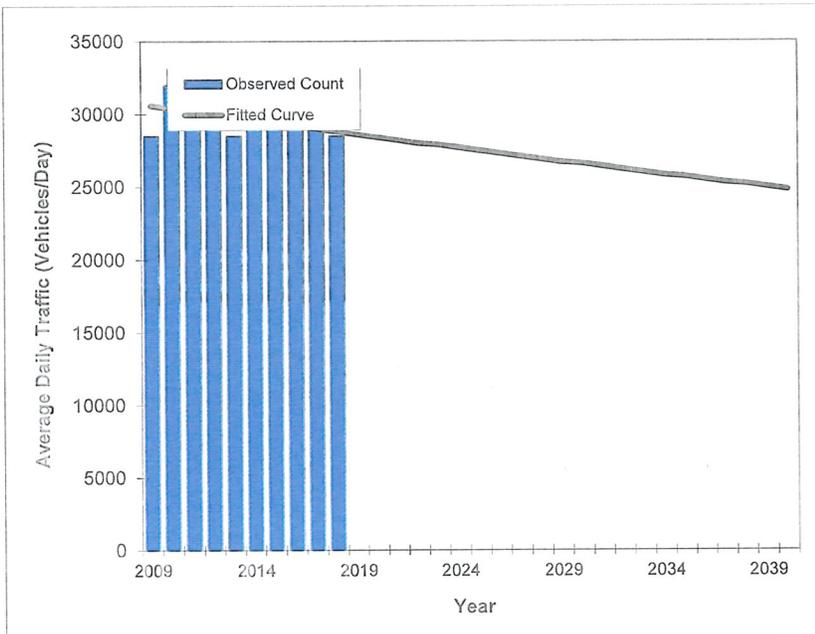
|                                    |           |
|------------------------------------|-----------|
| Trend R-squared:                   | 17.49%    |
| Trend Annual Historic Growth Rate: | -0.69%    |
| Printed:                           | 28-Aug-19 |
| Straight Line Growth Option        |           |

\*Axle-Adjusted

### Traffic Trends

SR 5/US-1/S Dixie Highway -- 300 feet south of SW 174th Street

|            |                           |
|------------|---------------------------|
| County:    | Miami (87)                |
| Station #: | 2562                      |
| Highway:   | SR 5/US-1/S Dixie Highway |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2009 | 28500              | 30600   |
| 2010 | 32000              | 30400   |
| 2011 | 32500              | 30200   |
| 2012 | 29000              | 30000   |
| 2013 | 28500              | 29800   |
| 2014 | 31000              | 29600   |
| 2015 | 29500              | 29400   |
| 2016 | 29000              | 29200   |
| 2017 | 29000              | 29000   |
| 2018 | 28500              | 28800   |

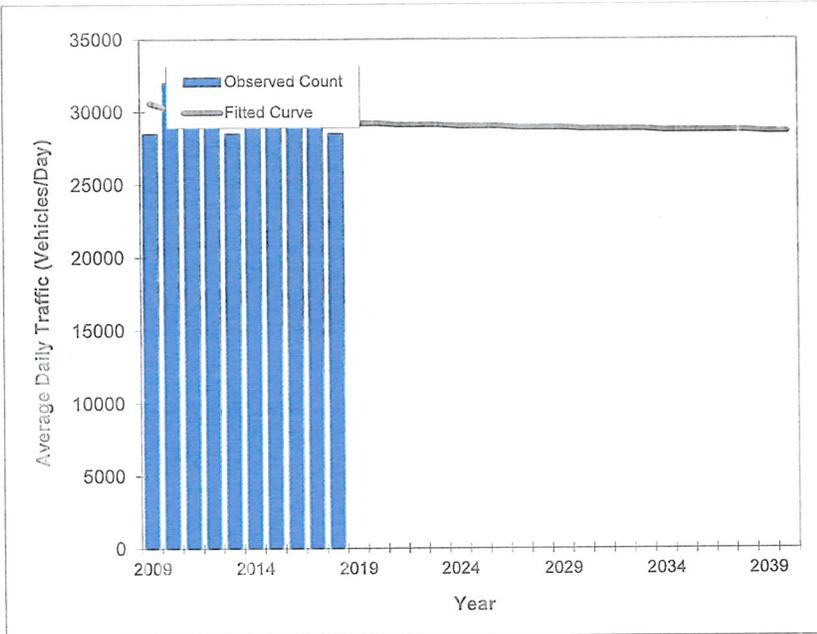
|   |           |
|---|-----------|
| Trend R-squared:                        | 17.10%    |
| Compounded Annual Historic Growth Rate: | -0.67%    |
| Printed:                                | 28-Aug-19 |
| Exponential Growth Option               |           |

\*Axle-Adjusted

### Traffic Trends

SR 5/US-1/S Dixie Highway -- 300 feet south of SW 174th Street

|            |                           |
|------------|---------------------------|
| County:    | Miami (87)                |
| Station #: | 2562                      |
| Highway:   | SR 5/US-1/S Dixie Highway |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2009 | 28500              | 30600   |
| 2010 | 32000              | 30200   |
| 2011 | 32500              | 30000   |
| 2012 | 29000              | 29800   |
| 2013 | 28500              | 29700   |
| 2014 | 31000              | 29600   |
| 2015 | 29500              | 29500   |
| 2016 | 29000              | 29400   |
| 2017 | 29000              | 29400   |
| 2018 | 28500              | 29300   |

|   |           |
|---|-----------|
| Trend R-squared:                        | 7.88%     |
| Compounded Annual Historic Growth Rate: | -0.48%    |
| Printed:                                | 28-Aug-19 |
| Decaying Exponential Growth Option      |           |

\*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2018 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2563 - SR5/US1 S.DIXIE HWY ONE WAY NB 300' S OF SW 174 ST

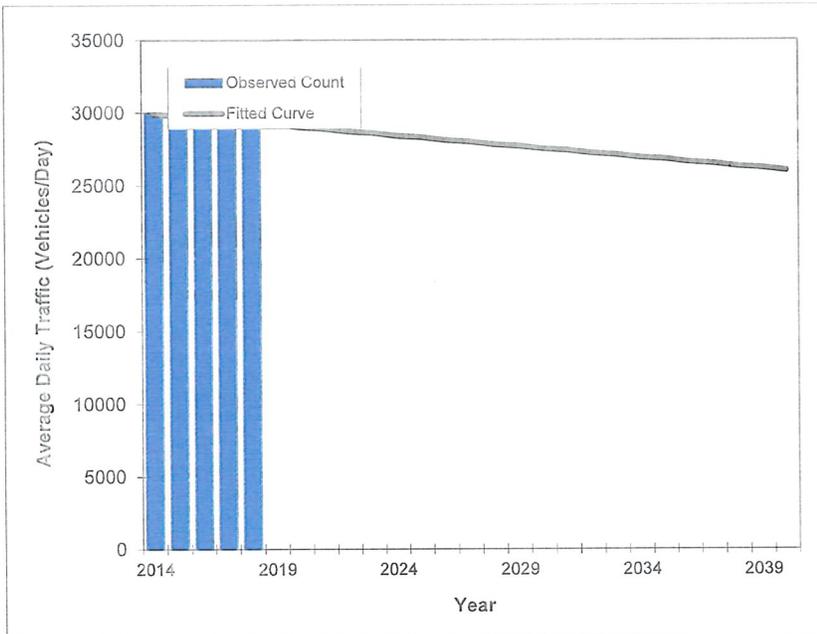
| YEAR | AADT    | DIRECTION 1 | DIRECTION 2 | *K FACTOR | D FACTOR | T FACTOR |
|------|---------|-------------|-------------|-----------|----------|----------|
| 2018 | 29000 C | N 29000     | 0           | 9.00      | 99.90    | 4.80     |
| 2017 | 30000 C | N 30000     | 0           | 9.00      | 99.90    | 5.40     |
| 2016 | 29500 C | N 29500     | 0           | 9.00      | 99.90    | 4.70     |
| 2015 | 29500 C | N 29500     | 0           | 9.00      | 99.90    | 5.20     |
| 2014 | 30000 C | N 30000     | 0           | 9.00      | 99.90    | 5.80     |
| 2013 | 30000 C | N 30000     | 0           | 9.00      | 99.90    | 5.40     |
| 2012 | 30500 C | N 30500     | 0           | 9.00      | 99.90    | 5.70     |
| 2011 | 32000 C | N 32000     | 0           | 9.00      | 99.90    | 6.10     |
| 2010 | 39000 C | N 39000     | 0           | 7.87      | 99.99    | 6.90     |
| 2009 | 29500 C | N 29500     | 0           | 7.98      | 99.99    | 6.30     |
| 2008 | 30000 C | N 30000     | 0           | 8.07      | 99.99    | 7.10     |
| 2007 | 30500 C | N 30500     | 0           | 7.96      | 99.99    | 8.00     |
| 2006 | 31500 C | N 31500     | 0           | 7.39      | 99.99    | 6.10     |
| 2005 | 31000 C | N 31000     | 0           | 7.70      | 99.90    | 5.50     |
| 2004 | 29500 C | N 29500     | 0           | 8.20      | 99.90    | 6.20     |
| 2003 | 32000 C | N 32000     | 0           | 8.10      | 99.90    | 4.80     |

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

### Traffic Trends

SR 5/US-1/S Dixie Highway -- 300 feet south of SW 174th Street

|            |                           |
|------------|---------------------------|
| County:    | Miami (87)                |
| Station #: | 2563                      |
| Highway:   | SR 5/US-1/S Dixie Highway |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2014 | 30000              | 29900   |
| 2015 | 29500              | 29800   |
| 2016 | 29500              | 29600   |
| 2017 | 30000              | 29500   |
| 2018 | 29000              | 29300   |

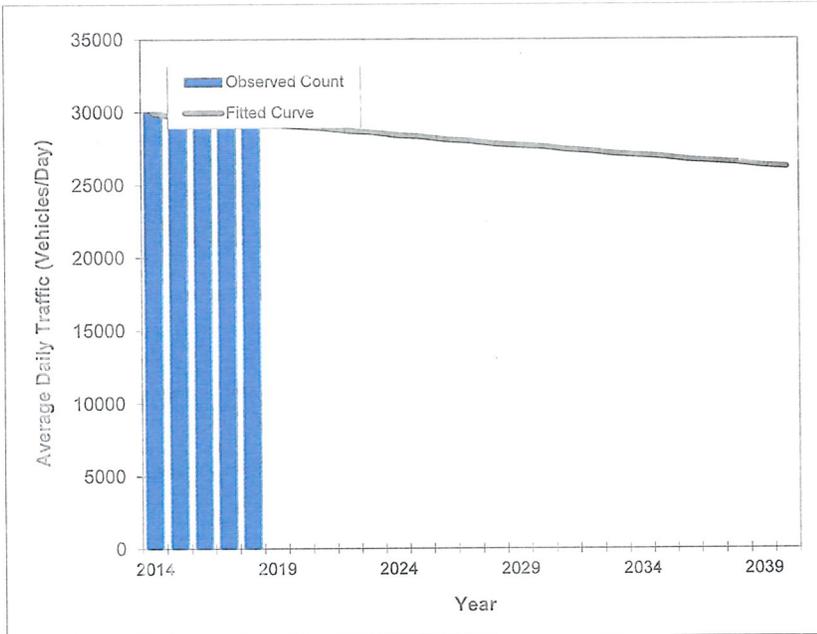
|                                    |           |
|------------------------------------|-----------|
| Trend R-squared:                   | 32.14%    |
| Trend Annual Historic Growth Rate: | -0.50%    |
| Printed:                           | 28-Aug-19 |
| <b>Straight Line Growth Option</b> |           |

\*Axle-Adjusted

### Traffic Trends

SR 5/US-1/S Dixie Highway -- 300 feet south of SW 174th Street

|            |                           |
|------------|---------------------------|
| County:    | Miami (87)                |
| Station #: | 2563                      |
| Highway:   | SR 5/US-1/S Dixie Highway |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2014 | 30000              | 29900   |
| 2015 | 29500              | 29700   |
| 2016 | 29500              | 29600   |
| 2017 | 30000              | 29400   |
| 2018 | 29000              | 29300   |

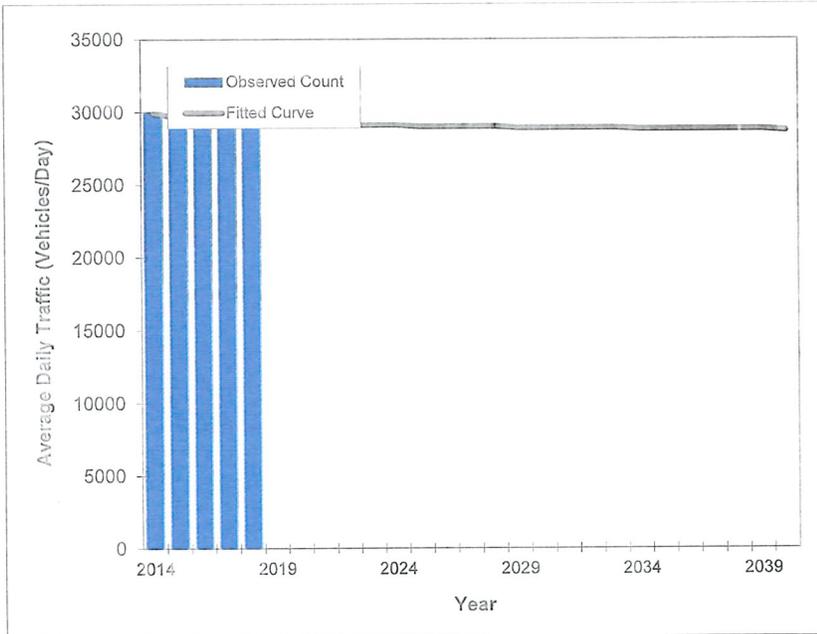
|   |           |
|---|-----------|
| Trend R-squared:                        | 32.40%    |
| Compounded Annual Historic Growth Rate: | -0.51%    |
| Printed:                                | 28-Aug-19 |
| <b>Exponential Growth Option</b>        |           |

\*Axle-Adjusted

### Traffic Trends

SR 5/US-1/S Dixie Highway -- 300 feet south of SW 174th Street

|            |                           |
|------------|---------------------------|
| County:    | Miami (87)                |
| Station #: | 2563                      |
| Highway:   | SR 5/US-1/S Dixie Highway |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2014 | 30000              | 29900   |
| 2015 | 29500              | 29700   |
| 2016 | 29500              | 29500   |
| 2017 | 30000              | 29400   |
| 2018 | 29000              | 29400   |

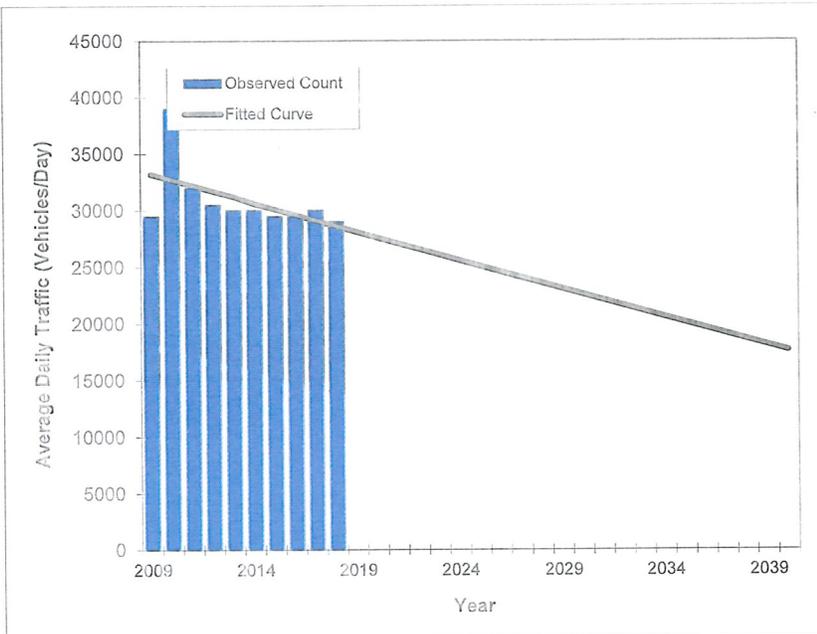
|   |           |
|---|-----------|
| Trend R-squared:                        | 30.82%    |
| Compounded Annual Historic Growth Rate: | -0.42%    |
| Printed:                                | 28-Aug-19 |
| Decaying Exponential Growth Option      |           |

\*Axle-Adjusted

### Traffic Trends

SR 5/US-1/S Dixie Highway -- 300 feet south of SW 174th Street

|            |                           |
|------------|---------------------------|
| County:    | Miami (87)                |
| Station #: | 2563                      |
| Highway:   | SR 5/US-1/S Dixie Highway |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2009 | 29500              | 33200   |
| 2010 | 39000              | 32700   |
| 2011 | 32000              | 32200   |
| 2012 | 30500              | 31700   |
| 2013 | 30000              | 31200   |
| 2014 | 30000              | 30600   |
| 2015 | 29500              | 30100   |
| 2016 | 29500              | 29600   |
| 2017 | 30000              | 29100   |
| 2018 | 29000              | 28600   |

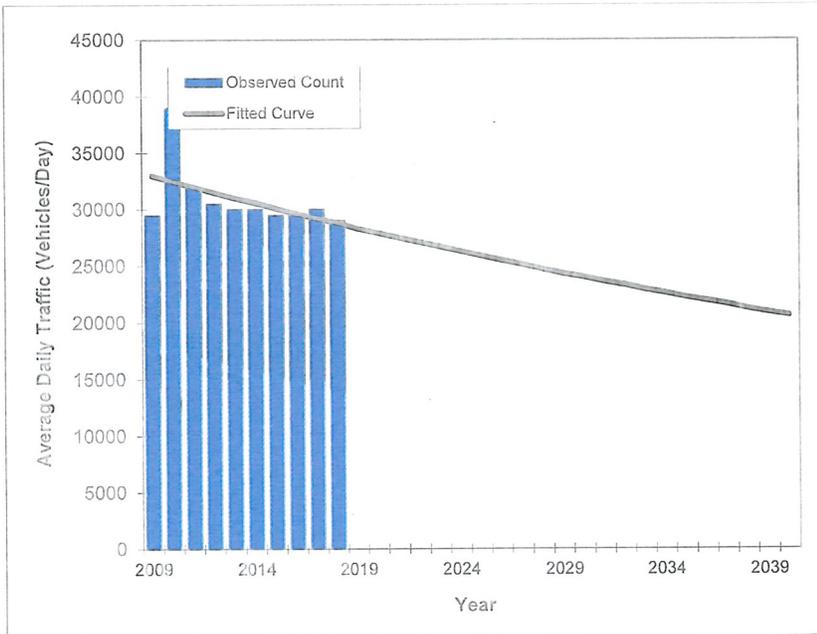
Trend R-squared: 26.46%  
 Trend Annual Historic Growth Rate: -1.54%  
 Printed: 28-Aug-19  
**Straight Line Growth Option**

\*Axle-Adjusted

### Traffic Trends

SR 5/US-1/S Dixie Highway -- 300 feet south of SW 174th Street

|            |                           |
|------------|---------------------------|
| County:    | Miami (87)                |
| Station #: | 2563                      |
| Highway:   | SR 5/US-1/S Dixie Highway |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2009 | 29500              | 33000   |
| 2010 | 39000              | 32500   |
| 2011 | 32000              | 32000   |
| 2012 | 30500              | 31500   |
| 2013 | 30000              | 31000   |
| 2014 | 30000              | 30600   |
| 2015 | 29500              | 30100   |
| 2016 | 29500              | 29600   |
| 2017 | 30000              | 29200   |
| 2018 | 29000              | 28800   |

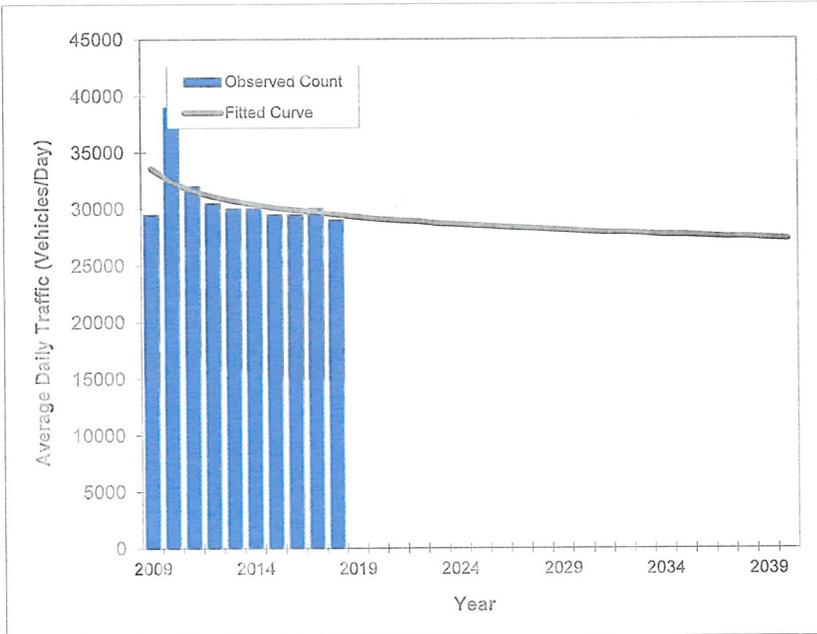
Trend R-squared: 27.56%  
 Compounded Annual Historic Growth Rate: -1.50%  
 Printed: 28-Aug-19  
**Exponential Growth Option**

\*Axle-Adjusted

### Traffic Trends

SR 5/US-1/S Dixie Highway -- 300 feet south of SW 174th Street

|            |                           |
|------------|---------------------------|
| County:    | Miami (87)                |
| Station #: | 2563                      |
| Highway:   | SR 5/US-1/S Dixie Highway |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2009 | 29500              | 33600   |
| 2010 | 39000              | 32400   |
| 2011 | 32000              | 31600   |
| 2012 | 30500              | 31100   |
| 2013 | 30000              | 30700   |
| 2014 | 30000              | 30400   |
| 2015 | 29500              | 30100   |
| 2016 | 29500              | 29900   |
| 2017 | 30000              | 29700   |
| 2018 | 29000              | 29500   |

|   |           |
|---|-----------|
| Trend R-squared:                        | 20.21%    |
| Compounded Annual Historic Growth Rate: | -1.44%    |
| Printed:                                | 28-Aug-19 |
| Decaying Exponential Growth Option      |           |

\*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2018 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8127 - SW 168TH STREET, 200' WEST OF SW 87TH AVE

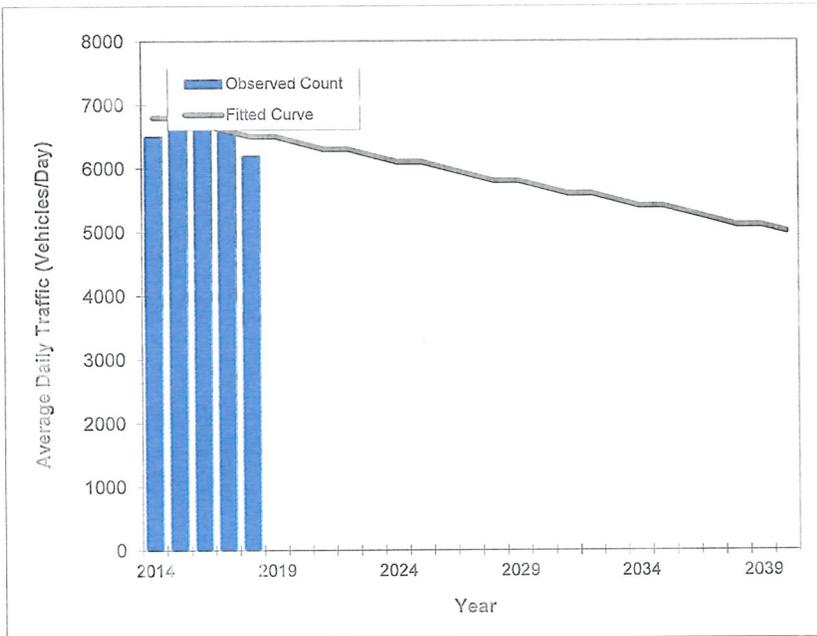
| YEAR | AADT   | DIRECTION 1 |      | DIRECTION 2 |      | *K FACTOR | D FACTOR | T FACTOR |
|------|--------|-------------|------|-------------|------|-----------|----------|----------|
| 2018 | 6200 F | E           | 2900 | W           | 3300 | 9.00      | 54.30    | 12.10    |
| 2017 | 6900 C | E           | 3200 | W           | 3700 | 9.00      | 59.30    | 12.60    |
| 2016 | 6800 F | E           | 3300 | W           | 3500 | 9.00      | 56.10    | 13.50    |
| 2015 | 7000 C | E           | 3400 | W           | 3600 | 9.00      | 57.40    | 13.70    |
| 2014 | 6500 S | E           | 3100 | W           | 3400 | 9.00      | 59.30    | 17.40    |
| 2013 | 6500 F | E           | 3100 | W           | 3400 | 9.00      | 58.90    | 16.20    |
| 2012 | 6500 C | E           | 3100 | W           | 3400 | 9.00      | 59.70    | 16.00    |

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

### Traffic Trends

SW 168th Street -- 200 feet west of SW 87th Avenue

|            |                 |
|------------|-----------------|
| County:    | Miami (87)      |
| Station #: | 8127            |
| Highway:   | SW 168th Street |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2014 | 6500               | 6800    |
| 2015 | 7000               | 6800    |
| 2016 | 6800               | 6700    |
| 2017 | 6900               | 6600    |
| 2018 | 6200               | 6500    |

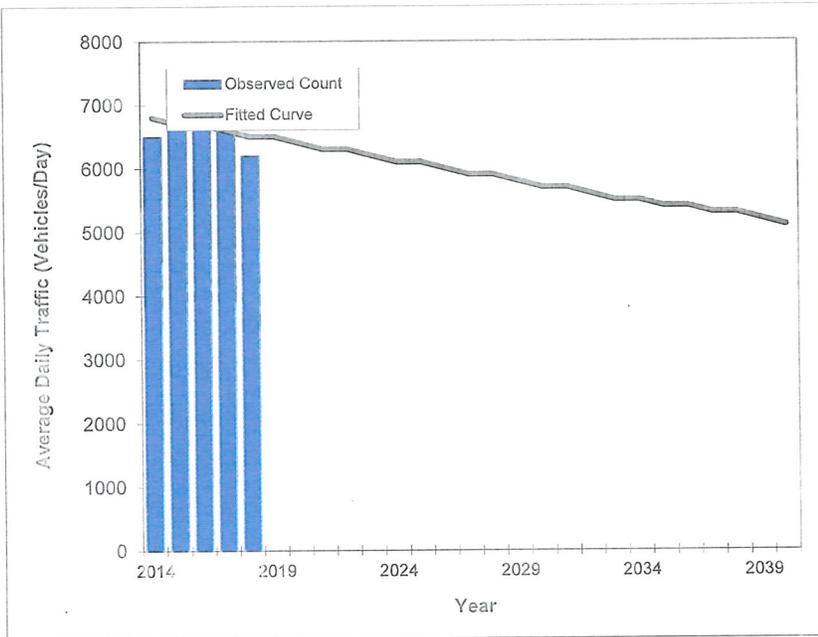
Trend R-squared: 11.45%  
 Trend Annual Historic Growth Rate: -1.10%  
 Printed: 28-Aug-19  
 Straight Line Growth Option

\*Axle-Adjusted

### Traffic Trends

SW 168th Street -- 200 feet west of SW 87th Avenue

|            |                 |
|------------|-----------------|
| County:    | Miami (87)      |
| Station #: | 8127            |
| Highway:   | SW 168th Street |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2014 | 6500               | 6800    |
| 2015 | 7000               | 6700    |
| 2016 | 6800               | 6700    |
| 2017 | 6900               | 6600    |
| 2018 | 6200               | 6500    |

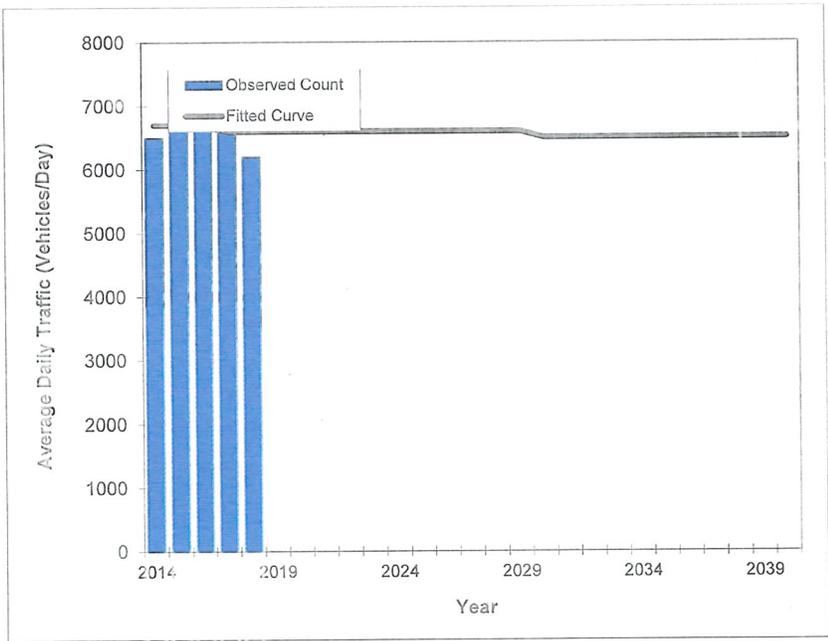
|   |           |
|---|-----------|
| Trend R-squared:                        | 12.03%    |
| Compounded Annual Historic Growth Rate: | -1.12%    |
| Printed:                                | 28-Aug-19 |
| Exponential Growth Option               |           |

\*Axle-Adjusted

### Traffic Trends

SW 168th Street -- 200 feet west of SW 87th Avenue

|            |                 |
|------------|-----------------|
| County:    | Miami (87)      |
| Station #: | 8127            |
| Highway:   | SW 168th Street |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2014 | 6500               | 6700    |
| 2015 | 7000               | 6700    |
| 2016 | 6800               | 6700    |
| 2017 | 6900               | 6600    |
| 2018 | 6200               | 6600    |

|   |           |
|---|-----------|
| Trend R-squared:                        | 1.88%     |
| Compounded Annual Historic Growth Rate: | -0.38%    |
| Printed:                                | 28-Aug-19 |
| Decaying Exponential Growth Option      |           |

\*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2018 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

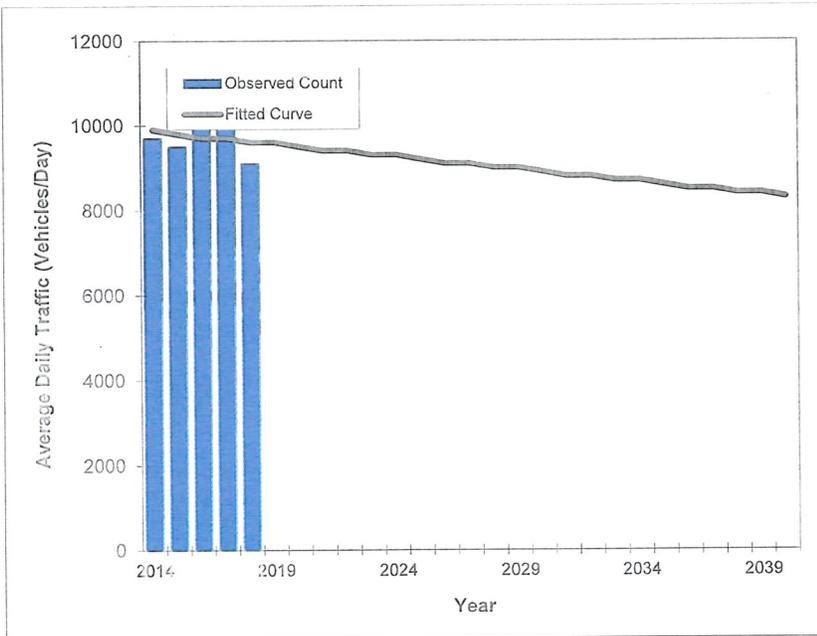
SITE: 8277 - SW 168TH ST, 200' WEST OF US-1

| YEAR | AADT    | DIRECTION 1 |      | DIRECTION 2 |      | *K FACTOR | D FACTOR | T FACTOR |
|------|---------|-------------|------|-------------|------|-----------|----------|----------|
| 2018 | 9100 S  | E           | 4600 | W           | 4500 | 9.00      | 54.30    | 12.10    |
| 2017 | 10100 F | E           | 5100 | W           | 5000 | 9.00      | 59.30    | 12.60    |
| 2016 | 10300 C | E           | 5200 | W           | 5100 | 9.00      | 56.10    | 13.50    |
| 2015 | 9500 T  | E           | 4600 | W           | 4900 | 9.00      | 57.40    | 13.70    |
| 2014 | 9700 S  | E           | 4700 | W           | 5000 | 9.00      | 59.30    | 17.40    |
| 2013 | 9700 F  | E           | 4700 | W           | 5000 | 9.00      | 58.90    | 16.20    |
| 2012 | 9700 C  | R           | 4700 | W           | 5000 | 9.00      | 59.70    | 16.00    |

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

**Traffic Trends**  
 SW 168th Street -- 200 feet west of US 1

|            |                 |
|------------|-----------------|
| County:    | Miami (87)      |
| Station #: | 8277            |
| Highway:   | SW 168th Street |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2014 | 9700               | 9900    |
| 2015 | 9500               | 9800    |
| 2016 | 10300              | 9700    |
| 2017 | 10100              | 9700    |
| 2018 | 9100               | 9600    |

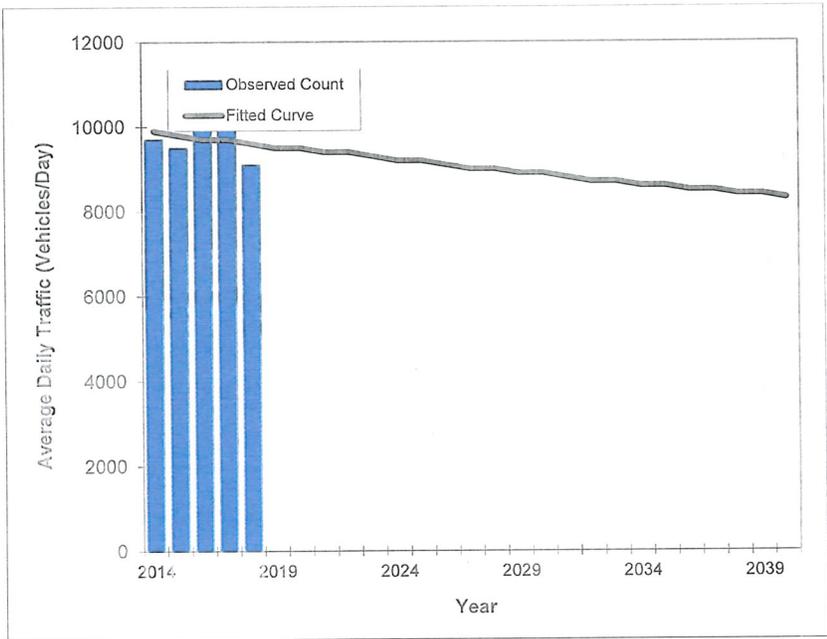
Trend R-squared: 3.95%  
 Trend Annual Historic Growth Rate: -0.76%  
 Printed: 28-Aug-19  
 Straight Line Growth Option

\*Axle-Adjusted

### Traffic Trends

SW 168th Street -- 200 feet west of US 1

|            |                 |
|------------|-----------------|
| County:    | Miami (87)      |
| Station #: | 8277            |
| Highway:   | SW 168th Street |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2014 | 9700               | 9900    |
| 2015 | 9500               | 9800    |
| 2016 | 10300              | 9700    |
| 2017 | 10100              | 9700    |
| 2018 | 9100               | 9600    |

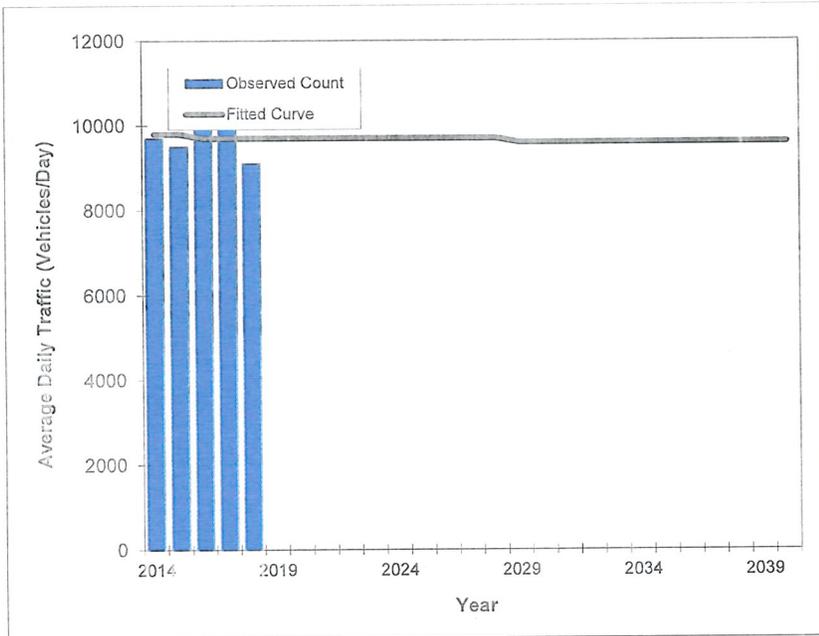
|   |           |
|---|-----------|
| Trend R-squared:                        | 4.56%     |
| Compounded Annual Historic Growth Rate: | -0.77%    |
| Printed:                                | 28-Aug-19 |
| <b>Exponential Growth Option</b>        |           |

\*Axle-Adjusted

### Traffic Trends

SW 168th Street -- 200 feet west of US 1

|            |                 |
|------------|-----------------|
| County:    | Miami (87)      |
| Station #: | 8277            |
| Highway:   | SW 168th Street |



| Year | Traffic (ADT/AADT) |         |
|------|--------------------|---------|
|      | Count*             | Trend** |
| 2014 | 9700               | 9800    |
| 2015 | 9500               | 9800    |
| 2016 | 10300              | 9700    |
| 2017 | 10100              | 9700    |
| 2018 | 9100               | 9700    |

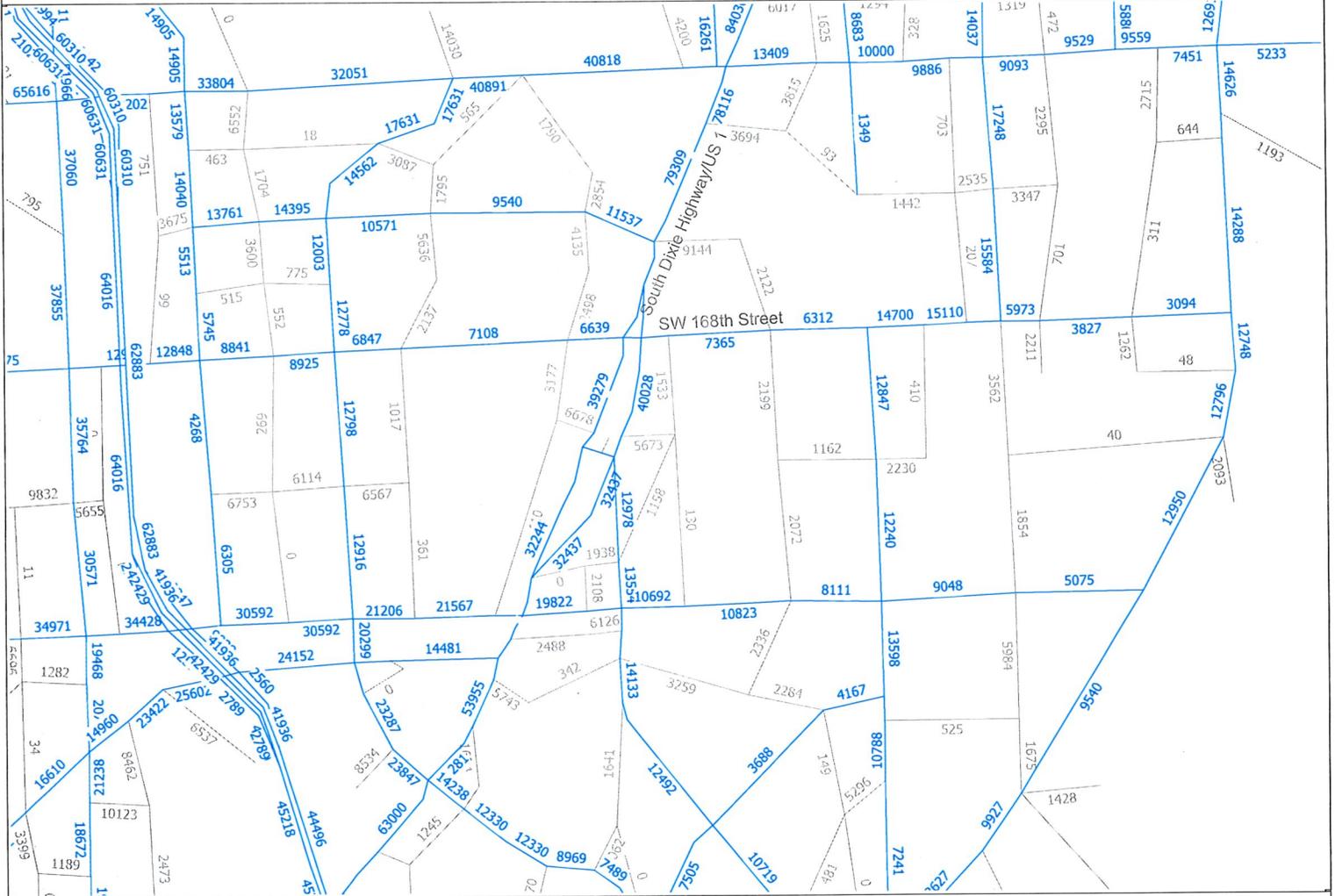
|   |           |
|---|-----------|
| Trend R-squared:                        | 0.46%     |
| Compounded Annual Historic Growth Rate: | -0.26%    |
| Printed:                                | 28-Aug-19 |
| Decaying Exponential Growth Option      |           |

\*Axle-Adjusted

# SERPM Analysis

| SERPM Growth Rate Summary |                |                |               |               |                    |
|---------------------------|----------------|----------------|---------------|---------------|--------------------|
| Street Name               | 2010           | 2040           | Difference    | Growth Rate   | Annual Growth Rate |
| SW 163th Street           | 6,847          | 10,618         | 3,771         | 55.08%        | 1.84%              |
|                           | 7,108          | 9,892          | 2,784         | 39.17%        | 1.31%              |
|                           | 6,639          | 8,847          | 2,208         | 33.26%        | 1.11%              |
|                           | 7,365          | 9,683          | 2,318         | 31.47%        | 1.05%              |
|                           | 6,312          | 8,022          | 1,710         | 27.09%        | 0.90%              |
|                           | 14,700         | 17,910         | 3,210         | 21.84%        | 0.73%              |
|                           | 15,110         | 18,270         | 3,160         | 20.91%        | 0.70%              |
| South Dixie Highway/US 1  | 32,244         | 37,108         | 4,864         | 15.08%        | 0.50%              |
|                           | 32,437         | 36,425         | 3,988         | 12.29%        | 0.41%              |
|                           | 39,279         | 43,327         | 4,048         | 10.31%        | 0.34%              |
|                           | 40,028         | 42,715         | 2,687         | 6.71%         | 0.22%              |
|                           | 79,309         | 83,723         | 4,414         | 5.57%         | 0.19%              |
|                           | 78,116         | 82,534         | 4,418         | 5.66%         | 0.19%              |
| <b>Total</b>              | <b>355,494</b> | <b>409,074</b> | <b>43,580</b> | <b>11.92%</b> | <b>0.40%</b>       |

16999 South Dixie Highway  
2010 Volumes  
SERPM 7.071



(Licensed to Kimley-Horn and Associates, Inc.)

16999 South Dixie Highway  
CF2040 Volumes  
SERPM7.071



(Licensed to Kimley-Horn and Associates, Inc.)

**Appendix E**  
Transit Route Information



# Bus Routes Schedule

 [www8.miamidade.gov/transportation-publicworks/routes\\_schedule.asp](http://www8.miamidade.gov/transportation-publicworks/routes_schedule.asp)



## 1 (Northbound) WEEKDAY

| SW 114 AV & QUAIL ROOST DR | SW 211 ST & 107 AV | SW 168 ST & US 1 |
|----------------------------|--------------------|------------------|
| 06:35AM                    | 06:49AM            | 07:07AM          |
| 07:15AM                    | 07:34AM            | 07:52AM          |
| 07:55AM                    | 08:14AM            | 08:32AM          |
| 08:35AM                    | 08:54AM            | 09:12AM          |
| 09:15AM                    | 09:32AM            | 09:47AM          |
| 09:55AM                    | 10:12AM            | 10:27AM          |
| 10:35AM                    | 10:52AM            | 11:07AM          |
| 11:15AM                    | 11:32AM            | 11:47AM          |
| 11:55AM                    | 12:12PM            | 12:27PM          |
| 12:35PM                    | 12:52PM            | 01:07PM          |
| 01:15PM                    | 01:32PM            | 01:47PM          |
| 01:55PM                    | 02:12PM            | 02:27PM          |
| 02:35PM                    | 02:52PM            | 03:07PM          |
| 03:15PM                    | 03:32PM            | 03:47PM          |
| 03:55PM                    | 04:12PM            | 04:28PM          |
| 04:35PM                    | 04:52PM            | 05:08PM          |

05:15PM

05:32PM

05:48PM

05:55PM

06:12PM

06:28PM

06:35PM

06:52PM

07:08PM

07:15PM

07:30PM

07:43PM

[Back to previous page](#)

# Bus Routes Schedule

 [www8.miamidade.gov/transportation-publicworks/routes\\_schedule.asp](http://www8.miamidade.gov/transportation-publicworks/routes_schedule.asp)



## 1 (Southbound) WEEKDAY

| SW 168 ST & US 1 | SW 211 ST & SOUTHLAND MALL | SW 114 AV & QUAIL ROOST DR |
|------------------|----------------------------|----------------------------|
| 07:15AM          | 07:32AM                    | 07:44AM                    |
| 07:55AM          | 08:12AM                    | 08:24AM                    |
| 08:35AM          | 08:52AM                    | 09:06AM                    |
| 09:15AM          | 09:31AM                    | 09:45AM                    |
| 09:55AM          | 10:11AM                    | 10:25AM                    |
| 10:35AM          | 10:51AM                    | 11:05AM                    |
| 11:15AM          | 11:31AM                    | 11:45AM                    |
| 11:55AM          | 12:11PM                    | 12:25PM                    |
| 12:35PM          | 12:51PM                    | 01:05PM                    |
| 01:15PM          | 01:31PM                    | 01:45PM                    |
| 01:55PM          | 02:11PM                    | 02:25PM                    |
| 02:35PM          | 02:51PM                    | 03:05PM                    |
| 03:15PM          | 03:31PM                    | 03:45PM                    |
| 03:55PM          | 04:12PM                    | 04:25PM                    |
| 04:35PM          | 04:52PM                    | 05:05PM                    |
| 05:15PM          | 05:32PM                    | 05:45PM                    |

05:55PM

06:12PM

06:25PM

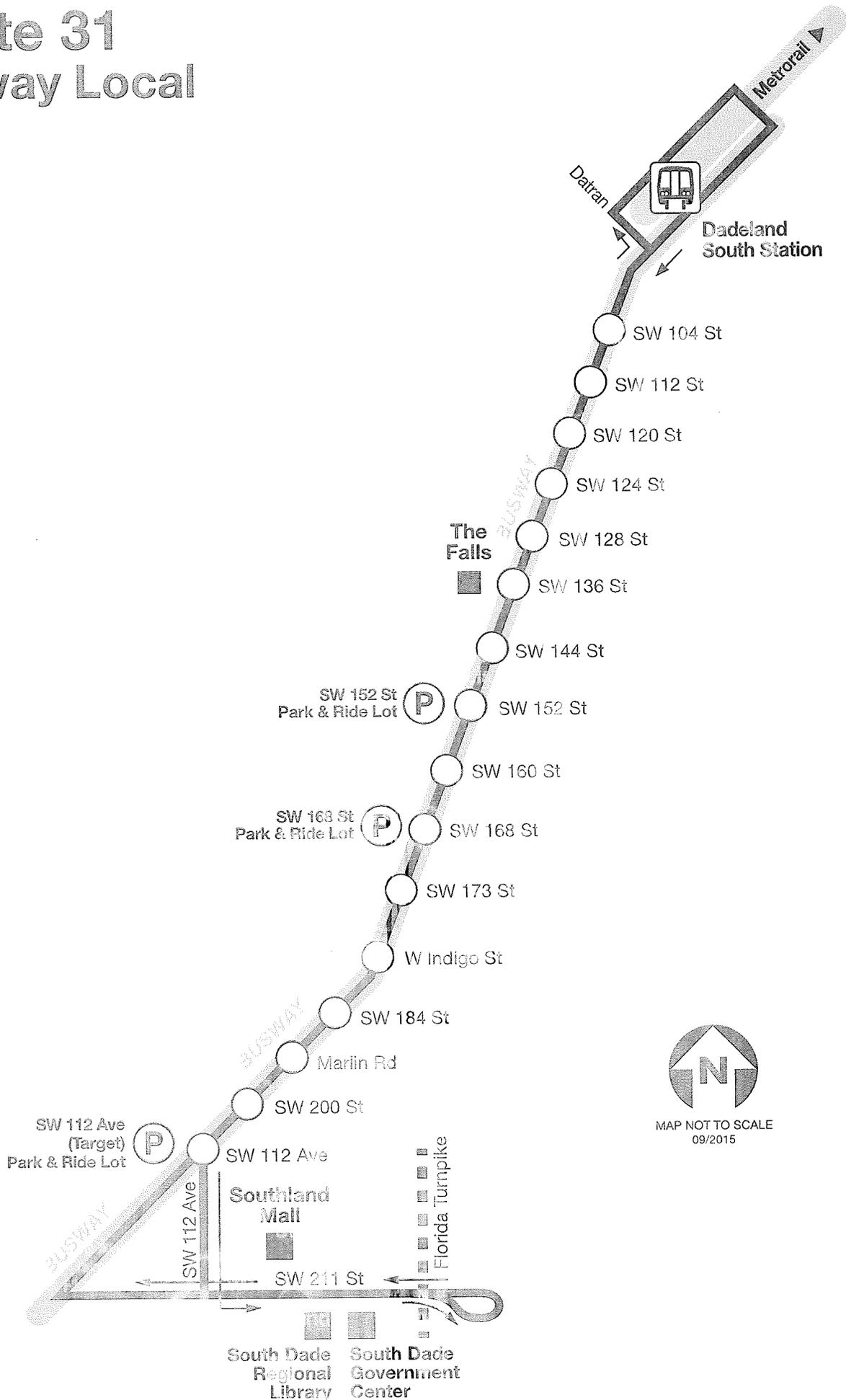
06:35PM

06:52PM

07:05PM

[Back to previous page.](#)

# Route 31 Busway Local



# Bus Routes Schedule

 [www8.miamidade.gov/transportation-publicworks/routes\\_schedule.asp](http://www8.miamidade.gov/transportation-publicworks/routes_schedule.asp)



## 31 (Northbound) WEEKDAY

| SW 211 ST & SOUTHLAND MALL | BUSWAY & SW 200 ST | BUSWAY & SW 184 ST | BUSWAY & SW 152 ST | BUSWAY & SW 136 ST | DADELAND SOUTH METRORAIL STATION |
|----------------------------|--------------------|--------------------|--------------------|--------------------|----------------------------------|
| 05:00AM                    | 05:05AM            | 05:09AM            | 05:15AM            | 05:18AM            | 05:27AM                          |
| 05:20AM                    | 05:25AM            | 05:29AM            | 05:35AM            | 05:38AM            | 05:47AM                          |
| 05:39AM                    | 05:44AM            | 05:48AM            | 05:54AM            | 05:57AM            | 06:07AM                          |
| 06:02AM                    | 06:10AM            | 06:14AM            | 06:22AM            | 06:27AM            | 06:37AM                          |
| 06:32AM                    | 06:40AM            | 06:44AM            | 06:52AM            | 06:57AM            | 07:07AM                          |
| 07:02AM                    | 07:10AM            | 07:14AM            | 07:22AM            | 07:27AM            | 07:37AM                          |
| 07:32AM                    | 07:40AM            | 07:44AM            | 07:52AM            | 07:57AM            | 08:07AM                          |
| 08:02AM                    | 08:10AM            | 08:14AM            | 08:22AM            | 08:27AM            | 08:37AM                          |
| 08:32AM                    | 08:40AM            | 08:44AM            | 08:52AM            | 08:57AM            | 09:07AM                          |
| 09:02AM                    | 09:10AM            | 09:14AM            | 09:22AM            | 09:27AM            | 09:37AM                          |
| 09:32AM                    | 09:40AM            | 09:44AM            | 09:52AM            | 09:57AM            | 10:07AM                          |
| 10:02AM                    | 10:10AM            | 10:14AM            | 10:22AM            | 10:27AM            | 10:37AM                          |
| 10:32AM                    | 10:40AM            | 10:44AM            | 10:52AM            | 10:57AM            | 11:07AM                          |
| 11:02AM                    | 11:10AM            | 11:14AM            | 11:22AM            | 11:27AM            | 11:37AM                          |
| 11:32AM                    | 11:40AM            | 11:44AM            | 11:52AM            | 11:57AM            | 12:07PM                          |

|         |         |         |         |         |         |
|---------|---------|---------|---------|---------|---------|
| 12:02PM | 12:10PM | 12:14PM | 12:22PM | 12:27PM | 12:37PM |
| 12:32PM | 12:40PM | 12:44PM | 12:52PM | 12:57PM | 01:07PM |
| 01:02PM | 01:10PM | 01:14PM | 01:22PM | 01:27PM | 01:37PM |
| 01:32PM | 01:40PM | 01:44PM | 01:52PM | 01:57PM | 02:07PM |
| 02:02PM | 02:10PM | 02:14PM | 02:22PM | 02:27PM | 02:37PM |
| 02:32PM | 02:40PM | 02:44PM | 02:52PM | 02:57PM | 03:07PM |
| 03:02PM | 03:10PM | 03:14PM | 03:22PM | 03:27PM | 03:37PM |
| 03:32PM | 03:40PM | 03:44PM | 03:52PM | 03:57PM | 04:07PM |
| 04:02PM | 04:10PM | 04:14PM | 04:22PM | 04:27PM | 04:37PM |
| 04:32PM | 04:40PM | 04:44PM | 04:52PM | 04:57PM | 05:07PM |
| 05:02PM | 05:10PM | 05:14PM | 05:22PM | 05:27PM | 05:37PM |
| 05:32PM | 05:40PM | 05:44PM | 05:52PM | 05:57PM | 06:07PM |
| 06:02PM | 06:10PM | 06:14PM | 06:22PM | 06:27PM | 06:37PM |
| 06:32PM | 06:40PM | 06:44PM | 06:52PM | 06:57PM | 07:07PM |
| 07:06PM | 07:13PM | 07:17PM | 07:24PM | 07:28PM | 07:37PM |
| 07:49PM | 07:56PM | 08:00PM | 08:07PM | 08:11PM | 08:20PM |
| 08:24PM | 08:31PM | 08:35PM | 08:42PM | 08:46PM | 08:55PM |

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# Bus Routes Schedule

 [www8.miamidade.gov/transportation-publicworks/routes\\_schedule.asp](http://www8.miamidade.gov/transportation-publicworks/routes_schedule.asp)



## 31 (Southbound) WEEKDAY

| DADELAND SOUTH<br>METRORAIL<br>STATION | BUSWAY<br>& SW 136<br>ST | BUSWAY<br>& SW 152<br>ST | BUSWAY<br>& SW 184<br>ST | BUSWAY<br>& SW 200<br>ST | SW 211 ST &<br>SOUTHLAND<br>MALL |
|--|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------------|
| 06:00AM                                | 06:10AM                  | 06:15AM                  | 06:22AM                  | 06:26AM                  | 06:33AM                          |
| 06:20AM                                | 06:30AM                  | 06:35AM                  | 06:42AM                  | 06:46AM                  | 06:53AM                          |
| 06:42AM                                | 06:52AM                  | 06:57AM                  | 07:04AM                  | 07:08AM                  | 07:15AM                          |
| 07:12AM                                | 07:22AM                  | 07:27AM                  | 07:34AM                  | 07:38AM                  | 07:45AM                          |
| 07:42AM                                | 07:52AM                  | 07:57AM                  | 08:04AM                  | 08:08AM                  | 08:15AM                          |
| 08:12AM                                | 08:22AM                  | 08:27AM                  | 08:34AM                  | 08:38AM                  | 08:45AM                          |
| 08:42AM                                | 08:52AM                  | 08:57AM                  | 09:04AM                  | 09:08AM                  | 09:15AM                          |
| 09:12AM                                | 09:22AM                  | 09:27AM                  | 09:34AM                  | 09:38AM                  | 09:45AM                          |
| 09:42AM                                | 09:52AM                  | 09:57AM                  | 10:04AM                  | 10:08AM                  | 10:15AM                          |
| 10:12AM                                | 10:22AM                  | 10:27AM                  | 10:34AM                  | 10:38AM                  | 10:45AM                          |
| 10:42AM                                | 10:52AM                  | 10:57AM                  | 11:04AM                  | 11:08AM                  | 11:15AM                          |
| 11:12AM                                | 11:22AM                  | 11:27AM                  | 11:34AM                  | 11:38AM                  | 11:45AM                          |
| 11:42AM                                | 11:52AM                  | 11:57AM                  | 12:04PM                  | 12:08PM                  | 12:15PM                          |
| 12:12PM                                | 12:22PM                  | 12:27PM                  | 12:34PM                  | 12:38PM                  | 12:45PM                          |
| 12:42PM                                | 12:52PM                  | 12:57PM                  | 01:04PM                  | 01:08PM                  | 01:15PM                          |

|         |         |         |         |         |         |
|---------|---------|---------|---------|---------|---------|
| 01:12PM | 01:22PM | 01:27PM | 01:34PM | 01:38PM | 01:45PM |
| 01:42PM | 01:52PM | 01:57PM | 02:04PM | 02:08PM | 02:15PM |
| 02:12PM | 02:22PM | 02:27PM | 02:34PM | 02:38PM | 02:45PM |
| 02:42PM | 02:52PM | 02:57PM | 03:04PM | 03:08PM | 03:15PM |
| 03:12PM | 03:22PM | 03:27PM | 03:34PM | 03:38PM | 03:45PM |
| 03:42PM | 03:52PM | 03:57PM | 04:05PM | 04:09PM | 04:17PM |
| 04:12PM | 04:22PM | 04:27PM | 04:35PM | 04:39PM | 04:47PM |
| 04:42PM | 04:52PM | 04:57PM | 05:05PM | 05:09PM | 05:17PM |
| 05:12PM | 05:22PM | 05:27PM | 05:35PM | 05:39PM | 05:47PM |
| 05:42PM | 05:52PM | 05:57PM | 06:05PM | 06:09PM | 06:17PM |
| 06:12PM | 06:22PM | 06:27PM | 06:35PM | 06:39PM | 06:47PM |
| 06:42PM | 06:52PM | 06:57PM | 07:05PM | 07:09PM | 07:16PM |
| 07:12PM | 07:20PM | 07:24PM | 07:31PM | 07:35PM | 07:42PM |
| 07:42PM | 07:50PM | 07:54PM | 08:01PM | 08:05PM | 08:12PM |
| 08:25PM | 08:33PM | 08:37PM | 08:44PM | 08:48PM | 08:55PM |

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## EXPRESS

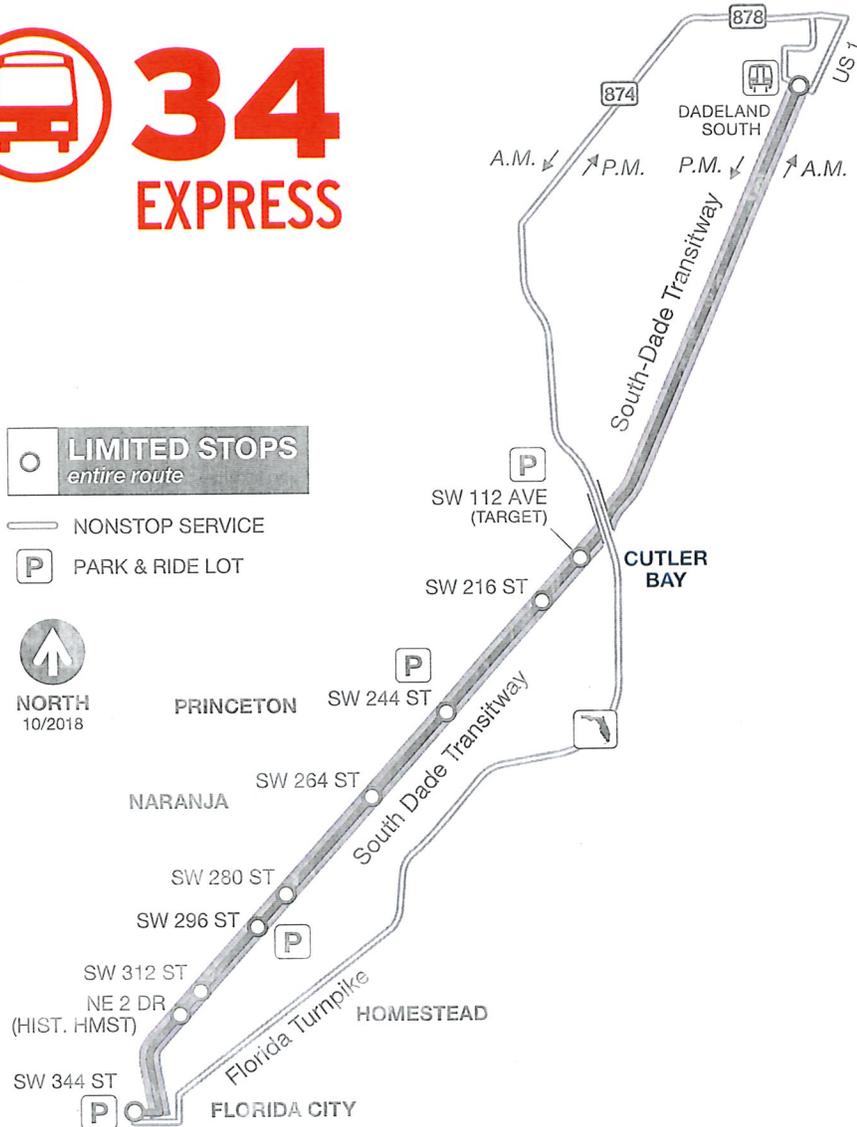
**LIMITED STOPS**  
entire route

NONSTOP SERVICE

**P** PARK & RIDE LOT



NORTH  
10/2018



[www.miamidade.gov/transit](http://www.miamidade.gov/transit)  **311** OR 305.468.5900 TTY/FLA RELAY: 711

   @GoMiamiDade   MDT TRACKER | EASY PAY MIAMI | MDT TRANSIT WATCH



02.2019

## WEEKDAYS

DIAS LABORABLES • LA SEMÈN

**NORTHBOUND**  
RUMBO NORTE / DIREKSYON NO

EVERY / CADA / CHAK

**10** min

EXPRESS VIA TRANSITWAY  
EXPRESO ATRAVES  
DEL TRANSITWAY / EKSPRÈS  
ATRAVÈ TRANSITWAY

DEPARTING FROM  
SALIENDO DE  
VIRE DO BAY

| FROM<br>DESDE/DE | TO<br>HASTA/A |
|------------------|---------------|
| 4:55<br>a.m.     | 7:55<br>a.m.  |



**SW 344 ST  
PARK & RIDE**

NONSTOP VIA TURNPIKE  
SIN PARADAS ATRAVES  
DEL TURNPIKE / SAN REDE  
ATRAVÈ TURNPIKE

| FROM<br>DESDE/DE | TO<br>HASTA/A |
|------------------|---------------|
| 4:40<br>p.m.     | 6:10<br>p.m.  |

**SOUTHBOUND**  
RUMBO SUR / DIREKSYON SID

EVERY / CADA / CHAK

**10** min

NONSTOP VIA TURNPIKE  
SIN PARADAS ATRAVES  
DEL TURNPIKE / SAN REDE  
ATRAVÈ TURNPIKE

DEPARTING FROM  
SALIENDO DE  
VIRE DO BAY

| FROM<br>DESDE/DE | TO<br>HASTA/A |
|------------------|---------------|
| 5:50<br>a.m.     | 6:50<br>a.m.  |



**DADELAND  
SOUTH METRORAIL  
STATION**

EXPRESS VIA TRANSITWAY  
EXPRESO ATRAVES  
DEL TRANSITWAY / EKSPRÈS  
ATRAVÈ TRANSITWAY

| FROM<br>DESDE/DE | TO<br>HASTA/A |
|------------------|---------------|
| 3:45<br>p.m.     | 7:10*<br>p.m. |

\*NEXT-TO-LAST TRIP DEPARTS AT 6:55 P.M.  
PENULTIMO VIAJE SALE A LAS 6:55 P.M. / PENULTYÈM VIVAYAJ PART NAN 6:55 P.M.



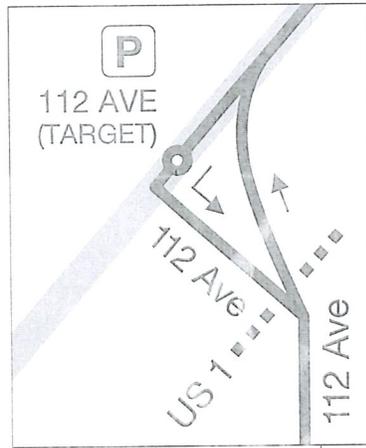
# 38

## BUSWAY MAX

● TRANSITWAY STATION

Ⓟ PARK & RIDE LOT

DADELAND SOUTH



Transitway

- SW 104 ST
- SW 112 ST
- SW 120 ST
- SW 124 ST
- SW 128 ST
- THE FALLS
- SW 136 ST
- SW 144 ST
- SW 152 ST
- SW 160 ST
- SW 168 ST
- SW 173 ST
- INDIGO ST
- SW 184 ST

MARLIN RD

SW 200 ST / CARIBBEAN BLVD

SOUTHLAND MALL

SW 216 ST  
SW 220 ST

216 St

232 ST

SW 244 ST



**NORTH**  
MAP NOT TO SCALE  
08/2018

SW 264 ST  
SW 272 ST

WALDIN DR / SW 280 ST

SW 296 ST

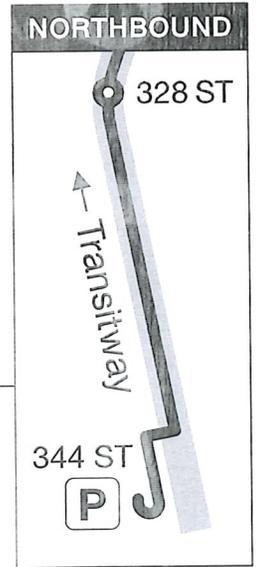
NE 2 DR (HIST. HMSD)

SW 312 ST

SW 324 ST

South Dade Transitway

FLORIDA CITY



# Bus Routes Schedule

 [www8.miamidade.gov/transportation-publicworks/routes\\_schedule.asp](http://www8.miamidade.gov/transportation-publicworks/routes_schedule.asp)



## 38 (Northbound) WEEKDAY

| SW 344<br>ST PARK<br>& RIDE | BUSWAY<br>& SW<br>296 ST | BUSWAY<br>& SW<br>244 ST | SW 112<br>AV &<br>216 ST | BUSWAY<br>& SW<br>200 ST | BUSWAY<br>& SW<br>184 ST | BUSWAY<br>& SW<br>152 ST | BUSWAY<br>& SW<br>136 ST | DADELAND<br>SOUTH<br>METRO RAIL<br>STATION |
|-----------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--|
| 04:26AM                     | 04:39AM                  | 04:52AM                  | 05:01AM                  | 05:06AM                  | 05:09AM                  | 05:16AM                  | 05:20AM                  | 05:30AM                                    |
| 05:12AM                     | 05:25AM                  | 05:38AM                  | 05:47AM                  | 05:52AM                  | 05:55AM                  | 06:03AM                  | 06:08AM                  | 06:20AM                                    |
| 05:27AM                     | 05:40AM                  | 05:53AM                  | 06:04AM                  | 06:11AM                  | 06:15AM                  | 06:23AM                  | 06:28AM                  | 06:40AM                                    |
| 05:35AM                     | 05:48AM                  | 06:03AM                  | 06:14AM                  | 06:21AM                  | 06:25AM                  | 06:33AM                  | 06:38AM                  | 06:50AM                                    |
| 05:45AM                     | 05:58AM                  | 06:13AM                  | 06:24AM                  | 06:31AM                  | 06:35AM                  | 06:43AM                  | 06:48AM                  | 07:00AM                                    |
| 05:52AM                     | 06:08AM                  | 06:23AM                  | 06:34AM                  | 06:41AM                  | 06:45AM                  | 06:53AM                  | 06:58AM                  | 07:10AM                                    |
| 06:02AM                     | 06:18AM                  | 06:33AM                  | 06:44AM                  | 06:51AM                  | 06:55AM                  | 07:03AM                  | 07:08AM                  | 07:20AM                                    |
| 06:12AM                     | 06:28AM                  | 06:43AM                  | 06:54AM                  | 07:01AM                  | 07:05AM                  | 07:13AM                  | 07:18AM                  | 07:30AM                                    |
| 06:22AM                     | 06:38AM                  | 06:53AM                  | 07:04AM                  | 07:11AM                  | 07:15AM                  | 07:23AM                  | 07:28AM                  | 07:40AM                                    |
| 06:32AM                     | 06:48AM                  | 07:03AM                  | 07:14AM                  | 07:21AM                  | 07:25AM                  | 07:33AM                  | 07:38AM                  | 07:50AM                                    |
| 06:42AM                     | 06:58AM                  | 07:13AM                  | 07:24AM                  | 07:31AM                  | 07:35AM                  | 07:43AM                  | 07:48AM                  | 08:00AM                                    |
| 06:52AM                     | 07:08AM                  | 07:23AM                  | 07:34AM                  | 07:41AM                  | 07:45AM                  | 07:53AM                  | 07:58AM                  | 08:10AM                                    |
| 07:02AM                     | 07:18AM                  | 07:33AM                  | 07:44AM                  | 07:51AM                  | 07:55AM                  | 08:03AM                  | 08:08AM                  | 08:20AM                                    |
| 07:12AM                     | 07:28AM                  | 07:43AM                  | 07:54AM                  | 08:01AM                  | 08:05AM                  | 08:13AM                  | 08:18AM                  | 08:30AM                                    |
| 07:22AM                     | 07:38AM                  | 07:53AM                  | 08:04AM                  | 08:11AM                  | 08:15AM                  | 08:23AM                  | 08:28AM                  | 08:40AM                                    |
| 07:32AM                     | 07:48AM                  | 08:03AM                  | 08:14AM                  | 08:21AM                  | 08:25AM                  | 08:33AM                  | 08:38AM                  | 08:50AM                                    |

|         |         |         |         |         |         |         |         |         |
|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| 07:42AM | 07:58AM | 08:13AM | 08:24AM | 08:31AM | 08:35AM | 08:43AM | 08:48AM | 09:00AM |
| 07:52AM | 08:08AM | 08:23AM | 08:34AM | 08:41AM | 08:45AM | 08:53AM | 08:58AM | 09:10AM |
| 08:02AM | 08:18AM | 08:33AM | 08:44AM | 08:51AM | 08:55AM | 09:03AM | 09:08AM | 09:20AM |
| 08:12AM | 08:28AM | 08:43AM | 08:54AM | 09:01AM | 09:05AM | 09:13AM | 09:18AM | 09:30AM |
| 08:32AM | 08:48AM | 09:03AM | 09:14AM | 09:21AM | 09:25AM | 09:33AM | 09:38AM | 09:50AM |
| 08:52AM | 09:08AM | 09:23AM | 09:34AM | 09:41AM | 09:45AM | 09:53AM | 09:58AM | 10:10AM |
| 09:13AM | 09:28AM | 09:43AM | 09:54AM | 10:01AM | 10:05AM | 10:13AM | 10:18AM | 10:30AM |
| 09:33AM | 09:48AM | 10:03AM | 10:14AM | 10:21AM | 10:25AM | 10:33AM | 10:38AM | 10:50AM |
| 09:53AM | 10:08AM | 10:23AM | 10:34AM | 10:41AM | 10:45AM | 10:53AM | 10:58AM | 11:10AM |
| 10:13AM | 10:28AM | 10:43AM | 10:54AM | 11:01AM | 11:05AM | 11:13AM | 11:18AM | 11:30AM |
| 10:33AM | 10:48AM | 11:03AM | 11:14AM | 11:21AM | 11:25AM | 11:33AM | 11:38AM | 11:50AM |
| 10:53AM | 11:08AM | 11:23AM | 11:34AM | 11:41AM | 11:45AM | 11:53AM | 11:58AM | 12:10PM |
| 11:13AM | 11:28AM | 11:43AM | 11:54AM | 12:01PM | 12:05PM | 12:13PM | 12:18PM | 12:30PM |
| 11:33AM | 11:48AM | 12:03PM | 12:14PM | 12:21PM | 12:25PM | 12:33PM | 12:38PM | 12:50PM |
| 11:53AM | 12:08PM | 12:23PM | 12:34PM | 12:41PM | 12:45PM | 12:53PM | 12:58PM | 01:10PM |
| 12:13PM | 12:28PM | 12:43PM | 12:54PM | 01:01PM | 01:05PM | 01:13PM | 01:18PM | 01:30PM |
| 12:33PM | 12:48PM | 01:03PM | 01:14PM | 01:21PM | 01:25PM | 01:33PM | 01:38PM | 01:50PM |
| 12:53PM | 01:08PM | 01:23PM | 01:34PM | 01:41PM | 01:45PM | 01:53PM | 01:58PM | 02:10PM |
| 01:13PM | 01:28PM | 01:43PM | 01:54PM | 02:01PM | 02:05PM | 02:13PM | 02:18PM | 02:30PM |
| 01:33PM | 01:48PM | 02:03PM | 02:14PM | 02:21PM | 02:25PM | 02:33PM | 02:38PM | 02:50PM |
| 01:53PM | 02:08PM | 02:23PM | 02:34PM | 02:41PM | 02:45PM | 02:53PM | 02:58PM | 03:10PM |
| 02:13PM | 02:28PM | 02:43PM | 02:54PM | 03:01PM | 03:05PM | 03:13PM | 03:18PM | 03:30PM |
| 02:28PM | 02:43PM | 02:58PM | 03:09PM | 03:16PM | 03:20PM | 03:28PM | 03:33PM | 03:45PM |
| 02:42PM | 02:57PM | 03:13PM | 03:24PM | 03:31PM | 03:35PM | 03:43PM | 03:48PM | 04:00PM |
| 02:57PM | 03:12PM | 03:28PM | 03:39PM | 03:46PM | 03:50PM | 03:58PM | 04:03PM | 04:15PM |
| 03:12PM | 03:27PM | 03:43PM | 03:54PM | 04:01PM | 04:05PM | 04:13PM | 04:18PM | 04:30PM |

|         |         |         |         |         |         |         |         |         |
|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| 03:27PM | 03:42PM | 03:58PM | 04:09PM | 04:16PM | 04:20PM | 04:28PM | 04:33PM | 04:45PM |
| 03:37PM | 03:52PM | 04:08PM | 04:19PM | 04:26PM | 04:30PM | 04:38PM | 04:43PM | 04:55PM |
| 03:52PM | 04:07PM | 04:23PM | 04:34PM | 04:41PM | 04:45PM | 04:53PM | 04:58PM | 05:10PM |
| 04:07PM | 04:22PM | 04:38PM | 04:49PM | 04:56PM | 05:00PM | 05:08PM | 05:13PM | 05:25PM |
| 04:22PM | 04:37PM | 04:53PM | 05:04PM | 05:11PM | 05:15PM | 05:23PM | 05:28PM | 05:40PM |
| 04:37PM | 04:52PM | 05:08PM | 05:19PM | 05:26PM | 05:30PM | 05:38PM | 05:43PM | 05:55PM |
| 04:52PM | 05:07PM | 05:23PM | 05:34PM | 05:41PM | 05:45PM | 05:53PM | 05:58PM | 06:10PM |
| 05:12PM | 05:27PM | 05:43PM | 05:54PM | 06:01PM | 06:05PM | 06:13PM | 06:18PM | 06:30PM |
| 05:22PM | 05:37PM | 05:53PM | 06:04PM | 06:11PM | 06:15PM | 06:23PM | 06:28PM | 06:40PM |
| 05:37PM | 05:52PM | 06:08PM | 06:19PM | 06:26PM | 06:30PM | 06:38PM | 06:43PM | 06:55PM |
| 05:54PM | 06:09PM | 06:25PM | 06:36PM | 06:43PM | 06:47PM | 06:55PM | 07:00PM | 07:10PM |
| 06:11PM | 06:26PM | 06:42PM | 06:53PM | 07:00PM | 07:04PM | 07:11PM | 07:15PM | 07:25PM |
| 06:27PM | 06:42PM | 06:58PM | 07:09PM | 07:15PM | 07:19PM | 07:26PM | 07:30PM | 07:40PM |
| 06:45PM | 07:00PM | 07:14PM | 07:24PM | 07:30PM | 07:34PM | 07:41PM | 07:45PM | 07:55PM |
| 07:02PM | 07:15PM | 07:29PM | 07:39PM | 07:45PM | 07:49PM | 07:56PM | 08:00PM | 08:10PM |
| 07:32PM | 07:45PM | 07:59PM | 08:09PM | 08:15PM | 08:19PM | 08:26PM | 08:30PM | 08:40PM |
| 08:02PM | 08:15PM | 08:29PM | 08:39PM | 08:45PM | 08:49PM | 08:56PM | 09:00PM | 09:10PM |
| 08:37PM | 08:50PM | 09:04PM | 09:14PM | 09:20PM | 09:24PM | 09:31PM | 09:35PM | 09:45PM |
| 09:07PM | 09:20PM | 09:34PM | 09:44PM | 09:50PM | 09:54PM | 10:01PM | 10:05PM | 10:15PM |
| 09:42PM | 09:55PM | 10:09PM | 10:17PM | 10:22PM | 10:25PM | 10:31PM | 10:35PM | 10:45PM |
| 10:18PM | 10:29PM | 10:39PM | 10:47PM | 10:52PM | 10:55PM | 11:01PM | 11:05PM | 11:15PM |
| 10:48PM | 10:59PM | 11:09PM | 11:17PM | 11:22PM | 11:25PM | 11:31PM | 11:35PM | 11:45PM |
| 11:18PM | 11:29PM | 11:39PM | 11:47PM | 11:52PM | 11:55PM | 12:01AM | 12:05AM | 12:15AM |
| 11:48PM | 11:59PM | 12:09AM | 12:17AM | 12:22AM | 12:25AM | 12:31AM | 12:35AM | 12:45AM |
| 12:25AM | 12:36AM | 12:46AM | 12:54AM | 12:59AM | 01:02AM | 01:08AM | 01:12AM | 01:22AM |
| 01:25AM | 01:36AM | 01:46AM | 01:54AM | 01:59AM | 02:02AM | 02:08AM | 02:12AM | 02:22AM |

|         |         |         |         |         |         |         |         |         |
|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| 02:25AM | 02:36AM | 02:46AM | 02:54AM | 02:59AM | 03:02AM | 03:08AM | 03:12AM | 03:22AM |
| 03:25AM | 03:36AM | 03:46AM | 03:54AM | 03:59AM | 04:02AM | 04:08AM | 04:12AM | 04:22AM |
| 03:58AM | 04:09AM | 04:19AM | 04:27AM | 04:32AM | 04:35AM | 04:41AM | 04:45AM | 04:55AM |
| 04:59AM | 05:12AM | 05:25AM | 05:34AM | 05:39AM | 05:42AM | 05:50AM | 05:54AM | 06:04AM |

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# Bus Routes Schedule

[www8.miamidade.gov/transportation-publicworks/routes\\_schedule.asp](http://www8.miamidade.gov/transportation-publicworks/routes_schedule.asp)



## 38 (Southbound) WEEKDAY

| DADELAND<br>SOUTH<br>METRO RAIL<br>STATION | BUSWAY<br>& SW<br>136 ST | BUSWAY<br>& SW<br>152 ST | BUSWAY<br>& SW<br>184 ST | BUSWAY<br>& SW<br>200 ST | SW 216<br>ST &<br>112 AV | BUSWAY<br>& SW<br>244 ST | BUSWAY<br>& SW<br>296 ST | BUSWAY<br>& W<br>PALM<br>DR | US.1 &<br>SW 336<br>ST | SW 344<br>ST PARK<br>& RIDE |
|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-----------------------------|------------------------|-----------------------------|
| 04:39AM                                    | 04:47AM                  | 04:51AM                  | 04:57AM                  | 05:00AM                  | 05:05AM                  | 05:12AM                  | 05:23AM                  | 05:33AM                     | 05:36AM                | 05:43AM                     |
| 05:45AM                                    | 05:53AM                  | 05:57AM                  | 06:06AM                  | 06:10AM                  | 06:17AM                  | 06:27AM                  | 06:41AM                  | 06:54AM                     | 06:59AM                | 07:09AM                     |
| 06:10AM                                    | 06:21AM                  | 06:26AM                  | 06:35AM                  | 06:39AM                  | 06:46AM                  | 06:56AM                  | 07:10AM                  | 07:23AM                     | 07:28AM                | 07:38AM                     |
| 06:45AM                                    | 06:56AM                  | 07:01AM                  | 07:10AM                  | 07:14AM                  | 07:21AM                  | 07:31AM                  | 07:45AM                  | 07:58AM                     | 08:03AM                | 08:13AM                     |
| 07:05AM                                    | 07:16AM                  | 07:21AM                  | 07:30AM                  | 07:34AM                  | 07:41AM                  | 07:51AM                  | 08:05AM                  | 08:18AM                     | 08:23AM                | 08:33AM                     |
| 07:20AM                                    | 07:31AM                  | 07:36AM                  | 07:45AM                  | 07:49AM                  | 07:56AM                  | 08:06AM                  | 08:20AM                  | 08:33AM                     | 08:38AM                | 08:48AM                     |
| 07:35AM                                    | 07:46AM                  | 07:51AM                  | 08:00AM                  | 08:04AM                  | 08:11AM                  | 08:21AM                  | 08:35AM                  | 08:48AM                     | 08:53AM                | 09:03AM                     |
| 07:50AM                                    | 08:01AM                  | 08:06AM                  | 08:15AM                  | 08:19AM                  | 08:26AM                  | 08:36AM                  | 08:50AM                  | 09:03AM                     | 09:09AM                | 09:19AM                     |
| 08:05AM                                    | 08:16AM                  | 08:21AM                  | 08:30AM                  | 08:34AM                  | 08:41AM                  | 08:51AM                  | 09:05AM                  | 09:18AM                     | 09:24AM                | 09:34AM                     |
| 08:20AM                                    | 08:31AM                  | 08:36AM                  | 08:45AM                  | 08:49AM                  | 08:56AM                  | 09:06AM                  | 09:20AM                  | 09:33AM                     | 09:39AM                | 09:49AM                     |
| 08:35AM                                    | 08:46AM                  | 08:51AM                  | 09:00AM                  | 09:04AM                  | 09:11AM                  | 09:21AM                  | 09:35AM                  | 09:48AM                     | 09:54AM                | 10:04AM                     |
| 08:50AM                                    | 09:01AM                  | 09:06AM                  | 09:15AM                  | 09:19AM                  | 09:26AM                  | 09:36AM                  | 09:50AM                  | 10:03AM                     | 10:09AM                | 10:19AM                     |
| 09:05AM                                    | 09:16AM                  | 09:21AM                  | 09:30AM                  | 09:34AM                  | 09:41AM                  | 09:51AM                  | 10:05AM                  | 10:18AM                     | 10:24AM                | 10:34AM                     |
| 09:20AM                                    | 09:31AM                  | 09:36AM                  | 09:45AM                  | 09:49AM                  | 09:56AM                  | 10:06AM                  | 10:20AM                  | 10:33AM                     | 10:39AM                | 10:49AM                     |
| 09:35AM                                    | 09:46AM                  | 09:51AM                  | 10:00AM                  | 10:04AM                  | 10:11AM                  | 10:21AM                  | 10:35AM                  | 10:48AM                     | 10:54AM                | 11:04AM                     |
| 09:55AM                                    | 10:06AM                  | 10:11AM                  | 10:20AM                  | 10:24AM                  | 10:31AM                  | 10:41AM                  | 10:55AM                  | 11:08AM                     | 11:14AM                | 11:24AM                     |
| 10:15AM                                    | 10:26AM                  | 10:31AM                  | 10:40AM                  | 10:44AM                  | 10:51AM                  | 11:01AM                  | 11:15AM                  | 11:28AM                     | 11:34AM                | 11:44AM                     |
| 10:35AM                                    | 10:46AM                  | 10:51AM                  | 11:00AM                  | 11:04AM                  | 11:11AM                  | 11:21AM                  | 11:35AM                  | 11:48AM                     | 11:54AM                | 12:04PM                     |
| 10:55AM                                    | 11:06AM                  | 11:11AM                  | 11:20AM                  | 11:24AM                  | 11:31AM                  | 11:41AM                  | 11:55AM                  | 12:08PM                     | 12:14PM                | 12:24PM                     |
| 11:15AM                                    | 11:26AM                  | 11:31AM                  | 11:40AM                  | 11:44AM                  | 11:51AM                  | 12:01PM                  | 12:15PM                  | 12:28PM                     | 12:34PM                | 12:44PM                     |
| 11:35AM                                    | 11:46AM                  | 11:51AM                  | 12:00PM                  | 12:04PM                  | 12:11PM                  | 12:21PM                  | 12:35PM                  | 12:48PM                     | 12:54PM                | 01:04PM                     |

|         |         |         |         |         |         |         |         |         |         |         |
|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| 11:55AM | 12:06PM | 12:11PM | 12:20PM | 12:24PM | 12:31PM | 12:41PM | 12:55PM | 01:08PM | 01:14PM | 01:24PM |
| 12:15PM | 12:26PM | 12:31PM | 12:40PM | 12:44PM | 12:51PM | 01:01PM | 01:15PM | 01:28PM | 01:34PM | 01:44PM |
| 12:35PM | 12:46PM | 12:51PM | 01:00PM | 01:04PM | 01:11PM | 01:21PM | 01:35PM | 01:48PM | 01:54PM | 02:04PM |
| 12:55PM | 01:06PM | 01:11PM | 01:20PM | 01:24PM | 01:31PM | 01:41PM | 01:55PM | 02:08PM | 02:14PM | 02:24PM |
| 01:15PM | 01:26PM | 01:31PM | 01:40PM | 01:44PM | 01:51PM | 02:01PM | 02:15PM | 02:28PM | 02:34PM | 02:44PM |
| 01:35PM | 01:46PM | 01:51PM | 02:00PM | 02:04PM | 02:11PM | 02:21PM | 02:35PM | 02:48PM | 02:54PM | 03:04PM |
| 01:55PM | 02:06PM | 02:11PM | 02:20PM | 02:24PM | 02:31PM | 02:41PM | 02:55PM | 03:09PM | 03:15PM | 03:25PM |
| 02:15PM | 02:26PM | 02:31PM | 02:40PM | 02:44PM | 02:51PM | 03:02PM | 03:17PM | 03:31PM | 03:37PM | 03:47PM |
| 02:30PM | 02:41PM | 02:46PM | 02:55PM | 02:59PM | 03:06PM | 03:17PM | 03:32PM | 03:46PM | 03:52PM | 04:02PM |
| 02:40PM | 02:51PM | 02:56PM | 03:05PM | 03:10PM | 03:17PM | 03:28PM | 03:43PM | 03:57PM | 04:03PM | 04:13PM |
| 02:50PM | 03:02PM | 03:07PM | 03:16PM | 03:21PM | 03:28PM | 03:39PM | 03:54PM | 04:08PM | 04:14PM | 04:24PM |
| 03:00PM | 03:12PM | 03:17PM | 03:26PM | 03:31PM | 03:38PM | 03:49PM | 04:04PM | 04:18PM | 04:24PM | 04:34PM |
| 03:10PM | 03:22PM | 03:27PM | 03:36PM | 03:41PM | 03:48PM | 03:59PM | 04:14PM | 04:28PM | 04:34PM | 04:44PM |
| 03:20PM | 03:32PM | 03:37PM | 03:46PM | 03:51PM | 03:58PM | 04:09PM | 04:24PM | 04:38PM | 04:44PM | 04:54PM |
| 03:30PM | 03:42PM | 03:47PM | 03:56PM | 04:01PM | 04:08PM | 04:19PM | 04:34PM | 04:48PM | 04:54PM | 05:04PM |
| 03:40PM | 03:52PM | 03:57PM | 04:06PM | 04:11PM | 04:18PM | 04:29PM | 04:44PM | 04:58PM | 05:04PM | 05:14PM |
| 03:50PM | 04:02PM | 04:07PM | 04:16PM | 04:21PM | 04:28PM | 04:39PM | 04:54PM | 05:08PM | 05:14PM | 05:24PM |
| 04:00PM | 04:12PM | 04:17PM | 04:26PM | 04:31PM | 04:38PM | 04:49PM | 05:04PM | 05:18PM | 05:24PM | 05:34PM |
| 04:10PM | 04:22PM | 04:27PM | 04:36PM | 04:41PM | 04:48PM | 04:59PM | 05:14PM | 05:28PM | 05:34PM | 05:44PM |
| 04:20PM | 04:32PM | 04:37PM | 04:46PM | 04:51PM | 04:58PM | 05:09PM | 05:24PM | 05:38PM | 05:44PM | 05:54PM |
| 04:30PM | 04:42PM | 04:47PM | 04:56PM | 05:01PM | 05:08PM | 05:19PM | 05:34PM | 05:48PM | 05:54PM | 06:04PM |
| 04:40PM | 04:52PM | 04:57PM | 05:06PM | 05:11PM | 05:18PM | 05:29PM | 05:44PM | 05:58PM | 06:04PM | 06:14PM |
| 04:50PM | 05:02PM | 05:07PM | 05:16PM | 05:21PM | 05:28PM | 05:39PM | 05:54PM | 06:08PM | 06:14PM | 06:24PM |
| 05:00PM | 05:12PM | 05:17PM | 05:26PM | 05:31PM | 05:38PM | 05:49PM | 06:04PM | 06:18PM | 06:24PM | 06:34PM |
| 05:10PM | 05:22PM | 05:27PM | 05:36PM | 05:41PM | 05:48PM | 05:59PM | 06:14PM | 06:28PM | 06:34PM | 06:44PM |
| 05:20PM | 05:32PM | 05:37PM | 05:46PM | 05:51PM | 05:58PM | 06:09PM | 06:24PM | 06:38PM | 06:44PM | 06:54PM |
| 05:30PM | 05:42PM | 05:47PM | 05:56PM | 06:01PM | 06:08PM | 06:19PM | 06:34PM | 06:48PM | 06:54PM | 07:04PM |
| 05:40PM | 05:52PM | 05:57PM | 06:06PM | 06:11PM | 06:18PM | 06:29PM | 06:44PM | 06:58PM | 07:04PM | 07:13PM |
| 05:50PM | 06:02PM | 06:07PM | 06:16PM | 06:21PM | 06:28PM | 06:39PM | 06:54PM | 07:08PM | 07:13PM | 07:22PM |
| 06:00PM | 06:12PM | 06:17PM | 06:26PM | 06:31PM | 06:38PM | 06:49PM | 07:04PM | 07:16PM | 07:21PM | 07:30PM |
| 06:10PM | 06:22PM | 06:27PM | 06:36PM | 06:41PM | 06:48PM | 06:59PM | 07:14PM | 07:26PM | 07:31PM | 07:40PM |
| 06:20PM | 06:32PM | 06:37PM | 06:46PM | 06:51PM | 06:58PM | 07:09PM | 07:22PM | 07:34PM | 07:39PM | 07:48PM |

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|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| 06:30PM | 06:42PM | 06:47PM | 06:56PM | 07:01PM | 07:07PM | 07:16PM | 07:29PM | 07:41PM | 07:46PM | 07:55PM |
| 06:40PM | 06:52PM | 06:57PM | 07:06PM | 07:10PM | 07:16PM | 07:25PM | 07:38PM | 07:50PM | 07:55PM | 08:04PM |
| 06:50PM | 07:02PM | 07:06PM | 07:14PM | 07:18PM | 07:24PM | 07:33PM | 07:46PM | 07:58PM | 08:03PM | 08:12PM |
| 07:00PM | 07:09PM | 07:13PM | 07:21PM | 07:25PM | 07:31PM | 07:40PM | 07:53PM | 08:05PM | 08:10PM | 08:19PM |
| 07:10PM | 07:19PM | 07:23PM | 07:31PM | 07:35PM | 07:41PM | 07:50PM | 08:03PM | 08:15PM | 08:20PM | 08:29PM |
| 07:20PM | 07:29PM | 07:33PM | 07:41PM | 07:45PM | 07:51PM | 08:00PM | 08:13PM | 08:25PM | 08:30PM | 08:39PM |
| 07:35PM | 07:44PM | 07:48PM | 07:56PM | 08:00PM | 08:06PM | 08:15PM | 08:28PM | 08:40PM | 08:45PM | 08:54PM |
| 07:50PM | 07:59PM | 08:03PM | 08:11PM | 08:15PM | 08:21PM | 08:30PM | 08:43PM | 08:55PM | 09:00PM | 09:09PM |
| 08:05PM | 08:14PM | 08:18PM | 08:26PM | 08:30PM | 08:36PM | 08:45PM | 08:58PM | 09:10PM | 09:15PM | 09:24PM |
| 08:20PM | 08:29PM | 08:33PM | 08:41PM | 08:45PM | 08:51PM | 09:00PM | 09:13PM | 09:25PM | 09:30PM | 09:39PM |
| 08:35PM | 08:44PM | 08:48PM | 08:56PM | 09:00PM | 09:06PM | 09:15PM | 09:28PM | 09:40PM | 09:45PM | 09:54PM |
| 08:50PM | 08:59PM | 09:03PM | 09:11PM | 09:15PM | 09:21PM | 09:30PM | 09:43PM | 09:55PM | 10:00PM | 10:06PM |
| 09:05PM | 09:14PM | 09:18PM | 09:26PM | 09:30PM | 09:36PM | 09:45PM | 09:58PM | 10:10PM | 10:15PM | 10:21PM |
| 09:20PM | 09:29PM | 09:33PM | 09:41PM | 09:45PM | 09:51PM | 10:00PM | 10:11PM | 10:21PM | 10:26PM | 10:32PM |
| 09:50PM | 09:59PM | 10:03PM | 10:10PM | 10:13PM | 10:19PM | 10:27PM | 10:38PM | 10:48PM | 10:53PM | 10:59PM |
| 10:20PM | 10:29PM | 10:33PM | 10:40PM | 10:43PM | 10:49PM | 10:57PM | 11:08PM | 11:18PM | 11:23PM | 11:29PM |
| 10:50PM | 10:59PM | 11:03PM | 11:10PM | 11:13PM | 11:19PM | 11:27PM | 11:38PM | 11:48PM | 11:53PM | 11:59PM |
| 11:20PM | 11:29PM | 11:33PM | 11:40PM | 11:43PM | 11:49PM | 11:57PM | 12:08AM | 12:18AM | 12:23AM | 12:29AM |
| 11:50PM | 11:59PM | 12:03AM | 12:10AM | 12:13AM | 12:19AM | 12:27AM | 12:38AM | 12:48AM | 12:53AM | 12:59AM |
| 12:50AM | 12:59AM | 01:03AM | 01:10AM | 01:13AM | 01:19AM | 01:27AM | 01:38AM | 01:48AM | 01:53AM | 01:59AM |
| 01:42AM | 01:51AM | 01:55AM | 02:02AM | 02:05AM | 02:09AM | 02:16AM | 02:26AM | 02:36AM | 02:39AM | 02:46AM |
| 02:42AM | 02:50AM | 02:54AM | 03:00AM | 03:03AM | 03:07AM | 03:14AM | 03:24AM | 03:34AM | 03:37AM | 03:44AM |
| 03:42AM | 03:50AM | 03:54AM | 04:00AM | 04:03AM | 04:07AM | 04:14AM | 04:24AM | 04:34AM | 04:37AM | 04:44AM |

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# 39

## EXPRESS

 **LIMITED STOPS**  
entire route

 NONSTOP SERVICE

 PARK & RIDE LOT



NORTH  
11/2018

[www.miamidade.gov/transit](http://www.miamidade.gov/transit)

 **311** OR 305.468.5900 TTY/FLA RELAY: 711

   @GoMiamiDade



MDT TRACKER | EASY PAY MIAMI | MDT TRANSIT WATCH



02.2019

## WEEKDAYS

DIAS LABORABLES • LA SEMÈN

**NORTHBOUND**  
RUMBO NORTE/DIREKSYON NO

EVERY/CADA/CHAK

**15** min

EXPRESS VIA TRANSITWAY  
EXPRESO ATRAVES  
DEL TRANSITWAY/ÈKSPRÈS  
ATRAVÈ TRANSITWAY

DEPARTING FROM  
SALIENDO DE  
VIRE DO BAY

| FROM<br>DESDE/DE | TO<br>HASTA/A |
|------------------|---------------|
| 5:30<br>a.m.     | 8:15<br>a.m.  |

**SOUTH DADE  
GOVERNMENT  
CENTER**

NONSTOP VIA TURNPIKE  
SIN PARADAS ATRAVES  
DEL TURNPIKE/SAN RETE  
ATRAVÈ TURNPIKE

| FROM<br>DESDE/DE | TO<br>HASTA/A |
|------------------|---------------|
| 4:30<br>p.m.     | 6:15<br>p.m.  |

**SOUTHBOUND**  
RUMBO SUR /DIREKSYON SID

EVERY/CADA/CHAK

**15** min

NONSTOP VIA TURNPIKE  
SIN PARADAS ATRAVES  
DEL TURNPIKE/SAN RETE  
ATRAVÈ TURNPIKE

DEPARTING FROM  
SALIENDO DE  
VIRE DO BAY

| FROM<br>DESDE/DE | TO<br>HASTA/A |
|------------------|---------------|
| 5:59<br>a.m.     | 7:44<br>a.m.  |



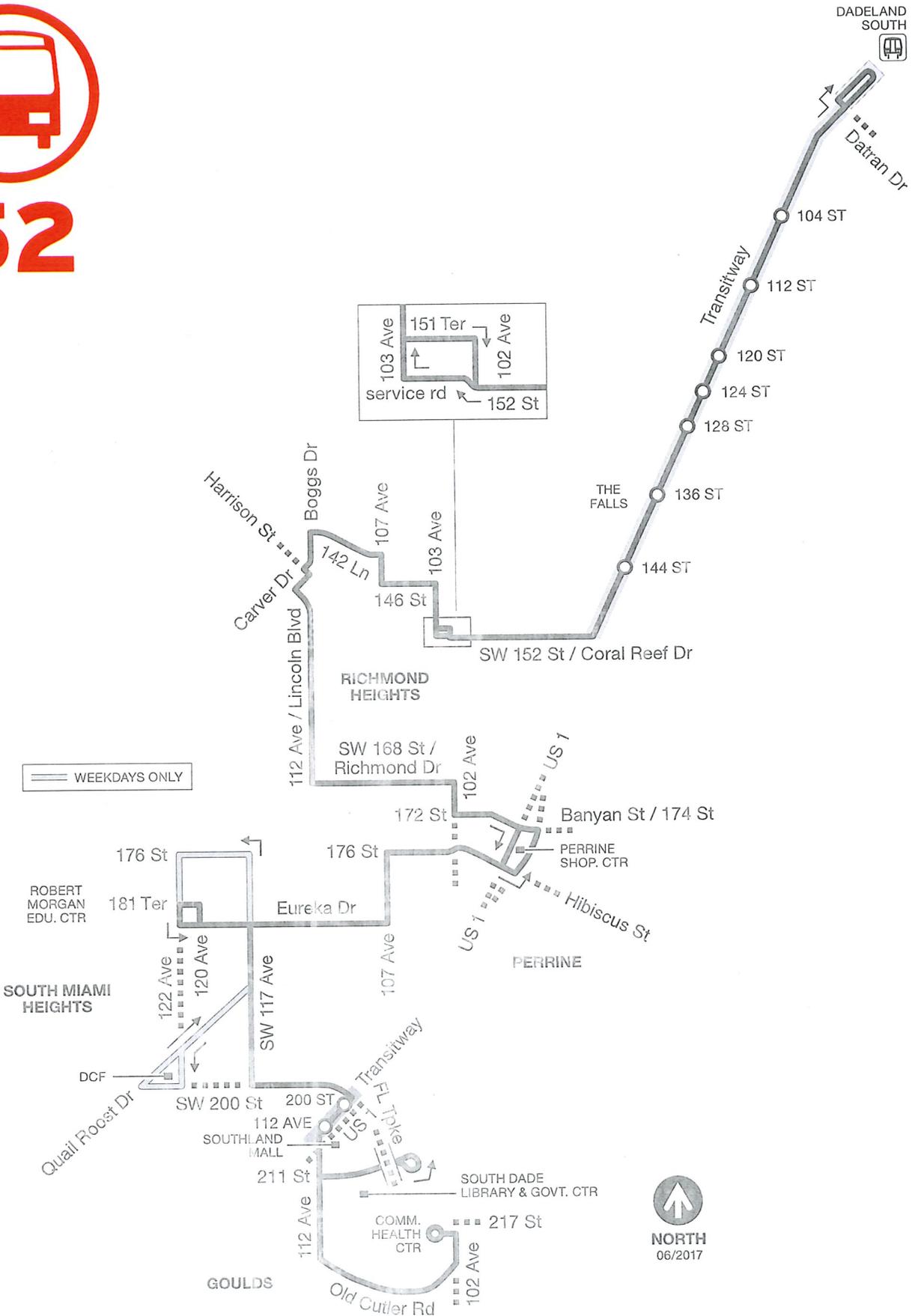
**DADELAND  
SOUTH METRORAIL  
STATION**

EXPRESS VIA TRANSITWAY  
EXPRESO ATRAVES  
DEL TRANSITWAY/ÈKSPRÈS  
ATRAVÈ TRANSITWAY

| FROM<br>DESDE/DE | TO<br>HASTA/A |
|------------------|---------------|
| 4:00<br>p.m.     | 6:45<br>p.m.  |



# 52



[www.miamidade.gov/transit](http://www.miamidade.gov/transit) DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS



MDT TRACKER | EASY PAY MIAMI | MDT TRANSIT WATCH



INFORMATION : INFORMACION : ENFOMASYON  
311 OR 305.468.5900 (TDD: 305.468.5402)



# Bus Routes Schedule

 [www8.miamidade.gov/transportation-publicworks/routes\\_schedule.asp](http://www8.miamidade.gov/transportation-publicworks/routes_schedule.asp)



## 52 (Northbound) WEEKDAY

| COMMUNITY HEALTH<br>OF SOUTH FLORIDA | SW 211 ST &<br>SOUTHLAND<br>MALL | QUAIL ROOST<br>DR & SW 123 PL | SW 122 AV<br>& 181<br>TERR | SW 174<br>ST & 97<br>AV | SW 112<br>AV & 152<br>ST | BUSWAY &<br>SW 136 ST | DADELAND SOUTH<br>METRORAIL STATION |
|--------------------------------------|----------------------------------|-------------------------------|----------------------------|-------------------------|--------------------------|-----------------------|-------------------------------------|
| 04:28AM                              | 04:37AM                          | 04:47AM                       | 04:54AM                    | 05:06AM                 | 05:16AM                  | 05:33AM               | 05:41AM                             |
| 04:53AM                              | 05:02AM                          | 05:12AM                       | 05:19AM                    | 05:31AM                 | 05:41AM                  | 05:58AM               | 06:08AM                             |
| 05:25AM                              | 05:34AM                          | 05:44AM                       | 05:51AM                    | 06:06AM                 | 06:18AM                  | 06:34AM               | 06:44AM                             |
| 05:42AM                              | 05:51AM                          | 06:04AM                       | 06:15AM                    | 06:30AM                 | 06:42AM                  | 06:58AM               | 07:09AM                             |
| 06:08AM                              | 06:18AM                          | 06:31AM                       | 06:42AM                    | 06:57AM                 | 07:12AM                  | 07:34AM               | 07:45AM                             |
| 06:34AM                              | 06:44AM                          | 06:57AM                       | 07:08AM                    | 07:24AM                 | 07:39AM                  | 08:01AM               | 08:12AM                             |
| 07:02AM                              | 07:14AM                          | 07:30AM                       | 07:41AM                    | 07:57AM                 | 08:12AM                  | 08:34AM               | 08:45AM                             |
| 07:30AM                              | 07:42AM                          | 07:58AM                       | 08:09AM                    | 08:25AM                 | 08:40AM                  | 09:02AM               | 09:15AM                             |
| 08:09AM                              | 08:21AM                          | 08:37AM                       | 08:48AM                    | 09:04AM                 | 09:16AM                  | 09:37AM               | 09:50AM                             |
| 08:43AM                              | 08:55AM                          | 09:11AM                       | 09:21AM                    | 09:36AM                 | 09:48AM                  | 10:09AM               | 10:22AM                             |
| 09:31AM                              | 09:42AM                          | 09:56AM                       | 10:06AM                    | 10:21AM                 | 10:33AM                  | 10:54AM               | 11:07AM                             |
| 10:16AM                              | 10:27AM                          | 10:41AM                       | 10:51AM                    | 11:06AM                 | 11:18AM                  | 11:39AM               | 11:52AM                             |
| 11:01AM                              | 11:12AM                          | 11:26AM                       | 11:36AM                    | 11:51AM                 | 12:03PM                  | 12:24PM               | 12:37PM                             |
| 11:46AM                              | 11:57AM                          | 12:11PM                       | 12:21PM                    | 12:36PM                 | 12:48PM                  | 01:09PM               | 01:22PM                             |
| 12:31PM                              | 12:42PM                          | 12:56PM                       | 01:06PM                    | 01:21PM                 | 01:33PM                  | 01:54PM               | 02:07PM                             |
| 01:21PM                              | 01:32PM                          | 01:46PM                       | 01:56PM                    | 02:11PM                 | 02:23PM                  | 02:44PM               | 02:57PM                             |
| 02:06PM                              | 02:17PM                          | 02:31PM                       | 02:41PM                    | 02:56PM                 | 03:09PM                  | 03:32PM               | 03:45PM                             |
| 02:50PM                              | 03:02PM                          | 03:18PM                       | 03:29PM                    | 03:45PM                 | 03:58PM                  | 04:21PM               | 04:34PM                             |
| 03:36PM                              | 03:48PM                          | 04:04PM                       | 04:15PM                    | 04:31PM                 | 04:44PM                  | 05:07PM               | 05:20PM                             |
| 04:06PM                              | 04:18PM                          | 04:34PM                       | 04:45PM                    | 05:01PM                 | 05:14PM                  | 05:37PM               | 05:50PM                             |
| 04:37PM                              | 04:49PM                          | 05:05PM                       | 05:16PM                    | 05:32PM                 | 05:45PM                  | 06:08PM               | 06:20PM                             |

|         |         |         |         |         |         |         |         |
|---------|---------|---------|---------|---------|---------|---------|---------|
| 05:13PM | 05:25PM | 05:41PM | 05:52PM | 06:08PM | 06:19PM | 06:37PM | 06:49PM |
| 06:11PM | 06:22PM | 06:36PM | 06:45PM | 06:59PM | 07:10PM | 07:28PM | 07:40PM |
| 07:11PM | 07:22PM | 07:36PM | 07:45PM | 07:59PM | 08:10PM | 08:28PM | 08:40PM |
| 08:05PM | 08:16PM | 08:30PM | 08:39PM | 08:53PM | 09:04PM | 09:19PM | 09:29PM |
| 09:22PM | 09:30PM | 09:40PM | 09:48PM | 09:59PM | 10:07PM | 10:22PM | 10:32PM |
| 10:13PM | 10:21PM | 10:31PM | 10:39PM | 10:50PM | 10:58PM | 11:13PM | 11:23PM |

# Bus Routes Schedule

 [www8.miamidade.gov/transportation-publicworks/routes\\_schedule.asp](http://www8.miamidade.gov/transportation-publicworks/routes_schedule.asp)



## 52 (Southbound) WEEKDAY

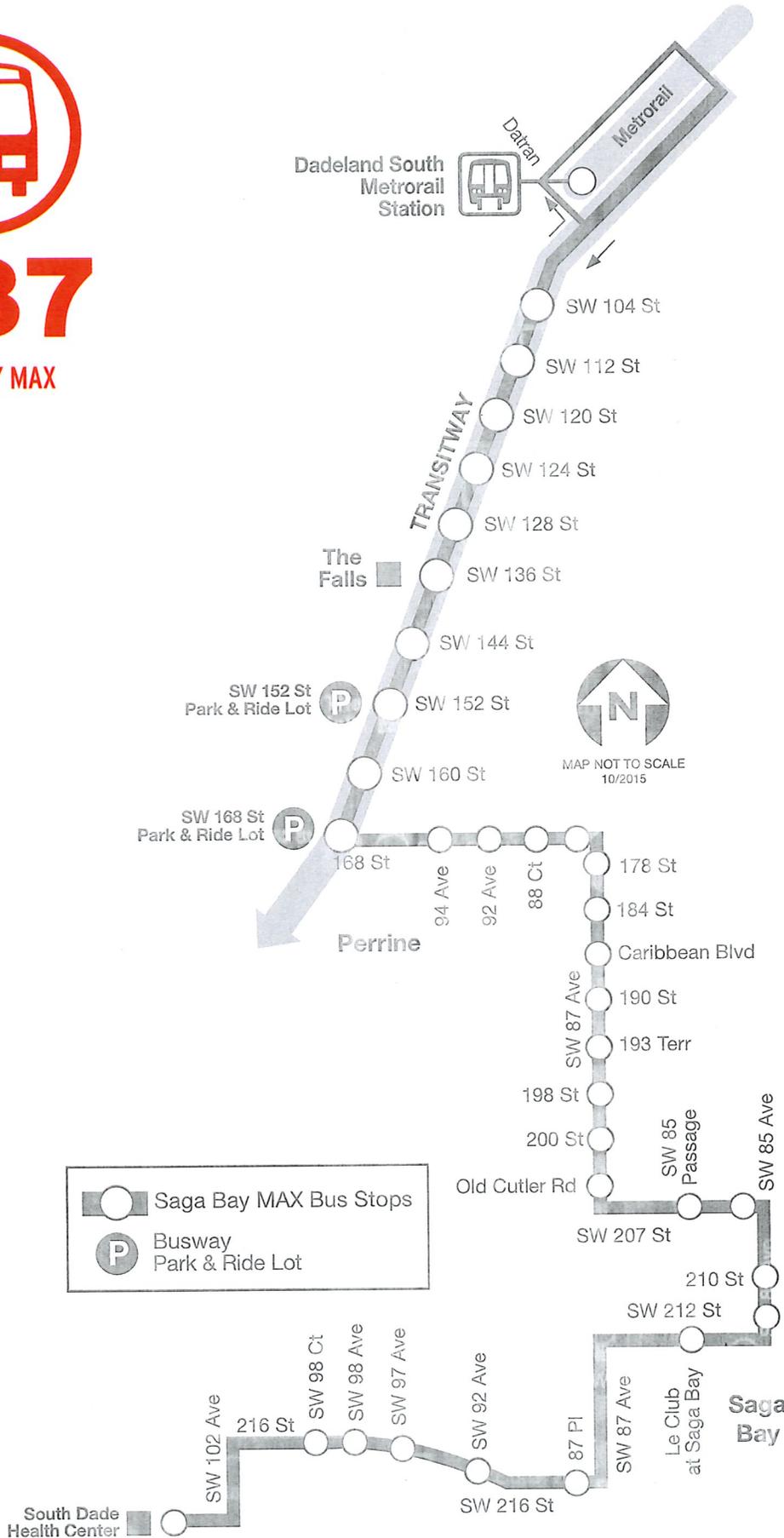
| DADELAND SOUTH METRORAIL STATION | BUSWAY & SW 136 ST | SW 112 AV & 152 ST | US 1 & BANYAN ST | SW 122 AV & 181 TERR | QUAIL ROOST DR & SW 123 PL | SW 211 ST & SOUTHLAND MALL | COMMUNITY HEALTH OF SOUTH FLORIDA |
|----------------------------------|--------------------|--------------------|------------------|----------------------|----------------------------|----------------------------|-----------------------------------|
| 05:21AM                          | 05:30AM            | 05:46AM            | 05:56AM          | 06:10AM              | 06:19AM                    | 06:33AM                    | 06:41AM                           |
| 05:57AM                          | 06:06AM            | 06:22AM            | 06:32AM          | 06:46AM              | 06:55AM                    | 07:10AM                    | 07:18AM                           |
| 06:27AM                          | 06:36AM            | 06:52AM            | 07:04AM          | 07:19AM              | 07:29AM                    | 07:44AM                    | 07:52AM                           |
| 06:57AM                          | 07:08AM            | 07:28AM            | 07:40AM          | 07:55AM              | 08:05AM                    | 08:20AM                    | 08:28AM                           |
| 07:27AM                          | 07:38AM            | 07:58AM            | 08:10AM          | 08:25AM              | 08:35AM                    | 08:50AM                    | 08:58AM                           |
| 07:57AM                          | 08:08AM            | 08:28AM            | 08:40AM          | 08:55AM              | 09:05AM                    | 09:22AM                    | 09:31AM                           |
| 08:26AM                          | 08:37AM            | 08:57AM            | 09:09AM          | 09:24AM              | 09:33AM                    | 09:50AM                    | 09:59AM                           |
| 09:12AM                          | 09:23AM            | 09:41AM            | 09:52AM          | 10:07AM              | 10:16AM                    | 10:33AM                    | 10:42AM                           |
| 09:57AM                          | 10:08AM            | 10:26AM            | 10:37AM          | 10:52AM              | 11:01AM                    | 11:18AM                    | 11:27AM                           |
| 10:37AM                          | 10:48AM            | 11:06AM            | 11:17AM          | 11:32AM              | 11:41AM                    | 11:58AM                    | 12:07PM                           |
| 11:22AM                          | 11:33AM            | 11:51AM            | 12:02PM          | 12:17PM              | 12:26PM                    | 12:43PM                    | 12:52PM                           |
| 12:07PM                          | 12:18PM            | 12:36PM            | 12:47PM          | 01:02PM              | 01:11PM                    | 01:28PM                    | 01:37PM                           |
| 12:52PM                          | 01:03PM            | 01:21PM            | 01:32PM          | 01:47PM              | 01:56PM                    | 02:13PM                    | 02:22PM                           |
| 01:37PM                          | 01:48PM            | 02:06PM            | 02:17PM          | 02:32PM              | 02:41PM                    | 02:58PM                    | 03:08PM                           |
| 02:22PM                          | 02:33PM            | 02:51PM            | 03:03PM          | 03:22PM              | 03:34PM                    | 03:51PM                    | 04:01PM                           |
| 03:03PM                          | 03:15PM            | 03:35PM            | 03:47PM          | 04:06PM              | 04:18PM                    | 04:35PM                    | 04:45PM                           |
| 03:33PM                          | 03:45PM            | 04:05PM            | 04:17PM          | 04:36PM              | 04:48PM                    | 05:05PM                    | 05:15PM                           |
| 04:03PM                          | 04:15PM            | 04:35PM            | 04:47PM          | 05:06PM              | 05:18PM                    | 05:35PM                    | 05:45PM                           |
| 04:33PM                          | 04:45PM            | 05:05PM            | 05:17PM          | 05:36PM              | 05:48PM                    | 06:05PM                    | 06:12PM                           |
| 05:03PM                          | 05:15PM            | 05:35PM            | 05:47PM          | 06:06PM              | 06:15PM                    | 06:30PM                    | 06:37PM                           |
| 05:33PM                          | 05:45PM            | 06:05PM            | 06:17PM          | 06:32PM              | 06:41PM                    | 06:56PM                    | 07:03PM                           |

|         |         |         |         |         |         |         |         |
|---------|---------|---------|---------|---------|---------|---------|---------|
| 06:03PM | 06:14PM | 06:32PM | 06:44PM | 06:59PM | 07:08PM | 07:23PM | 07:30PM |
| 06:33PM | 06:44PM | 07:02PM | 07:14PM | 07:29PM | 07:38PM | 07:53PM | 08:00PM |
| 07:03PM | 07:14PM | 07:32PM | 07:44PM | 07:59PM | 08:08PM | 08:23PM | 08:30PM |
| 07:57PM | 08:08PM | 08:26PM | 08:38PM | 08:53PM | 09:02PM | 09:13PM | 09:17PM |
| 08:53PM | 09:04PM | 09:20PM | 09:29PM | 09:41PM | 09:48PM | 09:59PM | 10:03PM |
| 09:47PM | 09:56PM | 10:12PM | 10:21PM | 10:33PM | 10:40PM | 10:51PM | 10:55PM |
| 10:47PM | 10:56PM | 11:12PM | 11:21PM | 11:33PM | 11:40PM | 11:51PM | 11:55PM |



# 287

## SAGA BAY MAX



[www.miamidade.gov/transit](http://www.miamidade.gov/transit) DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS



MDT TRACKER | EASY PAY MIAMI | MDT TRANSIT WATCH

INFORMATION : INFORMACION : ENFOMASYON  
311 OR 305.468.5900 (TDD: 305.468.5402)



# Bus Routes Schedule

[www8.miamidade.gov/transportation-publicworks/routes\\_schedule.asp](http://www8.miamidade.gov/transportation-publicworks/routes_schedule.asp)



## 287 (Northbound) WEEKDAY

| COMMUNITY HEALTH OF SOUTH FLORIDA | SW 85 AV & 212 ST | BUSWAY & SW 168 ST | BUSWAY & SW 152 ST | BUSWAY & SW 136 ST | DADELAND SOUTH METRORAIL STATION |
|-----------------------------------|-------------------|--------------------|--------------------|--------------------|----------------------------------|
| 05:46AM                           | 05:55AM           | 06:17AM            | 06:20AM            | 06:25AM            | 06:35AM                          |
| 06:21AM                           | 06:30AM           | 06:52AM            | 06:55AM            | 07:00AM            | 07:10AM                          |
| 06:56AM                           | 07:06AM           | 07:27AM            | 07:30AM            | 07:35AM            | 07:45AM                          |
| 07:31AM                           | 07:41AM           | 08:02AM            | 08:05AM            | 08:10AM            | 08:20AM                          |
| 08:06AM                           | 08:16AM           | 08:37AM            | 08:40AM            | 08:45AM            | 08:55AM                          |
| 08:41AM                           | 08:51AM           | 09:12AM            | 09:15AM            | 09:20AM            | 09:30AM                          |
| 09:18AM                           | 09:28AM           | 09:42AM            | 09:45AM            | 09:50AM            | 10:00AM                          |
| 04:35PM                           | 04:45PM           | 04:57PM            | 05:00PM            | 05:05PM            | 05:15PM                          |
| 05:10PM                           | 05:20PM           | 05:32PM            | 05:35PM            | 05:40PM            | 05:50PM                          |
| 05:45PM                           | 05:55PM           | 06:07PM            | 06:10PM            | 06:15PM            | 06:25PM                          |
| 06:15PM                           | 06:25PM           | 06:37PM            | 06:40PM            | 06:45PM            | 06:55PM                          |

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# Bus Routes Schedule

[www8.miamidade.gov/transportation-publicworks/routes\\_schedule.asp](http://www8.miamidade.gov/transportation-publicworks/routes_schedule.asp)



## 287 (Southbound) WEEKDAY

| DADELAND SOUTH<br>METRORAIL<br>STATION | BUSWAY<br>& SW 136<br>ST | BUSWAY<br>& SW 152<br>ST | BUSWAY<br>& SW 168<br>ST | SW 85 AV<br>& SW 212<br>ST | COMMUNITY<br>HEALTH OF SOUTH<br>FLORIDA |
|--|--------------------------|--------------------------|--------------------------|----------------------------|---|
| 06:37AM                                | 06:48AM                  | 06:52AM                  | 06:55AM                  | 07:11AM                    | 07:21AM                                 |
| 07:12AM                                | 07:23AM                  | 07:28AM                  | 07:31AM                  | 07:47AM                    | 07:57AM                                 |
| 07:47AM                                | 07:58AM                  | 08:03AM                  | 08:06AM                  | 08:22AM                    | 08:32AM                                 |
| 08:22AM                                | 08:33AM                  | 08:38AM                  | 08:41AM                  | 08:57AM                    | 09:07AM                                 |
| 03:40PM                                | 03:50PM                  | 03:55PM                  | 03:58PM                  | 04:14PM                    | 04:22PM                                 |
| 04:15PM                                | 04:25PM                  | 04:29PM                  | 04:32PM                  | 04:48PM                    | 04:56PM                                 |
| 04:50PM                                | 05:00PM                  | 05:04PM                  | 05:07PM                  | 05:23PM                    | 05:31PM                                 |
| 05:20PM                                | 05:30PM                  | 05:34PM                  | 05:37PM                  | 05:53PM                    | 06:01PM                                 |
| 05:55PM                                | 06:05PM                  | 06:09PM                  | 06:12PM                  | 06:28PM                    | 06:36PM                                 |
| 06:30PM                                | 06:40PM                  | 06:44PM                  | 06:47PM                  | 07:03PM                    | 07:10PM                                 |
| 07:00PM                                | 07:08PM                  | 07:12PM                  | 07:15PM                  | 07:29PM                    | 07:36PM                                 |

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# VILLAGE OF PALMETTO BAY

## IBus Circulator Service



### Route A Schedule (Departure Times)

| DESTINATION   | SW 152 Street / US1 | SW 152 Street / SW 82 Avenue | Coral Reef Park | SW 152 Street / SW 77 AV | SW 144 Street / SW 77 Avenue | SW 136 Street / SW 77 Avenue | SW 136 Street / US1 | SW 144 Street / US1 | Publix Shopping Plaza / SW 146 Street | SW 152 Street / US1 | SW 152 Street / SW 89 Avenue | SW 152 Street / SW 82 Avenue | SW 168 Street / SW 82 Avenue | SW 168 Street / SW 87 Avenue | SW 168 Street / SW 92 Avenue | SW 176 Street / SW 94 Avenue | SW 168 Street / US1 Busway |
|---------------|---------------------|------------------------------|-----------------|--------------------------|------------------------------|------------------------------|---------------------|---------------------|---------------------------------------|---------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|----------------------------|
| A.M. Schedule | 10:00 AM            | 10:04 AM                     | 10:06 AM        | 10:08 AM                 | 10:10 AM                     | 10:12 AM                     | 10:14 AM            | 10:18 AM            | 10:22 AM                              | 10:31 AM            | 10:35 AM                     | 10:37 AM                     | 10:39 AM                     | 10:41 AM                     | 10:43 AM                     | 10:47 AM                     | 10:51 AM                   |
| P.M. Schedule | 10:57 AM            | 11:05 AM                     | 11:07 AM        | 11:09 AM                 | 11:11 AM                     | 11:13 AM                     | 11:15 AM            | 11:19 AM            | 11:23 AM                              | 11:32 AM            | 11:36 AM                     | 11:38 AM                     | 11:40 AM                     | 11:42 AM                     | 11:44 AM                     | 11:48 AM                     | 11:52 AM                   |
|               | 11:58 AM            | 12:06 PM                     | 12:08 PM        | 12:10 PM                 | 12:12 PM                     | 12:14 PM                     | 12:16 PM            | 12:20 PM            | 12:24 PM                              | 12:33 PM            | 12:37 PM                     | 12:39 PM                     | 12:41 PM                     | 12:43 PM                     | 12:45 PM                     | 12:49 PM                     | 12:53 PM                   |
|               | 12:59 PM            | 1:07 PM                      | 1:09 PM         | 1:11 PM                  | 1:13 PM                      | 1:15 PM                      | 1:17 PM             | 1:21 PM             | 1:25 PM                               | 1:34 PM             | 1:38 PM                      | 1:40 PM                      | 1:42 PM                      | 1:44 PM                      | 1:46 PM                      | 1:50 PM                      |                            |

Out of Service @ 1:50 PM

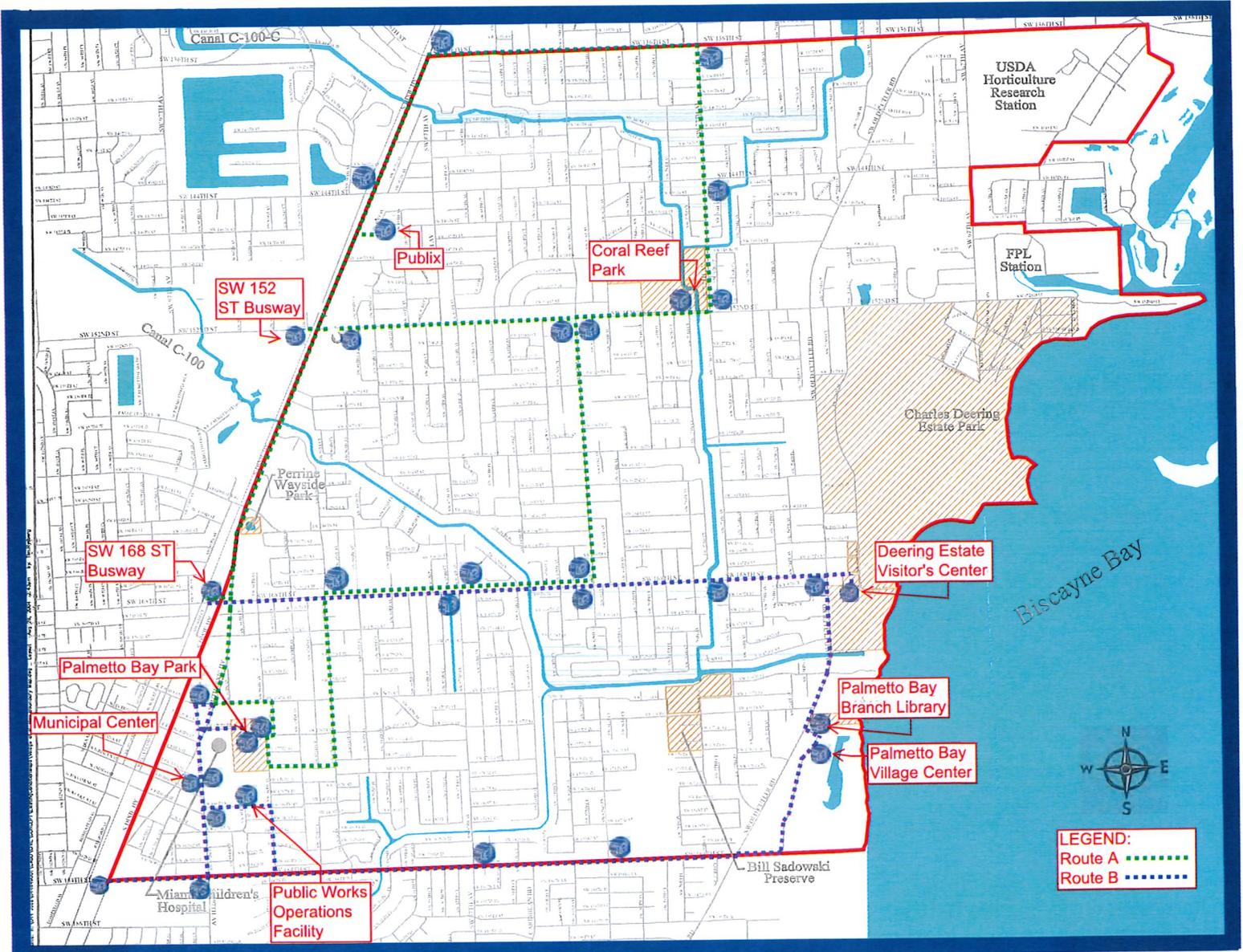
### Route B Schedule (Departure Times)

| DESTINATION   | SW 168 Street / US1 Busway | SW 168 Street / SW 87 Avenue | SW 168 Street / SW 82 Avenue | SW 168 Street / SW 77 Avenue | SW 168 Street / Old Cutler Road | Deering Estate Visitor's Center | Palmetto Bay Branch Library | Palmetto Bay Village Center | SW 184 Street / SW 82 Avenue | SW 184 Street / SW 87 Avenue | SW 184 Street / US1 Busway | SW 184 Street / SW 97 AV | SW 97 Avenue / SW 181 Terrace | SW 97 Avenue / Guava Street | Palmetto Bay Park | Bayan Street / Perrine Avenue | Palmetto Bay Municipal Ctr. | Palmetto Bay Public Works | SW 184 Street / SW 94 Avenue |
|---------------|----------------------------|------------------------------|------------------------------|------------------------------|---------------------------------|---------------------------------|-----------------------------|-----------------------------|------------------------------|------------------------------|----------------------------|--------------------------|-------------------------------|-----------------------------|-------------------|-------------------------------|-----------------------------|---------------------------|------------------------------|
| A.M. Schedule | 7:00 AM                    | 7:04 AM                      | 7:06 AM                      | 7:08 AM                      | 7:10 AM                         | 7:12 AM                         | 7:17 AM                     | 7:20 AM                     | 7:22 AM                      | 7:24 AM                      | 7:28 AM                    | 7:30 AM                  |                               | 7:31 AM                     |                   | 7:36 AM                       | 7:40 AM                     | 7:42 AM                   | 7:44 AM                      |
|               | 8:08 AM                    | 8:02 AM                      | 8:00 AM                      | 7:58 AM                      | 7:56 AM                         | 7:52 AM                         | 7:50 AM                     | 7:49 AM                     | 7:48 AM                      | 7:46 AM                      |                            |                          |                               |                             |                   |                               | 8:42 AM                     | 8:44 AM                   | 8:46 AM                      |
|               | 8:08 AM                    | 8:12 AM                      | 8:16 AM                      | 8:18 AM                      | 8:20 AM                         | 8:23 AM                         | 8:25 AM                     | 8:27 AM                     | 8:30 AM                      | 8:35 AM                      | 8:37 AM                    |                          |                               |                             |                   |                               |                             |                           |                              |
|               |                            |                              |                              |                              |                                 |                                 |                             | 8:52 AM                     | 8:50 AM                      | 8:49 AM                      |                            |                          |                               |                             |                   |                               | 2:10 PM                     | 2:12 PM                   | 2:14 PM                      |
| P.M. Schedule | 3:38 PM                    | 2:54 PM                      | 2:52 PM                      | 2:50 PM                      | 2:48 PM                         | 2:46 PM                         | 2:43 PM                     | 2:42 PM                     | 2:40 PM                      | 2:18 PM                      |                            |                          |                               |                             |                   |                               |                             |                           |                              |
|               | 2:58 PM                    | 2:42 PM                      | 2:44 PM                      | 2:46 PM                      | 2:48 PM                         | 2:50 PM                         | 2:54 PM                     | 2:56 PM                     | 2:58 PM                      | 3:00 PM                      | 3:02 PM                    | 3:08 PM                  | 3:10 PM                       |                             |                   |                               |                             |                           | 3:12 PM                      |
|               |                            |                              |                              |                              |                                 |                                 |                             |                             |                              |                              |                            |                          |                               | 3:20 PM                     | 3:18 PM           | 3:14 PM                       |                             |                           |                              |
|               | 3:26 PM                    | 3:30 PM                      | 3:32 PM                      | 3:34 PM                      | 3:36 PM                         | 3:38 PM                         | 3:42 PM                     | 3:44 PM                     | 3:46 PM                      | 3:48 PM                      | 3:50 PM                    | 3:54 PM                  | 3:56 PM                       |                             |                   | 4:10 PM                       | 4:05 PM                     | 4:02 PM                   | 4:00 PM                      |
|               | 4:14 PM                    | 4:18 PM                      | 4:20 PM                      | 4:22 PM                      | 4:24 PM                         | 4:26 PM                         | 4:30 PM                     | 4:32 PM                     | 4:34 PM                      | 4:36 PM                      | 4:38 PM                    | 4:42 PM                  | 4:44 PM                       |                             |                   | 4:56 PM                       | 4:54 PM                     | 4:50 PM                   | 4:48 PM                      |
|               | 5:20 PM                    | 5:14 PM                      |                              |                              | 5:11 PM                         |                                 | 5:06 PM                     | 5:06 PM                     | 5:04 PM                      | 5:03 PM                      |                            |                          |                               |                             |                   |                               |                             |                           | 4:58 PM                      |

No Bus Service between 8:52 AM - 2:10 PM • Out of Service @ 5:20 PM

**IBus Circulator Operates on Weekdays Only**  
**IBus Circulator is Out of Service for Village of Palmetto Bay Holidays**  
**For More Information Please Visit [WWW.PalmettoBay-FL.GOV](http://WWW.PalmettoBay-FL.GOV)**

Updated August 13, 2012



# **Appendix F**

## Trip Generation

### AM PEAK HOUR TRIP GENERATION COMPARISON

#### EXISTING WEEKDAY AM PEAK HOUR TRIP GENERATION

| GROUP             | ITE TRIP GENERATION CHARACTERISTICS |                  |      |       |       |           |     |    |     |       | DIRECTIONAL DISTRIBUTION |       |    | GROSS VOLUMES |       |         | MULTIMODAL REDUCTION |    |     | EXTERNAL TRIPS |         |       | INTERNAL CAPTURE |     |       | NET NEW EXTERNAL TRIPS |       |    | PASS-BY CAPTURE |       |   | NET NEW EXTERNAL TRIPS |  |  |
|-------------------|-------------------------------------|------------------|------|-------|-------|-----------|-----|----|-----|-------|--------------------------|-------|----|---------------|-------|---------|----------------------|----|-----|----------------|---------|-------|------------------|-----|-------|------------------------|-------|----|-----------------|-------|---|------------------------|--|--|
|                   | Land Use                            | Edition          | Code | Scale | Units | Percent   |     | In | Out | Total | Percent                  | Trips | In | Out           | Total | Percent | Trips                | In | Out | Total          | Percent | Trips | In               | Out | Total | Percent                | Trips | In | Out             | Total |   |                        |  |  |
|                   |                                     |                  |      |       |       | In        | Out |    |     |       |                          |       |    |               |       |         |                      |    |     |                |         |       |                  |     |       |                        |       |    |                 |       |   |                        |  |  |
| 1                 | Small Office Building               | 10               | 712  | 2.156 | KSF   | 83%       | 16% | 3  | 1   | 4     | 3.2%                     | 0     | 3  | 1             | 4     | 0.0%    | 0                    | 3  | 1   | 4              | 0.0%    | 0     | 3                | 1   | 4     | 0.0%                   | 0     | 3  | 1               | 4     |   |                        |  |  |
| 2                 |                                     |                  |      |       |       |           |     |    |     |       |                          |       |    |               |       |         |                      |    |     |                |         |       |                  |     |       |                        |       |    |                 |       |   |                        |  |  |
| 3                 |                                     |                  |      |       |       |           |     |    |     |       |                          |       |    |               |       |         |                      |    |     |                |         |       |                  |     |       |                        |       |    |                 |       |   |                        |  |  |
| 4                 |                                     |                  |      |       |       |           |     |    |     |       |                          |       |    |               |       |         |                      |    |     |                |         |       |                  |     |       |                        |       |    |                 |       |   |                        |  |  |
| 5                 |                                     |                  |      |       |       |           |     |    |     |       |                          |       |    |               |       |         |                      |    |     |                |         |       |                  |     |       |                        |       |    |                 |       |   |                        |  |  |
| 6                 |                                     |                  |      |       |       |           |     |    |     |       |                          |       |    |               |       |         |                      |    |     |                |         |       |                  |     |       |                        |       |    |                 |       |   |                        |  |  |
| 7                 |                                     |                  |      |       |       |           |     |    |     |       |                          |       |    |               |       |         |                      |    |     |                |         |       |                  |     |       |                        |       |    |                 |       |   |                        |  |  |
| 8                 |                                     |                  |      |       |       |           |     |    |     |       |                          |       |    |               |       |         |                      |    |     |                |         |       |                  |     |       |                        |       |    |                 |       |   |                        |  |  |
| 9                 |                                     |                  |      |       |       |           |     |    |     |       |                          |       |    |               |       |         |                      |    |     |                |         |       |                  |     |       |                        |       |    |                 |       |   |                        |  |  |
| 10                |                                     |                  |      |       |       |           |     |    |     |       |                          |       |    |               |       |         |                      |    |     |                |         |       |                  |     |       |                        |       |    |                 |       |   |                        |  |  |
| 11                |                                     |                  |      |       |       |           |     |    |     |       |                          |       |    |               |       |         |                      |    |     |                |         |       |                  |     |       |                        |       |    |                 |       |   |                        |  |  |
| 12                |                                     |                  |      |       |       |           |     |    |     |       |                          |       |    |               |       |         |                      |    |     |                |         |       |                  |     |       |                        |       |    |                 |       |   |                        |  |  |
| 13                |                                     |                  |      |       |       |           |     |    |     |       |                          |       |    |               |       |         |                      |    |     |                |         |       |                  |     |       |                        |       |    |                 |       |   |                        |  |  |
| 14                |                                     |                  |      |       |       |           |     |    |     |       |                          |       |    |               |       |         |                      |    |     |                |         |       |                  |     |       |                        |       |    |                 |       |   |                        |  |  |
| 15                |                                     |                  |      |       |       |           |     |    |     |       |                          |       |    |               |       |         |                      |    |     |                |         |       |                  |     |       |                        |       |    |                 |       |   |                        |  |  |
| ITE Land Use Code |                                     | Rate or Equation |      |       |       | Total:    |     |    | 3   | 1     | 4                        | 3.1%  | 0  | 3             | 1     | 4       | 0.0%                 | 0  | 3   | 1              | 4       | 0.0%  | 0                | 3   | 1     | 4                      | 0.0%  | 0  | 3               | 1     | 4 |                        |  |  |
|                   |                                     | 712              |      |       |       | Y=1.92(X) |     |    |     |       |                          |       |    |               |       |         |                      |    |     |                |         |       |                  |     |       |                        |       |    |                 |       |   |                        |  |  |

#### PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

| GROUP             | ITE TRIP GENERATION CHARACTERISTICS |                  |         |        |       |                             |         |     |               |     | DIRECTIONAL DISTRIBUTION |         |       | GROSS VOLUMES |     |       | MULTIMODAL REDUCTION |       |     | EXTERNAL TRIPS |       |         | INTERNAL CAPTURE |     |     | NET NEW EXTERNAL TRIPS |         |       | PASS-BY CAPTURE |     |       | NET NEW EXTERNAL TRIPS |  |  |
|-------------------|-------------------------------------|------------------|---------|--------|-------|-----------------------------|---------|-----|---------------|-----|--------------------------|---------|-------|---------------|-----|-------|----------------------|-------|-----|----------------|-------|---------|------------------|-----|-----|------------------------|---------|-------|-----------------|-----|-------|------------------------|--|--|
|                   | Land Use                            | ITE              | Edition | Code   | Scale | Units                       | Percent |     | In            | Out | Total                    | Percent | Trips | In            | Out | Total | Percent              | Trips | In  | Out            | Total | Percent | Trips            | In  | Out | Total                  | Percent | Trips | In              | Out | Total |                        |  |  |
|                   |                                     |                  |         |        |       |                             | In      | Out |               |     |                          |         |       |               |     |       |                      |       |     |                |       |         |                  |     |     |                        |         |       |                 |     |       |                        |  |  |
| 1                 | Multifamily (Apt/Rsz)               | 10               | 221     | 31     | du    | 26%                         | 74%     | 8   | 8             | 11  | 3.2%                     | 0       | 3     | 8             | 11  | 0.0%  | 0                    | 3     | 8   | 11             | 0.0%  | 0       | 3                | 8   | 11  | 0.0%                   | 0       | 3     | 8               | 11  |       |                        |  |  |
| 2                 | General Office Building             | 10               | 710     | 16.746 | KSF   | 83%                         | 16%     | 58  | 8             | 42  | 3.2%                     | 1       | 35    | 9             | 41  | 7.3%  | 3                    | 32    | 4   | 38             | 0.0%  | 0       | 32               | 4   | 38  | 0.0%                   | 0       | 32    | 4               | 38  |       |                        |  |  |
| 3                 | Day Care Center                     | 10               | 555     | 2.319  | STU   | 83%                         | 16%     | 85  | 75            | 160 | 3.2%                     | 5       | 82    | 73            | 155 | 1.9%  | 3                    | 80    | 72  | 152            | 0.0%  | 0       | 80               | 72  | 152 | 0.0%                   | 0       | 80    | 72              | 152 |       |                        |  |  |
| 4                 | Elementary School                   | 10               | 520     | 220    | STU   | 54%                         | 46%     | 79  | 65            | 147 | 3.2%                     | 5       | 76    | 65            | 142 | 1.9%  | 3                    | 74    | 65  | 139            | 0.0%  | 0       | 74               | 65  | 139 | 0.0%                   | 0       | 74    | 65              | 139 |       |                        |  |  |
| 5                 |                                     |                  |         |        |       |                             |         |     |               |     |                          |         |       |               |     |       |                      |       |     |                |       |         |                  |     |     |                        |         |       |                 |     |       |                        |  |  |
| 6                 |                                     |                  |         |        |       |                             |         |     |               |     |                          |         |       |               |     |       |                      |       |     |                |       |         |                  |     |     |                        |         |       |                 |     |       |                        |  |  |
| 7                 |                                     |                  |         |        |       |                             |         |     |               |     |                          |         |       |               |     |       |                      |       |     |                |       |         |                  |     |     |                        |         |       |                 |     |       |                        |  |  |
| 8                 |                                     |                  |         |        |       |                             |         |     |               |     |                          |         |       |               |     |       |                      |       |     |                |       |         |                  |     |     |                        |         |       |                 |     |       |                        |  |  |
| 9                 |                                     |                  |         |        |       |                             |         |     |               |     |                          |         |       |               |     |       |                      |       |     |                |       |         |                  |     |     |                        |         |       |                 |     |       |                        |  |  |
| 10                |                                     |                  |         |        |       |                             |         |     |               |     |                          |         |       |               |     |       |                      |       |     |                |       |         |                  |     |     |                        |         |       |                 |     |       |                        |  |  |
| 11                |                                     |                  |         |        |       |                             |         |     |               |     |                          |         |       |               |     |       |                      |       |     |                |       |         |                  |     |     |                        |         |       |                 |     |       |                        |  |  |
| 12                |                                     |                  |         |        |       |                             |         |     |               |     |                          |         |       |               |     |       |                      |       |     |                |       |         |                  |     |     |                        |         |       |                 |     |       |                        |  |  |
| 13                |                                     |                  |         |        |       |                             |         |     |               |     |                          |         |       |               |     |       |                      |       |     |                |       |         |                  |     |     |                        |         |       |                 |     |       |                        |  |  |
| 14                |                                     |                  |         |        |       |                             |         |     |               |     |                          |         |       |               |     |       |                      |       |     |                |       |         |                  |     |     |                        |         |       |                 |     |       |                        |  |  |
| 15                |                                     |                  |         |        |       |                             |         |     |               |     |                          |         |       |               |     |       |                      |       |     |                |       |         |                  |     |     |                        |         |       |                 |     |       |                        |  |  |
| ITE Land Use Code |                                     | Rate or Equation |         |        |       | Total:                      |         |     | 203           | 167 | 340                      | 3.2%    | 11    | 158           | 163 | 340   | 2.9%                 | 9     | 191 | 149            | 340   | 0.0%    | 0                | 191 | 149 | 340                    | 0.0%    | 0     | 191             | 149 | 340   |                        |  |  |
|                   |                                     | 221              |         |        |       | LN(Y) = 0.63(LND(X)) - 0.03 |         |     |               |     |                          |         |       |               |     |       |                      |       |     |                |       |         |                  |     |     |                        |         |       |                 |     |       |                        |  |  |
|                   |                                     | 710              |         |        |       | Y = 0.84(X) + 26.49         |         |     |               |     |                          |         |       |               |     |       |                      |       |     |                |       |         |                  |     |     |                        |         |       |                 |     |       |                        |  |  |
|                   |                                     | 555              |         |        |       | Y = 0.66(X) + 8.42          |         |     |               |     |                          |         |       |               |     |       |                      |       |     |                |       |         |                  |     |     |                        |         |       |                 |     |       |                        |  |  |
|                   |                                     | 520              |         |        |       | Y = 0.67(X)                 |         |     |               |     |                          |         |       |               |     |       |                      |       |     |                |       |         |                  |     |     |                        |         |       |                 |     |       |                        |  |  |
|                   |                                     |                  |         |        |       |                             |         |     | NET NEW TRIPS |     |                          | IN      |       |               | OUT |       |                      | TOTAL |     |                |       |         |                  |     |     |                        |         |       |                 |     |       |                        |  |  |
|                   |                                     |                  |         |        |       |                             |         |     |               |     |                          | 168     |       |               | 148 |       |                      | 336   |     |                |       |         |                  |     |     |                        |         |       |                 |     |       |                        |  |  |

K:\FTL\_TPTO\04424925-Palmetto Bay 16993 S Dixie TIA\Calcs\Trip Gen\COPY of TRIP GEN 10\_Redvelopment\_16996Dixie final.xlsx: PRINT-AM PEAK HOUR 10/7/2019, 7:37 AM



## Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour based on  
on the *Trip Generation Handbook* , 3rd Edition, published by the  
Institute of Transportation Engineers

| SUMMARY (EXISTING)    |                          |                |      |                |      |
|-----------------------|--------------------------|----------------|------|----------------|------|
| GROSS TRIP GENERATION |                          |                |      |                |      |
| INPUT                 | Land Use                 | A.M. Peak Hour |      | P.M. Peak Hour |      |
|                       |                          | Enter          | Exit | Enter          | Exit |
|                       | Office                   | 3              | 1    | 2              | 3    |
|                       | Retail                   | 0              | 0    | 0              | 0    |
|                       | Restaurant               | 0              | 0    | 0              | 0    |
|                       | Cinema/Entertainment     | 0              | 0    | 0              | 0    |
|                       | Residential              | 0              | 0    | 0              | 0    |
| Hotel                 | 0                        | 0              | 0    | 0              |      |
|                       |                          | 3              | 1    | 2              | 3    |
| INTERNAL TRIPS        |                          |                |      |                |      |
| OUTPUT                | Land Use                 | A.M. Peak Hour |      | P.M. Peak Hour |      |
|                       |                          | Enter          | Exit | Enter          | Exit |
|                       | Office                   | 0              | 0    | 0              | 0    |
|                       | Retail                   | 0              | 0    | 0              | 0    |
|                       | Restaurant               | 0              | 0    | 0              | 0    |
|                       | Cinema/Entertainment     | 0              | 0    | 0              | 0    |
|                       | Residential              | 0              | 0    | 0              | 0    |
| Hotel                 | 0                        | 0              | 0    | 0              |      |
|                       |                          | 0              | 0    | 0              | 0    |
| OUTPUT                | <i>Total % Reduction</i> | <i>0.0%</i>    |      | <i>0.0%</i>    |      |
|                       | Office                   | 0.0%           |      | 0.0%           |      |
|                       | Retail                   |                |      |                |      |
|                       | Restaurant               |                |      |                |      |
|                       | Cinema/Entertainment     |                |      |                |      |
|                       | Residential              |                |      |                |      |
|                       | Hotel                    |                |      |                |      |
| EXTERNAL TRIPS        |                          |                |      |                |      |
| OUTPUT                | Land Use                 | A.M. Peak Hour |      | P.M. Peak Hour |      |
|                       |                          | Enter          | Exit | Enter          | Exit |
|                       | Office                   | 3              | 1    | 2              | 3    |
|                       | Retail                   | 0              | 0    | 0              | 0    |
|                       | Restaurant               | 0              | 0    | 0              | 0    |
|                       | Cinema/Entertainment     | 0              | 0    | 0              | 0    |
|                       | Residential              | 0              | 0    | 0              | 0    |
| Hotel                 | 0                        | 0              | 0    | 0              |      |
|                       |                          | 3              | 1    | 2              | 3    |

## Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour based on  
on the *Trip Generation Handbook*, 3rd Edition, published by the  
Institute of Transportation Engineers

| SUMMARY (PROPOSED)           |                          |                |      |                |      |
|------------------------------|--------------------------|----------------|------|----------------|------|
| <b>GROSS TRIP GENERATION</b> |                          |                |      |                |      |
| <b>INPUT</b>                 | Land Use                 | A.M. Peak Hour |      | P.M. Peak Hour |      |
|                              |                          | Enter          | Exit | Enter          | Exit |
|                              | Office                   | 35             | 6    | 3              | 17   |
|                              | Retail                   | 82             | 73   | 69             | 78   |
|                              | Restaurant               | 0              | 0    | 0              | 0    |
|                              | Cinema/Entertainment     | 0              | 0    | 0              | 0    |
|                              | Residential              | 3              | 8    | 9              | 5    |
|                              | Hotel                    | 0              | 0    | 0              | 0    |
|                              |                          | 120            | 87   | 81             | 100  |
| <b>INTERNAL TRIPS</b>        |                          |                |      |                |      |
| <b>OUTPUT</b>                | Land Use                 | A.M. Peak Hour |      | P.M. Peak Hour |      |
|                              |                          | Enter          | Exit | Enter          | Exit |
|                              | Office                   | 1              | 2    | 1              | 3    |
|                              | Retail                   | 2              | 1    | 5              | 5    |
|                              | Restaurant               | 0              | 0    | 0              | 0    |
|                              | Cinema/Entertainment     | 0              | 0    | 0              | 0    |
|                              | Residential              | 0              | 0    | 4              | 2    |
|                              | Hotel                    | 0              | 0    | 0              | 0    |
|                              |                          | 3              | 3    | 10             | 10   |
| <b>OUTPUT</b>                | <i>Total % Reduction</i> | 2.9%           |      | 11.0%          |      |
|                              | Office                   | 7.3%           |      | 20.0%          |      |
|                              | Retail                   | 1.9%           |      | 6.8%           |      |
|                              | Restaurant               |                |      |                |      |
|                              | Cinema/Entertainment     |                |      |                |      |
|                              | Residential              | 0.0%           |      | 42.9%          |      |
|                              | Hotel                    |                |      |                |      |
| <b>EXTERNAL TRIPS</b>        |                          |                |      |                |      |
| <b>OUTPUT</b>                | Land Use                 | A.M. Peak Hour |      | P.M. Peak Hour |      |
|                              |                          | Enter          | Exit | Enter          | Exit |
|                              | Office                   | 34             | 4    | 2              | 14   |
|                              | Retail                   | 80             | 72   | 64             | 73   |
|                              | Restaurant               | 0              | 0    | 0              | 0    |
|                              | Cinema/Entertainment     | 0              | 0    | 0              | 0    |
|                              | Residential              | 3              | 8    | 5              | 3    |
|                              | Hotel                    | 0              | 0    | 0              | 0    |
|                              |                          | 117            | 84   | 71             | 90   |



B08301

MEANS OF TRANSPORTATION TO WORK

Universe: Workers 16 years and over

2013-2017 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

$$(70+0+7)/2,434=3.2\%$$

|   | Census Tract 82.08, Miami-Dade County, Florida |                 |
|---|--|-----------------|
|   | Estimate                                       | Margin of Error |
| <b>Total:</b>   | <b>2,434</b>                                   | <b>+/-330</b>   |
| <b>Car, truck, or van:</b>                              | <b>2,278</b>                                   | <b>+/-347</b>   |
| Drove alone   | 1,618  | +/-239          |
| <b>Carpooled:</b>                                       | <b>660</b>                                     | <b>+/-326</b>   |
| In 2-person carpool                                     | 197  | +/-94           |
| In 3-person carpool                                     | 150  | +/-116          |
| In 4-person carpool                                     | 298  | +/-318          |
| In 5- or 6-person carpool                               | 15   | +/-21           |
| In 7-or-more-person carpool                             | 0  | +/-19           |
| <b>Public transportation (excluding taxicab):</b>       | <b>70</b>                                      | <b>+/-49</b>    |
| Bus or trolley bus                                      | 28   | +/-31           |
| Streetcar or trolley car (carro publico in Puerto Rico) | 0  | +/-19           |
| Subway or elevated                                      | 42   | +/-41           |
| Railroad  | 0  | +/-19           |
| Ferryboat   | 0  | +/-19           |
| Taxicab   | 0  | +/-19           |
| Motorcycle  | 0  | +/-19           |
| Bicycle   | <b>0</b>                                       | <b>+/-19</b>    |
| Walked  | <b>7</b>                                       | <b>+/-11</b>    |
| Other means   | 9  | +/-14           |
| Worked at home  | 70   | +/-55           |

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

While the 2013-2017 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic

entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

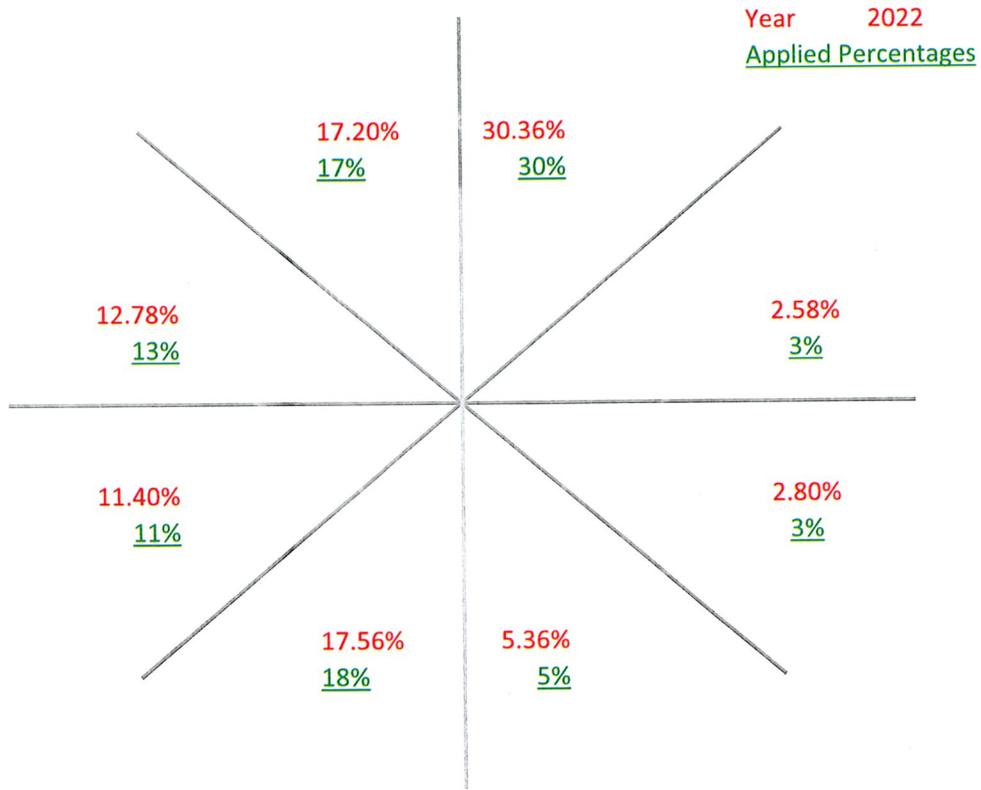
Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An "\*\*\*" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An "\*\*\*" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An "\*\*\*\*\*" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

**Appendix G**  
Cardinal Trip Distribution

Cardinal Distribution for TAZ 1143



Cardinal Trip Distribution

| Cardinal Direction | Percentage of Trips |        | 2022 Interpolated | 2022 Rounded |
|--------------------|---------------------|--------|-------------------|--------------|
|                    | 2010                | 2040   |                   |              |
| North-Northeast    | 31.4%               | 28.80% | 30.36%            | 30.00%       |
| East-Northeast     | 2.9%                | 2.10%  | 2.58%             | 3.00%        |
| East-Southeast     | 3.6%                | 1.60%  | 2.80%             | 3.00%        |
| South-Southeast    | 6.4%                | 3.80%  | 5.36%             | 5.00%        |
| South-Southwest    | 15.8%               | 20.20% | 17.56%            | 18.00%       |
| West-Southwest     | 10.0%               | 13.50% | 11.40%            | 11.00%       |
| West-Northwest     | 10.7%               | 15.90% | 12.78%            | 13.00%       |
| North-Northwest    | 19.2%               | 14.20% | 17.20%            | 17.00%       |
| Total              | 100.0%              | 100.1% | 100.04%           | 100.00%      |

# Directional Trip Distribution Report

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



## Miami-Dade 2010 Directional Distribution Summary

| Origin TAZ |              |         | Cardinal Directions |     |     |     |       |       |      |       | Total |
|------------|--------------|---------|---------------------|-----|-----|-----|-------|-------|------|-------|-------|
| County TAZ | Regional TAZ |         | NNE                 | ENE | ESE | SSE | SSW   | WSW   | WNW  | NNW   |       |
| 1128       | 4028         | PERCENT | 26.6                | 9.1 | 0.8 | 0.8 | 8.4   | 23.2  | 13.1 | 18.0  |       |
| 1129       | 4029         | TRIPS   | 642                 | 178 | 178 | 13  | 212   | 561   | 313  | 553   | 2,650 |
| 1129       | 4029         | PERCENT | 24.2                | 6.7 | 6.7 | 0.5 | 8.0   | 21.2  | 11.8 | 20.9  |       |
| 1130       | 4030         | TRIPS   | 288                 | 33  | 0   | 0   | 35    | 222   | 130  | 258   | 966   |
| 1130       | 4030         | PERCENT | 29.8                | 3.4 | 0.0 | 0.0 | 3.6   | 23.0  | 13.5 | 26.7  |       |
| 1131       | 4031         | TRIPS   | 1,042               | 43  | 0   | 0   | 204   | 683   | 751  | 901   | 3,624 |
| 1131       | 4031         | PERCENT | 28.8                | 1.2 | 0.0 | 0.0 | 5.6   | 18.9  | 20.7 | 24.9  |       |
| 1132       | 4032         | TRIPS   | 216                 | 57  | 3   | 28  | 119   | 172   | 207  | 133   | 935   |
| 1132       | 4032         | PERCENT | 23.1                | 6.1 | 0.3 | 3.0 | 12.7  | 18.4  | 22.1 | 14.2  |       |
| 1133       | 4033         | TRIPS   | 293                 | 10  | 0   | 0   | 56    | 165   | 264  | 266   | 1,054 |
| 1133       | 4033         | PERCENT | 27.8                | 1.0 | 0.0 | 0.0 | 5.3   | 15.7  | 25.1 | 25.2  |       |
| 1134       | 4034         | TRIPS   | 361                 | 35  | 0   | 0   | 59    | 299   | 424  | 450   | 1,628 |
| 1134       | 4034         | PERCENT | 22.2                | 2.2 | 0.0 | 0.0 | 3.6   | 18.4  | 26.0 | 27.6  |       |
| 1135       | 4035         | TRIPS   | 2                   | 0   | 0   | 0   | 0     | 3     | 1    | 3     | 9     |
| 1135       | 4035         | PERCENT | 22.2                | 0.0 | 0.0 | 0.0 | 0.0   | 33.3  | 11.1 | 33.3  |       |
| 1136       | 4036         | TRIPS   | 434                 | 20  | 0   | 0   | 72    | 273   | 321  | 664   | 1,784 |
| 1136       | 4036         | PERCENT | 24.3                | 1.1 | 0.0 | 0.0 | 4.0   | 15.3  | 18.0 | 37.2  |       |
| 1137       | 4037         | TRIPS   | 151                 | 0   | 0   | 0   | 42    | 176   | 118  | 220   | 707   |
| 1137       | 4037         | PERCENT | 21.4                | 0.0 | 0.0 | 0.0 | 5.9   | 24.9  | 16.7 | 31.1  |       |
| 1138       | 4038         | TRIPS   | 295                 | 10  | 0   | 0   | 63    | 151   | 315  | 312   | 1,146 |
| 1138       | 4038         | PERCENT | 25.7                | 0.9 | 0.0 | 0.0 | 5.5   | 13.2  | 27.5 | 27.2  |       |
| 1139       | 4039         | TRIPS   | 115                 | 0   | 0   | 28  | 109   | 231   | 260  | 277   | 1,020 |
| 1139       | 4039         | PERCENT | 11.3                | 0.0 | 0.0 | 2.8 | 10.7  | 22.7  | 25.5 | 27.2  |       |
| 1140       | 4040         | TRIPS   | 999                 | 43  | 3   | 104 | 152   | 408   | 332  | 502   | 2,543 |
| 1140       | 4040         | PERCENT | 39.3                | 1.7 | 0.1 | 4.1 | 6.0   | 16.0  | 13.1 | 19.7  |       |
| 1141       | 4041         | TRIPS   | 470                 | 25  | 10  | 36  | 95    | 131   | 208  | 367   | 1,342 |
| 1141       | 4041         | PERCENT | 35.0                | 1.9 | 0.8 | 2.7 | 7.1   | 9.8   | 15.5 | 27.4  |       |
| 1142       | 4042         | TRIPS   | 908                 | 146 | 0   | 91  | 262   | 363   | 403  | 596   | 2,769 |
| 1142       | 4042         | PERCENT | 32.8                | 5.3 | 0.0 | 3.3 | 9.5   | 13.1  | 14.6 | 21.5  |       |
| 1143       | 4043         | TRIPS   | 1,255               | 115 | 142 | 254 | 631   | 401   | 427  | 768   | 3,993 |
| 1143       | 4043         | PERCENT | 31.4                | 2.9 | 3.6 | 6.4 | 15.8  | 10.0  | 10.7 | 19.2  |       |
| 1144       | 4044         | TRIPS   | 505                 | 14  | 67  | 159 | 404   | 257   | 160  | 247   | 1,813 |
| 1144       | 4044         | PERCENT | 27.9                | 0.8 | 3.7 | 8.8 | 22.3  | 14.2  | 8.8  | 13.6  |       |
| 1145       | 4045         | TRIPS   | 1,446               | 175 | 159 | 550 | 1,577 | 637   | 558  | 727   | 5,829 |
| 1145       | 4045         | PERCENT | 24.8                | 3.0 | 2.7 | 9.4 | 27.1  | 10.9  | 9.6  | 12.5  |       |
| 1146       | 4046         | TRIPS   | 1,318               | 134 | 87  | 523 | 1,115 | 852   | 764  | 890   | 5,683 |
| 1146       | 4046         | PERCENT | 23.2                | 2.4 | 1.5 | 9.2 | 19.6  | 15.0  | 13.4 | 15.7  |       |
| 1147       | 4047         | TRIPS   | 1,202               | 213 | 130 | 89  | 721   | 416   | 506  | 737   | 4,014 |
| 1147       | 4047         | PERCENT | 30.0                | 5.3 | 3.2 | 2.2 | 18.0  | 10.4  | 12.6 | 18.4  |       |
| 1148       | 4048         | TRIPS   | 1,321               | 298 | 142 | 285 | 1,914 | 1,048 | 803  | 1,516 | 7,327 |
| 1148       | 4048         | PERCENT | 18.0                | 4.1 | 1.9 | 3.9 | 26.1  | 14.3  | 11.0 | 20.7  |       |

# Directional Trip Distribution Report

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



## Miami-Dade 2040 Directional Distribution Summary

| Origin TAZ |              |         | Cardinal Directions |      |     |     |       |       |       |       | Total |
|------------|--------------|---------|---------------------|------|-----|-----|-------|-------|-------|-------|-------|
| County TAZ | Regional TAZ |         | NNE                 | ENE  | ESE | SSE | SSW   | WSW   | WNW   | NNW   |       |
| 1128       | 4028         | PERCENT | 27.9                | 10.0 | 1.1 | 0.5 | 6.4   | 21.0  | 13.0  | 20.1  |       |
| 1129       | 4029         | TRIPS   | 760                 | 141  | 73  | 12  | 145   | 588   | 359   | 578   | 2,656 |
| 1129       | 4029         | PERCENT | 28.6                | 5.3  | 2.8 | 0.5 | 5.5   | 22.1  | 13.5  | 21.8  |       |
| 1130       | 4030         | TRIPS   | 307                 | 40   | 0   | 15  | 74    | 181   | 151   | 208   | 976   |
| 1130       | 4030         | PERCENT | 31.5                | 4.1  | 0.0 | 1.5 | 7.6   | 18.6  | 15.5  | 21.3  |       |
| 1131       | 4031         | TRIPS   | 1,125               | 56   | 4   | 0   | 193   | 794   | 716   | 895   | 3,783 |
| 1131       | 4031         | PERCENT | 29.7                | 1.5  | 0.1 | 0.0 | 5.1   | 21.0  | 18.9  | 23.7  |       |
| 1132       | 4032         | TRIPS   | 298                 | 110  | 1   | 23  | 136   | 185   | 272   | 246   | 1,271 |
| 1132       | 4032         | PERCENT | 23.5                | 8.7  | 0.1 | 1.8 | 10.7  | 14.6  | 21.4  | 19.4  |       |
| 1133       | 4033         | TRIPS   | 289                 | 4    | 0   | 0   | 43    | 172   | 237   | 289   | 1,034 |
| 1133       | 4033         | PERCENT | 28.0                | 0.4  | 0.0 | 0.0 | 4.2   | 16.6  | 22.9  | 28.0  |       |
| 1134       | 4034         | TRIPS   | 336                 | 12   | 0   | 0   | 92    | 242   | 279   | 439   | 1,400 |
| 1134       | 4034         | PERCENT | 24.0                | 0.9  | 0.0 | 0.0 | 6.6   | 17.3  | 19.9  | 31.4  |       |
| 1135       | 4035         | TRIPS   | 2                   | 0    | 0   | 0   | 0     | 12    | 1     | 7     | 22    |
| 1135       | 4035         | PERCENT | 9.1                 | 0.0  | 0.0 | 0.0 | 0.0   | 54.6  | 4.6   | 31.8  |       |
| 1136       | 4036         | TRIPS   | 547                 | 12   | 0   | 0   | 144   | 289   | 465   | 681   | 2,138 |
| 1136       | 4036         | PERCENT | 25.6                | 0.6  | 0.0 | 0.0 | 6.7   | 13.5  | 21.8  | 31.9  |       |
| 1137       | 4037         | TRIPS   | 96                  | 5    | 0   | 0   | 41    | 86    | 155   | 156   | 539   |
| 1137       | 4037         | PERCENT | 17.8                | 0.9  | 0.0 | 0.0 | 7.6   | 16.0  | 28.8  | 28.9  |       |
| 1138       | 4038         | TRIPS   | 291                 | 0    | 0   | 0   | 104   | 243   | 357   | 390   | 1,385 |
| 1138       | 4038         | PERCENT | 21.0                | 0.0  | 0.0 | 0.0 | 7.5   | 17.6  | 25.8  | 28.2  |       |
| 1139       | 4039         | TRIPS   | 193                 | 0    | 0   | 23  | 115   | 304   | 218   | 313   | 1,166 |
| 1139       | 4039         | PERCENT | 16.6                | 0.0  | 0.0 | 2.0 | 9.9   | 26.1  | 18.7  | 26.8  |       |
| 1140       | 4040         | TRIPS   | 1,002               | 11   | 8   | 145 | 339   | 485   | 449   | 639   | 3,078 |
| 1140       | 4040         | PERCENT | 32.6                | 0.4  | 0.3 | 4.7 | 11.0  | 15.8  | 14.6  | 20.8  |       |
| 1141       | 4041         | TRIPS   | 466                 | 40   | 4   | 27  | 168   | 255   | 208   | 328   | 1,496 |
| 1141       | 4041         | PERCENT | 31.2                | 2.7  | 0.3 | 1.8 | 11.2  | 17.1  | 13.9  | 21.9  |       |
| 1142       | 4042         | TRIPS   | 756                 | 107  | 12  | 114 | 569   | 458   | 438   | 694   | 3,148 |
| 1142       | 4042         | PERCENT | 24.0                | 3.4  | 0.4 | 3.6 | 18.1  | 14.6  | 13.9  | 22.1  |       |
| 1143       | 4043         | TRIPS   | 1,803               | 134  | 100 | 236 | 1,263 | 845   | 993   | 888   | 6,262 |
| 1143       | 4043         | PERCENT | 28.8                | 2.1  | 1.6 | 3.8 | 20.2  | 13.5  | 15.9  | 14.2  |       |
| 1144       | 4044         | TRIPS   | 821                 | 61   | 155 | 247 | 708   | 290   | 315   | 424   | 3,017 |
| 1144       | 4044         | PERCENT | 27.2                | 2.0  | 5.1 | 8.2 | 23.4  | 9.6   | 10.4  | 14.1  |       |
| 1145       | 4045         | TRIPS   | 2,289               | 326  | 226 | 557 | 2,297 | 1,095 | 1,214 | 1,281 | 9,285 |
| 1145       | 4045         | PERCENT | 24.7                | 3.5  | 2.4 | 6.0 | 24.7  | 11.8  | 13.1  | 13.8  |       |
| 1146       | 4046         | TRIPS   | 1,801               | 216  | 112 | 502 | 1,485 | 932   | 927   | 893   | 6,868 |
| 1146       | 4046         | PERCENT | 26.2                | 3.2  | 1.6 | 7.3 | 21.6  | 13.6  | 13.5  | 13.0  |       |
| 1147       | 4047         | TRIPS   | 1,315               | 112  | 118 | 94  | 1,099 | 494   | 556   | 1,038 | 4,826 |
| 1147       | 4047         | PERCENT | 27.3                | 2.3  | 2.5 | 2.0 | 22.8  | 10.2  | 11.5  | 21.5  |       |
| 1148       | 4048         | TRIPS   | 1,883               | 360  | 138 | 326 | 2,336 | 1,142 | 944   | 1,795 | 8,924 |
| 1148       | 4048         | PERCENT | 21.1                | 4.0  | 1.6 | 3.7 | 26.2  | 12.8  | 10.6  | 20.1  |       |

**Appendix H**  
Volume Development Worksheets

## TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SW 170th Street and S Dixie Highway/US 1 Southbound  
 COUNT DATE: September 10, 2019  
 AM PEAK HOUR FACTOR: 0.93  
 PM PEAK HOUR FACTOR: 0.95

| "AM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
|-------------------------------|-----------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-----|
| AM Raw Turning Movements      |           | 0        | 11    | 41    |       | 83    | 20    | 0     | 0     | 0     | 0     | 0     | 0     | 6     | 1,071 | 13    |       |     |     |
| Peak Season Correction Factor |           | 1.060    | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |     |     |
| AM EXISTING CONDITIONS        |           | 0        | 12    | 43    |       | 86    | 21    | 0     | 0     | 0     | 0     | 0     | 0     | 6     | 1,135 | 14    |       |     |     |
| "PM EXISTING TRAFFIC"         |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| PM Raw Turning Movements      |           | 0        | 12    | 35    |       | 61    | 11    | 0     | 0     | 0     | 0     | 0     | 0     | 20    | 2,143 | 16    |       |     |     |
| Peak Season Correction Factor |           | 1.060    | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |     |     |
| PM EXISTING CONDITIONS        |           | 0        | 13    | 37    |       | 65    | 12    | 0     | 0     | 0     | 0     | 0     | 0     | 21    | 2,272 | 17    |       |     |     |
| "AM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| TOTAL "VESTED" TRAFFIC        |           | 0        | 0     | 0     |       | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |     |     |
| Years To Buildout             |           | 3        | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     |     |     |
| Yearly Growth Rate            |           | 0.5%     | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  |     |     |
| AM BACKGROUND TRAFFIC GROWTH  |           | 0        | 0     | 1     |       | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 17    | 0     |       |     |     |
| AM NON-PROJECT TRAFFIC        |           | 0        | 12    | 44    |       | 89    | 21    | 0     | 0     | 0     | 0     | 0     | 0     | 6     | 1,152 | 14    |       |     |     |
| "PM BACKGROUND TRAFFIC"       |           | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |
| TOTAL "VESTED" TRAFFIC        |           | 0        | 0     | 0     |       | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |     |     |
| Years To Buildout             |           | 3        | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     |     |     |
| Yearly Growth Rate            |           | 0.5%     | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  |     |     |
| PM BACKGROUND TRAFFIC GROWTH  |           | 0        | 0     | 1     |       | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 34    | 0     |       |     |     |
| PM NON-PROJECT TRAFFIC        |           | 0        | 13    | 38    |       | 66    | 12    | 0     | 0     | 0     | 0     | 0     | 0     | 21    | 2,308 | 17    |       |     |     |
| "AM PROJECT DISTRIBUTION"     |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Pass-By                       | Entering  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| Distribution                  | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| Velet                         | Entering  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| Distribution                  | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| Net New                       | Entering  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| Distribution                  | Exiting   |          |       |       |       |       |       | 24.0% |       |       |       |       |       |       |       | 10.0% |       |     |     |
| "PM PROJECT DISTRIBUTION"     |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| Pass-By                       | Entering  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| Distribution                  | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| Velet                         | Entering  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| Distribution                  | Exiting   |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| Net New                       | Entering  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| Distribution                  | Exiting   |          |       |       |       |       |       | 24.0% |       |       |       |       |       |       |       | 10.0% |       |     |     |
| "AM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| AM TRAFFIC DIVERSIONS         |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Velet     |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Net New   |          |       |       |       |       |       | 36    |       |       |       |       |       |       |       | 19    |       |     |     |
| AM TOTAL PROJECT TRAFFIC      |           |          |       | 0     | 0     | 0     |       | 36    | 0     | 0     | 0     | 0     | 0     | 0     | 19    | 0     | 0     |     |     |
| AM TOTAL TRAFFIC              |           |          |       | 0     | 12    | 44    |       | 125   | 21    | 0     | 0     | 0     | 0     | 0     | 25    | 1,152 | 14    |     |     |
| "PM PROJECT TRAFFIC"          |           | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |
| PM TRAFFIC DIVERSIONS         |           |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
| Project Trips                 | Pass - By |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Velet     |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |
|                               | Net New   |          |       |       |       |       |       | 24    |       | 0     | 0     | 0     | 0     | 0     | 8     | 0     | 0     | 0   |     |
| PM TOTAL PROJECT TRAFFIC      |           |          |       | 0     | 0     | 0     |       | 24    | 0     | 0     | 0     | 0     | 0     | 0     | 8     | 0     | 0     |     |     |
| PM TOTAL TRAFFIC              |           |          |       | 0     | 13    | 38    |       | 90    | 12    | 0     | 0     | 0     | 0     | 0     | 29    | 2,306 | 17    |     |     |

## TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SW 170th Street and S Dixie Highway/US 1 Northbound  
 COUNT DATE: September 10, 2019  
 AM PEAK HOUR FACTOR: 0.88  
 PM PEAK HOUR FACTOR: 0.95

| "AM EXISTING TRAFFIC"         |               | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR  |     |     |
|-------------------------------|---------------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-----|-----|
| AM Raw Turning Movements      |               | 4        | 11    | 0     | 0     | 0     | 0     | 82    | 52    | 23    | 1,205 | 149   | 0     | 0     | 0     | 0     |      |     |     |
| Peak Season Correction Factor |               | 1.060    | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |      |     |     |
| AM EXISTING CONDITIONS        |               | 4        | 12    | 0     | 0     | 0     | 87    | 55    | 24    | 1,277 | 158   | 0     | 0     | 0     | 0     | 0     |      |     |     |
| "PM EXISTING TRAFFIC"         |               | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR  |     |     |
| PM Raw Turning Movements      |               | 14       | 15    | 0     | 0     | 0     | 29    | 27    | 44    | 1,558 | 39    | 0     | 0     | 0     | 0     | 0     |      |     |     |
| Peak Season Correction Factor |               | 1.060    | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |      |     |     |
| PM EXISTING CONDITIONS        |               | 15       | 16    | 0     | 0     | 0     | 31    | 29    | 47    | 1,651 | 41    | 0     | 0     | 0     | 0     | 0     |      |     |     |
| "AM BACKGROUND TRAFFIC"       |               | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR  |     |     |
| TOTAL "VESTED" TRAFFIC        |               | 0        | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |     |     |
| Years To Buildout             |               | 3        | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3    |     |     |
| Yearly Growth Rate            |               | 0.5%     | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5% |     |     |
| AM BACKGROUND TRAFFIC GROWTH  |               | 0        | 0     | 0     | 0     | 0     | 1     | 1     | 0     | 19    | 2     | 0     | 0     | 0     | 0     | 0     | 0    |     |     |
| AM NON-PROJECT TRAFFIC        |               | 4        | 12    | 0     | 0     | 0     | 88    | 56    | 24    | 1,296 | 160   | 0     | 0     | 0     | 0     | 0     | 0    |     |     |
| "PM BACKGROUND TRAFFIC"       |               | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR  |     |     |
| TOTAL "VESTED" TRAFFIC        |               | 0        | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |     |     |
| Years To Buildout             |               | 3        | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3    |     |     |
| Yearly Growth Rate            |               | 0.5%     | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5% |     |     |
| PM BACKGROUND TRAFFIC GROWTH  |               | 0        | 0     | 0     | 0     | 0     | 0     | 0     | 1     | 25    | 1     | 0     | 0     | 0     | 0     | 0     | 0    |     |     |
| PM NON-PROJECT TRAFFIC        |               | 15       | 16    | 0     | 0     | 0     | 31    | 29    | 48    | 1,676 | 42    | 0     | 0     | 0     | 0     | 0     | 0    |     |     |
| "AM PROJECT DISTRIBUTION"     |               | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL  | SBT | SBR |
| Pass-By Distribution          | Entering      |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |     |
| Pass-By Distribution          | Exiting       |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |     |
| Valet Distribution            | Entering      |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |     |
| Valet Distribution            | Exiting       |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |     |
| Net New Distribution          | Entering      |          |       | 10.0% |       |       |       |       |       |       |       | 32.0% | 2.0%  |       |       |       |      |     |     |
| Net New Distribution          | Exiting       |          |       |       |       |       |       | 24.0% | 10.0% |       |       |       |       |       |       |       |      |     |     |
| "PM PROJECT DISTRIBUTION"     |               | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL  | SBT | SBR |
| Pass-By Distribution          | Entering      |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |     |
| Pass-By Distribution          | Exiting       |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |     |
| Valet Distribution            | Entering      |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |     |
| Valet Distribution            | Exiting       |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |     |
| Net New Distribution          | Entering      |          |       | 10.0% |       |       |       |       |       |       |       | 32.0% | 2.0%  |       |       |       |      |     |     |
| Net New Distribution          | Exiting       |          |       |       |       |       |       | 24.0% | 10.0% |       |       |       |       |       |       |       |      |     |     |
| "AM PROJECT TRAFFIC"          |               | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL  | SBT | SBR |
| AM TRAFFIC DIVERSIONS         |               |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |     |
| Project Trips                 | Pass-By Valet |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |     |
| Project Trips                 | Net New       |          |       | 19    |       |       |       | 36    | 15    |       |       | 60    | 4     |       |       |       |      |     |     |
| AM TOTAL PROJECT TRAFFIC      |               |          |       | 0     | 19    | 0     | 0     | 0     | 36    | 15    | 0     | 60    | 4     | 0     | 0     | 0     | 0    | 0   | 0   |
| AM TOTAL TRAFFIC              |               |          |       | 4     | 31    | 0     | 0     | 0     | 124   | 71    | 24    | 1,356 | 164   | 0     | 0     | 0     | 0    | 0   | 0   |
| "PM PROJECT TRAFFIC"          |               | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL  | SBT | SBR |
| PM TRAFFIC DIVERSIONS         |               |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |     |
| Project Trips                 | Pass-By Valet |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |      |     |     |
| Project Trips                 | Net New       |          |       | 8     |       |       |       | 24    | 10    |       |       | 28    | 2     |       |       |       |      |     |     |
| PM TOTAL PROJECT TRAFFIC      |               |          |       | 0     | 8     | 0     | 0     | 0     | 24    | 10    | 0     | 28    | 2     | 0     | 0     | 0     | 0    | 0   | 0   |
| PM TOTAL TRAFFIC              |               |          |       | 15    | 24    | 0     | 0     | 0     | 55    | 39    | 48    | 1,702 | 44    | 0     | 0     | 0     | 0    | 0   | 0   |



## TRAFFIC VOLUMES AT STUDY INTERSECTIONS

**INTERSECTION:** SW 169th Street and S Dixie Highway/US 1 Southbound  
**COUNT DATE:** September 10, 2019  
**AM PEAK HOUR FACTOR:** 0.9  
**PM PEAK HOUR FACTOR:** 0.95

| "AM EXISTING TRAFFIC"               |           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|-------------------------------------|-----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|                                     | EBU       | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |       |
| AM Raw Turning Movements            |           | 0     | 0     | 0     |       | 19    | 0     | 0     |       | 0     | 0     | 0     |       | 7     | 1,069 | 4     |       |
| Peak Season Correction Factor       | 1.050     | 1.050 | 1.050 | 1.050 | 1.050 | 1.050 | 1.050 | 1.050 | 1.050 | 1.050 | 1.050 | 1.050 | 1.050 | 1.050 | 1.050 | 1.050 |       |
| <b>AM EXISTING CONDITIONS</b>       |           | 0     | 0     | 0     |       | 20    | 0     | 0     |       | 0     | 0     | 0     |       | 7     | 1,133 | 4     |       |
| "PM EXISTING TRAFFIC"               |           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|                                     | EBU       | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |       |
| PM Raw Turning Movements            |           | 0     | 0     | 0     |       | 35    | 0     | 0     |       | 0     | 0     | 0     |       | 20    | 2,142 | 1     |       |
| Peak Season Correction Factor       | 1.050     | 1.050 | 1.050 | 1.050 | 1.050 | 1.050 | 1.050 | 1.050 | 1.050 | 1.050 | 1.050 | 1.050 | 1.050 | 1.050 | 1.050 | 1.050 |       |
| <b>PM EXISTING CONDITIONS</b>       |           | 0     | 0     | 0     |       | 37    | 0     | 0     |       | 0     | 0     | 0     |       | 21    | 2,271 | 1     |       |
| "AM BACKGROUND TRAFFIC"             |           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|                                     | EBU       | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |       |
| TOTAL "VESTED" TRAFFIC              |           | 0     | 0     | 0     |       | 0     | 0     | 0     |       | 0     | 0     | 0     |       | 0     | 0     | 0     |       |
| Years To Buildout                   | 3         | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     |       |
| Yearly Growth Rate                  | 0.5%      | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  |       |
| <b>AM BACKGROUND TRAFFIC GROWTH</b> |           | 0     | 0     | 0     |       | 0     | 0     | 0     |       | 0     | 0     | 0     |       | 0     | 17    | 0     |       |
| <b>AM NON-PROJECT TRAFFIC</b>       |           | 0     | 0     | 0     |       | 20    | 0     | 0     |       | 0     | 0     | 0     |       | 7     | 1,159 | 4     |       |
| "PM BACKGROUND TRAFFIC"             |           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|                                     | EBU       | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |       |
| TOTAL "VESTED" TRAFFIC              |           | 0     | 0     | 0     |       | 0     | 0     | 0     |       | 0     | 0     | 0     |       | 0     | 0     | 0     |       |
| Years To Buildout                   | 3         | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     |       |
| Yearly Growth Rate                  | 0.5%      | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  |       |
| <b>PM BACKGROUND TRAFFIC GROWTH</b> |           | 0     | 0     | 0     |       | 1     | 0     | 0     |       | 0     | 0     | 0     |       | 0     | 34    | 0     |       |
| <b>PM NON-PROJECT TRAFFIC</b>       |           | 0     | 0     | 0     |       | 38    | 0     | 0     |       | 0     | 0     | 0     |       | 21    | 2,305 | 1     |       |
| "AM PROJECT DISTRIBUTION"           |           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| LAND USE                            | TYPE      | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
| Pass-By Distribution                | Entering  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|                                     | Exiting   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Valet Distribution                  | Entering  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|                                     | Exiting   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Net New Distribution                | Entering  |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 10.0% |       |
|                                     | Exiting   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| "PM PROJECT DISTRIBUTION"           |           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| LAND USE                            | TYPE      | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
| Pass-By Distribution                | Entering  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|                                     | Exiting   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Valet Distribution                  | Entering  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|                                     | Exiting   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Net New Distribution                | Entering  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 10.0% |
|                                     | Exiting   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| "AM PROJECT TRAFFIC"                |           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| LAND USE                            | TYPE      | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
| AM TRAFFIC DIVERSIONS               |           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Project Trips                       | Pass - SW |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|                                     | Valet     |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 19    |
|                                     | Net New   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 0     |
| <b>AM TOTAL PROJECT TRAFFIC</b>     |           | 0     | 0     | 0     |       | 0     | 0     | 0     |       | 0     | 0     | 0     |       | 0     | 19    | 0     |       |
| <b>AM TOTAL TRAFFIC</b>             |           | 0     | 0     | 0     |       | 20    | 0     | 0     |       | 0     | 0     | 0     |       | 7     | 1,169 | 4     |       |
| "PM PROJECT TRAFFIC"                |           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| LAND USE                            | TYPE      | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
| PM TRAFFIC DIVERSIONS               |           |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| Project Trips                       | Pass - By |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
|                                     | Valet     |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 8     |
|                                     | Net New   |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 0     |
| <b>PM TOTAL PROJECT TRAFFIC</b>     |           | 0     | 0     | 0     |       | 0     | 0     | 0     |       | 0     | 0     | 0     |       | 0     | 8     | 0     |       |
| <b>PM TOTAL TRAFFIC</b>             |           | 0     | 0     | 0     |       | 38    | 0     | 0     |       | 0     | 0     | 0     |       | 21    | 2,313 | 1     |       |





## TRAFFIC VOLUMES AT STUDY INTERSECTIONS

**INTERSECTION:** SW 168th Street and S Dixie Highway/US 1 Southbound  
**COUNT DATE:** September 10, 2019  
**AM PEAK HOUR FACTOR:** 0.93  
**PM PEAK HOUR FACTOR:** 0.97

| "AM EXISTING TRAFFIC"         | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
|-------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| AM Raw Turning Movements      | 0     | 264   | 106   | 101   | 167   | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 77    | 874   | 80    |       |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |

| AM EXISTING CONDITIONS | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|                        | 0   | 280 | 112 | 107 | 177 | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 82  | 928 | 85  |     |

| "PM EXISTING TRAFFIC"         | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
|-------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| PM Raw Turning Movements      | 0     | 265   | 103   | 98    | 260   | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 70    | 1,950 | 244   |       |
| Peak Season Correction Factor | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |

| PM EXISTING CONDITIONS | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL   | SBT | SBR |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|-----|-----|
|                        | 0   | 282 | 109 | 72  | 276 | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 74  | 2,067 | 259 |     |

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|-------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| TOTAL "VESTED" TRAFFIC  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |

|                              |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Years To Buildout            | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    |
| Yearly Growth Rate           | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | 0    | 4    | 2    | 2    | 3    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 14   | 1    |      |
| AM NON-PROJECT TRAFFIC       | 0    | 284  | 114  | 109  | 180  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 83   | 940  | 86   |      |

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|-------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| TOTAL "VESTED" TRAFFIC  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |

|                              |      |      |      |      |      |      |      |      |      |      |      |      |      |       |      |      |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|------|------|
| Years To Buildout            | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3     | 3    | 3    |
| Yearly Growth Rate           | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5%  | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | 0    | 4    | 2    | 1    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 31    | 4    |      |
| PM NON-PROJECT TRAFFIC       | 0    | 286  | 111  | 73   | 280  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 75   | 2,098 | 263  |      |

| "AM PROJECT DISTRIBUTION" |          | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU   | SBL   | SBT | SBR |
|---------------------------|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|-------|-----|-----|
| Land Use                  | Type     |     |     |     |     |     |     |     |     |     |     |     |     |       |       |     |     |
| Pass-By                   | Entering |     |     |     |     |     |     |     |     |     |     |     |     |       |       |     |     |
| Distribution              | Exiting  |     |     |     |     |     |     |     |     |     |     |     |     |       |       |     |     |
| Vehicle                   | Entering |     |     |     |     |     |     |     |     |     |     |     |     |       |       |     |     |
| Distribution              | Exiting  |     |     |     |     |     |     |     |     |     |     |     |     |       |       |     |     |
| Net New                   | Entering |     |     |     |     |     |     |     |     |     |     |     |     | 20.0% | 10.0% |     |     |
| Distribution              | Exiting  |     |     |     |     |     |     |     |     |     |     |     |     |       |       |     |     |

| "PM PROJECT DISTRIBUTION" |          | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU   | SBL   | SBT | SBR |
|---------------------------|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|-------|-----|-----|
| Land Use                  | Type     |     |     |     |     |     |     |     |     |     |     |     |     |       |       |     |     |
| Pass-By                   | Entering |     |     |     |     |     |     |     |     |     |     |     |     |       |       |     |     |
| Distribution              | Exiting  |     |     |     |     |     |     |     |     |     |     |     |     |       |       |     |     |
| Vehicle                   | Entering |     |     |     |     |     |     |     |     |     |     |     |     |       |       |     |     |
| Distribution              | Exiting  |     |     |     |     |     |     |     |     |     |     |     |     |       |       |     |     |
| Net New                   | Entering |     |     |     |     |     |     |     |     |     |     |     |     | 20.0% | 10.0% |     |     |
| Distribution              | Exiting  |     |     |     |     |     |     |     |     |     |     |     |     |       |       |     |     |

| "AM PROJECT TRAFFIC"     |         | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|--------------------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| AM TRAFFIC DIVERSIONS    |         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Project                  | Pass-By |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Trips                    | Vehicle |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                          | Net New |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| AM TOTAL PROJECT TRAFFIC |         | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 38  | 19  | 0   |     |
| AM TOTAL TRAFFIC         |         | 0   | 284 | 114 | 109 | 180 | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 121 | 959 | 86  |     |

| "PM PROJECT TRAFFIC"     |         | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL   | SBT | SBR |
|--------------------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|-----|-----|
| PM TRAFFIC DIVERSIONS    |         |     |     |     |     |     |     |     |     |     |     |     |     |     |       |     |     |
| Project                  | Pass-By |     |     |     |     |     |     |     |     |     |     |     |     |     |       |     |     |
| Trips                    | Vehicle |     |     |     |     |     |     |     |     |     |     |     |     |     |       |     |     |
|                          | Net New |     |     |     |     |     |     |     |     |     |     |     |     |     |       |     |     |
| PM TOTAL PROJECT TRAFFIC |         | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 19  | 8     | 0   |     |
| PM TOTAL TRAFFIC         |         | 0   | 286 | 111 | 73  | 280 | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 91  | 2,106 | 263 |     |

## TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SW 168th Street and S Dixie Highway/US 1 Northbound  
 COUNT DATE: September 10, 2019  
 AM PEAK HOUR FACTOR: 0.97  
 PM PEAK HOUR FACTOR: 0.97

| "AM EXISTING TRAFFIC"         |          | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |   |
|-------------------------------|----------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-----|---|
| AM Raw Turning Movements      |          | 85       | 255   | 0     | 0     | 0     | 230   | 87    | 38    | 1,144 | 42    | 0     | 0     | 0     | 0     | 0     | 0     |     |     |   |
| Peak Season Correction Factor |          | 1.060    | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |     |     |   |
| AM EXISTING CONDITIONS        |          | 90       | 270   | 0     | 0     | 0     | 244   | 92    | 40    | 1,213 | 45    | 0     | 0     | 0     | 0     | 0     | 0     |     |     |   |
| "PM EXISTING TRAFFIC"         |          | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |   |
| PM Raw Turning Movements      |          | 121      | 169   | 0     | 0     | 0     | 220   | 65    | 118   | 1,374 | 93    | 0     | 0     | 0     | 0     | 0     | 0     |     |     |   |
| Peak Season Correction Factor |          | 1.060    | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 | 1.060 |     |     |   |
| PM EXISTING CONDITIONS        |          | 128      | 179   | 0     | 0     | 0     | 233   | 72    | 125   | 1,458 | 99    | 0     | 0     | 0     | 0     | 0     | 0     |     |     |   |
| "AM BACKGROUND TRAFFIC"       |          | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |   |
| TOTAL "VERTED" TRAFFIC        |          | 0        | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |     |     |   |
| Years To Buildout             |          | 3        | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     |     |     |   |
| Yearly Growth Rate            |          | 0.5%     | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  |     |     |   |
| AM BACKGROUND TRAFFIC GROWTH  |          | 1        | 4     | 0     | 0     | 0     | 4     | 1     | 1     | 18    | 1     | 0     | 0     | 0     | 0     | 0     | 0     |     |     |   |
| AM NON-PROJECT TRAFFIC        |          | 91       | 274   | 0     | 0     | 0     | 248   | 93    | 41    | 1,231 | 46    | 0     | 0     | 0     | 0     | 0     | 0     |     |     |   |
| "PM BACKGROUND TRAFFIC"       |          | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |     |   |
| TOTAL "VERTED" TRAFFIC        |          | 0        | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |     |     |   |
| Years To Buildout             |          | 3        | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     |     |     |   |
| Yearly Growth Rate            |          | 0.5%     | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  |     |     |   |
| PM BACKGROUND TRAFFIC GROWTH  |          | 2        | 3     | 0     | 0     | 0     | 4     | 1     | 2     | 22    | 1     | 0     | 0     | 0     | 0     | 0     | 0     |     |     |   |
| PM NON-PROJECT TRAFFIC        |          | 130      | 182   | 0     | 0     | 0     | 237   | 73    | 127   | 1,478 | 100   | 0     | 0     | 0     | 0     | 0     | 0     |     |     |   |
| "AM PROJECT DISTRIBUTION"     |          | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |   |
| Pass-By                       | Entering |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |   |
| Distribution                  | Exiting  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |   |
| Valet                         | Entering |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |   |
| Distribution                  | Exiting  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |   |
| Net New                       | Entering |          |       | 20.0% |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |   |
| Distribution                  | Exiting  |          |       |       |       |       |       |       | 10.0% |       |       | 20.0% |       |       |       |       |       |     |     |   |
| "PM PROJECT DISTRIBUTION"     |          | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |   |
| Pass-By                       | Entering |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |   |
| Distribution                  | Exiting  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |   |
| Valet                         | Entering |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |   |
| Distribution                  | Exiting  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |   |
| Net New                       | Entering |          |       | 20.0% |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |   |
| Distribution                  | Exiting  |          |       |       |       |       |       |       | 10.0% |       |       | 20.0% |       |       |       |       |       |     |     |   |
| "AM PROJECT TRAFFIC"          |          | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |   |
| AM TRAFFIC DIVERSIONS         |          |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |   |
| Project Trips                 | Pass-By  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |   |
|                               | Valet    |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |   |
|                               | Net New  |          |       | 33    |       |       |       |       |       | 15    |       |       |       | 33    |       |       |       |     |     |   |
| AM TOTAL PROJECT TRAFFIC      |          |          |       | 0     | 33    | 0     | 0     | 0     | 0     | 15    | 0     | 33    | 0     | 0     | 0     | 0     | 0     | 0   | 0   | 0 |
| AM TOTAL TRAFFIC              |          | 91       | 312   | 0     | 0     | 0     | 248   | 108   | 41    | 1,261 | 46    | 0     | 0     | 0     | 0     | 0     | 0     |     |     |   |
| "PM PROJECT TRAFFIC"          |          | LAND USE | TYPE  | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT | SBR |   |
| PM TRAFFIC DIVERSIONS         |          |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |   |
| Project Trips                 | Pass-By  |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |   |
|                               | Valet    |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |     |   |
|                               | Net New  |          |       | 16    |       |       |       |       |       | 10    |       |       |       | 20    |       |       |       |     |     |   |
| PM TOTAL PROJECT TRAFFIC      |          |          |       | 0     | 16    | 0     | 0     | 0     | 0     | 10    | 0     | 20    | 0     | 0     | 0     | 0     | 0     | 0   | 0   | 0 |
| PM TOTAL TRAFFIC              |          | 130      | 198   | 0     | 0     | 0     | 237   | 83    | 127   | 1,498 | 100   | 0     | 0     | 0     | 0     | 0     | 0     |     |     |   |

## TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SW 168th Street and SW 94th Court  
 COUNT DATE: September 10, 2019  
 AM PEAK HOUR FACTOR: 0.92  
 PM PEAK HOUR FACTOR: 0.92

| "AM EXISTING TRAFFIC"         | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
|-------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| AM Raw Turning Movements      | 0     | 0     | 294   | 6     | 16    | 303   | 0     | 17    | 0     | 53    | 0     | 0     | 0     | 0     | 0     | 0     |
| Peak Season Correction Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |

| AM EXISTING CONDITIONS        | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
|-------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
|                               | 0     | 0     | 312   | 6     | 17    | 321   | 0     | 18    | 0     | 56    | 0     | 0     | 0     | 0     | 0     | 0     |
| "PM EXISTING TRAFFIC"         | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
| PM Raw Turning Movements      | 0     | 0     | 264   | 14    | 23    | 258   | 0     | 15    | 0     | 19    | 0     | 0     | 0     | 0     | 0     | 0     |
| Peak Season Correction Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| PM EXISTING CONDITIONS        | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |
|                               | 0     | 0     | 301   | 15    | 24    | 273   | 0     | 17    | 0     | 20    | 0     | 0     | 0     | 0     | 0     | 0     |

| "AM BACKGROUND TRAFFIC"      | EBU  | EBL  | EBT  | EBR  | WBU  | WBL  | WBT  | WBR  | NBU  | NBL  | NBT  | NBR  | SBU  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| TOTAL "VESTED" TRAFFIC       | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Years To Buildout            | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    |
| Yearly Growth Rate           | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | 0    | 0    | 5    | 0    | 0    | 5    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    |

| AM NON-PROJECT TRAFFIC | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|                        | 0   | 0   | 317 | 6   | 17  | 326 | 0   | 18  | 0   | 57  | 0   | 0   | 0   | 0   | 0   | 0   |

| "PM BACKGROUND TRAFFIC"      | EBU  | EBL  | EBT  | EBR  | WBU  | WBL  | WBT  | WBR  | NBU  | NBL  | NBT  | NBR  | SBU  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| TOTAL "VESTED" TRAFFIC       | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Years To Buildout            | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    |
| Yearly Growth Rate           | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | 0    | 0    | 5    | 0    | 0    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |

| PM NON-PROJECT TRAFFIC | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|                        | 0   | 0   | 306 | 15  | 24  | 277 | 0   | 17  | 0   | 20  | 0   | 0   | 0   | 0   | 0   | 0   |

| "AM PROJECT DISTRIBUTION" |          | EBU | EBL | EBT | EBR   | WBU | WBL   | WBT | WBR | NBU   | NBL | NBT   | NBR | SBU | SBL | SBT | SBR |
|---------------------------|----------|-----|-----|-----|-------|-----|-------|-----|-----|-------|-----|-------|-----|-----|-----|-----|-----|
| LAND USE                  | TYPE     |     |     |     |       |     |       |     |     |       |     |       |     |     |     |     |     |
| Pass-By                   | Entering |     |     |     |       |     |       |     |     |       |     |       |     |     |     |     |     |
| Distribution              | Exiting  |     |     |     |       |     |       |     |     |       |     |       |     |     |     |     |     |
| Valet                     | Entering |     |     |     |       |     |       |     |     |       |     |       |     |     |     |     |     |
| Distribution              | Exiting  |     |     |     |       |     |       |     |     |       |     |       |     |     |     |     |     |
| Net New                   | Entering |     |     |     | 20.0% |     | 33.0% |     |     | 10.0% |     | 20.0% |     |     |     |     |     |
| Distribution              | Exiting  |     |     |     |       |     |       |     |     |       |     |       |     |     |     |     |     |

| "PM PROJECT DISTRIBUTION" |          | EBU | EBL | EBT | EBR   | WBU | WBL   | WBT | WBR | NBU   | NBL | NBT   | NBR | SBU | SBL | SBT | SBR |
|---------------------------|----------|-----|-----|-----|-------|-----|-------|-----|-----|-------|-----|-------|-----|-----|-----|-----|-----|
| LAND USE                  | TYPE     |     |     |     |       |     |       |     |     |       |     |       |     |     |     |     |     |
| Pass-By                   | Entering |     |     |     |       |     |       |     |     |       |     |       |     |     |     |     |     |
| Distribution              | Exiting  |     |     |     |       |     |       |     |     |       |     |       |     |     |     |     |     |
| Valet                     | Entering |     |     |     |       |     |       |     |     |       |     |       |     |     |     |     |     |
| Distribution              | Exiting  |     |     |     |       |     |       |     |     |       |     |       |     |     |     |     |     |
| Net New                   | Entering |     |     |     | 20.0% |     | 33.0% |     |     | 10.0% |     | 20.0% |     |     |     |     |     |
| Distribution              | Exiting  |     |     |     |       |     |       |     |     |       |     |       |     |     |     |     |     |

| "AM PROJECT TRAFFIC"     |         | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|--------------------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| LAND USE                 | TYPE    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| AM TRAFFIC DIVERSIONS    |         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Project Trips            | Pass-By |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                          | Valet   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                          | Net New |     |     |     | 33  |     | 62  |     |     | 15  |     | 29  |     |     |     |     |     |
| AM TOTAL PROJECT TRAFFIC |         | 0   | 0   | 0   | 33  | 0   | 62  | 0   | 0   | 15  | 0   | 29  | 0   | 0   | 0   | 0   | 0   |
| AM TOTAL TRAFFIC         |         | 0   | 0   | 317 | 44  | 17  | 326 | 0   | 18  | 57  | 0   | 57  | 0   | 0   | 0   | 0   | 0   |

| "PM PROJECT TRAFFIC"     |         | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|--------------------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| LAND USE                 | TYPE    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| PM TRAFFIC DIVERSIONS    |         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Project Trips            | Pass-By |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                          | Valet   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                          | Net New |     |     |     | 16  |     | 28  |     |     | 10  |     | 20  |     |     |     |     |     |
| PM TOTAL PROJECT TRAFFIC |         | 0   | 0   | 0   | 16  | 0   | 28  | 0   | 0   | 10  | 0   | 20  | 0   | 0   | 0   | 0   | 0   |
| PM TOTAL TRAFFIC         |         | 0   | 0   | 306 | 31  | 24  | 277 | 0   | 17  | 20  | 0   | 40  | 0   | 0   | 0   | 0   | 0   |

## TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SW 94th Court and South Driveway  
 COUNT DATE: September 10, 2019  
 AM PEAK HOUR FACTOR: 0.92  
 PM PEAK HOUR FACTOR: 0.92

| "AM EXISTING TRAFFIC"         |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|-------------------------------|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|
|                               | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |
| AM Raw Turning Movements      |          | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 55    | 0     | 0     | 0     | 14    | 0     |     |
| Peak Season Correction Factor | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |     |
| AM EXISTING CONDITIONS        |          | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 58    | 0     | 0     | 0     | 0     | 15    | 0     |     |
| "PM EXISTING TRAFFIC"         |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |
| PM Raw Turning Movements      |          | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 16    | 0     | 0     | 0     | 19    | 0     |     |
| Peak Season Correction Factor | 1.000    | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |     |
| PM EXISTING CONDITIONS        |          | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 17    | 0     | 0     | 0     | 0     | 20    | 0     |     |
| "AM BACKGROUND TRAFFIC"       |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |
| TOTAL "VESTED" TRAFFIC        |          | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |     |
| Years To Buildout             | 3        | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     |     |
| Yearly Growth Rate            | 0.5%     | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  |     |
| AM BACKGROUND TRAFFIC GROWTH  |          | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     |     |
| AM NON-PROJECT TRAFFIC        |          | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 59    | 0     | 0     | 0     | 0     | 15    | 0     |     |
| "PM BACKGROUND TRAFFIC"       |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               | EBU      | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR   |     |
| TOTAL "VESTED" TRAFFIC        |          | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |     |
| Years To Buildout             | 3        | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     |     |
| Yearly Growth Rate            | 0.5%     | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  | 0.5%  |     |
| PM BACKGROUND TRAFFIC GROWTH  |          | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |     |
| PM NON-PROJECT TRAFFIC        |          | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 17    | 0     | 0     | 0     | 0     | 20    | 0     |     |
| "AM PROJECT DISTRIBUTION"     |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
| LAND USE                      | TYPE     | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR |
| Pass-By                       | Entering |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
| Distribution                  | Exiting  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
| Valet                         | Entering |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
| Distribution                  | Exiting  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
| Net New                       | Entering |       |       |       |       |       |       |       |       |       | 15.0% |       |       |       |       |       |     |
| Distribution                  | Exiting  | 10.0% |       |       | 5.0%  |       |       |       |       |       |       |       |       |       |       | 55.0% |     |
| "PM PROJECT DISTRIBUTION"     |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
| LAND USE                      | TYPE     | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR |
| Pass-By                       | Entering |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
| Distribution                  | Exiting  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
| Valet                         | Entering |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
| Distribution                  | Exiting  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
| Net New                       | Entering |       |       |       |       |       |       |       |       |       | 15.0% |       |       |       |       |       |     |
| Distribution                  | Exiting  | 10.0% |       |       | 5.0%  |       |       |       |       |       |       |       |       |       |       | 55.0% |     |
| "AM PROJECT TRAFFIC"          |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
| LAND USE                      | TYPE     | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR |
| AM TRAFFIC DIVERSIONS         |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
| Project Trips                 | Pass-By  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               | Valet    |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               | Net New  | 15    |       |       | 8     |       |       |       |       |       | 29    |       |       |       |       | 81    |     |
| AM TOTAL PROJECT TRAFFIC      |          | 15    | 0     | 0     | 8     | 0     | 0     | 0     | 0     | 0     | 29    | 0     | 0     | 0     | 0     | 81    | 0   |
| AM TOTAL TRAFFIC              |          | 15    | 0     | 0     | 8     | 0     | 0     | 0     | 0     | 0     | 29    | 59    | 0     | 0     | 0     | 86    | 0   |
| "PM PROJECT TRAFFIC"          |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
| LAND USE                      | TYPE     | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR |
| PM TRAFFIC DIVERSIONS         |          |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
| Project Trips                 | Pass-By  |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               | Valet    |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|                               | Net New  | 10    |       |       | 5     |       |       |       |       |       | 13    |       |       |       |       | 55    |     |
| PM TOTAL PROJECT TRAFFIC      |          | 10    | 0     | 0     | 5     | 0     | 0     | 0     | 0     | 0     | 13    | 0     | 0     | 0     | 0     | 55    | 0   |
| PM TOTAL TRAFFIC              |          | 10    | 0     | 0     | 5     | 0     | 0     | 0     | 0     | 0     | 13    | 17    | 0     | 0     | 0     | 75    | 0   |

## TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: SW 94th Court and North Driveway  
 COUNT DATE: September 10, 2019  
 AM PEAK HOUR FACTOR: 0.92  
 PM PEAK HOUR FACTOR: 0.92

| "AM EXISTING TRAFFIC"         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|-------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|
|                               | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR |
| AM Raw Turning Movements      | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 55    | 0     | 0     | 0     | 14    | 0     |     |
| Peak Season Correction Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |     |

| "AM EXISTING CONDITIONS" |   |   |   |   |   |   |   |   |   |    |   |   |   |    |   |  |
|--------------------------|---|---|---|---|---|---|---|---|---|----|---|---|---|----|---|--|
|                          | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 15 | 0 |  |

| "PM EXISTING TRAFFIC"         |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |     |
|-------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|
|                               | EBU   | EBL   | EBT   | EBR   | WBU   | WBL   | WBT   | WBR   | NBU   | NBL   | NBT   | NBR   | SBU   | SBL   | SBT   | SBR |
| PM Raw Turning Movements      | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 19    | 0     | 0     | 0     | 19    | 0     |     |
| Peak Season Correction Factor | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |     |

| "PM EXISTING CONDITIONS" |   |   |   |   |   |   |   |   |   |    |   |   |   |    |   |  |
|--------------------------|---|---|---|---|---|---|---|---|---|----|---|---|---|----|---|--|
|                          | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 20 | 0 |  |

| "AM BACKGROUND TRAFFIC" |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|-------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|                         | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| TOTAL "VESTED" TRAFFIC  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |     |

|                              |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Years To Buildout            | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    |
| Yearly Growth Rate           | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| AM BACKGROUND TRAFFIC GROWTH | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    |      |

|                        |   |   |   |   |   |   |   |   |   |    |   |   |   |    |   |
|------------------------|---|---|---|---|---|---|---|---|---|----|---|---|---|----|---|
| AM NON-PROJECT TRAFFIC | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 0 | 0 | 15 | 0 |
|------------------------|---|---|---|---|---|---|---|---|---|----|---|---|---|----|---|

| "PM BACKGROUND TRAFFIC" |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|-------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|                         | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| TOTAL "VESTED" TRAFFIC  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |     |

|                              |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Years To Buildout            | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    | 3    |
| Yearly Growth Rate           | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| PM BACKGROUND TRAFFIC GROWTH | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |      |

|                        |   |   |   |   |   |   |   |   |   |    |   |   |   |    |   |
|------------------------|---|---|---|---|---|---|---|---|---|----|---|---|---|----|---|
| PM NON-PROJECT TRAFFIC | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 20 | 0 |
|------------------------|---|---|---|---|---|---|---|---|---|----|---|---|---|----|---|

| "AM PROJECT DISTRIBUTION" |          |       |     |     |       |     |     |     |     |     |     |       |     |     |     |     |       |
|---------------------------|----------|-------|-----|-----|-------|-----|-----|-----|-----|-----|-----|-------|-----|-----|-----|-----|-------|
| LAND USE                  | TYPE     | EBU   | EBL | EBT | EBR   | WBU | WBL | WBT | WBR | NBU | NBL | NBT   | NBR | SBU | SBL | SBT | SBR   |
| Pass-By                   | Entering |       |     |     |       |     |     |     |     |     |     |       |     |     |     |     |       |
| Distribution              | Exiting  |       |     |     |       |     |     |     |     |     |     |       |     |     |     |     |       |
| Valet                     | Entering |       |     |     |       |     |     |     |     |     |     |       |     |     |     |     |       |
| Distribution              | Exiting  |       |     |     |       |     |     |     |     |     |     |       |     |     |     |     |       |
| Net New                   | Entering |       |     |     |       |     |     |     |     |     |     |       |     |     |     |     | 65.0% |
| Distribution              | Exiting  | 30.0% |     |     | 65.0% |     |     |     |     |     |     | 10.0% |     |     |     |     |       |

| "PM PROJECT DISTRIBUTION" |          |       |     |     |       |     |     |     |     |     |     |       |     |     |     |     |       |
|---------------------------|----------|-------|-----|-----|-------|-----|-----|-----|-----|-----|-----|-------|-----|-----|-----|-----|-------|
| LAND USE                  | TYPE     | EBU   | EBL | EBT | EBR   | WBU | WBL | WBT | WBR | NBU | NBL | NBT   | NBR | SBU | SBL | SBT | SBR   |
| Pass-By                   | Entering |       |     |     |       |     |     |     |     |     |     |       |     |     |     |     |       |
| Distribution              | Exiting  |       |     |     |       |     |     |     |     |     |     |       |     |     |     |     |       |
| Valet                     | Entering |       |     |     |       |     |     |     |     |     |     |       |     |     |     |     |       |
| Distribution              | Exiting  |       |     |     |       |     |     |     |     |     |     |       |     |     |     |     |       |
| Net New                   | Entering |       |     |     |       |     |     |     |     |     |     |       |     |     |     |     | 65.0% |
| Distribution              | Exiting  | 30.0% |     |     | 65.0% |     |     |     |     |     |     | 10.0% |     |     |     |     |       |

| "AM PROJECT TRAFFIC"     |         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|--------------------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| LAND USE                 | TYPE    | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| AM TRAFFIC DIVERSIONS    |         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Project Trips            | Pass-By |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                          | Valet   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                          | Net New | 44  |     |     | 82  |     |     |     |     |     |     | 15  |     |     |     |     | 162 |
| AM TOTAL PROJECT TRAFFIC |         | 44  | 0   | 82  | 0   | 0   | 0   | 0   | 0   | 0   | 15  | 0   | 0   | 0   | 0   | 15  | 162 |
| AM TOTAL TRAFFIC         |         | 44  | 0   | 82  | 0   | 0   | 0   | 0   | 0   | 0   | 74  | 0   | 0   | 0   | 15  | 162 |     |

| "PM PROJECT TRAFFIC"     |         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|--------------------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| LAND USE                 | TYPE    | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| PM TRAFFIC DIVERSIONS    |         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| Project Trips            | Pass-By |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                          | Valet   |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|                          | Net New | 31  |     |     | 57  |     |     |     |     |     |     | 10  |     |     |     |     | 71  |
| PM TOTAL PROJECT TRAFFIC |         | 31  | 0   | 57  | 0   | 0   | 0   | 0   | 0   | 0   | 10  | 0   | 0   | 0   | 0   | 20  | 71  |
| PM TOTAL TRAFFIC         |         | 31  | 0   | 57  | 0   | 0   | 0   | 0   | 0   | 0   | 27  | 0   | 0   | 0   | 20  | 71  |     |

**Appendix I**  
Intersection Capacity Analysis Worksheets

**Appendix I**  
Intersection Capacity Analysis Worksheets

Existing A.M.

HCM Unsignalized Intersection Capacity Analysis  
 1: SW 170th Street & S Dixie Highway/US 1 SB

Existing Conditions  
 A.M. Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |    |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   |  |   |   |  |   |   |   |   |   | <br><br> |   |
| Traffic Volume (veh/h)            | 0   | 12  | 43  | 88  | 21  | 0   | 0   | 0   | 0   | 6   | 1135  | 14  |
| Future Volume (Veh/h)             | 0   | 12  | 43  | 88  | 21  | 0   | 0   | 0   | 0   | 6   | 1135  | 14  |
| Sign Control                      |   | Stop  |   |   | Stop  |   |   | Free  |   |   | Free  |   |
| Grade                             |   | 0%  |   |   | 0%  |   |   | 0%  |   |   | 0%  |   |
| Peak Hour Factor                  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  |
| Hourly flow rate (vph)            | 0   | 13  | 46  | 95  | 23  | 0   | 0   | 0   | 0   | 6   | 1220  | 15  |
| Pedestrians                       |   | 3   |   |   |   |   |   |   |   |   |   |   |
| Lane Width (ft)                   |   | 12.0  |   |   |   |   |   |   |   |   |   |   |
| Walking Speed (ft/s)              |   | 3.5   |   |   |   |   |   |   |   |   |   |   |
| Percent Blockage                  |   | 0   |   |   |   |   |   |   |   |   |   |   |
| Right turn flare (veh)            |   |   |   |   |   |   |   |   |   |   |   |   |
| Median type                       |   |   |   |   |   |   |   | None  |   |   | None  |   |
| Median storage (veh)              |   |   |   |   |   |   |   |   |   |   |   |   |
| Upstream signal (ft)              |   |   |   |   |   |   |   |   |   |   | 742   |   |
| pX, platoon unblocked             | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |   | 0.92  |   |   |   |   |   |
| vC, conflicting volume            | 1254  | 1242  | 417   | 471   | 1250  | 0   | 1238  |   |   | 0   |   |   |
| vC1, stage 1 conf vol             |   |   |   |   |   |   |   |   |   |   |   |   |
| vC2, stage 2 conf vol             |   |   |   |   |   |   |   |   |   |   |   |   |
| vCu, unblocked vol                | 989   | 977   | 84  | 142   | 985   | 0   | 972   |   |   | 0   |   |   |
| tC, single (s)                    | 7.5   | *5.0  | *5.0  | *5.0  | *5.0  | 6.9   | 4.1   |   |   | 4.1   |   |   |
| tC, 2 stage (s)                   |   |   |   |   |   |   |   |   |   |   |   |   |
| tF (s)                            | 3.5   | *3.0  | *3.0  | *3.0  | *3.0  | 3.3   | 2.2   |   |   | 2.2   |   |   |
| p0 queue free %                   | 100   | 97  | 95  | 89  | 94  | 100   | 100   |   |   | 100   |   |   |
| cM capacity (veh/h)               | 177   | 415   | 1019  | 895   | 411   | 1084  | 650   |   |   | 1622  |   |   |
| Direction, Lane #                 | EB 1  | WB 1  | SB 1  | SB 2  | SB 3  |   |   |   |   |   |   |   |
| Volume Total                      | 59  | 118   | 311   | 610   | 320   |   |   |   |   |   |   |   |
| Volume Left                       | 0   | 95  | 6   | 0   | 0   |   |   |   |   |   |   |   |
| Volume Right                      | 46  | 0   | 0   | 0   | 15  |   |   |   |   |   |   |   |
| cSH                               | 772   | 728   | 1622  | 1700  | 1700  |   |   |   |   |   |   |   |
| Volume to Capacity                | 0.08  | 0.16  | 0.00  | 0.36  | 0.19  |   |   |   |   |   |   |   |
| Queue Length 95th (ft)            | 6   | 14  | 0   | 0   | 0   |   |   |   |   |   |   |   |
| Control Delay (s)                 | 10.1  | 10.9  | 0.2   | 0.0   | 0.0   |   |   |   |   |   |   |   |
| Lane LOS                          | B   | B   | A   |   |   |   |   |   |   |   |   |   |
| Approach Delay (s)                | 10.1  | 10.9  | 0.0   |   |   |   |   |   |   |   |   |   |
| Approach LOS                      | B   | B   |   |   |   |   |   |   |   |   |   |   |
| Intersection Summary              |   |   |   |   |   |   |   |   |   |   |   |   |
| Average Delay                     |   |   | 1.4   |   |   |   |   |   |   |   |   |   |
| Intersection Capacity Utilization |   |   | 41.7%   |   | ICU Level of Service  |   |   |   |   | A   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |   |   |   |   |   |   |

\* User Entered Value

HCM 6th TWSC  
2: S Dixie Highway/US 1 NB & SW 170th Street

Existing Conditions  
A.M. Peak Hour

Intersection

Int Delay, s/veh 2.8

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|-------|------|
| Lane Configurations      |      | ↕    |      |      | ↕    |      | ↕↕↕  |      |      |      |       |      |
| Traffic Vol, veh/h       | 4    | 12   | 0    | 0    | 87   | 55   | 24   | 1277 | 158  | 0    | 0     | 0    |
| Future Vol, veh/h        | 4    | 12   | 0    | 0    | 87   | 55   | 24   | 1277 | 158  | 0    | 0     | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2    | 0    | 0     | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free  | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -     | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -     | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 16965 | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0     | -    |
| Peak Hour Factor         | 88   | 88   | 88   | 88   | 88   | 88   | 88   | 88   | 88   | 88   | 88    | 88   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2     | 2    |
| Mvmt Flow                | 5    | 14   | 0    | 0    | 99   | 63   | 27   | 1451 | 180  | 0    | 0     | 0    |

| Major/Minor          | Minor2 |      | Minor1 |   | Major1 |     |      |   |   |
|----------------------|--------|------|--------|---|--------|-----|------|---|---|
| Conflicting Flow All | 684    | 1687 | -      | - | 1597   | 818 | 0    | 0 | 0 |
| Stage 1              | 0      | 0    | -      | - | 1597   | -   | -    | - | - |
| Stage 2              | 684    | 1687 | -      | - | 0      | -   | -    | - | - |
| Critical Hdwy        | 5      | 5    | -      | - | 5      | 5   | 5.34 | - | - |
| Critical Hdwy Stg 1  | -      | -    | -      | - | 5.54   | -   | -    | - | - |
| Critical Hdwy Stg 2  | 6.74   | 5.54 | -      | - | -      | -   | -    | - | - |
| Follow-up Hdwy       | 3      | 3    | -      | - | 3      | 3   | 3.12 | - | - |
| Pot Cap-1 Maneuver   | 609    | 215  | 0      | 0 | 236    | 531 | -    | - | - |
| Stage 1              | -      | -    | 0      | 0 | 186    | -   | -    | - | - |
| Stage 2              | 437    | 167  | 0      | 0 | -      | -   | -    | - | - |
| Platoon blocked, %   |        |      |        |   |        |     |      |   |   |
| Mov Cap-1 Maneuver   | 361    | 215  | -      | - | 236    | 530 | -    | - | - |
| Mov Cap-2 Maneuver   | 361    | 215  | -      | - | 236    | -   | -    | - | - |
| Stage 1              | -      | -    | -      | - | 186    | -   | -    | - | - |
| Stage 2              | 181    | 167  | -      | - | -      | -   | -    | - | - |

| Approach             | EB   | WB | NB |
|----------------------|------|----|----|
| HCM Control Delay, s | 21.3 | 30 |    |
| HCM LOS              | C    | D  |    |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 |
|-----------------------|-----|-----|-----|-------|-------|
| Capacity (veh/h)      | -   | -   | -   | 239   | 301   |
| HCM Lane V/C Ratio    | -   | -   | -   | 0.076 | 0.536 |
| HCM Control Delay (s) | -   | -   | -   | 21.3  | 30    |
| HCM Lane LOS          | -   | -   | -   | C     | D     |
| HCM 95th %tile Q(veh) | -   | -   | -   | 0.2   | 3     |

HCM 6th TWSC  
 3: SW 170th Street & SW 94th Court

Existing Conditions  
 A.M. Peak Hour

Intersection

Int Delay, s/veh 1

| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      |      | ↕    | ↕    |      | ↕    | ↕    |
| Traffic Vol, veh/h       | 27   | 159  | 142  | 22   | 14   | 3    |
| Future Vol, veh/h        | 27   | 159  | 142  | 22   | 14   | 3    |
| Conflicting Peds, #/hr   | 1    | 0    | 0    | 1    | 0    | 1    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 83   | 83   | 83   | 83   | 83   | 83   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 33   | 192  | 171  | 27   | 17   | 4    |

| Major/Minor          | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 199    | 0      | 0      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | 4.12   | -      | -      |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | 2.218  | -      | -      |
| Pot Cap-1 Maneuver   | 1373   | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | 1372   | -      | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach             | EB  | WB | SB  |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 1.1 | 0  | 9.7 |
| HCM LOS              |     |    | A   |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 1372  | -   | -   | -   | 787   |
| HCM Lane V/C Ratio    | 0.024 | -   | -   | -   | 0.026 |
| HCM Control Delay (s) | 7.7   | 0   | -   | -   | 9.7   |
| HCM Lane LOS          | A     | A   | -   | -   | A     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | -   | 0.1   |

HCM 6th TWSC  
 4: S Dixie Highway/US 1 SB & SW 169th Street

Existing Conditions  
 A.M. Peak Hour

| Intersection             |      |      |      |      |      |      |      |       |      |      |      |      |  |
|--------------------------|------|------|------|------|------|------|------|-------|------|------|------|------|--|
| Int Delay, s/veh         | 0.2  |      |      |      |      |      |      |       |      |      |      |      |  |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT   | NBR  | SBL  | SBT  | SBR  |  |
| Lane Configurations      |      |      |      |      |      |      |      |       |      |      |      |      |  |
| Traffic Vol, veh/h       | 0    | 0    | 0    | 20   | 0    | 0    | 0    | 0     | 0    | 7    | 1133 | 4    |  |
| Future Vol, veh/h        | 0    | 0    | 0    | 20   | 0    | 0    | 0    | 0     | 0    | 7    | 1133 | 4    |  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 1    |  |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free  | Free | Free | Free | Free |  |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -     | None | -    | -    | None |  |
| Storage Length           | -    | -    | -    | 0    | -    | -    | -    | -     | -    | -    | -    | -    |  |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 16974 | -    | -    | 0    | -    |  |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0     | -    | -    | 0    | -    |  |
| Peak Hour Factor         | 90   | 90   | 90   | 90   | 90   | 90   | 90   | 90    | 90   | 90   | 90   | 90   |  |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2     | 2    | 2    | 2    | 2    |  |
| Mvmt Flow                | 0    | 0    | 0    | 22   | 0    | 0    | 0    | 0     | 0    | 8    | 1259 | 4    |  |

| Major/Minor          | Minor1 |   |   | Major2 |   |   |
|----------------------|--------|---|---|--------|---|---|
| Conflicting Flow All | 520    | - | - | 0      | 0 | 0 |
| Stage 1              | 0      | - | - | -      | - | - |
| Stage 2              | 520    | - | - | -      | - | - |
| Critical Hdwy        | 5      | - | - | 5.34   | - | - |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - |
| Critical Hdwy Stg 2  | 6.04   | - | - | -      | - | - |
| Follow-up Hdwy       | 3      | - | - | 3.12   | - | - |
| Pot Cap-1 Maneuver   | 718    | 0 | 0 | -      | - | - |
| Stage 1              | -      | 0 | 0 | -      | - | - |
| Stage 2              | 618    | 0 | 0 | -      | - | - |
| Platoon blocked, %   |        |   |   |        |   |   |
| Mov Cap-1 Maneuver   | 718    | 0 | - | -      | - | - |
| Mov Cap-2 Maneuver   | 718    | 0 | - | -      | - | - |
| Stage 1              | -      | 0 | - | -      | - | - |
| Stage 2              | 618    | 0 | - | -      | - | - |

| Approach             | WB   | SB |
|----------------------|------|----|
| HCM Control Delay, s | 10.2 |    |
| HCM LOS              | B    |    |

| Minor Lane/Major Mvmt | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-----|
| Capacity (veh/h)      | 718   | -   | -   | -   |
| HCM Lane V/C Ratio    | 0.031 | -   | -   | -   |
| HCM Control Delay (s) | 10.2  | -   | -   | -   |
| HCM Lane LOS          | B     | -   | -   | -   |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | -   |

HCM Unsignalized Intersection Capacity Analysis  
 5: S Dixie Highway/US 1 NB & SW 169th Street

Existing Conditions  
 A.M. Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   | ↔   |   |   | ↔   |   |  | ↔↔↔   |   |   |   |   |
| Traffic Volume (veh/h)            | 6   | 4   | 0   | 0   | 20  | 32  | 6  | 1280  | 30  | 0   | 0   | 0   |
| Future Volume (Veh/h)             | 6   | 4   | 0   | 0   | 20  | 32  | 6  | 1280  | 30  | 0   | 0   | 0   |
| Sign Control                      |   | Stop  |   |   | Stop  |   |  | Free  |   |   | Free  |   |
| Grade                             |   | 0%  |   |   | 0%  |   |  | 0%  |   |   | 0%  |   |
| Peak Hour Factor                  | 0.84  | 0.84  | 0.84  | 0.84  | 0.84  | 0.84  | 0.84   | 0.84  | 0.84  | 0.84  | 0.84  | 0.84  |
| Hourly flow rate (vph)            | 7   | 5   | 0   | 0   | 24  | 38  | 7  | 1524  | 36  | 0   | 0   | 0   |
| Pedestrians                       |   | 1   |   |   | 5   |   |  |   |   |   | 1   |   |
| Lane Width (ft)                   |   | 12.0  |   |   | 12.0  |   |  |   |   |   | 0.0   |   |
| Walking Speed (ft/s)              |   | 3.5   |   |   | 3.5   |   |  |   |   |   | 3.5   |   |
| Percent Blockage                  |   | 0   |   |   | 0   |   |  |   |   |   | 0   |   |
| Right turn flare (veh)            |   |   |   |   |   |   |  |   |   |   |   |   |
| Median type                       |   |   |   |   |   |   |  | None  |   |   | None  |   |
| Median storage (veh)              |   |   |   |   |   |   |  |   |   |   |   | 238   |
| Upstream signal (ft)              |   |   |   |   |   |   |  |   |   |   |   |   |
| pX, platoon unblocked             |   |   |   |   |   |   |  |   |   |   |   |   |
| vC, conflicting volume            | 447   | 1580  | 1   | 1564  | 1562  | 405   | 1  |   |   | 1565  |   |   |
| vC1, stage 1 conf vol             |   |   |   |   |   |   |  |   |   |   |   |   |
| vC2, stage 2 conf vol             |   |   |   |   |   |   |  |   |   |   |   |   |
| vCu, unblocked vol                | 447   | 1580  | 1   | 1564  | 1562  | 405   | 1  |   |   | 1565  |   |   |
| tC, single (s)                    | *5.0  | *5.0  | 6.9   | 7.5   | *5.0  | *5.0  | 4.1  |   |   | 4.1   |   |   |
| tC, 2 stage (s)                   |   |   |   |   |   |   |  |   |   |   |   |   |
| tF (s)                            | *3.0  | *3.0  | 3.3   | 3.5   | *3.0  | *3.0  | 2.2  |   |   | 2.2   |   |   |
| p0 queue free %                   | 99  | 98  | 100   | 100   | 90  | 95  | 100  |   |   | 100   |   |   |
| cM capacity (veh/h)               | 674   | 238   | 1082  | 73  | 243   | 802   | 1619   |   |   | 416   |   |   |
| Direction, Lane #                 | EB 1  | WB 1  | NB 1  | NB 2  | NB 3  | NB 4  |  |   |   |   |   |   |
| Volume Total                      | 12  | 62  | 261   | 508   | 508   | 290   |  |   |   |   |   |   |
| Volume Left                       | 7   | 0   | 7   | 0   | 0   | 0   |  |   |   |   |   |   |
| Volume Right                      | 0   | 38  | 0   | 0   | 0   | 36  |  |   |   |   |   |   |
| cSH                               | 382   | 424   | 1619  | 1700  | 1700  | 1700  |  |   |   |   |   |   |
| Volume to Capacity                | 0.03  | 0.15  | 0.00  | 0.30  | 0.30  | 0.17  |  |   |   |   |   |   |
| Queue Length 95th (ft)            | 2   | 13  | 0   | 0   | 0   | 0   |  |   |   |   |   |   |
| Control Delay (s)                 | 14.7  | 14.9  | 0.2   | 0.0   | 0.0   | 0.0   |  |   |   |   |   |   |
| Lane LOS                          | B   | B   | A   |   |   |   |  |   |   |   |   |   |
| Approach Delay (s)                | 14.7  | 14.9  | 0.0   |   |   |   |  |   |   |   |   |   |
| Approach LOS                      | B   | B   |   |   |   |   |  |   |   |   |   |   |
| Intersection Summary              |   |   |   |   |   |   |  |   |   |   |   |   |
| Average Delay                     |   |   | 0.7   |   |   |   |  |   |   |   |   |   |
| Intersection Capacity Utilization |   |   | 33.0%   |   | ICU Level of Service  |   |  |   | A   |   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |  |   |   |   |   |   |

\* User Entered Value

HCM 6th TWSC  
6: SW 94th Court & SW 169th Street

Existing Conditions  
A.M. Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 4.9  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      |
| Traffic Vol, veh/h       | 20   | 17   | 5    | 3    | 46   | 5    | 13   | 42   | 3    | 6    | 6    | 6    |
| Future Vol, veh/h        | 20   | 17   | 5    | 3    | 46   | 5    | 13   | 42   | 3    | 6    | 6    | 6    |
| Conflicting Peds, #/hr   | 0    | 0    | 1    | 1    | 0    | 0    | 1    | 0    | 2    | 2    | 0    | 1    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 73   | 73   | 73   | 73   | 73   | 73   | 73   | 73   | 73   | 73   | 73   | 73   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 27   | 23   | 7    | 4    | 63   | 7    | 18   | 58   | 4    | 8    | 8    | 8    |

| Major/Minor          | Major1 |   | Major2 |       | Minor1 |   | Minor2 |      |      |      |      |      |
|----------------------|--------|---|--------|-------|--------|---|--------|------|------|------|------|------|
| Conflicting Flow All | 70     | 0 | 0      | 31    | 0      | 0 | 166    | 160  | 30   | 189  | 160  | 68   |
| Stage 1              | -      | - | -      | -     | -      | - | 82     | 82   | -    | 75   | 75   | -    |
| Stage 2              | -      | - | -      | -     | -      | - | 84     | 78   | -    | 114  | 85   | -    |
| Critical Hdwy        | 4.12   | - | -      | 4.12  | -      | - | 5      | 5    | 5    | 5    | 5    | 5    |
| Critical Hdwy Stg 1  | -      | - | -      | -     | -      | - | 6.12   | 5.52 | -    | 6.12 | 5.52 | -    |
| Critical Hdwy Stg 2  | -      | - | -      | -     | -      | - | 6.12   | 5.52 | -    | 6.12 | 5.52 | -    |
| Follow-up Hdwy       | 2.218  | - | -      | 2.218 | -      | - | 3      | 3    | 3    | 3    | 3    | 3    |
| Pot Cap-1 Maneuver   | 1531   | - | -      | 1582  | -      | - | 1020   | 1026 | 1165 | 998  | 1026 | 1123 |
| Stage 1              | -      | - | -      | -     | -      | - | 1080   | 1095 | -    | 1090 | 1103 | -    |
| Stage 2              | -      | - | -      | -     | -      | - | 1077   | 1100 | -    | 1036 | 1091 | -    |
| Platoon blocked, %   | -      | - | -      | -     | -      | - | -      | -    | -    | -    | -    | -    |
| Mov Cap-1 Maneuver   | 1531   | - | -      | 1580  | -      | - | 988    | 1003 | 1162 | 934  | 1003 | 1122 |
| Mov Cap-2 Maneuver   | -      | - | -      | -     | -      | - | 988    | 1003 | -    | 934  | 1003 | -    |
| Stage 1              | -      | - | -      | -     | -      | - | 1059   | 1074 | -    | 1070 | 1100 | -    |
| Stage 2              | -      | - | -      | -     | -      | - | 1057   | 1097 | -    | 958  | 1070 | -    |

| Approach             | EB  | WB  | NB  | SB  |
|----------------------|-----|-----|-----|-----|
| HCM Control Delay, s | 3.5 | 0.4 | 8.9 | 8.6 |
| HCM LOS              |     |     | A   | A   |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 1007  | 1531  | -   | -   | 1580  | -   | -   | 1014  |
| HCM Lane V/C Ratio    | 0.079 | 0.018 | -   | -   | 0.003 | -   | -   | 0.024 |
| HCM Control Delay (s) | 8.9   | 7.4   | 0   | -   | 7.3   | 0   | -   | 8.6   |
| HCM Lane LOS          | A     | A     | A   | -   | A     | A   | -   | A     |
| HCM 95th %tile Q(veh) | 0.3   | 0.1   | -   | -   | 0     | -   | -   | 0.1   |

Timings  
7: S Dixie Highway/US 1 SB & SW 168th Street

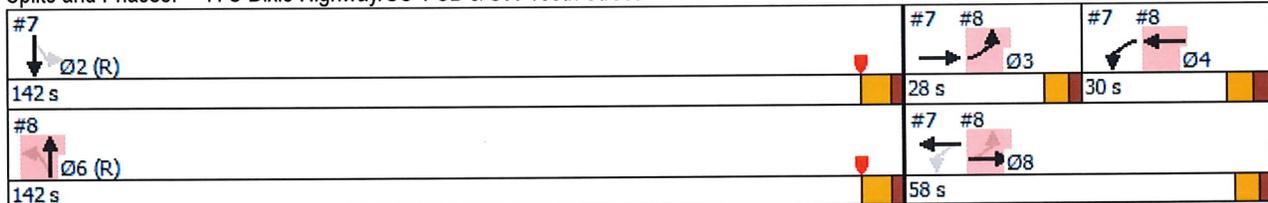
Existing Conditions  
A.M. Peak Hour

|                      | →     | ↖     | ←     | ↓     | Ø6    |
|----------------------|-------|-------|-------|-------|-------|
| Lane Group           | EBT   | WBL   | WBT   | SBT   | Ø6    |
| Lane Configurations  | ↑↑    |       | ↔↑    | ↔↑↑   |       |
| Traffic Volume (vph) | 280   | 107   | 177   | 926   |       |
| Future Volume (vph)  | 280   | 107   | 177   | 926   |       |
| Turn Type            | NA    | pm+pt | NA    | NA    |       |
| Protected Phases     | 3     | 4     | 8     | 2     | 6     |
| Permitted Phases     |       | 8     |       |       |       |
| Detector Phase       | 3     | 4     | 8     | 2     |       |
| Switch Phase         |       |       |       |       |       |
| Minimum Initial (s)  | 10.0  | 10.0  | 10.0  | 7.0   | 7.0   |
| Minimum Split (s)    | 16.0  | 30.0  | 16.0  | 35.8  | 35.8  |
| Total Split (s)      | 28.0  | 30.0  | 58.0  | 142.0 | 142.0 |
| Total Split (%)      | 14.0% | 15.0% | 29.0% | 71.0% | 71%   |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.8   | 4.8   |
| All-Red Time (s)     | 2.0   | 3.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) | 0.0   |       | 0.0   | 0.0   |       |
| Total Lost Time (s)  | 6.0   |       | 6.0   | 6.8   |       |
| Lead/Lag             | Lead  | Lag   |       |       |       |
| Lead-Lag Optimize?   | Yes   | Yes   |       |       |       |
| Recall Mode          | None  | None  | None  | C-Max | C-Max |

Intersection Summary

Cycle Length: 200  
 Actuated Cycle Length: 200  
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:, Start of Yellow  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated

Splits and Phases: 7: S Dixie Highway/US 1 SB & SW 168th Street



HCM Signalized Intersection Capacity Analysis  
 7: S Dixie Highway/US 1 SB & SW 168th Street

Existing Conditions  
 A.M. Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   | ↑↑  |   |   | ↑↑  |   |   |   |   |   | ↓↑↓   |   |
| Traffic Volume (vph)              | 0   | 280   | 112   | 107   | 177   | 0   | 0   | 0   | 0   | 82  | 926   | 85  |
| Future Volume (vph)               | 0   | 280   | 112   | 107   | 177   | 0   | 0   | 0   | 0   | 82  | 926   | 85  |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               |   | 6.0   |   |   | 6.0   |   |   |   |   |   | 6.8   |   |
| Lane Util. Factor                 |   | 0.95  |   |   | 0.95  |   |   |   |   |   | 0.91  |   |
| Frbp, ped/bikes                   |   | 1.00  |   |   | 1.00  |   |   |   |   |   | 1.00  |   |
| Flpb, ped/bikes                   |   | 1.00  |   |   | 1.00  |   |   |   |   |   | 1.00  |   |
| Frt                               |   | 0.96  |   |   | 1.00  |   |   |   |   |   | 0.99  |   |
| Flt Protected                     |   | 1.00  |   |   | 0.98  |   |   |   |   |   | 1.00  |   |
| Satd. Flow (prot)                 |   | 3388  |   |   | 3474  |   |   |   |   |   | 5000  |   |
| Flt Permitted                     |   | 1.00  |   |   | 0.55  |   |   |   |   |   | 1.00  |   |
| Satd. Flow (perm)                 |   | 3388  |   |   | 1929  |   |   |   |   |   | 5000  |   |
| 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  | 0.93  |
| Adj. Flow (vph)                   | 0   | 301   | 120   | 115   | 190   | 0   | 0   | 0   | 0   | 88  | 996   | 91  |
| RTOR Reduction (vph)              | 0   | 21  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 5   | 0   |
| Lane Group Flow (vph)             | 0   | 400   | 0   | 0   | 305   | 0   | 0   | 0   | 0   | 0   | 1170  | 0   |
| Confl. Peds. (#/hr)               | 10  |   |   |   |   | 10  | 2   |   |   | 1   | 1   | 2   |
| Turn Type                         |   | NA  |   | pm+pt   |   | NA  |   |   |   | Perm  |   | NA  |
| Protected Phases                  |   | 3   |   | 4   |   | 8   |   |   |   |   | 2   |   |
| Permitted Phases                  |   |   |   | 8   |   |   |   |   |   | 2   |   |   |
| Actuated Green, G (s)             |   | 22.0  |   |   | 51.2  |   |   |   |   |   | 136.0   |   |
| Effective Green, g (s)            |   | 22.0  |   |   | 51.2  |   |   |   |   |   | 136.0   |   |
| Actuated g/C Ratio                |   | 0.11  |   |   | 0.26  |   |   |   |   |   | 0.68  |   |
| Clearance Time (s)                |   | 6.0   |   |   | 6.0   |   |   |   |   |   | 6.8   |   |
| Vehicle Extension (s)             |   | 3.0   |   |   | 3.0   |   |   |   |   |   | 1.0   |   |
| Lane Grp Cap (vph)                |   | 372   |   |   | 665   |   |   |   |   |   | 3400  |   |
| v/s Ratio Prot                    |   | c0.12   |   |   | c0.05   |   |   |   |   |   | 0.23  |   |
| v/s Ratio Perm                    |   |   |   |   | 0.07  |   |   |   |   |   | 0.34  |   |
| v/c Ratio                         |   | 1.07  |   |   | 0.46  |   |   |   |   |   | 13.4  |   |
| Uniform Delay, d1                 |   | 89.0  |   |   | 62.7  |   |   |   |   |   | 1.00  |   |
| Progression Factor                |   | 1.00  |   |   | 0.38  |   |   |   |   |   | 0.3   |   |
| Incremental Delay, d2             |   | 67.9  |   |   | 0.3   |   |   |   |   |   | 13.6  |   |
| Delay (s)                         |   | 156.9   |   |   | 24.2  |   |   |   |   |   | 13.6  |   |
| Level of Service                  |   | F   |   |   | C   |   |   |   |   |   | B   |   |
| Approach Delay (s)                |   | 156.9   |   |   | 24.2  |   |   | 0.0   |   |   | 13.6  |   |
| Approach LOS                      |   | F   |   |   | C   |   |   | A   |   |   | B   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |
| HCM 2000 Control Delay            |   | 47.1  |   |   | HCM 2000 Level of Service   |   |   |   |   | D   |   |   |
| HCM 2000 Volume to Capacity ratio |   | 0.45  |   |   |   |   |   |   |   |   |   |   |
| Actuated Cycle Length (s)         |   | 200.0   |   |   | Sum of lost time (s)  |   |   | 19.8  |   |   |   |   |
| Intersection Capacity Utilization |   | 59.5%   |   |   | ICU Level of Service  |   |   | B   |   |   |   |   |
| Analysis Period (min)             |   | 15  |   |   |   |   |   |   |   |   |   |   |
| c Critical Lane Group             |   |   |   |   |   |   |   |   |   |   |   |   |

K:\FTL\_TPTO\044649025-Palmetto Bay 16999 S Dixie TIA\Calcs\Synchro\AM Existing.syn

Timings  
8: S Dixie Highway/US 1 NB & SW 168th Street

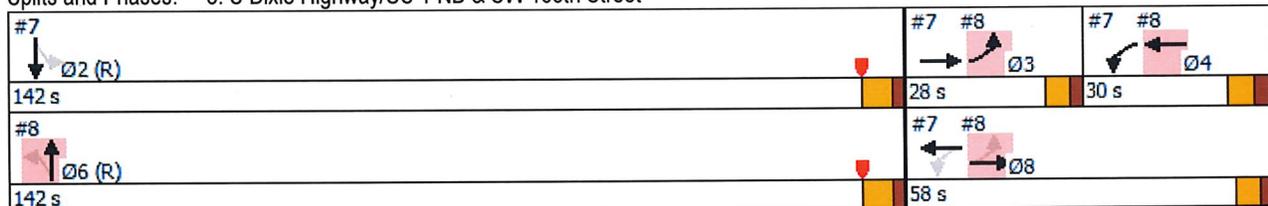
Existing Conditions  
A.M. Peak Hour

|                      |  |  |  |  |  |       |
|----------------------|---|---|---|---|---|-------|
| Lane Group           | EBL   | EBT   | WBT   | NBL   | NBT   | Ø2    |
| Lane Configurations  |   |  |  |  |  |       |
| Traffic Volume (vph) | 90  | 270   | 244   | 40  | 1213  |       |
| Future Volume (vph)  | 90  | 270   | 244   | 40  | 1213  |       |
| Turn Type            | pm+pt   | NA  | NA  | Perm  | NA  |       |
| Protected Phases     | 3   | 8   | 4   |   | 6   | 2     |
| Permitted Phases     | 8   |   |   | 6   |   |       |
| Detector Phase       | 3   | 8   | 4   | 6   | 6   |       |
| Switch Phase         |   |   |   |   |   |       |
| Minimum Initial (s)  | 10.0  | 10.0  | 10.0  | 7.0   | 7.0   | 7.0   |
| Minimum Split (s)    | 16.0  | 16.0  | 30.0  | 35.8  | 35.8  | 35.8  |
| Total Split (s)      | 28.0  | 58.0  | 30.0  | 142.0   | 142.0   | 142.0 |
| Total Split (%)      | 14.0%   | 29.0%   | 15.0%   | 71.0%   | 71.0%   | 71%   |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.8   | 4.8   | 4.8   |
| All-Red Time (s)     | 2.0   | 2.0   | 3.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) |   | 0.0   | 0.0   | 0.0   | 0.0   |       |
| Total Lost Time (s)  |   | 6.0   | 7.0   | 6.8   | 6.8   |       |
| Lead/Lag             | Lead  |   | Lag   |   |   |       |
| Lead-Lag Optimize?   | Yes   |   | Yes   |   |   |       |
| Recall Mode          | None  | None  | None  | C-Max   | C-Max   | C-Max |

Intersection Summary

Cycle Length: 200  
 Actuated Cycle Length: 200  
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:, Start of Yellow  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated

Splits and Phases: 8: S Dixie Highway/US 1 NB & SW 168th Street



HCM Signalized Intersection Capacity Analysis  
 8: S Dixie Highway/US 1 NB & SW 168th Street

Existing Conditions  
 A.M. Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   | ↑↑  |   |   | ↑↑  |   | ↖   | ↑↑↑   |   |   |   |   |
| Traffic Volume (vph)              | 90  | 270   | 0   | 0   | 244   | 92  | 40  | 1213  | 45  | 0   | 0   | 0   |
| Future Volume (vph)               | 90  | 270   | 0   | 0   | 244   | 92  | 40  | 1213  | 45  | 0   | 0   | 0   |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               |   | 6.0   |   |   | 7.0   |   | 6.8   | 6.8   |   |   |   |   |
| Lane Util. Factor                 |   | 0.95  |   |   | 0.95  |   | 1.00  | 0.91  |   |   |   |   |
| Frbp, ped/bikes                   |   | 1.00  |   |   | 0.99  |   | 1.00  | 1.00  |   |   |   |   |
| Flpb, ped/bikes                   |   | 1.00  |   |   | 1.00  |   | 1.00  | 1.00  |   |   |   |   |
| Frt                               |   | 1.00  |   |   | 0.96  |   | 1.00  | 0.99  |   |   |   |   |
| Flt Protected                     |   | 0.99  |   |   | 1.00  |   | 0.95  | 1.00  |   |   |   |   |
| Satd. Flow (prot)                 |   | 3493  |   |   | 3368  |   | 1770  | 5054  |   |   |   |   |
| Flt Permitted                     |   | 0.54  |   |   | 1.00  |   | 0.95  | 1.00  |   |   |   |   |
| Satd. Flow (perm)                 |   | 1908  |   |   | 3368  |   | 1770  | 5054  |   |   |   |   |
| Peak-hour factor, PHF             | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  |
| Adj. Flow (vph)                   | 93  | 278   | 0   | 0   | 252   | 95  | 41  | 1251  | 46  | 0   | 0   | 0   |
| RTOR Reduction (vph)              | 0   | 0   | 0   | 0   | 20  | 0   | 0   | 2   | 0   | 0   | 0   | 0   |
| Lane Group Flow (vph)             | 0   | 371   | 0   | 0   | 327   | 0   | 41  | 1295  | 0   | 0   | 0   | 0   |
| Confl. Peds. (#/hr)               | 6   |   | 3   | 3   |   | 6   |   |   | 5   | 5   |   |   |
| Turn Type                         | pm+pt   | NA  |   |   | NA  |   | Perm  | NA  |   |   |   |   |
| Protected Phases                  | 3   | 8   |   |   | 4   |   |   | 6   |   |   |   |   |
| Permitted Phases                  | 8   |   |   |   |   |   | 6   |   |   |   |   |   |
| Actuated Green, G (s)             |   | 51.2  |   |   | 22.2  |   | 136.0   | 136.0   |   |   |   |   |
| Effective Green, g (s)            |   | 51.2  |   |   | 22.2  |   | 136.0   | 136.0   |   |   |   |   |
| Actuated g/C Ratio                |   | 0.26  |   |   | 0.11  |   | 0.68  | 0.68  |   |   |   |   |
| Clearance Time (s)                |   | 6.0   |   |   | 7.0   |   | 6.8   | 6.8   |   |   |   |   |
| Vehicle Extension (s)             |   | 3.0   |   |   | 3.0   |   | 1.0   | 1.0   |   |   |   |   |
| Lane Grp Cap (vph)                |   | 662   |   |   | 373   |   | 1203  | 3436  |   |   |   |   |
| v/s Ratio Prot                    |   | c0.06   |   |   | c0.10   |   |   | c0.26   |   |   |   |   |
| v/s Ratio Perm                    |   | 0.08  |   |   |   |   | 0.02  |   |   |   |   |   |
| v/c Ratio                         |   | 0.56  |   |   | 0.88  |   | 0.03  | 0.38  |   |   |   |   |
| Uniform Delay, d1                 |   | 64.6  |   |   | 87.6  |   | 10.5  | 13.8  |   |   |   |   |
| Progression Factor                |   | 0.39  |   |   | 1.00  |   | 1.00  | 1.00  |   |   |   |   |
| Incremental Delay, d2             |   | 0.4   |   |   | 20.1  |   | 0.1   | 0.3   |   |   |   |   |
| Delay (s)                         |   | 25.9  |   |   | 107.7   |   | 10.5  | 14.1  |   |   |   |   |
| Level of Service                  |   | C   |   |   | F   |   | B   | B   |   |   |   |   |
| Approach Delay (s)                |   | 25.9  |   |   | 107.7   |   |   | 14.0  |   |   | 0.0   |   |
| Approach LOS                      |   | C   |   |   | F   |   |   | B   |   |   | A   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |
| HCM 2000 Control Delay            |   |   | 31.9  |   |   |   | HCM 2000 Level of Service   |   |   | C   |   |   |
| HCM 2000 Volume to Capacity ratio |   |   | 0.47  |   |   |   |   |   |   |   |   |   |
| Actuated Cycle Length (s)         |   |   | 200.0   |   |   |   | Sum of lost time (s)  |   |   | 19.8  |   |   |
| Intersection Capacity Utilization |   |   | 62.6%   |   |   |   | ICU Level of Service  |   |   | B   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |   |   |   |   |   |   |
| c Critical Lane Group             |   |   |   |   |   |   |   |   |   |   |   |   |

HCM 6th TWSC  
 9: SW 94th Court & SW 168th Street

Existing Conditions  
 A.M. Peak Hour

Intersection

Int Delay, s/veh 1.2

| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | ↑↑   |      |      | ↑↑   | ↑↑   | ↑↑   |
| Traffic Vol, veh/h       | 312  | 6    | 17   | 321  | 18   | 56   |
| Future Vol, veh/h        | 312  | 6    | 17   | 321  | 18   | 56   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 339  | 7    | 18   | 349  | 20   | 61   |

| Major/Minor          | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 346    | 0      | 554    |
| Stage 1              | -      | -      | -      | -      | 343    |
| Stage 2              | -      | -      | -      | -      | 211    |
| Critical Hdwy        | -      | -      | 4.14   | -      | 5      |
| Critical Hdwy Stg 1  | -      | -      | -      | -      | 5.84   |
| Critical Hdwy Stg 2  | -      | -      | -      | -      | 5.84   |
| Follow-up Hdwy       | -      | -      | 2.22   | -      | 3      |
| Pot Cap-1 Maneuver   | -      | -      | 1210   | -      | 694    |
| Stage 1              | -      | -      | -      | -      | 791    |
| Stage 2              | -      | -      | -      | -      | 929    |
| Platoon blocked, %   | -      | -      | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 1210   | -      | 682    |
| Mov Cap-2 Maneuver   | -      | -      | -      | -      | 682    |
| Stage 1              | -      | -      | -      | -      | 777    |
| Stage 2              | -      | -      | -      | -      | 929    |

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

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 906   | -   | -   | 1210  | -   |
| HCM Lane V/C Ratio    | 0.089 | -   | -   | 0.015 | -   |
| HCM Control Delay (s) | 9.4   | -   | -   | 8     | 0.1 |
| HCM Lane LOS          | A     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0.3   | -   | -   | 0     | -   |

## Future Background A.M.

HCM Unsignalized Intersection Capacity Analysis  
 1: SW 170th Street & S Dixie Highway/US 1 SB

Future Background Conditions  
 A.M. Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |   |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|--|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT  | SBR   |
| Lane Configurations               |   |  |   |   |  |   |   |   |   |   | <br><br><br> |   |
| Traffic Volume (veh/h)            | 0   | 12  | 44  | 89  | 21  | 0   | 0   | 0   | 0   | 6   | 1152   | 14  |
| Future Volume (Veh/h)             | 0   | 12  | 44  | 89  | 21  | 0   | 0   | 0   | 0   | 6   | 1152   | 14  |
| Sign Control                      |   | Stop  |   |   | Stop  |   |   | Free  |   |   | Free   |   |
| Grade                             |   | 0%  |   |   | 0%  |   |   | 0%  |   |   | 0%   |   |
| Peak Hour Factor                  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93   | 0.93  |
| Hourly flow rate (vph)            | 0   | 13  | 47  | 96  | 23  | 0   | 0   | 0   | 0   | 6   | 1239   | 15  |
| Pedestrians                       |   | 3   |   |   |   |   |   |   |   |   |  |   |
| Lane Width (ft)                   |   | 12.0  |   |   |   |   |   |   |   |   |  |   |
| Walking Speed (ft/s)              |   | 3.5   |   |   |   |   |   |   |   |   |  |   |
| Percent Blockage                  |   | 0   |   |   |   |   |   |   |   |   |  |   |
| Right turn flare (veh)            |   |   |   |   |   |   |   |   |   |   |  |   |
| Median type                       |   |   |   |   |   |   |   | None  |   |   | None   |   |
| Median storage (veh)              |   |   |   |   |   |   |   |   |   |   |  |   |
| Upstream signal (ft)              |   |   |   |   |   |   |   |   |   |   | 742  |   |
| pX, platoon unblocked             | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |   | 0.92  |   |   |   |  |   |
| vC, conflicting volume            | 1273  | 1262  | 424   | 478   | 1269  | 0   | 1257  |   |   | 0   |  |   |
| vC1, stage 1 conf vol             |   |   |   |   |   |   |   |   |   |   |  |   |
| vC2, stage 2 conf vol             |   |   |   |   |   |   |   |   |   |   |  |   |
| vCu, unblocked vol                | 1001  | 989   | 80  | 140   | 997   | 0   | 984   |   |   | 0   |  |   |
| tC, single (s)                    | 7.5   | *5.0  | *5.0  | *5.0  | *5.0  | 6.9   | 4.1   |   |   | 4.1   |  |   |
| tC, 2 stage (s)                   |   |   |   |   |   |   |   |   |   |   |  |   |
| tF (s)                            | 3.5   | *3.0  | *3.0  | *3.0  | *3.0  | 3.3   | 2.2   |   |   | 2.2   |  |   |
| p0 queue free %                   | 100   | 97  | 95  | 89  | 94  | 100   | 100   |   |   | 100   |  |   |
| cM capacity (veh/h)               | 172   | 409   | 1021  | 894   | 405   | 1084  | 642   |   |   | 1622  |  |   |
| Direction, Lane #                 | EB 1  | WB 1  | SB 1  | SB 2  | SB 3  |   |   |   |   |   |  |   |
| Volume Total                      | 60  | 119   | 316   | 620   | 325   |   |   |   |   |   |  |   |
| Volume Left                       | 0   | 96  | 6   | 0   | 0   |   |   |   |   |   |  |   |
| Volume Right                      | 47  | 0   | 0   | 0   | 15  |   |   |   |   |   |  |   |
| cSH                               | 771   | 725   | 1622  | 1700  | 1700  |   |   |   |   |   |  |   |
| Volume to Capacity                | 0.08  | 0.16  | 0.00  | 0.36  | 0.19  |   |   |   |   |   |  |   |
| Queue Length 95th (ft)            | 6   | 15  | 0   | 0   | 0   |   |   |   |   |   |  |   |
| Control Delay (s)                 | 10.1  | 10.9  | 0.2   | 0.0   | 0.0   |   |   |   |   |   |  |   |
| Lane LOS                          | B   | B   | A   |   |   |   |   |   |   |   |  |   |
| Approach Delay (s)                | 10.1  | 10.9  | 0.0   |   |   |   |   |   |   |   |  |   |
| Approach LOS                      | B   | B   |   |   |   |   |   |   |   |   |  |   |
| Intersection Summary              |   |   |   |   |   |   |   |   |   |   |  |   |
| Average Delay                     |   |   | 1.4   |   |   |   |   |   |   |   |  |   |
| Intersection Capacity Utilization |   |   | 42.1%   |   | ICU Level of Service  |   |   |   |   | A   |  |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |   |   |   |   |  |   |

\* User Entered Value

HCM 6th TWSC  
 2: S Dixie Highway/US 1 NB & SW 170th Street

Future Background Conditions  
 A.M. Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |       |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|-------|------|
| Int Delay, s/veh         | 3    |      |      |      |      |      |      |      |      |      |       |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↗    |      |      | ↖↗↘  |      |      |       |      |
| Traffic Vol, veh/h       | 4    | 12   | 0    | 0    | 88   | 56   | 24   | 1296 | 160  | 0    | 0     | 0    |
| Future Vol, veh/h        | 4    | 12   | 0    | 0    | 88   | 56   | 24   | 1296 | 160  | 0    | 0     | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2    | 0    | 0     | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free  | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -     | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -     | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 16965 | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0     | -    |
| Peak Hour Factor         | 88   | 88   | 88   | 88   | 88   | 88   | 88   | 88   | 88   | 88   | 88    | 88   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2     | 2    |
| Mvmt Flow                | 5    | 14   | 0    | 0    | 100  | 64   | 27   | 1473 | 182  | 0    | 0     | 0    |

| Major/Minor          | Minor2 |      | Minor1 |   | Major1 |     |      |   |   |
|----------------------|--------|------|--------|---|--------|-----|------|---|---|
| Conflicting Flow All | 693    | 1711 | -      | - | 1620   | 830 | 0    | 0 | 0 |
| Stage 1              | 0      | 0    | -      | - | 1620   | -   | -    | - | - |
| Stage 2              | 693    | 1711 | -      | - | 0      | -   | -    | - | - |
| Critical Hdwy        | 5      | 5    | -      | - | 5      | 5   | 5.34 | - | - |
| Critical Hdwy Stg 1  | -      | -    | -      | - | 5.54   | -   | -    | - | - |
| Critical Hdwy Stg 2  | 6.74   | 5.54 | -      | - | -      | -   | -    | - | - |
| Follow-up Hdwy       | 3      | 3    | -      | - | 3      | 3   | 3.12 | - | - |
| Pot Cap-1 Maneuver   | 603    | 209  | 0      | 0 | 231    | 525 | -    | - | - |
| Stage 1              | -      | -    | 0      | 0 | 181    | -   | -    | - | - |
| Stage 2              | 432    | 162  | 0      | 0 | -      | -   | -    | - | - |
| Platoon blocked, %   |        |      |        |   |        |     |      |   |   |
| Mov Cap-1 Maneuver   | 350    | 209  | -      | - | 231    | 524 | -    | - | - |
| Mov Cap-2 Maneuver   | 350    | 209  | -      | - | 231    | -   | -    | - | - |
| Stage 1              | -      | -    | -      | - | 181    | -   | -    | - | - |
| Stage 2              | 170    | 162  | -      | - | -      | -   | -    | - | - |

| Approach             | EB   | WB   | NB |
|----------------------|------|------|----|
| HCM Control Delay, s | 21.8 | 31.4 |    |
| HCM LOS              | C    | D    |    |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 |
|-----------------------|-----|-----|-----|-------|-------|
| Capacity (veh/h)      | -   | -   | -   | 232   | 295   |
| HCM Lane V/C Ratio    | -   | -   | -   | 0.078 | 0.555 |
| HCM Control Delay (s) | -   | -   | -   | 21.8  | 31.4  |
| HCM Lane LOS          | -   | -   | -   | C     | D     |
| HCM 95th %tile Q(veh) | -   | -   | -   | 0.3   | 3.1   |

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Intersection

|                          |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1    |      |      |      |      |      |
| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
| Lane Configurations      |      | ↕    | ↕    |      | ↕    | ↕    |
| Traffic Vol, veh/h       | 27   | 161  | 144  | 22   | 14   | 3    |
| Future Vol, veh/h        | 27   | 161  | 144  | 22   | 14   | 3    |
| Conflicting Peds, #/hr   | 1    | 0    | 0    | 1    | 0    | 1    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 83   | 83   | 83   | 83   | 83   | 83   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 33   | 194  | 173  | 27   | 17   | 4    |

|                      |        |        |        |      |     |
|----------------------|--------|--------|--------|------|-----|
| Major/Minor          | Major1 | Major2 | Minor2 |      |     |
| Conflicting Flow All | 201    | 0      | 0      | 448  | 189 |
| Stage 1              | -      | -      | -      | 188  | -   |
| Stage 2              | -      | -      | -      | 260  | -   |
| Critical Hdwy        | 4.12   | -      | -      | 5    | 5   |
| Critical Hdwy Stg 1  | -      | -      | -      | 5.42 | -   |
| Critical Hdwy Stg 2  | -      | -      | -      | 5.42 | -   |
| Follow-up Hdwy       | 2.218  | -      | -      | 3    | 3   |
| Pot Cap-1 Maneuver   | 1371   | -      | -      | 772  | 998 |
| Stage 1              | -      | -      | -      | 977  | -   |
| Stage 2              | -      | -      | -      | 902  | -   |
| Platoon blocked, %   |        | -      | -      |      |     |
| Mov Cap-1 Maneuver   | 1370   | -      | -      | 750  | 996 |
| Mov Cap-2 Maneuver   | -      | -      | -      | 750  | -   |
| Stage 1              | -      | -      | -      | 950  | -   |
| Stage 2              | -      | -      | -      | 901  | -   |

|                      |     |    |     |
|----------------------|-----|----|-----|
| Approach             | EB  | WB | SB  |
| HCM Control Delay, s | 1.1 | 0  | 9.7 |
| HCM LOS              |     |    | A   |

|                       |       |     |     |     |       |
|-----------------------|-------|-----|-----|-----|-------|
| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
| Capacity (veh/h)      | 1370  | -   | -   | -   | 784   |
| HCM Lane V/C Ratio    | 0.024 | -   | -   | -   | 0.026 |
| HCM Control Delay (s) | 7.7   | 0   | -   | -   | 9.7   |
| HCM Lane LOS          | A     | A   | -   | -   | A     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | -   | 0.1   |

HCM 6th TWSC  
 4: S Dixie Highway/US 1 SB & SW 169th Street

Future Background Conditions  
 A.M. Peak Hour

| Intersection             |      |      |      |      |      |      |      |       |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|-------|------|------|------|------|
| Int Delay, s/veh         | 0.2  |      |      |      |      |      |      |       |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT   | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      |      |      | ↵    |      |      |      |       |      |      | ↵↵↵  |      |
| Traffic Vol, veh/h       | 0    | 0    | 0    | 20   | 0    | 0    | 0    | 0     | 0    | 7    | 1150 | 4    |
| Future Vol, veh/h        | 0    | 0    | 0    | 20   | 0    | 0    | 0    | 0     | 0    | 7    | 1150 | 4    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 1    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free  | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -     | None | -    | -    | None |
| Storage Length           | -    | -    | -    | 0    | -    | -    | -    | -     | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 16974 | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0     | -    | -    | 0    | -    |
| Peak Hour Factor         | 90   | 90   | 90   | 90   | 90   | 90   | 90   | 90    | 90   | 90   | 90   | 90   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2     | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 0    | 0    | 22   | 0    | 0    | 0    | 0     | 0    | 8    | 1278 | 4    |

| Major/Minor          | Minor1 |   |   | Major2 |   |   |
|----------------------|--------|---|---|--------|---|---|
| Conflicting Flow All | 527    | - | - | 0      | 0 | 0 |
| Stage 1              | 0      | - | - | -      | - | - |
| Stage 2              | 527    | - | - | -      | - | - |
| Critical Hdwy        | 5      | - | - | 5.34   | - | - |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - |
| Critical Hdwy Stg 2  | 6.04   | - | - | -      | - | - |
| Follow-up Hdwy       | 3      | - | - | 3.12   | - | - |
| Pot Cap-1 Maneuver   | 713    | 0 | 0 | -      | - | - |
| Stage 1              | -      | 0 | 0 | -      | - | - |
| Stage 2              | 612    | 0 | 0 | -      | - | - |
| Platoon blocked, %   |        |   |   |        |   |   |
| Mov Cap-1 Maneuver   | 713    | 0 | - | -      | - | - |
| Mov Cap-2 Maneuver   | 713    | 0 | - | -      | - | - |
| Stage 1              | -      | 0 | - | -      | - | - |
| Stage 2              | 612    | 0 | - | -      | - | - |

| Approach             | WB   | SB |
|----------------------|------|----|
| HCM Control Delay, s | 10.2 |    |
| HCM LOS              | B    |    |

| Minor Lane/Major Mvmt | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-----|
| Capacity (veh/h)      | 713   | -   | -   | -   |
| HCM Lane V/C Ratio    | 0.031 | -   | -   | -   |
| HCM Control Delay (s) | 10.2  | -   | -   | -   |
| HCM Lane LOS          | B     | -   | -   | -   |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | -   |

HCM Unsignalized Intersection Capacity Analysis  
 5: S Dixie Highway/US 1 NB & SW 169th Street

Future Background Conditions  
 A.M. Peak Hour

| Movement                          | EBL  | EBT  | EBR   | WBL  | WBT                  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-----------------------------------|------|------|-------|------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations               |      | ↔    |       |      | ↔                    |      |      | ↔↔↔  |      |      |      |      |
| Traffic Volume (veh/h)            | 6    | 4    | 0     | 0    | 20                   | 32   | 6    | 1299 | 30   | 0    | 0    | 0    |
| Future Volume (Veh/h)             | 6    | 4    | 0     | 0    | 20                   | 32   | 6    | 1299 | 30   | 0    | 0    | 0    |
| Sign Control                      |      | Stop |       |      | Stop                 |      |      | Free |      |      | Free |      |
| Grade                             |      | 0%   |       |      | 0%                   |      |      | 0%   |      |      | 0%   |      |
| Peak Hour Factor                  | 0.84 | 0.84 | 0.84  | 0.84 | 0.84                 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Hourly flow rate (vph)            | 7    | 5    | 0     | 0    | 24                   | 38   | 7    | 1546 | 36   | 0    | 0    | 0    |
| Pedestrians                       |      | 1    |       |      | 5                    |      |      |      |      |      | 1    |      |
| Lane Width (ft)                   |      | 12.0 |       |      | 12.0                 |      |      |      |      |      | 0.0  |      |
| Walking Speed (ft/s)              |      | 3.5  |       |      | 3.5                  |      |      |      |      |      | 3.5  |      |
| Percent Blockage                  |      | 0    |       |      | 0                    |      |      |      |      |      | 0    |      |
| Right turn flare (veh)            |      |      |       |      |                      |      |      |      |      |      |      |      |
| Median type                       |      |      |       |      |                      |      |      | None |      |      | None |      |
| Median storage (veh)              |      |      |       |      |                      |      |      |      |      |      |      |      |
| Upstream signal (ft)              |      |      |       |      |                      |      |      |      |      |      | 238  |      |
| pX, platoon unblocked             |      |      |       |      |                      |      |      |      |      |      |      |      |
| vC, conflicting volume            | 452  | 1602 | 1     | 1586 | 1584                 | 410  | 1    |      |      | 1587 |      |      |
| vC1, stage 1 conf vol             |      |      |       |      |                      |      |      |      |      |      |      |      |
| vC2, stage 2 conf vol             |      |      |       |      |                      |      |      |      |      |      |      |      |
| vCu, unblocked vol                | 452  | 1602 | 1     | 1586 | 1584                 | 410  | 1    |      |      | 1587 |      |      |
| tC, single (s)                    | *5.0 | *5.0 | 6.9   | 7.5  | *5.0                 | *5.0 | 4.1  |      |      | 4.1  |      |      |
| tC, 2 stage (s)                   |      |      |       |      |                      |      |      |      |      |      |      |      |
| tF (s)                            | *3.0 | *3.0 | 3.3   | 3.5  | *3.0                 | *3.0 | 2.2  |      |      | 2.2  |      |      |
| p0 queue free %                   | 99   | 98   | 100   | 100  | 90                   | 95   | 100  |      |      | 100  |      |      |
| cM capacity (veh/h)               | 669  | 233  | 1082  | 71   | 237                  | 797  | 1619 |      |      | 408  |      |      |
| Direction, Lane #                 | EB 1 | WB 1 | NB 1  | NB 2 | NB 3                 | NB 4 |      |      |      |      |      |      |
| Volume Total                      | 12   | 62   | 265   | 515  | 515                  | 294  |      |      |      |      |      |      |
| Volume Left                       | 7    | 0    | 7     | 0    | 0                    | 0    |      |      |      |      |      |      |
| Volume Right                      | 0    | 38   | 0     | 0    | 0                    | 36   |      |      |      |      |      |      |
| cSH                               | 376  | 416  | 1619  | 1700 | 1700                 | 1700 |      |      |      |      |      |      |
| Volume to Capacity                | 0.03 | 0.15 | 0.00  | 0.30 | 0.30                 | 0.17 |      |      |      |      |      |      |
| Queue Length 95th (ft)            | 2    | 13   | 0     | 0    | 0                    | 0    |      |      |      |      |      |      |
| Control Delay (s)                 | 14.9 | 15.2 | 0.2   | 0.0  | 0.0                  | 0.0  |      |      |      |      |      |      |
| Lane LOS                          | B    | C    | A     |      |                      |      |      |      |      |      |      |      |
| Approach Delay (s)                | 14.9 | 15.2 | 0.0   |      |                      |      |      |      |      |      |      |      |
| Approach LOS                      | B    | C    |       |      |                      |      |      |      |      |      |      |      |
| Intersection Summary              |      |      |       |      |                      |      |      |      |      |      |      |      |
| Average Delay                     |      |      | 0.7   |      |                      |      |      |      |      |      |      |      |
| Intersection Capacity Utilization |      |      | 33.3% |      | ICU Level of Service |      |      |      | A    |      |      |      |
| Analysis Period (min)             |      |      | 15    |      |                      |      |      |      |      |      |      |      |

\* User Entered Value

HCM 6th TWSC  
6: SW 94th Court & SW 169th Street

Future Background Conditions  
A.M. Peak Hour

Intersection

|                          |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 4.9  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      |
| Traffic Vol, veh/h       | 20   | 17   | 5    | 3    | 47   | 5    | 13   | 43   | 3    | 6    | 6    | 6    |
| Future Vol, veh/h        | 20   | 17   | 5    | 3    | 47   | 5    | 13   | 43   | 3    | 6    | 6    | 6    |
| Conflicting Peds, #/hr   | 0    | 0    | 1    | 1    | 0    | 0    | 1    | 0    | 2    | 2    | 0    | 1    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 73   | 73   | 73   | 73   | 73   | 73   | 73   | 73   | 73   | 73   | 73   | 73   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 27   | 23   | 7    | 4    | 64   | 7    | 18   | 59   | 4    | 8    | 8    | 8    |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |      |      | Minor2 |      |      |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 71     | 0 | 0 | 31     | 0 | 0 | 167    | 161  | 30   | 190    | 161  | 69   |
| Stage 1              | -      | - | - | -      | - | - | 82     | 82   | -    | 76     | 76   | -    |
| Stage 2              | -      | - | - | -      | - | - | 85     | 79   | -    | 114    | 85   | -    |
| Critical Hdwy        | 4.12   | - | - | 4.12   | - | - | 5      | 5    | 5    | 5      | 5    | 5    |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.12   | 5.52 | -    | 6.12   | 5.52 | -    |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.12   | 5.52 | -    | 6.12   | 5.52 | -    |
| Follow-up Hdwy       | 2.218  | - | - | 2.218  | - | - | 3      | 3    | 3    | 3      | 3    | 3    |
| Pot Cap-1 Maneuver   | 1529   | - | - | 1582   | - | - | 1019   | 1025 | 1165 | 997    | 1025 | 1122 |
| Stage 1              | -      | - | - | -      | - | - | 1080   | 1095 | -    | 1088   | 1102 | -    |
| Stage 2              | -      | - | - | -      | - | - | 1076   | 1098 | -    | 1036   | 1091 | -    |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -    | -    | -      | -    | -    |
| Mov Cap-1 Maneuver   | 1529   | - | - | 1580   | - | - | 987    | 1002 | 1162 | 932    | 1002 | 1121 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 987    | 1002 | -    | 932    | 1002 | -    |
| Stage 1              | -      | - | - | -      | - | - | 1059   | 1074 | -    | 1068   | 1099 | -    |
| Stage 2              | -      | - | - | -      | - | - | 1056   | 1095 | -    | 956    | 1070 | -    |

| Approach             | EB  | WB  | NB  | SB  |
|----------------------|-----|-----|-----|-----|
| HCM Control Delay, s | 3.5 | 0.4 | 8.9 | 8.6 |
| HCM LOS              |     |     | A   | A   |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 1006  | 1529  | -   | -   | 1580  | -   | -   | 1012  |
| HCM Lane V/C Ratio    | 0.08  | 0.018 | -   | -   | 0.003 | -   | -   | 0.024 |
| HCM Control Delay (s) | 8.9   | 7.4   | 0   | -   | 7.3   | 0   | -   | 8.6   |
| HCM Lane LOS          | A     | A     | A   | -   | A     | A   | -   | A     |
| HCM 95th %tile Q(veh) | 0.3   | 0.1   | -   | -   | 0     | -   | -   | 0.1   |

Timings  
7: S Dixie Highway/US 1 SB & SW 168th Street

Future Background Conditions  
A.M. Peak Hour

| Lane Group           | →     | ↖     | ←     | ↓     | Ø6    |
|----------------------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↑↑    |       | ↔↑    | ↔↑↑   |       |
| Traffic Volume (vph) | 284   | 109   | 180   | 940   |       |
| Future Volume (vph)  | 284   | 109   | 180   | 940   |       |
| Turn Type            | NA    | pm+pt | NA    | NA    |       |
| Protected Phases     | 3     | 4     | 8     | 2     | 6     |
| Permitted Phases     |       | 8     |       |       |       |
| Detector Phase       | 3     | 4     | 8     | 2     |       |
| Switch Phase         |       |       |       |       |       |
| Minimum Initial (s)  | 10.0  | 10.0  | 10.0  | 7.0   | 7.0   |
| Minimum Split (s)    | 16.0  | 30.0  | 16.0  | 35.8  | 35.8  |
| Total Split (s)      | 28.0  | 30.0  | 58.0  | 142.0 | 142.0 |
| Total Split (%)      | 14.0% | 15.0% | 29.0% | 71.0% | 71%   |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.8   | 4.8   |
| All-Red Time (s)     | 2.0   | 3.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) | 0.0   |       | 0.0   | 0.0   |       |
| Total Lost Time (s)  | 6.0   |       | 6.0   | 6.8   |       |
| Lead/Lag             | Lead  | Lag   |       |       |       |
| Lead-Lag Optimize?   | Yes   | Yes   |       |       |       |
| Recall Mode          | None  | None  | None  | C-Max | C-Max |

Intersection Summary

Cycle Length: 200  
 Actuated Cycle Length: 200  
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:, Start of Yellow  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated

Splits and Phases: 7: S Dixie Highway/US 1 SB & SW 168th Street

|                         |                         |                         |
|-------------------------|-------------------------|-------------------------|
| #7<br>↓ Ø2 (R)<br>142 s | #7 #8<br>→ ↖ Ø3<br>28 s | #7 #8<br>↖ ← Ø4<br>30 s |
| #8<br>↑ Ø6 (R)<br>142 s | #7 #8<br>← → Ø8<br>58 s |                         |

HCM Signalized Intersection Capacity Analysis  
 7: S Dixie Highway/US 1 SB & SW 168th Street

Future Background Conditions  
 A.M. Peak Hour

| Movement                          | EBL  | EBT   | EBR   | WBL   | WBT   | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR   |
|-----------------------------------|------|-------|-------|-------|-------|------|------|------|------|------|------|-------|
| Lane Configurations               |      | ↑↑    |       |       | ↑↑    |      |      |      |      |      | ↑↑↑  |       |
| Traffic Volume (vph)              | 0    | 284   | 114   | 109   | 180   | 0    | 0    | 0    | 0    | 83   | 940  | 86    |
| Future Volume (vph)               | 0    | 284   | 114   | 109   | 180   | 0    | 0    | 0    | 0    | 83   | 940  | 86    |
| Ideal Flow (vphpl)                | 1900 | 1900  | 1900  | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  |
| Total Lost time (s)               |      | 6.0   |       |       | 6.0   |      |      |      |      |      | 6.8  |       |
| Lane Util. Factor                 |      | 0.95  |       |       | 0.95  |      |      |      |      |      | 0.91 |       |
| Frbp, ped/bikes                   |      | 1.00  |       |       | 1.00  |      |      |      |      |      | 1.00 |       |
| Flpb, ped/bikes                   |      | 1.00  |       |       | 1.00  |      |      |      |      |      | 1.00 |       |
| Frt                               |      | 0.96  |       |       | 1.00  |      |      |      |      |      | 0.99 |       |
| Flt Protected                     |      | 1.00  |       |       | 0.98  |      |      |      |      |      | 1.00 |       |
| Satd. Flow (prot)                 |      | 3387  |       |       | 3474  |      |      |      |      |      | 5001 |       |
| Flt Permitted                     |      | 1.00  |       |       | 0.55  |      |      |      |      |      | 1.00 |       |
| Satd. Flow (perm)                 |      | 3387  |       |       | 1933  |      |      |      |      |      | 5001 |       |
| 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 | 0.93  |
| Adj. Flow (vph)                   | 0    | 305   | 123   | 117   | 194   | 0    | 0    | 0    | 0    | 89   | 1011 | 92    |
| RTOR Reduction (vph)              | 0    | 21    | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 5    | 0     |
| Lane Group Flow (vph)             | 0    | 407   | 0     | 0     | 311   | 0    | 0    | 0    | 0    | 0    | 1187 | 0     |
| Confl. Peds. (#/hr)               | 10   |       |       |       |       | 10   | 2    |      |      | 1    | 1    | 2     |
| Turn Type                         |      | NA    |       | pm+pt | NA    |      |      |      |      |      | Perm | NA    |
| Protected Phases                  |      | 3     |       | 4     | 8     |      |      |      |      |      |      | 2     |
| Permitted Phases                  |      |       |       | 8     |       |      |      |      |      |      | 2    |       |
| Actuated Green, G (s)             |      | 22.0  |       |       | 51.3  |      |      |      |      |      |      | 135.9 |
| Effective Green, g (s)            |      | 22.0  |       |       | 51.3  |      |      |      |      |      |      | 135.9 |
| Actuated g/C Ratio                |      | 0.11  |       |       | 0.26  |      |      |      |      |      |      | 0.68  |
| Clearance Time (s)                |      | 6.0   |       |       | 6.0   |      |      |      |      |      |      | 6.8   |
| Vehicle Extension (s)             |      | 3.0   |       |       | 3.0   |      |      |      |      |      |      | 1.0   |
| Lane Grp Cap (vph)                |      | 372   |       |       | 667   |      |      |      |      |      |      | 3398  |
| v/s Ratio Prot                    |      | c0.12 |       |       | c0.05 |      |      |      |      |      |      |       |
| v/s Ratio Perm                    |      |       |       |       | 0.07  |      |      |      |      |      |      | 0.24  |
| v/c Ratio                         |      | 1.09  |       |       | 0.47  |      |      |      |      |      |      | 0.35  |
| Uniform Delay, d1                 |      | 89.0  |       |       | 62.8  |      |      |      |      |      |      | 13.5  |
| Progression Factor                |      | 1.00  |       |       | 0.39  |      |      |      |      |      |      | 1.00  |
| Incremental Delay, d2             |      | 74.0  |       |       | 0.4   |      |      |      |      |      |      | 0.3   |
| Delay (s)                         |      | 163.0 |       |       | 24.6  |      |      |      |      |      |      | 13.8  |
| Level of Service                  |      | F     |       |       | C     |      |      |      |      |      |      | B     |
| Approach Delay (s)                |      | 163.0 |       |       | 24.6  |      |      | 0.0  |      |      |      | 13.8  |
| Approach LOS                      |      | F     |       |       | C     |      |      | A    |      |      |      | B     |
| <b>Intersection Summary</b>       |      |       |       |       |       |      |      |      |      |      |      |       |
| HCM 2000 Control Delay            |      |       | 48.6  |       |       |      |      |      |      |      |      | D     |
| HCM 2000 Volume to Capacity ratio |      |       | 0.46  |       |       |      |      |      |      |      |      |       |
| Actuated Cycle Length (s)         |      |       | 200.0 |       |       |      |      |      |      | 19.8 |      |       |
| Intersection Capacity Utilization |      |       | 59.7% |       |       |      |      |      |      |      |      | B     |
| Analysis Period (min)             |      |       | 15    |       |       |      |      |      |      |      |      |       |
| c Critical Lane Group             |      |       |       |       |       |      |      |      |      |      |      |       |

Timings  
8: S Dixie Highway/US 1 NB & SW 168th Street

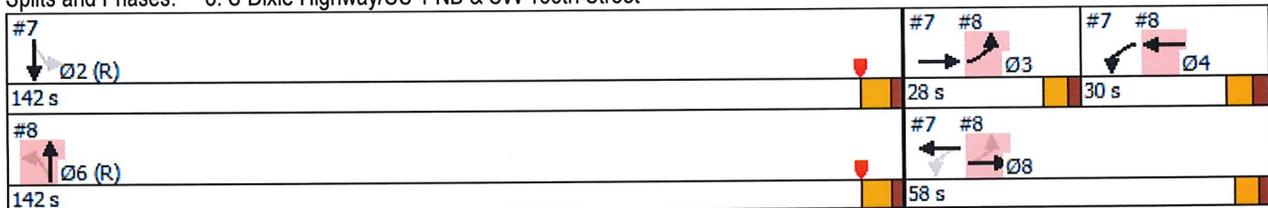
Future Background Conditions  
A.M. Peak Hour

|                      |  |  |  |  |  | Ø2    |
|----------------------|---|---|---|---|---|-------|
| Lane Group           | EBL   | EBT   | WBT   | NBL   | NBT   | Ø2    |
| Lane Configurations  |   | ↕↕  | ↕↕  | ↕   | ↕↕↕   |       |
| Traffic Volume (vph) | 91  | 274   | 248   | 41  | 1231  |       |
| Future Volume (vph)  | 91  | 274   | 248   | 41  | 1231  |       |
| Turn Type            | pm+pt   | NA  | NA  | Perm  | NA  |       |
| Protected Phases     | 3   | 8   | 4   |   | 6   | 2     |
| Permitted Phases     | 8   |   |   | 6   |   |       |
| Detector Phase       | 3   | 8   | 4   | 6   | 6   |       |
| Switch Phase         |   |   |   |   |   |       |
| Minimum Initial (s)  | 10.0  | 10.0  | 10.0  | 7.0   | 7.0   | 7.0   |
| Minimum Split (s)    | 16.0  | 16.0  | 30.0  | 35.8  | 35.8  | 35.8  |
| Total Split (s)      | 28.0  | 58.0  | 30.0  | 142.0   | 142.0   | 142.0 |
| Total Split (%)      | 14.0%   | 29.0%   | 15.0%   | 71.0%   | 71.0%   | 71%   |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.8   | 4.8   | 4.8   |
| All-Red Time (s)     | 2.0   | 2.0   | 3.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) |   | 0.0   | 0.0   | 0.0   | 0.0   |       |
| Total Lost Time (s)  |   | 6.0   | 7.0   | 6.8   | 6.8   |       |
| Lead/Lag             | Lead  |   | Lag   |   |   |       |
| Lead-Lag Optimize?   | Yes   |   | Yes   |   |   |       |
| Recall Mode          | None  | None  | None  | C-Max   | C-Max   | C-Max |

Intersection Summary

Cycle Length: 200  
 Actuated Cycle Length: 200  
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:, Start of Yellow  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated

Splits and Phases: 8: S Dixie Highway/US 1 NB & SW 168th Street



HCM Signalized Intersection Capacity Analysis  
 8: S Dixie Highway/US 1 NB & SW 168th Street

Future Background Conditions  
 A.M. Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   | ↔↔  |   |   | ↕↕  |   | ↙   | ↕↕↕   |   |   |   |   |
| Traffic Volume (vph)              | 91  | 274   | 0   | 0   | 248   | 93  | 41  | 1231  | 46  | 0   | 0   | 0   |
| Future Volume (vph)               | 91  | 274   | 0   | 0   | 248   | 93  | 41  | 1231  | 46  | 0   | 0   | 0   |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               |   | 6.0   |   |   | 7.0   |   | 6.8   | 6.8   |   |   |   |   |
| Lane Util. Factor                 |   | 0.95  |   |   | 0.95  |   | 1.00  | 0.91  |   |   |   |   |
| Frbp, ped/bikes                   |   | 1.00  |   |   | 0.99  |   | 1.00  | 1.00  |   |   |   |   |
| Flpb, ped/bikes                   |   | 1.00  |   |   | 1.00  |   | 1.00  | 1.00  |   |   |   |   |
| Flt                               |   | 1.00  |   |   | 0.96  |   | 1.00  | 0.99  |   |   |   |   |
| Flt Protected                     |   | 0.99  |   |   | 1.00  |   | 0.95  | 1.00  |   |   |   |   |
| Satd. Flow (prot)                 |   | 3493  |   |   | 3369  |   | 1770  | 5054  |   |   |   |   |
| Flt Permitted                     |   | 0.54  |   |   | 1.00  |   | 0.95  | 1.00  |   |   |   |   |
| Satd. Flow (perm)                 |   | 1898  |   |   | 3369  |   | 1770  | 5054  |   |   |   |   |
| Peak-hour factor, PHF             | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  |
| Adj. Flow (vph)                   | 94  | 282   | 0   | 0   | 256   | 96  | 42  | 1269  | 47  | 0   | 0   | 0   |
| RTOR Reduction (vph)              | 0   | 0   | 0   | 0   | 20  | 0   | 0   | 2   | 0   | 0   | 0   | 0   |
| Lane Group Flow (vph)             | 0   | 376   | 0   | 0   | 332   | 0   | 42  | 1314  | 0   | 0   | 0   | 0   |
| Confl. Peds. (#/hr)               | 6   |   | 3   | 3   |   | 6   |   |   | 5   | 5   |   |   |
| Turn Type                         | pm+pt   | NA  |   |   | NA  |   | Perm  | NA  |   |   |   |   |
| Protected Phases                  | 3   | 8   |   |   | 4   |   |   | 6   |   |   |   |   |
| Permitted Phases                  | 8   |   |   |   |   |   | 6   |   |   |   |   |   |
| Actuated Green, G (s)             |   | 51.3  |   |   | 22.3  |   | 135.9   | 135.9   |   |   |   |   |
| Effective Green, g (s)            |   | 51.3  |   |   | 22.3  |   | 135.9   | 135.9   |   |   |   |   |
| Actuated g/C Ratio                |   | 0.26  |   |   | 0.11  |   | 0.68  | 0.68  |   |   |   |   |
| Clearance Time (s)                |   | 6.0   |   |   | 7.0   |   | 6.8   | 6.8   |   |   |   |   |
| Vehicle Extension (s)             |   | 3.0   |   |   | 3.0   |   | 1.0   | 1.0   |   |   |   |   |
| Lane Grp Cap (vph)                |   | 662   |   |   | 375   |   | 1202  | 3434  |   |   |   |   |
| v/s Ratio Prot                    |   | c0.06   |   |   | c0.10   |   |   | c0.26   |   |   |   |   |
| v/s Ratio Perm                    |   | 0.08  |   |   |   |   | 0.02  |   |   |   |   |   |
| v/c Ratio                         |   | 0.57  |   |   | 0.89  |   | 0.03  | 0.38  |   |   |   |   |
| Uniform Delay, d1                 |   | 64.7  |   |   | 87.6  |   | 10.5  | 13.9  |   |   |   |   |
| Progression Factor                |   | 0.39  |   |   | 1.00  |   | 1.00  | 1.00  |   |   |   |   |
| Incremental Delay, d2             |   | 0.4   |   |   | 21.4  |   | 0.1   | 0.3   |   |   |   |   |
| Delay (s)                         |   | 25.9  |   |   | 109.0   |   | 10.6  | 14.2  |   |   |   |   |
| Level of Service                  |   | C   |   |   | F   |   | B   | B   |   |   |   |   |
| Approach Delay (s)                |   | 25.9  |   |   | 109.0   |   |   | 14.1  |   |   | 0.0   |   |
| Approach LOS                      |   | C   |   |   | F   |   |   | B   |   |   | A   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |
| HCM 2000 Control Delay            |   |   | 32.2  |   |   |   | HCM 2000 Level of Service   |   |   | C   |   |   |
| HCM 2000 Volume to Capacity ratio |   |   | 0.47  |   |   |   |   |   |   |   |   |   |
| Actuated Cycle Length (s)         |   |   | 200.0   |   |   |   | Sum of lost time (s)  |   |   | 19.8  |   |   |
| Intersection Capacity Utilization |   |   | 63.2%   |   |   |   | ICU Level of Service  |   |   | B   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |   |   |   |   |   |   |
| c Critical Lane Group             |   |   |   |   |   |   |   |   |   |   |   |   |

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Intersection

|                          |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.2  |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑   |      |      | ↑↑   | ↑↑   |      |
| Traffic Vol, veh/h       | 317  | 6    | 17   | 326  | 18   | 57   |
| Future Vol, veh/h        | 317  | 6    | 17   | 326  | 18   | 57   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 345  | 7    | 18   | 354  | 20   | 62   |

| Major/Minor          | Major1 | Major2 | Minor1 |   |          |
|----------------------|--------|--------|--------|---|----------|
| Conflicting Flow All | 0      | 0      | 352    | 0 | 562 176  |
| Stage 1              | -      | -      | -      | - | 349 -    |
| Stage 2              | -      | -      | -      | - | 213 -    |
| Critical Hdwy        | -      | -      | 4.14   | - | 5 5      |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.84 -   |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.84 -   |
| Follow-up Hdwy       | -      | -      | 2.22   | - | 3 3      |
| Pot Cap-1 Maneuver   | -      | -      | 1203   | - | 689 1010 |
| Stage 1              | -      | -      | -      | - | 785 -    |
| Stage 2              | -      | -      | -      | - | 927 -    |
| Platoon blocked, %   | -      | -      | -      | - | -        |
| Mov Cap-1 Maneuver   | -      | -      | 1203   | - | 676 1010 |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 676 -    |
| Stage 1              | -      | -      | -      | - | 770 -    |
| Stage 2              | -      | -      | -      | - | 927 -    |

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

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 903   | -   | -   | 1203  | -   |
| HCM Lane V/C Ratio    | 0.09  | -   | -   | 0.015 | -   |
| HCM Control Delay (s) | 9.4   | -   | -   | 8     | 0.1 |
| HCM Lane LOS          | A     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0.3   | -   | -   | 0     | -   |

Future Total A.M.

HCM Unsignalized Intersection Capacity Analysis  
 1: SW 170th Street & S Dixie Highway/US 1 SB

Future Total Conditions  
 A.M. Peak Hour

| Movement                          | EBL  | EBT  | EBR   | WBL  | WBT                  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-----------------------------------|------|------|-------|------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations               |      |      |       |      |                      |      |      |      |      |      |      |      |
| Traffic Volume (veh/h)            | 0    | 12   | 44    | 125  | 21                   | 0    | 0    | 0    | 0    | 25   | 1152 | 14   |
| Future Volume (Veh/h)             | 0    | 12   | 44    | 125  | 21                   | 0    | 0    | 0    | 0    | 25   | 1152 | 14   |
| Sign Control                      |      | Stop |       |      | Stop                 |      |      | Free |      |      | Free |      |
| Grade                             |      | 0%   |       |      | 0%                   |      |      | 0%   |      |      | 0%   |      |
| Peak Hour Factor                  | 0.93 | 0.93 | 0.93  | 0.93 | 0.93                 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph)            | 0    | 13   | 47    | 134  | 23                   | 0    | 0    | 0    | 0    | 27   | 1239 | 15   |
| Pedestrians                       |      | 3    |       |      |                      |      |      |      |      |      |      |      |
| Lane Width (ft)                   |      | 12.0 |       |      |                      |      |      |      |      |      |      |      |
| Walking Speed (ft/s)              |      | 3.5  |       |      |                      |      |      |      |      |      |      |      |
| Percent Blockage                  |      | 0    |       |      |                      |      |      |      |      |      |      |      |
| Right turn flare (veh)            |      |      |       |      |                      |      |      |      |      |      |      |      |
| Median type                       |      |      |       |      |                      |      | None |      |      |      | None |      |
| Median storage veh                |      |      |       |      |                      |      |      |      |      |      |      | 742  |
| Upstream signal (ft)              |      |      |       |      |                      |      |      |      |      |      |      | 742  |
| pX, platoon unblocked             | 0.92 | 0.92 | 0.92  | 0.92 | 0.92                 |      | 0.92 |      |      |      |      |      |
| vC, conflicting volume            | 1315 | 1304 | 424   | 520  | 1311                 | 0    | 1257 |      |      | 0    |      |      |
| vC1, stage 1 conf vol             |      |      |       |      |                      |      |      |      |      |      |      |      |
| vC2, stage 2 conf vol             |      |      |       |      |                      |      |      |      |      |      |      |      |
| vCu, unblocked vol                | 1031 | 1018 | 60    | 165  | 1026                 | 0    | 967  |      |      | 0    |      |      |
| tC, single (s)                    | 7.5  | *5.0 | *5.0  | *5.0 | *5.0                 | 6.9  | 4.1  |      |      | 4.1  |      |      |
| tC, 2 stage (s)                   |      |      |       |      |                      |      |      |      |      |      |      |      |
| tF (s)                            | 3.5  | *3.0 | *3.0  | *3.0 | *3.0                 | 3.3  | 2.2  |      |      | 2.2  |      |      |
| p0 queue free %                   | 100  | 97   | 95    | 84   | 94                   | 100  | 100  |      |      | 98   |      |      |
| cM capacity (veh/h)               | 161  | 390  | 1037  | 859  | 386                  | 1084 | 648  |      |      | 1622 |      |      |
| Direction, Lane #                 | EB 1 | WB 1 | SB 1  | SB 2 | SB 3                 |      |      |      |      |      |      |      |
| Volume Total                      | 60   | 157  | 337   | 620  | 325                  |      |      |      |      |      |      |      |
| Volume Left                       | 0    | 134  | 27    | 0    | 0                    |      |      |      |      |      |      |      |
| Volume Right                      | 47   | 0    | 0     | 0    | 15                   |      |      |      |      |      |      |      |
| cSH                               | 762  | 729  | 1622  | 1700 | 1700                 |      |      |      |      |      |      |      |
| Volume to Capacity                | 0.08 | 0.22 | 0.02  | 0.36 | 0.19                 |      |      |      |      |      |      |      |
| Queue Length 95th (ft)            | 6    | 20   | 1     | 0    | 0                    |      |      |      |      |      |      |      |
| Control Delay (s)                 | 10.1 | 11.3 | 0.7   | 0.0  | 0.0                  |      |      |      |      |      |      |      |
| Lane LOS                          | B    | B    | A     |      |                      |      |      |      |      |      |      |      |
| Approach Delay (s)                | 10.1 | 11.3 | 0.2   |      |                      |      |      |      |      |      |      |      |
| Approach LOS                      | B    | B    |       |      |                      |      |      |      |      |      |      |      |
| Intersection Summary              |      |      |       |      |                      |      |      |      |      |      |      |      |
| Average Delay                     |      |      | 1.8   |      |                      |      |      |      |      |      |      |      |
| Intersection Capacity Utilization |      |      | 44.4% |      | ICU Level of Service |      |      |      |      | A    |      |      |
| Analysis Period (min)             |      |      | 15    |      |                      |      |      |      |      |      |      |      |

\* User Entered Value

HCM 6th TWSC  
 2: S Dixie Highway/US 1 NB & SW 170th Street

Future Total Conditions  
 A.M. Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |       |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|-------|------|
| Int Delay, s/veh         | 7    |      |      |      |      |      |      |      |      |      |       |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕↕↕  |      |      |       |      |
| Traffic Vol, veh/h       | 4    | 31   | 0    | 0    | 124  | 71   | 24   | 1356 | 164  | 0    | 0     | 0    |
| Future Vol, veh/h        | 4    | 31   | 0    | 0    | 124  | 71   | 24   | 1356 | 164  | 0    | 0     | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2    | 0    | 0     | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free  | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -     | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -     | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 16965 | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0     | -    |
| Peak Hour Factor         | 88   | 88   | 88   | 88   | 88   | 88   | 88   | 88   | 88   | 88   | 88    | 88   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2     | 2    |
| Mvmt Flow                | 5    | 35   | 0    | 0    | 141  | 81   | 27   | 1541 | 186  | 0    | 0     | 0    |

| Major/Minor          | Minor2 |      | Minor1 |   | Major1 |     |      |   |   |  |  |  |
|----------------------|--------|------|--------|---|--------|-----|------|---|---|--|--|--|
| Conflicting Flow All | 741    | 1783 | -      | - | 1690   | 866 | 0    | 0 | 0 |  |  |  |
| Stage 1              | 0      | 0    | -      | - | 1690   | -   | -    | - | - |  |  |  |
| Stage 2              | 741    | 1783 | -      | - | 0      | -   | -    | - | - |  |  |  |
| Critical Hdwy        | 5      | 5    | -      | - | 5      | 5   | 5.34 | - | - |  |  |  |
| Critical Hdwy Stg 1  | -      | -    | -      | - | 5.54   | -   | -    | - | - |  |  |  |
| Critical Hdwy Stg 2  | 6.74   | 5.54 | -      | - | -      | -   | -    | - | - |  |  |  |
| Follow-up Hdwy       | 3      | 3    | -      | - | 3      | 3   | 3.12 | - | - |  |  |  |
| Pot Cap-1 Maneuver   | 575    | 194  | 0      | 0 | 214    | 506 | -    | - | - |  |  |  |
| Stage 1              | -      | -    | 0      | 0 | 166    | -   | -    | - | - |  |  |  |
| Stage 2              | 402    | 148  | 0      | 0 | -      | -   | -    | - | - |  |  |  |
| Platoon blocked, %   |        |      |        |   |        |     |      |   |   |  |  |  |
| Mov Cap-1 Maneuver   | 227    | 194  | -      | - | 214    | 505 | -    | - | - |  |  |  |
| Mov Cap-2 Maneuver   | 227    | 194  | -      | - | 214    | -   | -    | - | - |  |  |  |
| Stage 1              | -      | -    | -      | - | 166    | -   | -    | - | - |  |  |  |
| Stage 2              | 51     | 148  | -      | - | -      | -   | -    | - | - |  |  |  |

| Approach             | EB   | WB   | NB |
|----------------------|------|------|----|
| HCM Control Delay, s | 27.8 | 58.3 |    |
| HCM LOS              | D    | F    |    |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 |
|-----------------------|-----|-----|-----|-------|-------|
| Capacity (veh/h)      | -   | -   | -   | 197   | 271   |
| HCM Lane V/C Ratio    | -   | -   | -   | 0.202 | 0.818 |
| HCM Control Delay (s) | -   | -   | -   | 27.8  | 58.3  |
| HCM Lane LOS          | -   | -   | -   | D     | F     |
| HCM 95th %tile Q(veh) | -   | -   | -   | 0.7   | 6.5   |

HCM 6th TWSC  
 3: SW 170th Street & SW 94th Court

Future Total Conditions  
 A.M. Peak Hour

Intersection

Int Delay, s/veh 3

| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      |      | ↕    | ↕    |      | ↕    | ↕    |
| Traffic Vol, veh/h       | 50   | 161  | 144  | 27   | 52   | 54   |
| Future Vol, veh/h        | 50   | 161  | 144  | 27   | 52   | 54   |
| Conflicting Peds, #/hr   | 1    | 0    | 0    | 1    | 0    | 1    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 83   | 83   | 83   | 83   | 83   | 83   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 60   | 194  | 173  | 33   | 63   | 65   |

| Major/Minor          | Major1 | Major2 | Minor2 |      |     |
|----------------------|--------|--------|--------|------|-----|
| Conflicting Flow All | 207    | 0      | 0      | 505  | 192 |
| Stage 1              | -      | -      | -      | 191  | -   |
| Stage 2              | -      | -      | -      | 314  | -   |
| Critical Hdwy        | 4.12   | -      | -      | 5    | 5   |
| Critical Hdwy Stg 1  | -      | -      | -      | 5.42 | -   |
| Critical Hdwy Stg 2  | -      | -      | -      | 5.42 | -   |
| Follow-up Hdwy       | 2.218  | -      | -      | 3    | 3   |
| Pot Cap-1 Maneuver   | 1364   | -      | -      | 729  | 995 |
| Stage 1              | -      | -      | -      | 974  | -   |
| Stage 2              | -      | -      | -      | 850  | -   |
| Platoon blocked, %   |        | -      | -      |      |     |
| Mov Cap-1 Maneuver   | 1363   | -      | -      | 692  | 993 |
| Mov Cap-2 Maneuver   | -      | -      | -      | 692  | -   |
| Stage 1              | -      | -      | -      | 925  | -   |
| Stage 2              | -      | -      | -      | 849  | -   |

| Approach             | EB  | WB | SB   |
|----------------------|-----|----|------|
| HCM Control Delay, s | 1.8 | 0  | 10.2 |
| HCM LOS              |     |    | B    |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 1363  | -   | -   | -   | 818   |
| HCM Lane V/C Ratio    | 0.044 | -   | -   | -   | 0.156 |
| HCM Control Delay (s) | 7.8   | 0   | -   | -   | 10.2  |
| HCM Lane LOS          | A     | A   | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | -   | 0.6   |

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HCM 6th TWSC  
 4: S Dixie Highway/US 1 SB & SW 169th Street

Future Total Conditions  
 A.M. Peak Hour

| Intersection             |      |      |      |      |      |      |      |       |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|-------|------|------|------|------|
| Int Delay, s/veh         | 0.2  |      |      |      |      |      |      |       |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT   | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      |      |      | ↖    |      |      |      |       |      |      | ↗↘↙  |      |
| Traffic Vol, veh/h       | 0    | 0    | 0    | 20   | 0    | 0    | 0    | 0     | 0    | 7    | 1169 | 4    |
| Future Vol, veh/h        | 0    | 0    | 0    | 20   | 0    | 0    | 0    | 0     | 0    | 7    | 1169 | 4    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 1    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free  | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -     | None | -    | -    | None |
| Storage Length           | -    | -    | -    | 0    | -    | -    | -    | -     | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 16974 | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0     | -    | -    | 0    | -    |
| Peak Hour Factor         | 90   | 90   | 90   | 90   | 90   | 90   | 90   | 90    | 90   | 90   | 90   | 90   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2     | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 0    | 0    | 22   | 0    | 0    | 0    | 0     | 0    | 8    | 1299 | 4    |

| Major/Minor          | Minor1 |   |   | Major2 |   |   |
|----------------------|--------|---|---|--------|---|---|
| Conflicting Flow All | 536    | - | - | 0      | 0 | 0 |
| Stage 1              | 0      | - | - | -      | - | - |
| Stage 2              | 536    | - | - | -      | - | - |
| Critical Hdwy        | 5      | - | - | 5.34   | - | - |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - |
| Critical Hdwy Stg 2  | 6.04   | - | - | -      | - | - |
| Follow-up Hdwy       | 3      | - | - | 3.12   | - | - |
| Pot Cap-1 Maneuver   | 707    | 0 | 0 | -      | - | - |
| Stage 1              | -      | 0 | 0 | -      | - | - |
| Stage 2              | 605    | 0 | 0 | -      | - | - |
| Platoon blocked, %   |        |   |   |        | - | - |
| Mov Cap-1 Maneuver   | 707    | 0 | - | -      | - | - |
| Mov Cap-2 Maneuver   | 707    | 0 | - | -      | - | - |
| Stage 1              | -      | 0 | - | -      | - | - |
| Stage 2              | 605    | 0 | - | -      | - | - |

| Approach             | WB   | SB |
|----------------------|------|----|
| HCM Control Delay, s | 10.3 |    |
| HCM LOS              | B    |    |

| Minor Lane/Major Mvmt | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-----|
| Capacity (veh/h)      | 707   | -   | -   | -   |
| HCM Lane V/C Ratio    | 0.031 | -   | -   | -   |
| HCM Control Delay (s) | 10.3  | -   | -   | -   |
| HCM Lane LOS          | B     | -   | -   | -   |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | -   |

HCM Unsignalized Intersection Capacity Analysis  
 5: S Dixie Highway/US 1 NB & SW 169th Street

Future Total Conditions  
 A.M. Peak Hour

| Movement                          | EBL  | EBT  | EBR   | WBL  | WBT                  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-----------------------------------|------|------|-------|------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations               |      | ↕    |       |      | ↕                    |      |      | ↕↕↕  |      |      |      |      |
| Traffic Volume (veh/h)            | 6    | 4    | 0     | 0    | 20                   | 47   | 6    | 1314 | 90   | 0    | 0    | 0    |
| Future Volume (Veh/h)             | 6    | 4    | 0     | 0    | 20                   | 47   | 6    | 1314 | 90   | 0    | 0    | 0    |
| Sign Control                      |      | Stop |       |      | Stop                 |      |      | Free |      |      | Free |      |
| Grade                             |      | 0%   |       |      | 0%                   |      |      | 0%   |      |      | 0%   |      |
| Peak Hour Factor                  | 0.84 | 0.84 | 0.84  | 0.84 | 0.84                 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Hourly flow rate (vph)            | 7    | 5    | 0     | 0    | 24                   | 56   | 7    | 1564 | 107  | 0    | 0    | 0    |
| Pedestrians                       |      | 1    |       |      | 5                    |      |      |      |      |      | 1    |      |
| Lane Width (ft)                   |      | 12.0 |       |      | 12.0                 |      |      |      |      |      | 0.0  |      |
| Walking Speed (ft/s)              |      | 3.5  |       |      | 3.5                  |      |      |      |      |      | 3.5  |      |
| Percent Blockage                  |      | 0    |       |      | 0                    |      |      |      |      |      | 0    |      |
| Right turn flare (veh)            |      |      |       |      |                      |      |      |      |      |      |      |      |
| Median type                       |      |      |       |      |                      |      |      | None |      |      | None |      |
| Median storage (veh)              |      |      |       |      |                      |      |      |      |      |      |      |      |
| Upstream signal (ft)              |      |      |       |      |                      |      |      |      |      |      | 238  |      |
| pX, platoon unblocked             |      |      |       |      |                      |      |      |      |      |      |      |      |
| vC, conflicting volume            | 475  | 1691 | 1     | 1639 | 1638                 | 450  | 1    |      |      | 1676 |      |      |
| vC1, stage 1 conf vol             |      |      |       |      |                      |      |      |      |      |      |      |      |
| vC2, stage 2 conf vol             |      |      |       |      |                      |      |      |      |      |      |      |      |
| vCu, unblocked vol                | 475  | 1691 | 1     | 1639 | 1638                 | 450  | 1    |      |      | 1676 |      |      |
| tC, single (s)                    | *5.0 | *5.0 | 6.9   | 7.5  | *5.0                 | *6.0 | 4.1  |      |      | 4.1  |      |      |
| tC, 2 stage (s)                   |      |      |       |      |                      |      |      |      |      |      |      |      |
| tF (s)                            | *3.0 | *3.0 | 3.3   | 3.5  | *3.0                 | *3.0 | 2.2  |      |      | 2.2  |      |      |
| p0 queue free %                   | 99   | 98   | 100   | 100  | 89                   | 92   | 100  |      |      | 100  |      |      |
| cM capacity (veh/h)               | 627  | 212  | 1082  | 64   | 224                  | 676  | 1619 |      |      | 377  |      |      |
| Direction, Lane #                 | EB 1 | WB 1 | NB 1  | NB 2 | NB 3                 | NB 4 |      |      |      |      |      |      |
| Volume Total                      | 12   | 80   | 268   | 521  | 521                  | 368  |      |      |      |      |      |      |
| Volume Left                       | 7    | 0    | 7     | 0    | 0                    | 0    |      |      |      |      |      |      |
| Volume Right                      | 0    | 56   | 0     | 0    | 0                    | 107  |      |      |      |      |      |      |
| cSH                               | 345  | 421  | 1619  | 1700 | 1700                 | 1700 |      |      |      |      |      |      |
| Volume to Capacity                | 0.03 | 0.19 | 0.00  | 0.31 | 0.31                 | 0.22 |      |      |      |      |      |      |
| Queue Length 95th (ft)            | 3    | 17   | 0     | 0    | 0                    | 0    |      |      |      |      |      |      |
| Control Delay (s)                 | 15.8 | 15.5 | 0.2   | 0.0  | 0.0                  | 0.0  |      |      |      |      |      |      |
| Lane LOS                          | C    | C    | A     |      |                      |      |      |      |      |      |      |      |
| Approach Delay (s)                | 15.8 | 15.5 | 0.0   |      |                      |      |      |      |      |      |      |      |
| Approach LOS                      | C    | C    |       |      |                      |      |      |      |      |      |      |      |
| Intersection Summary              |      |      |       |      |                      |      |      |      |      |      |      |      |
| Average Delay                     |      |      | 0.8   |      |                      |      |      |      |      |      |      |      |
| Intersection Capacity Utilization |      |      | 34.5% |      | ICU Level of Service |      |      |      | A    |      |      |      |
| Analysis Period (min)             |      |      | 15    |      |                      |      |      |      |      |      |      |      |

\* User Entered Value

HCM 6th TWSC  
6: SW 94th Court & SW 169th Street

Future Total Conditions  
A.M. Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 6.3  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      | ↕    |      |      |      | ↕    |      | ↕    |      |      | ↕    |      |      |
| Traffic Vol, veh/h       | 20   | 17   | 65   | 3    | 47   | 5    | 28   | 87   | 3    | 6    | 106  | 6    |
| Future Vol, veh/h        | 20   | 17   | 65   | 3    | 47   | 5    | 28   | 87   | 3    | 6    | 106  | 6    |
| Conflicting Peds, #/hr   | 0    | 0    | 1    | 1    | 0    | 0    | 1    | 0    | 2    | 2    | 0    | 1    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 73   | 73   | 73   | 73   | 73   | 73   | 73   | 73   | 73   | 73   | 73   | 73   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 27   | 23   | 89   | 4    | 64   | 7    | 38   | 119  | 4    | 8    | 145  | 8    |

| Major/Minor          | Major1 |   | Major2 |       | Minor1 |   | Minor2 |      |      |      |      |      |
|----------------------|--------|---|--------|-------|--------|---|--------|------|------|------|------|------|
| Conflicting Flow All | 71     | 0 | 0      | 113   | 0      | 0 | 276    | 202  | 71   | 261  | 243  | 69   |
| Stage 1              | -      | - | -      | -     | -      | - | 123    | 123  | -    | 76   | 76   | -    |
| Stage 2              | -      | - | -      | -     | -      | - | 153    | 79   | -    | 185  | 167  | -    |
| Critical Hdwy        | 4.12   | - | -      | 4.12  | -      | - | 5      | 5    | 5    | 5    | 5    | 5    |
| Critical Hdwy Stg 1  | -      | - | -      | -     | -      | - | 6.12   | 5.52 | -    | 6.12 | 5.52 | -    |
| Critical Hdwy Stg 2  | -      | - | -      | -     | -      | - | 6.12   | 5.52 | -    | 6.12 | 5.52 | -    |
| Follow-up Hdwy       | 2.218  | - | -      | 2.218 | -      | - | 3      | 3    | 3    | 3    | 3    | 3    |
| Pot Cap-1 Maneuver   | 1529   | - | -      | 1476  | -      | - | 916    | 985  | 1120 | 929  | 946  | 1122 |
| Stage 1              | -      | - | -      | -     | -      | - | 1024   | 1046 | -    | 1088 | 1102 | -    |
| Stage 2              | -      | - | -      | -     | -      | - | 985    | 1098 | -    | 945  | 995  | -    |
| Platoon blocked, %   | -      | - | -      | -     | -      | - | -      | -    | -    | -    | -    | -    |
| Mov Cap-1 Maneuver   | 1529   | - | -      | 1475  | -      | - | 785    | 962  | 1117 | 822  | 924  | 1121 |
| Mov Cap-2 Maneuver   | -      | - | -      | -     | -      | - | 785    | 962  | -    | 822  | 924  | -    |
| Stage 1              | -      | - | -      | -     | -      | - | 1004   | 1025 | -    | 1067 | 1099 | -    |
| Stage 2              | -      | - | -      | -     | -      | - | 845    | 1095 | -    | 815  | 975  | -    |

| Approach             | EB  | WB  | NB  | SB  |
|----------------------|-----|-----|-----|-----|
| HCM Control Delay, s | 1.5 | 0.4 | 9.8 | 9.7 |
| HCM LOS              |     |     | A   | A   |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 916   | 1529  | -   | -   | 1475  | -   | -   | 926   |
| HCM Lane V/C Ratio    | 0.176 | 0.018 | -   | -   | 0.003 | -   | -   | 0.175 |
| HCM Control Delay (s) | 9.8   | 7.4   | 0   | -   | 7.4   | 0   | -   | 9.7   |
| HCM Lane LOS          | A     | A     | A   | -   | A     | A   | -   | A     |
| HCM 95th %tile Q(veh) | 0.6   | 0.1   | -   | -   | 0     | -   | -   | 0.6   |

Timings  
7: S Dixie Highway/US 1 SB & SW 168th Street

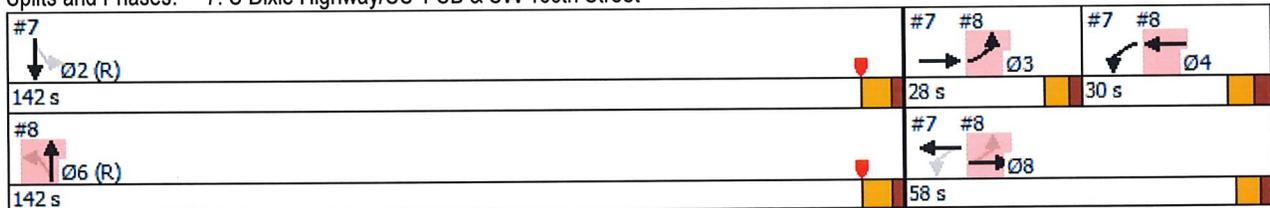
Future Total Conditions  
A.M. Peak Hour

| Lane Group           | →     | ↖     | ←     | ↓     | Ø6    |
|----------------------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↑↑    |       | ↕↕    | ↕↕↕   |       |
| Traffic Volume (vph) | 284   | 109   | 180   | 959   |       |
| Future Volume (vph)  | 284   | 109   | 180   | 959   |       |
| Turn Type            | NA    | pm+pt | NA    | NA    |       |
| Protected Phases     | 3     | 4     | 8     | 2     | 6     |
| Permitted Phases     |       | 8     |       |       |       |
| Detector Phase       | 3     | 4     | 8     | 2     |       |
| Switch Phase         |       |       |       |       |       |
| Minimum Initial (s)  | 10.0  | 10.0  | 10.0  | 7.0   | 7.0   |
| Minimum Split (s)    | 16.0  | 30.0  | 16.0  | 35.8  | 35.8  |
| Total Split (s)      | 28.0  | 30.0  | 58.0  | 142.0 | 142.0 |
| Total Split (%)      | 14.0% | 15.0% | 29.0% | 71.0% | 71%   |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.8   | 4.8   |
| All-Red Time (s)     | 2.0   | 3.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) | 0.0   |       | 0.0   | 0.0   |       |
| Total Lost Time (s)  | 6.0   |       | 6.0   | 6.8   |       |
| Lead/Lag             | Lead  | Lag   |       |       |       |
| Lead-Lag Optimize?   | Yes   | Yes   |       |       |       |
| Recall Mode          | None  | None  | None  | C-Max | C-Max |

Intersection Summary

Cycle Length: 200  
 Actuated Cycle Length: 200  
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:, Start of Yellow  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated

Splits and Phases: 7: S Dixie Highway/US 1 SB & SW 168th Street



HCM Signalized Intersection Capacity Analysis  
 7: S Dixie Highway/US 1 SB & SW 168th Street

Future Total Conditions  
 A.M. Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   | ↑↑  |   |   | ↑↑  |   |   |   |   |   | ↑↑↑   |   |
| Traffic Volume (vph)              | 0   | 284   | 114   | 109   | 180   | 0   | 0   | 0   | 0   | 121   | 959   | 86  |
| Future Volume (vph)               | 0   | 284   | 114   | 109   | 180   | 0   | 0   | 0   | 0   | 121   | 959   | 86  |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               |   | 6.0   |   |   | 6.0   |   |   |   |   |   | 6.8   |   |
| Lane Util. Factor                 |   | 0.95  |   |   | 0.95  |   |   |   |   |   | 0.91  |   |
| Frbp, ped/bikes                   |   | 1.00  |   |   | 1.00  |   |   |   |   |   | 1.00  |   |
| Flpb, ped/bikes                   |   | 1.00  |   |   | 1.00  |   |   |   |   |   | 1.00  |   |
| Fr <sub>t</sub>                   |   | 0.96  |   |   | 1.00  |   |   |   |   |   | 0.99  |   |
| Fl <sub>t</sub> Protected         |   | 1.00  |   |   | 0.98  |   |   |   |   |   | 0.99  |   |
| Satd. Flow (prot)                 |   | 3387  |   |   | 3474  |   |   |   |   |   | 4996  |   |
| Fl <sub>t</sub> Permitted         |   | 1.00  |   |   | 0.55  |   |   |   |   |   | 0.99  |   |
| Satd. Flow (perm)                 |   | 3387  |   |   | 1933  |   |   |   |   |   | 4996  |   |
| 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  | 0.93  |
| Adj. Flow (vph)                   | 0   | 305   | 123   | 117   | 194   | 0   | 0   | 0   | 0   | 130   | 1031  | 92  |
| RTOR Reduction (vph)              | 0   | 18  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 5   | 0   |
| Lane Group Flow (vph)             | 0   | 410   | 0   | 0   | 311   | 0   | 0   | 0   | 0   | 0   | 1248  | 0   |
| Confl. Peds. (#/hr)               | 10  |   |   |   |   | 10  | 2   |   |   | 1   | 1   | 2   |
| Turn Type                         |   | NA  |   | pm+pt   | NA  |   |   |   |   |   | Perm  | NA  |
| Protected Phases                  |   | 3   |   | 4   | 8   |   |   |   |   |   |   | 2   |
| Permitted Phases                  |   |   |   | 8   |   |   |   |   |   |   | 2   |   |
| Actuated Green, G (s)             |   | 22.0  |   |   | 51.5  |   |   |   |   |   |   | 135.7   |
| Effective Green, g (s)            |   | 22.0  |   |   | 51.5  |   |   |   |   |   |   | 135.7   |
| Actuated g/C Ratio                |   | 0.11  |   |   | 0.26  |   |   |   |   |   |   | 0.68  |
| Clearance Time (s)                |   | 6.0   |   |   | 6.0   |   |   |   |   |   |   | 6.8   |
| Vehicle Extension (s)             |   | 3.0   |   |   | 3.0   |   |   |   |   |   |   | 1.0   |
| Lane Grp Cap (vph)                |   | 372   |   |   | 671   |   |   |   |   |   |   | 3389  |
| v/s Ratio Prot                    |   | c0.12   |   |   | c0.05   |   |   |   |   |   |   |   |
| v/s Ratio Perm                    |   |   |   |   | 0.07  |   |   |   |   |   |   | 0.25  |
| v/c Ratio                         |   | 1.10  |   |   | 0.46  |   |   |   |   |   |   | 0.37  |
| Uniform Delay, d <sub>1</sub>     |   | 89.0  |   |   | 62.6  |   |   |   |   |   |   | 13.8  |
| Progression Factor                |   | 1.00  |   |   | 0.41  |   |   |   |   |   |   | 1.00  |
| Incremental Delay, d <sub>2</sub> |   | 77.3  |   |   | 0.3   |   |   |   |   |   |   | 0.3   |
| Delay (s)                         |   | 166.3   |   |   | 25.7  |   |   |   |   |   |   | 14.1  |
| Level of Service                  |   | F   |   |   | C   |   |   |   |   |   |   | B   |
| Approach Delay (s)                |   | 166.3   |   |   | 25.7  |   |   | 0.0   |   |   |   | 14.1  |
| Approach LOS                      |   | F   |   |   | C   |   |   | A   |   |   |   | B   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |
| HCM 2000 Control Delay            |   |   | 48.6  |   |   | HCM 2000 Level of Service   |   |   |   | D   |   |   |
| HCM 2000 Volume to Capacity ratio |   |   | 0.47  |   |   |   |   |   |   |   |   |   |
| Actuated Cycle Length (s)         |   |   | 200.0   |   |   | Sum of lost time (s)  |   |   | 19.8  |   |   |   |
| Intersection Capacity Utilization |   |   | 60.6%   |   |   | ICU Level of Service  |   |   | B   |   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |   |   |   |   |   |   |
| c Critical Lane Group             |   |   |   |   |   |   |   |   |   |   |   |   |

Timings  
8: S Dixie Highway/US 1 NB & SW 168th Street

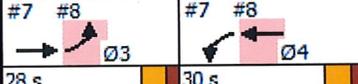
Future Total Conditions  
A.M. Peak Hour

|                      |  |  |  |  |  | Ø2    |
|----------------------|---|---|---|---|---|-------|
| Lane Group           | EBL   | EBT   | WBT   | NBL   | NBT   | Ø2    |
| Lane Configurations  |   | ↕↕  | ↕↕  | ↕   | ↕↕↕   |       |
| Traffic Volume (vph) | 91  | 312   | 248   | 41  | 1261  |       |
| Future Volume (vph)  | 91  | 312   | 248   | 41  | 1261  |       |
| Turn Type            | pm+pt   | NA  | NA  | Perm  | NA  |       |
| Protected Phases     | 3   | 8   | 4   |   | 6   | 2     |
| Permitted Phases     | 8   |   |   | 6   |   |       |
| Detector Phase       | 3   | 8   | 4   | 6   | 6   |       |
| Switch Phase         |   |   |   |   |   |       |
| Minimum Initial (s)  | 10.0  | 10.0  | 10.0  | 7.0   | 7.0   | 7.0   |
| Minimum Split (s)    | 16.0  | 16.0  | 30.0  | 35.8  | 35.8  | 35.8  |
| Total Split (s)      | 28.0  | 58.0  | 30.0  | 142.0   | 142.0   | 142.0 |
| Total Split (%)      | 14.0%   | 29.0%   | 15.0%   | 71.0%   | 71.0%   | 71%   |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.8   | 4.8   | 4.8   |
| All-Red Time (s)     | 2.0   | 2.0   | 3.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) |   | 0.0   | 0.0   | 0.0   | 0.0   |       |
| Total Lost Time (s)  |   | 6.0   | 7.0   | 6.8   | 6.8   |       |
| Lead/Lag             | Lead  |   | Lag   |   |   |       |
| Lead-Lag Optimize?   | Yes   |   | Yes   |   |   |       |
| Recall Mode          | None  | None  | None  | C-Max   | C-Max   | C-Max |

Intersection Summary

Cycle Length: 200  
 Actuated Cycle Length: 200  
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:, Start of Yellow  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated

Splits and Phases: 8: S Dixie Highway/US 1 NB & SW 168th Street

|  |   |
|--|---|
| #7<br> Ø2 (R) |  |
| 142 s  | 28 s 30 s   |
| #8<br> Ø6 (R) |  |
| 142 s  | 58 s  |

HCM Signalized Intersection Capacity Analysis  
 8: S Dixie Highway/US 1 NB & SW 168th Street

Future Total Conditions  
 A.M. Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   | ←←  |   |   | →→  |   | ↖   | ↑↑↑   |   |   |   |   |
| Traffic Volume (vph)              | 91  | 312   | 0   | 0   | 248   | 108   | 41  | 1261  | 46  | 0   | 0   | 0   |
| Future Volume (vph)               | 91  | 312   | 0   | 0   | 248   | 108   | 41  | 1261  | 46  | 0   | 0   | 0   |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               |   | 6.0   |   |   | 7.0   |   | 6.8   | 6.8   |   |   |   |   |
| Lane Util. Factor                 |   | 0.95  |   |   | 0.95  |   | 1.00  | 0.91  |   |   |   |   |
| Frb, ped/bikes                    |   | 1.00  |   |   | 0.99  |   | 1.00  | 1.00  |   |   |   |   |
| Flpb, ped/bikes                   |   | 1.00  |   |   | 1.00  |   | 1.00  | 1.00  |   |   |   |   |
| Frt                               |   | 1.00  |   |   | 0.95  |   | 1.00  | 0.99  |   |   |   |   |
| Flt Protected                     |   | 0.99  |   |   | 1.00  |   | 0.95  | 1.00  |   |   |   |   |
| Satd. Flow (prot)                 |   | 3498  |   |   | 3351  |   | 1770  | 5055  |   |   |   |   |
| Flt Permitted                     |   | 0.53  |   |   | 1.00  |   | 0.95  | 1.00  |   |   |   |   |
| Satd. Flow (perm)                 |   | 1878  |   |   | 3351  |   | 1770  | 5055  |   |   |   |   |
| Peak-hour factor, PHF             | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  |
| Adj. Flow (vph)                   | 94  | 322   | 0   | 0   | 256   | 111   | 42  | 1300  | 47  | 0   | 0   | 0   |
| RTOR Reduction (vph)              | 0   | 0   | 0   | 0   | 25  | 0   | 0   | 2   | 0   | 0   | 0   | 0   |
| Lane Group Flow (vph)             | 0   | 416   | 0   | 0   | 342   | 0   | 42  | 1345  | 0   | 0   | 0   | 0   |
| Confl. Peds. (#/hr)               | 6   |   | 3   | 3   |   | 6   |   |   | 5   | 5   |   |   |
| Turn Type                         | pm+pt   | NA  |   |   | NA  |   | Perm  | NA  |   |   |   |   |
| Protected Phases                  | 3   | 8   |   |   | 4   |   |   | 6   |   |   |   |   |
| Permitted Phases                  | 8   |   |   |   |   |   | 6   |   |   |   |   |   |
| Actuated Green, G (s)             |   | 51.5  |   |   | 22.5  |   | 135.7   | 135.7   |   |   |   |   |
| Effective Green, g (s)            |   | 51.5  |   |   | 22.5  |   | 135.7   | 135.7   |   |   |   |   |
| Actuated g/C Ratio                |   | 0.26  |   |   | 0.11  |   | 0.68  | 0.68  |   |   |   |   |
| Clearance Time (s)                |   | 6.0   |   |   | 7.0   |   | 6.8   | 6.8   |   |   |   |   |
| Vehicle Extension (s)             |   | 3.0   |   |   | 3.0   |   | 1.0   | 1.0   |   |   |   |   |
| Lane Grp Cap (vph)                |   | 661   |   |   | 376   |   | 1200  | 3429  |   |   |   |   |
| v/s Ratio Prot                    |   | c0.07   |   |   | c0.10   |   |   | c0.27   |   |   |   |   |
| v/s Ratio Perm                    |   | 0.09  |   |   |   |   | 0.02  |   |   |   |   |   |
| v/c Ratio                         |   | 0.63  |   |   | 0.91  |   | 0.04  | 0.39  |   |   |   |   |
| Uniform Delay, d1                 |   | 65.8  |   |   | 87.7  |   | 10.6  | 14.1  |   |   |   |   |
| Progression Factor                |   | 0.51  |   |   | 1.00  |   | 1.00  | 1.00  |   |   |   |   |
| Incremental Delay, d2             |   | 0.9   |   |   | 25.1  |   | 0.1   | 0.3   |   |   |   |   |
| Delay (s)                         |   | 34.2  |   |   | 112.8   |   | 10.6  | 14.4  |   |   |   |   |
| Level of Service                  |   | C   |   |   | F   |   | B   | B   |   |   |   |   |
| Approach Delay (s)                |   | 34.2  |   |   | 112.8   |   |   | 14.3  |   |   | 0.0   |   |
| Approach LOS                      |   | C   |   |   | F   |   |   | B   |   |   | A   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |
| HCM 2000 Control Delay            |   |   | 34.8  |   |   |   | HCM 2000 Level of Service   |   | C   |   |   |   |
| HCM 2000 Volume to Capacity ratio |   |   | 0.49  |   |   |   |   |   |   |   |   |   |
| Actuated Cycle Length (s)         |   |   | 200.0   |   |   |   | Sum of lost time (s)  |   | 19.8  |   |   |   |
| Intersection Capacity Utilization |   |   | 65.2%   |   |   |   | ICU Level of Service  |   | C   |   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |   |   |   |   |   |   |
| c Critical Lane Group             |   |   |   |   |   |   |   |   |   |   |   |   |

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HCM 6th TWSC  
 9: SW 94th Court & SW 168th Street

Future Total Conditions  
 A.M. Peak Hour

Intersection

Int Delay, s/veh 2.3

| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | ↑↑   |      |      | ↑↑   | ↑↑   |      |
| Traffic Vol, veh/h       | 317  | 44   | 79   | 326  | 33   | 86   |
| Future Vol, veh/h        | 317  | 44   | 79   | 326  | 33   | 86   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 345  | 48   | 86   | 354  | 36   | 93   |

| Major/Minor          | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 393    | 0      | 718    |
| Stage 1              | -      | -      | -      | -      | 369    |
| Stage 2              | -      | -      | -      | -      | 349    |
| Critical Hdwy        | -      | -      | 4.14   | -      | 5      |
| Critical Hdwy Stg 1  | -      | -      | -      | -      | 5.84   |
| Critical Hdwy Stg 2  | -      | -      | -      | -      | 5.84   |
| Follow-up Hdwy       | -      | -      | 2.22   | -      | 3      |
| Pot Cap-1 Maneuver   | -      | -      | 1162   | -      | 588    |
| Stage 1              | -      | -      | -      | -      | 766    |
| Stage 2              | -      | -      | -      | -      | 785    |
| Platoon blocked, %   | -      | -      | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 1162   | -      | 534    |
| Mov Cap-2 Maneuver   | -      | -      | -      | -      | 534    |
| Stage 1              | -      | -      | -      | -      | 696    |
| Stage 2              | -      | -      | -      | -      | 785    |

| Approach             | EB | WB  | NB   |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0  | 1.9 | 10.4 |
| HCM LOS              |    |     | B    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 800   | -   | -   | 1162  | -   |
| HCM Lane V/C Ratio    | 0.162 | -   | -   | 0.074 | -   |
| HCM Control Delay (s) | 10.4  | -   | -   | 8.3   | 0.3 |
| HCM Lane LOS          | B     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0.6   | -   | -   | 0.2   | -   |

HCM 6th TWSC  
 10: SW 94th Court & South Driveway

Future Total Conditions  
 A.M. Peak Hour

Intersection

Int Delay, s/veh 2

| Movement                 | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | Y    |      |      | ↑    | ↑    |      |
| Traffic Vol, veh/h       | 15   | 8    | 29   | 59   | 96   | 0    |
| Future Vol, veh/h        | 15   | 8    | 29   | 59   | 96   | 0    |
| 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                | 16   | 9    | 32   | 64   | 104  | 0    |

| Major/Minor          | Minor2 | Major1 | Major2 |   |   |   |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 232    | 104    | 104    | 0 | - | 0 |
| Stage 1              | 104    | -      | -      | - | - | - |
| Stage 2              | 128    | -      | -      | - | - | - |
| Critical Hdwy        | 5      | 5      | 4.12   | - | - | - |
| Critical Hdwy Stg 1  | 5.42   | -      | -      | - | - | - |
| Critical Hdwy Stg 2  | 5.42   | -      | -      | - | - | - |
| Follow-up Hdwy       | 3      | 3      | 2.218  | - | - | - |
| Pot Cap-1 Maneuver   | 956    | 1084   | 1488   | - | - | - |
| Stage 1              | 1071   | -      | -      | - | - | - |
| Stage 2              | 1043   | -      | -      | - | - | - |
| Platoon blocked, %   |        |        |        | - | - | - |
| Mov Cap-1 Maneuver   | 935    | 1084   | 1488   | - | - | - |
| Mov Cap-2 Maneuver   | 935    | -      | -      | - | - | - |
| Stage 1              | 1047   | -      | -      | - | - | - |
| Stage 2              | 1043   | -      | -      | - | - | - |

| Approach             | EB  | NB  | SB |
|----------------------|-----|-----|----|
| HCM Control Delay, s | 8.8 | 2.5 | 0  |
| HCM LOS              | A   |     |    |

| Minor Lane/Major Mvmt | NBL   | NBTEBLn1 | SBT   | SBR |
|-----------------------|-------|----------|-------|-----|
| Capacity (veh/h)      | 1488  | -        | 982   | -   |
| HCM Lane V/C Ratio    | 0.021 | -        | 0.025 | -   |
| HCM Control Delay (s) | 7.5   | 0        | 8.8   | -   |
| HCM Lane LOS          | A     | A        | A     | -   |
| HCM 95th %tile Q(veh) | 0.1   | -        | 0.1   | -   |

HCM 6th TWSC  
11: SW 94th Court & North Driveway

Future Total Conditions  
A.M. Peak Hour

Intersection

|                          |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3    |      |      |      |      |      |
| Movement                 | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
| Lane Configurations      | Y    |      |      | ↑    | ↑    |      |
| Traffic Vol, veh/h       | 44   | 82   | 0    | 74   | 15   | 162  |
| Future Vol, veh/h        | 44   | 82   | 0    | 74   | 15   | 162  |
| 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                | 48   | 89   | 0    | 80   | 16   | 176  |

| Major/Minor          | Minor2 | Major1 | Major2 |   |   |   |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 184    | 104    | 192    | 0 | - | 0 |
| Stage 1              | 104    | -      | -      | - | - | - |
| Stage 2              | 80     | -      | -      | - | - | - |
| Critical Hdwy        | 5      | 5      | 4.12   | - | - | - |
| Critical Hdwy Stg 1  | 5.42   | -      | -      | - | - | - |
| Critical Hdwy Stg 2  | 5.42   | -      | -      | - | - | - |
| Follow-up Hdwy       | 3      | 3      | 2.218  | - | - | - |
| Pot Cap-1 Maneuver   | 1002   | 1084   | 1381   | - | - | - |
| Stage 1              | 1071   | -      | -      | - | - | - |
| Stage 2              | 1100   | -      | -      | - | - | - |
| Platoon blocked, %   |        |        |        | - | - | - |
| Mov Cap-1 Maneuver   | 1002   | 1084   | 1381   | - | - | - |
| Mov Cap-2 Maneuver   | 1002   | -      | -      | - | - | - |
| Stage 1              | 1071   | -      | -      | - | - | - |
| Stage 2              | 1100   | -      | -      | - | - | - |

| Approach             | EB  | NB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 8.9 | 0  | 0  |
| HCM LOS              | A   |    |    |

| Minor Lane/Major Mvmt | NBL  | NBTEBLn1 | SBT  | SBR |
|-----------------------|------|----------|------|-----|
| Capacity (veh/h)      | 1381 | -        | 1054 | -   |
| HCM Lane V/C Ratio    | -    | -        | 0.13 | -   |
| HCM Control Delay (s) | 0    | -        | 8.9  | -   |
| HCM Lane LOS          | A    | -        | A    | -   |
| HCM 95th %tile Q(veh) | 0    | -        | 0.4  | -   |

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Existing P.M.

HCM Unsignalized Intersection Capacity Analysis  
 1: SW 170th Street & S Dixie Highway/US 1 SB

Existing Conditions  
 P.M. Peak Hour

| Movement                          | EBL  | EBT  | EBR   | WBL  | WBT                  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-----------------------------------|------|------|-------|------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations               |      |      |       |      |                      |      |      |      |      |      |      |      |
| Traffic Volume (veh/h)            | 0    | 13   | 37    | 65   | 12                   | 0    | 0    | 0    | 0    | 21   | 2272 | 17   |
| Future Volume (Veh/h)             | 0    | 13   | 37    | 65   | 12                   | 0    | 0    | 0    | 0    | 21   | 2272 | 17   |
| Sign Control                      |      | Stop |       |      | Stop                 |      |      | Free |      |      | Free |      |
| Grade                             |      | 0%   |       |      | 0%                   |      |      | 0%   |      |      | 0%   |      |
| Peak Hour Factor                  | 0.95 | 0.95 | 0.95  | 0.95 | 0.95                 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph)            | 0    | 14   | 39    | 68   | 13                   | 0    | 0    | 0    | 0    | 22   | 2392 | 18   |
| Pedestrians                       |      | 2    |       |      |                      |      |      |      |      |      |      |      |
| Lane Width (ft)                   |      | 12.0 |       |      |                      |      |      |      |      |      |      |      |
| Walking Speed (ft/s)              |      | 3.5  |       |      |                      |      |      |      |      |      |      |      |
| Percent Blockage                  |      | 0    |       |      |                      |      |      |      |      |      |      |      |
| Right turn flare (veh)            |      |      |       |      |                      |      |      |      |      |      |      |      |
| Median type                       |      |      |       |      |                      |      |      | None |      |      | None |      |
| Median storage (veh)              |      |      |       |      |                      |      |      |      |      |      |      |      |
| Upstream signal (ft)              |      |      |       |      |                      |      |      |      |      |      | 742  |      |
| pX, platoon unblocked             | 0.69 | 0.69 | 0.69  | 0.69 | 0.69                 |      | 0.69 |      |      |      |      |      |
| vC, conflicting volume            | 2454 | 2447 | 808   | 887  | 2456                 | 0    | 2412 |      |      | 0    |      |      |
| vC1, stage 1 conf vol             |      |      |       |      |                      |      |      |      |      |      |      |      |
| vC2, stage 2 conf vol             |      |      |       |      |                      |      |      |      |      |      |      |      |
| vCu, unblocked vol                | 1544 | 1535 | 0     | 0    | 1548                 | 0    | 1484 |      |      | 0    |      |      |
| tC, single (s)                    | 7.5  | *5.0 | *5.0  | *5.0 | *5.0                 | 6.9  | 4.1  |      |      | 4.1  |      |      |
| tC, 2 stage (s)                   |      |      |       |      |                      |      |      |      |      |      |      |      |
| tF (s)                            | 3.5  | *3.0 | *3.0  | *3.0 | *3.0                 | 3.3  | 2.2  |      |      | 2.2  |      |      |
| p0 queue free %                   | 100  | 92   | 95    | 91   | 92                   | 100  | 100  |      |      | 99   |      |      |
| cM capacity (veh/h)               | 50   | 172  | 829   | 734  | 170                  | 1084 | 310  |      |      | 1622 |      |      |
| Direction, Lane #                 | EB 1 | WB 1 | SB 1  | SB 2 | SB 3                 |      |      |      |      |      |      |      |
| Volume Total                      | 53   | 81   | 620   | 1196 | 616                  |      |      |      |      |      |      |      |
| Volume Left                       | 0    | 68   | 22    | 0    | 0                    |      |      |      |      |      |      |      |
| Volume Right                      | 39   | 0    | 0     | 0    | 18                   |      |      |      |      |      |      |      |
| cSH                               | 413  | 478  | 1622  | 1700 | 1700                 |      |      |      |      |      |      |      |
| Volume to Capacity                | 0.13 | 0.17 | 0.01  | 0.70 | 0.36                 |      |      |      |      |      |      |      |
| Queue Length 95th (ft)            | 11   | 15   | 1     | 0    | 0                    |      |      |      |      |      |      |      |
| Control Delay (s)                 | 15.0 | 14.1 | 0.4   | 0.0  | 0.0                  |      |      |      |      |      |      |      |
| Lane LOS                          | C    | B    | A     |      |                      |      |      |      |      |      |      |      |
| Approach Delay (s)                | 15.0 | 14.1 | 0.1   |      |                      |      |      |      |      |      |      |      |
| Approach LOS                      | C    | B    |       |      |                      |      |      |      |      |      |      |      |
| Intersection Summary              |      |      |       |      |                      |      |      |      |      |      |      |      |
| Average Delay                     |      |      | 0.9   |      |                      |      |      |      |      |      |      |      |
| Intersection Capacity Utilization |      |      | 62.3% |      | ICU Level of Service |      |      |      |      | B    |      |      |
| Analysis Period (min)             |      |      | 15    |      |                      |      |      |      |      |      |      |      |

\* User Entered Value

HCM 6th TWSC  
 2: S Dixie Highway/US 1 NB & SW 170th Street

Existing Conditions  
 P.M. Peak Hour

Intersection

Int Delay, s/veh 1.1

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|-------|------|
| Lane Configurations      |      | ↕    |      |      | ↗    |      |      | ↕↕↕  |      |      |       |      |
| Traffic Vol, veh/h       | 15   | 16   | 0    | 0    | 31   | 29   | 47   | 1651 | 41   | 0    | 0     | 0    |
| Future Vol, veh/h        | 15   | 16   | 0    | 0    | 31   | 29   | 47   | 1651 | 41   | 0    | 0     | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free  | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -     | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -     | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 16965 | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0     | -    |
| Peak Hour Factor         | 95   | 95   | 95   | 95   | 95   | 95   | 95   | 95   | 95   | 95   | 95    | 95   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2     | 2    |
| Mvmt Flow                | 16   | 17   | 0    | 0    | 33   | 31   | 49   | 1738 | 43   | 0    | 0     | 0    |

| Major/Minor          | Minor2 |      | Minor1 |   | Major1 |     |      |   |   |
|----------------------|--------|------|--------|---|--------|-----|------|---|---|
| Conflicting Flow All | 810    | 1879 | -      | - | 1858   | 891 | 0    | 0 | 0 |
| Stage 1              | 0      | 0    | -      | - | 1858   | -   | -    | - | - |
| Stage 2              | 810    | 1879 | -      | - | 0      | -   | -    | - | - |
| Critical Hdwy        | 5      | 5    | -      | - | 5      | 5   | 5.34 | - | - |
| Critical Hdwy Stg 1  | -      | -    | -      | - | 5.54   | -   | -    | - | - |
| Critical Hdwy Stg 2  | 6.74   | 5.54 | -      | - | -      | -   | -    | - | - |
| Follow-up Hdwy       | 3      | 3    | -      | - | 3      | 3   | 3.12 | - | - |
| Pot Cap-1 Maneuver   | 536    | 175  | 0      | 0 | 179    | 493 | -    | - | - |
| Stage 1              | -      | -    | 0      | 0 | 135    | -   | -    | - | - |
| Stage 2              | 362    | 132  | 0      | 0 | -      | -   | -    | - | - |
| Platoon blocked, %   |        |      |        |   |        |     |      |   |   |
| Mov Cap-1 Maneuver   | 433    | 175  | -      | - | 179    | 493 | -    | - | - |
| Mov Cap-2 Maneuver   | 433    | 175  | -      | - | 179    | -   | -    | - | - |
| Stage 1              | -      | -    | -      | - | 135    | -   | -    | - | - |
| Stage 2              | 258    | 132  | -      | - | -      | -   | -    | - | - |

| Approach             | EB   | WB   | NB |
|----------------------|------|------|----|
| HCM Control Delay, s | 21.9 | 23.3 |    |
| HCM LOS              | C    | C    |    |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 |
|-----------------------|-----|-----|-----|-------|-------|
| Capacity (veh/h)      | -   | -   | -   | 246   | 259   |
| HCM Lane V/C Ratio    | -   | -   | -   | 0.133 | 0.244 |
| HCM Control Delay (s) | -   | -   | -   | 21.9  | 23.3  |
| HCM Lane LOS          | -   | -   | -   | C     | C     |
| HCM 95th %tile Q(veh) | -   | -   | -   | 0.5   | 0.9   |

HCM 6th TWSC  
 3: SW 170th Street & SW 94th Court

Existing Conditions  
 P.M. Peak Hour

Intersection

|                          |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.5  |      |      |      |      |      |
| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
| Lane Configurations      |      | ↕    | ↕    |      | ↕    | ↕    |
| Traffic Vol, veh/h       | 10   | 73   | 57   | 3    | 12   | 8    |
| Future Vol, veh/h        | 10   | 73   | 57   | 3    | 12   | 8    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 6    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 80   | 80   | 80   | 80   | 80   | 80   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 13   | 91   | 71   | 4    | 15   | 10   |

|                      |        |        |        |   |      |
|----------------------|--------|--------|--------|---|------|
| Major/Minor          | Major1 | Major2 | Minor2 |   |      |
| Conflicting Flow All | 75     | 0      | -      | 0 | 190  |
| Stage 1              | -      | -      | -      | - | 73   |
| Stage 2              | -      | -      | -      | - | 117  |
| Critical Hdwy        | 4.12   | -      | -      | - | 5    |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.42 |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.42 |
| Follow-up Hdwy       | 2.218  | -      | -      | - | 3    |
| Pot Cap-1 Maneuver   | 1524   | -      | -      | - | 997  |
| Stage 1              | -      | -      | -      | - | 1108 |
| Stage 2              | -      | -      | -      | - | 1056 |
| Platoon blocked, %   |        | -      | -      | - |      |
| Mov Cap-1 Maneuver   | 1524   | -      | -      | - | 988  |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 988  |
| Stage 1              | -      | -      | -      | - | 1098 |
| Stage 2              | -      | -      | -      | - | 1056 |

|                      |     |    |     |
|----------------------|-----|----|-----|
| Approach             | EB  | WB | SB  |
| HCM Control Delay, s | 0.9 | 0  | 8.6 |
| HCM LOS              |     |    | A   |

|                       |       |     |     |     |       |
|-----------------------|-------|-----|-----|-----|-------|
| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
| Capacity (veh/h)      | 1524  | -   | -   | -   | 1032  |
| HCM Lane V/C Ratio    | 0.008 | -   | -   | -   | 0.024 |
| HCM Control Delay (s) | 7.4   | 0   | -   | -   | 8.6   |
| HCM Lane LOS          | A     | A   | -   | -   | A     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0.1   |

HCM 6th TWSC  
 4: S Dixie Highway/US 1 SB & SW 169th Street

Existing Conditions  
 P.M. Peak Hour

Intersection

Int Delay, s/veh 0.3

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT   | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|-------|------|------|------|------|
| Lane Configurations      |      |      |      | ↖    |      |      |      |       |      | ↗↗↗  |      |      |
| Traffic Vol, veh/h       | 0    | 0    | 0    | 37   | 0    | 0    | 0    | 0     | 0    | 21   | 2271 | 1    |
| Future Vol, veh/h        | 0    | 0    | 0    | 37   | 0    | 0    | 0    | 0     | 0    | 21   | 2271 | 1    |
| Conflicting Peds, #/hr   | 1    | 0    | 0    | 0    | 0    | 1    | 2    | 0     | 5    | 5    | 0    | 2    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free  | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -     | None | -    | -    | None |
| Storage Length           | -    | -    | -    | 0    | -    | -    | -    | -     | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 16974 | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0     | -    | -    | 0    | -    |
| Peak Hour Factor         | 95   | 95   | 95   | 95   | 95   | 95   | 95   | 95    | 95   | 95   | 95   | 95   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2     | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 0    | 0    | 39   | 0    | 0    | 0    | 0     | 0    | 22   | 2391 | 1    |

| Major/Minor          | Minor1 |   |   | Major2 |   |   |
|----------------------|--------|---|---|--------|---|---|
| Conflicting Flow All | 1005   | - | - | 5      | 0 | 0 |
| Stage 1              | 5      | - | - | -      | - | - |
| Stage 2              | 1000   | - | - | -      | - | - |
| Critical Hdwy        | 5      | - | - | 5.34   | - | - |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - |
| Critical Hdwy Stg 2  | 6.04   | - | - | -      | - | - |
| Follow-up Hdwy       | 3      | - | - | 3.12   | - | - |
| Pot Cap-1 Maneuver   | 439    | 0 | 0 | 1148   | - | - |
| Stage 1              | -      | 0 | 0 | -      | - | - |
| Stage 2              | 330    | 0 | 0 | -      | - | - |
| Platoon blocked, %   |        |   |   |        |   |   |
| Mov Cap-1 Maneuver   | 437    | 0 | - | 1143   | - | - |
| Mov Cap-2 Maneuver   | 437    | 0 | - | -      | - | - |
| Stage 1              | -      | 0 | - | -      | - | - |
| Stage 2              | 330    | 0 | - | -      | - | - |

| Approach             | WB | SB  |
|----------------------|----|-----|
| HCM Control Delay, s | 14 | 0.1 |
| HCM LOS              | B  |     |

| Minor Lane/Major Mvmt | WBLn1 | SBL   | SBT | SBR |
|-----------------------|-------|-------|-----|-----|
| Capacity (veh/h)      | 437   | 1143  | -   | -   |
| HCM Lane V/C Ratio    | 0.089 | 0.019 | -   | -   |
| HCM Control Delay (s) | 14    | 8.2   | 0   | -   |
| HCM Lane LOS          | B     | A     | A   | -   |
| HCM 95th %tile Q(veh) | 0.3   | 0.1   | -   | -   |

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HCM Unsignalized Intersection Capacity Analysis  
 5: S Dixie Highway/US 1 NB & SW 169th Street

Existing Conditions  
 P.M. Peak Hour

|                                   |  |  |  |  |  |  |  |    |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   |  |   |   |  |   |   | <br><br> |   |   |   |   |
| Traffic Volume (veh/h)            | 23  | 14  | 0   | 0   | 21  | 14  | 19  | 1659  | 30  | 0   | 0   | 0   |
| Future Volume (Veh/h)             | 23  | 14  | 0   | 0   | 21  | 14  | 19  | 1659  | 30  | 0   | 0   | 0   |
| Sign Control                      |   | Stop  |   |   | Stop  |   |   | Free  |   |   | Free  |   |
| Grade                             |   | 0%  |   |   | 0%  |   |   | 0%  |   |   | 0%  |   |
| Peak Hour Factor                  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Hourly flow rate (vph)            | 24  | 15  | 0   | 0   | 22  | 15  | 20  | 1746  | 32  | 0   | 0   | 0   |
| Pedestrians                       |   |   |   |   | 3   |   |   | 6   |   |   |   |   |
| Lane Width (ft)                   |   |   |   |   | 12.0  |   |   | 12.0  |   |   |   |   |
| Walking Speed (ft/s)              |   |   |   |   | 3.5   |   |   | 3.5   |   |   |   |   |
| Percent Blockage                  |   |   |   |   | 0   |   |   | 1   |   |   |   |   |
| Right turn flare (veh)            |   |   |   |   |   |   |   |   |   |   |   |   |
| Median type                       |   |   |   |   |   |   |   | None  |   |   | None  |   |
| Median storage (veh)              |   |   |   |   |   |   |   |   |   |   |   |   |
| Upstream signal (ft)              |   |   |   |   |   |   |   |   |   |   | 238   |   |
| pX, platoon unblocked             |   |   |   |   |   |   |   |   |   |   |   |   |
| vC, conflicting volume            | 502   | 1821  | 6   | 1818  | 1805  | 456   | 0   |   |   | 1781  |   |   |
| vC1, stage 1 conf vol             |   |   |   |   |   |   |   |   |   |   |   |   |
| vC2, stage 2 conf vol             |   |   |   |   |   |   |   |   |   |   |   |   |
| vCu, unblocked vol                | 502   | 1821  | 6   | 1818  | 1805  | 456   | 0   |   |   | 1781  |   |   |
| tC, single (s)                    | *5.0  | *5.0  | 6.9   | 7.5   | *5.0  | *5.0  | 4.1   |   |   | 4.1   |   |   |
| tC, 2 stage (s)                   |   |   |   |   |   |   |   |   |   |   |   |   |
| tF (s)                            | *3.0  | *3.0  | 3.3   | 3.5   | *3.0  | *3.0  | 2.2   |   |   | 2.2   |   |   |
| p0 queue free %                   | 96  | 92  | 100   | 100   | 88  | 98  | 99  |   |   | 100   |   |   |
| cM capacity (veh/h)               | 644   | 183   | 1069  | 45  | 186   | 764   | 1622  |   |   | 344   |   |   |
| Direction, Lane #                 | EB 1  | WB 1  | NB 1  | NB 2  | NB 3  | NB 4  |   |   |   |   |   |   |
| Volume Total                      | 39  | 37  | 311   | 582   | 582   | 323   |   |   |   |   |   |   |
| Volume Left                       | 24  | 0   | 20  | 0   | 0   | 0   |   |   |   |   |   |   |
| Volume Right                      | 0   | 15  | 0   | 0   | 0   | 32  |   |   |   |   |   |   |
| cSH                               | 327   | 269   | 1622  | 1700  | 1700  | 1700  |   |   |   |   |   |   |
| Volume to Capacity                | 0.12  | 0.14  | 0.01  | 0.34  | 0.34  | 0.19  |   |   |   |   |   |   |
| Queue Length 95th (ft)            | 10  | 12  | 1   | 0   | 0   | 0   |   |   |   |   |   |   |
| Control Delay (s)                 | 17.5  | 20.5  | 0.6   | 0.0   | 0.0   | 0.0   |   |   |   |   |   |   |
| Lane LOS                          | C   | C   | A   |   |   |   |   |   |   |   |   |   |
| Approach Delay (s)                | 17.5  | 20.5  | 0.1   |   |   |   |   |   |   |   |   |   |
| Approach LOS                      | C   | C   |   |   |   |   |   |   |   |   |   |   |
| Intersection Summary              |   |   |   |   |   |   |   |   |   |   |   |   |
| Average Delay                     |   |   | 0.9   |   |   |   |   |   |   |   |   |   |
| Intersection Capacity Utilization |   |   | 41.0%   |   | ICU Level of Service  |   |   |   | A   |   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |   |   |   |   |   |   |

\* User Entered Value

HCM 6th TWSC  
6: SW 94th Court & SW 169th Street

Existing Conditions  
P.M. Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 4.7  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      | ↕    |      |      |      | ↕    |      |      |      |      | ↕    |      |      |
| Traffic Vol, veh/h       | 12   | 27   | 4    | 2    | 13   | 0    | 6    | 8    | 1    | 6    | 14   | 12   |
| Future Vol, veh/h        | 12   | 27   | 4    | 2    | 13   | 0    | 6    | 8    | 1    | 6    | 14   | 12   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 14   | 32   | 5    | 2    | 15   | 0    | 7    | 9    | 1    | 7    | 16   | 14   |

| Major/Minor          | Major1 |   | Major2 |       | Minor1 |   |      | Minor2 |      |      |      |      |
|----------------------|--------|---|--------|-------|--------|---|------|--------|------|------|------|------|
| Conflicting Flow All | 15     | 0 | 0      | 37    | 0      | 0 | 97   | 82     | 35   | 87   | 84   | 15   |
| Stage 1              | -      | - | -      | -     | -      | - | 63   | 63     | -    | 19   | 19   | -    |
| Stage 2              | -      | - | -      | -     | -      | - | 34   | 19     | -    | 68   | 65   | -    |
| Critical Hdwy        | 4.12   | - | -      | 4.12  | -      | - | 5    | 5      | 5    | 5    | 5    | 5    |
| Critical Hdwy Stg 1  | -      | - | -      | -     | -      | - | 6.12 | 5.52   | -    | 6.12 | 5.52 | -    |
| Critical Hdwy Stg 2  | -      | - | -      | -     | -      | - | 6.12 | 5.52   | -    | 6.12 | 5.52 | -    |
| Follow-up Hdwy       | 2.218  | - | -      | 2.218 | -      | - | 3    | 3      | 3    | 3    | 3    | 3    |
| Pot Cap-1 Maneuver   | 1603   | - | -      | 1574  | -      | - | 1092 | 1108   | 1160 | 1102 | 1106 | 1183 |
| Stage 1              | -      | - | -      | -     | -      | - | 1107 | 1118   | -    | 1171 | 1175 | -    |
| Stage 2              | -      | - | -      | -     | -      | - | 1149 | 1175   | -    | 1100 | 1116 | -    |
| Platoon blocked, %   | -      | - | -      | -     | -      | - | -    | -      | -    | -    | -    | -    |
| Mov Cap-1 Maneuver   | 1603   | - | -      | 1574  | -      | - | 1058 | 1097   | 1160 | 1085 | 1095 | 1183 |
| Mov Cap-2 Maneuver   | -      | - | -      | -     | -      | - | 1058 | 1097   | -    | 1085 | 1095 | -    |
| Stage 1              | -      | - | -      | -     | -      | - | 1097 | 1108   | -    | 1160 | 1174 | -    |
| Stage 2              | -      | - | -      | -     | -      | - | 1118 | 1174   | -    | 1080 | 1106 | -    |

| Approach             | EB | WB | NB  | SB  |
|----------------------|----|----|-----|-----|
| HCM Control Delay, s | 2  | 1  | 8.4 | 8.3 |
| HCM LOS              |    |    | A   | A   |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 1085  | 1603  | -   | -   | 1574  | -   | -   | 1124  |
| HCM Lane V/C Ratio    | 0.016 | 0.009 | -   | -   | 0.001 | -   | -   | 0.033 |
| HCM Control Delay (s) | 8.4   | 7.3   | 0   | -   | 7.3   | 0   | -   | 8.3   |
| HCM Lane LOS          | A     | A     | A   | -   | A     | A   | -   | A     |
| HCM 95th %tile Q(veh) | 0.1   | 0     | -   | -   | 0     | -   | -   | 0.1   |

Timings  
7: S Dixie Highway/US 1 SB & SW 168th Street

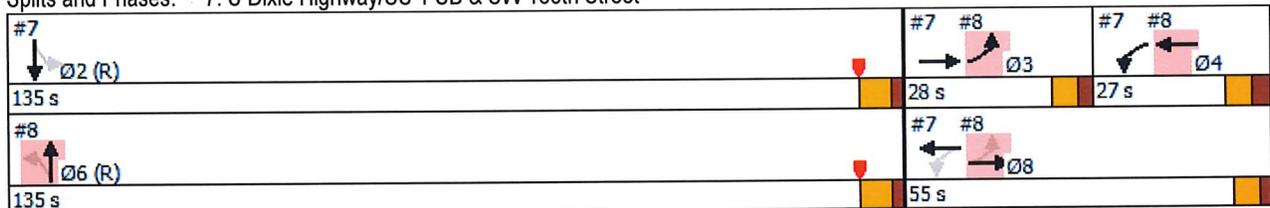
Existing Conditions  
P.M. Peak Hour

|                      | →     | ↙     | ←     | ↓     |       |
|----------------------|-------|-------|-------|-------|-------|
| Lane Group           | EBT   | WBL   | WBT   | SBT   | Ø6    |
| Lane Configurations  | ↑↑    |       | ↑↑    | ↑↑↑   |       |
| Traffic Volume (vph) | 282   | 72    | 276   | 2067  |       |
| Future Volume (vph)  | 282   | 72    | 276   | 2067  |       |
| Turn Type            | NA    | pm+pt | NA    | NA    |       |
| Protected Phases     | 3     | 4     | 8     | 2     | 6     |
| Permitted Phases     |       | 8     |       |       |       |
| Detector Phase       | 3     | 4     | 8     | 2     |       |
| Switch Phase         |       |       |       |       |       |
| Minimum Initial (s)  | 10.0  | 10.0  | 10.0  | 7.0   | 7.0   |
| Minimum Split (s)    | 24.0  | 27.0  | 24.0  | 35.8  | 35.8  |
| Total Split (s)      | 28.0  | 27.0  | 55.0  | 135.0 | 135.0 |
| Total Split (%)      | 14.7% | 14.2% | 28.9% | 71.1% | 71%   |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.8   | 4.8   |
| All-Red Time (s)     | 2.0   | 3.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) | 0.0   |       | 0.0   | 0.0   |       |
| Total Lost Time (s)  | 6.0   |       | 6.0   | 6.8   |       |
| Lead/Lag             | Lead  | Lag   |       |       |       |
| Lead-Lag Optimize?   | Yes   | Yes   |       |       |       |
| Recall Mode          | None  | None  | None  | C-Max | C-Max |

Intersection Summary

Cycle Length: 190  
 Actuated Cycle Length: 190  
 Offset: 132 (69%), Referenced to phase 2:SBTL and 6:, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated

Splits and Phases: 7: S Dixie Highway/US 1 SB & SW 168th Street



HCM Signalized Intersection Capacity Analysis  
 7: S Dixie Highway/US 1 SB & SW 168th Street

Existing Conditions  
 P.M. Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   | ↑↑  |   |   | ↑↑  |   |   |   |   |   | ↑↑↑   |   |
| Traffic Volume (vph)              | 0   | 282   | 109   | 72  | 276   | 0   | 0   | 0   | 0   | 74  | 2067  | 259   |
| Future Volume (vph)               | 0   | 282   | 109   | 72  | 276   | 0   | 0   | 0   | 0   | 74  | 2067  | 259   |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               |   | 6.0   |   |   | 6.0   |   |   |   |   |   | 6.8   |   |
| Lane Util. Factor                 |   | 0.95  |   |   | 0.95  |   |   |   |   |   | 0.91  |   |
| Frb, ped/bikes                    |   | 1.00  |   |   | 1.00  |   |   |   |   |   | 1.00  |   |
| Flpb, ped/bikes                   |   | 1.00  |   |   | 1.00  |   |   |   |   |   | 1.00  |   |
| Frt                               |   | 0.96  |   |   | 1.00  |   |   |   |   |   | 0.98  |   |
| Flt Protected                     |   | 1.00  |   |   | 0.99  |   |   |   |   |   | 1.00  |   |
| Satd. Flow (prot)                 |   | 3379  |   |   | 3503  |   |   |   |   |   | 4995  |   |
| Flt Permitted                     |   | 1.00  |   |   | 0.57  |   |   |   |   |   | 1.00  |   |
| Satd. Flow (perm)                 |   | 3379  |   |   | 2013  |   |   |   |   |   | 4995  |   |
| Peak-hour factor, PHF             | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  |
| Adj. Flow (vph)                   | 0   | 291   | 112   | 74  | 285   | 0   | 0   | 0   | 0   | 76  | 2131  | 267   |
| RTOR Reduction (vph)              | 0   | 21  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 8   | 0   |
| Lane Group Flow (vph)             | 0   | 382   | 0   | 0   | 359   | 0   | 0   | 0   | 0   | 0   | 2466  | 0   |
| Confl. Peds. (#/hr)               | 6   |   |   |   |   | 6   |   |   |   |   |   |   |
| Confl. Bikes (#/hr)               |   |   | 1   |   |   | 1   |   |   |   |   |   |   |
| Turn Type                         |   | NA  |   | pm+pt   | NA  |   |   |   |   | Perm  | NA  |   |
| Protected Phases                  |   | 3   |   | 4   | 8   |   |   |   |   |   | 2   |   |
| Permitted Phases                  |   |   |   | 8   |   |   |   |   |   | 2   |   |   |
| Actuated Green, G (s)             |   | 22.0  |   |   | 48.4  |   |   |   |   |   | 128.8   |   |
| Effective Green, g (s)            |   | 22.0  |   |   | 48.4  |   |   |   |   |   | 128.8   |   |
| Actuated g/C Ratio                |   | 0.12  |   |   | 0.25  |   |   |   |   |   | 0.68  |   |
| Clearance Time (s)                |   | 6.0   |   |   | 6.0   |   |   |   |   |   | 6.8   |   |
| Vehicle Extension (s)             |   | 3.0   |   |   | 3.0   |   |   |   |   |   | 1.0   |   |
| Lane Grp Cap (vph)                |   | 391   |   |   | 664   |   |   |   |   |   | 3386  |   |
| v/s Ratio Prot                    |   | c0.11   |   |   | c0.06   |   |   |   |   |   |   |   |
| v/s Ratio Perm                    |   |   |   |   | 0.08  |   |   |   |   |   | 0.49  |   |
| v/c Ratio                         |   | 0.98  |   |   | 0.54  |   |   |   |   |   | 0.73  |   |
| Uniform Delay, d1                 |   | 83.7  |   |   | 61.2  |   |   |   |   |   | 19.5  |   |
| Progression Factor                |   | 1.00  |   |   | 0.63  |   |   |   |   |   | 1.00  |   |
| Incremental Delay, d2             |   | 38.9  |   |   | 0.7   |   |   |   |   |   | 1.4   |   |
| Delay (s)                         |   | 122.6   |   |   | 39.6  |   |   |   |   |   | 20.9  |   |
| Level of Service                  |   | F   |   |   | D   |   |   |   |   |   | C   |   |
| Approach Delay (s)                |   | 122.6   |   |   | 39.6  |   |   | 0.0   |   |   | 20.9  |   |
| Approach LOS                      |   | F   |   |   | D   |   |   | A   |   |   | C   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |
| HCM 2000 Control Delay            |   |   | 35.6  |   | HCM 2000 Level of Service   |   |   |   |   | D   |   |   |
| HCM 2000 Volume to Capacity ratio |   |   | 0.75  |   |   |   |   |   |   |   |   |   |
| Actuated Cycle Length (s)         |   |   | 190.0   |   | Sum of lost time (s)  |   |   |   | 19.8  |   |   |   |
| Intersection Capacity Utilization |   |   | 83.9%   |   | ICU Level of Service  |   |   |   | E   |   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |   |   |   |   |   |   |
| c Critical Lane Group             |   |   |   |   |   |   |   |   |   |   |   |   |

Timings  
8: S Dixie Highway/US 1 NB & SW 168th Street

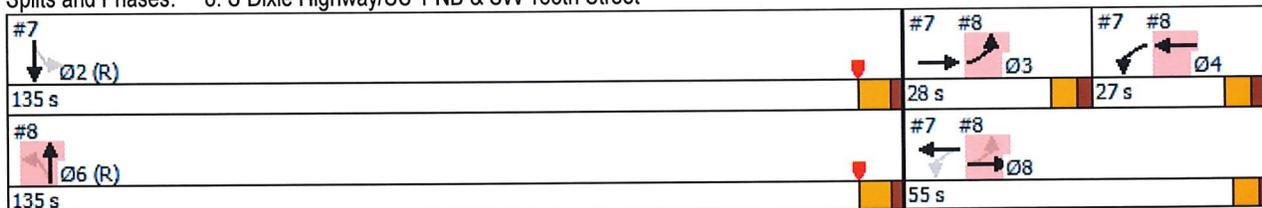
Existing Conditions  
P.M. Peak Hour

|                      |  |  |  |  |  | Ø2    |
|----------------------|---|---|---|---|---|-------|
| Lane Group           | EBL   | EBT   | WBT   | NBL   | NBT   | Ø2    |
| Lane Configurations  |   | ↔↔  | ↔↔  | ↔   | ↔↔↔   |       |
| Traffic Volume (vph) | 128   | 179   | 233   | 125   | 1456  |       |
| Future Volume (vph)  | 128   | 179   | 233   | 125   | 1456  |       |
| Turn Type            | pm+pt   | NA  | NA  | Perm  | NA  |       |
| Protected Phases     | 3   | 8   | 4   |   | 6   | 2     |
| Permitted Phases     | 8   |   |   | 6   |   |       |
| Detector Phase       | 3   | 8   | 4   | 6   | 6   |       |
| Switch Phase         |   |   |   |   |   |       |
| Minimum Initial (s)  | 10.0  | 10.0  | 10.0  | 7.0   | 7.0   | 7.0   |
| Minimum Split (s)    | 24.0  | 24.0  | 27.0  | 35.8  | 35.8  | 35.8  |
| Total Split (s)      | 28.0  | 55.0  | 27.0  | 135.0   | 135.0   | 135.0 |
| Total Split (%)      | 14.7%   | 28.9%   | 14.2%   | 71.1%   | 71.1%   | 71%   |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.8   | 4.8   | 4.8   |
| All-Red Time (s)     | 2.0   | 2.0   | 3.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) |   | 0.0   | 0.0   | 0.0   | 0.0   |       |
| Total Lost Time (s)  |   | 6.0   | 7.0   | 6.8   | 6.8   |       |
| Lead/Lag             | Lead  |   | Lag   |   |   |       |
| Lead-Lag Optimize?   | Yes   |   | Yes   |   |   |       |
| Recall Mode          | None  | None  | None  | C-Max   | C-Max   | C-Max |

Intersection Summary

Cycle Length: 190  
 Actuated Cycle Length: 190  
 Offset: 132 (69%), Referenced to phase 2:SBTL and 6:, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated

Splits and Phases: 8: S Dixie Highway/US 1 NB & SW 168th Street



HCM Signalized Intersection Capacity Analysis  
 8: S Dixie Highway/US 1 NB & SW 168th Street

Existing Conditions  
 P.M. Peak Hour

|                                   |  |    |  |  |    |  |   |    |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   |   |   |   |   |   |  |   |   |   |   |   |
| Traffic Volume (vph)              | 128   | 179   | 0   | 0   | 233   | 72  | 125  | 1456  | 99  | 0   | 0   | 0   |
| Future Volume (vph)               | 128   | 179   | 0   | 0   | 233   | 72  | 125  | 1456  | 99  | 0   | 0   | 0   |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               |   | 6.0   |   |   | 7.0   |   | 6.8  | 6.8   |   |   |   |   |
| Lane Util. Factor                 |   | 0.95  |   |   | 0.95  |   | 1.00   | 0.91  |   |   |   |   |
| Frbp, ped/bikes                   |   | 1.00  |   |   | 0.99  |   | 1.00   | 1.00  |   |   |   |   |
| Fllp, ped/bikes                   |   | 1.00  |   |   | 1.00  |   | 1.00   | 1.00  |   |   |   |   |
| Frt                               |   | 1.00  |   |   | 0.96  |   | 1.00   | 0.99  |   |   |   |   |
| Flt Protected                     |   | 0.98  |   |   | 1.00  |   | 0.95   | 1.00  |   |   |   |   |
| Satd. Flow (prot)                 |   | 3462  |   |   | 3391  |   | 1770   | 5032  |   |   |   |   |
| Flt Permitted                     |   | 0.55  |   |   | 1.00  |   | 0.95   | 1.00  |   |   |   |   |
| Satd. Flow (perm)                 |   | 1953  |   |   | 3391  |   | 1770   | 5032  |   |   |   |   |
| Peak-hour factor, PHF             | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97   | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  |
| Adj. Flow (vph)                   | 132   | 185   | 0   | 0   | 240   | 74  | 129  | 1501  | 102   | 0   | 0   | 0   |
| RTOR Reduction (vph)              | 0   | 0   | 0   | 0   | 15  | 0   | 0  | 4   | 0   | 0   | 0   | 0   |
| Lane Group Flow (vph)             | 0   | 317   | 0   | 0   | 299   | 0   | 129  | 1599  | 0   | 0   | 0   | 0   |
| Confl. Peds. (#/hr)               | 6   |   | 1   | 1   |   | 6   |  |   | 2   | 2   |   |   |
| Turn Type                         | pm+pt   | NA  |   |   | NA  |   | Perm   | NA  |   |   |   |   |
| Protected Phases                  | 3   | 8   |   |   | 4   |   |  | 6   |   |   |   |   |
| Permitted Phases                  | 8   |   |   |   |   |   | 6  |   |   |   |   |   |
| Actuated Green, G (s)             |   | 48.4  |   |   | 19.4  |   | 128.8  | 128.8   |   |   |   |   |
| Effective Green, g (s)            |   | 48.4  |   |   | 19.4  |   | 128.8  | 128.8   |   |   |   |   |
| Actuated g/C Ratio                |   | 0.25  |   |   | 0.10  |   | 0.68   | 0.68  |   |   |   |   |
| Clearance Time (s)                |   | 6.0   |   |   | 7.0   |   | 6.8  | 6.8   |   |   |   |   |
| Vehicle Extension (s)             |   | 3.0   |   |   | 3.0   |   | 1.0  | 1.0   |   |   |   |   |
| Lane Grp Cap (vph)                |   | 672   |   |   | 346   |   | 1199   | 3411  |   |   |   |   |
| v/s Ratio Prot                    |   | c0.05   |   |   | c0.09   |   |  | c0.32   |   |   |   |   |
| v/s Ratio Perm                    |   | 0.07  |   |   |   |   | 0.07   |   |   |   |   |   |
| v/c Ratio                         |   | 0.47  |   |   | 0.86  |   | 0.11   | 0.47  |   |   |   |   |
| Uniform Delay, d1                 |   | 60.0  |   |   | 84.0  |   | 10.6   | 14.4  |   |   |   |   |
| Progression Factor                |   | 0.33  |   |   | 1.00  |   | 1.00   | 1.00  |   |   |   |   |
| Incremental Delay, d2             |   | 0.2   |   |   | 19.4  |   | 0.2  | 0.5   |   |   |   |   |
| Delay (s)                         |   | 20.2  |   |   | 103.4   |   | 10.8   | 14.9  |   |   |   |   |
| Level of Service                  |   | C   |   |   | F   |   | B  | B   |   |   |   |   |
| Approach Delay (s)                |   | 20.2  |   |   | 103.4   |   |  | 14.6  |   |   | 0.0   |   |
| Approach LOS                      |   | C   |   |   | F   |   |  | B   |   |   | A   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |  |   |   |   |   |   |
| HCM 2000 Control Delay            |   |   | 27.2  |   |   |   | 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)   |   | 19.8  |   |   |   |
| Intersection Capacity Utilization |   |   | 65.8%   |   |   |   | ICU Level of Service   |   | C   |   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |  |   |   |   |   |   |
| c Critical Lane Group             |   |   |   |   |   |   |  |   |   |   |   |   |

HCM 6th TWSC  
 9: SW 94th Court & SW 168th Street

Existing Conditions  
 P.M. Peak Hour

Intersection

|                          |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.9  |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑   |      |      | ↑↑   | ↑↑   |      |
| Traffic Vol, veh/h       | 301  | 15   | 24   | 273  | 17   | 20   |
| Future Vol, veh/h        | 301  | 15   | 24   | 273  | 17   | 20   |
| Conflicting Peds, #/hr   | 0    | 1    | 1    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 327  | 16   | 26   | 297  | 18   | 22   |

| Major/Minor          | Major1 | Major2 | Minor1 |   |          |
|----------------------|--------|--------|--------|---|----------|
| Conflicting Flow All | 0      | 0      | 344    | 0 | 537 173  |
| Stage 1              | -      | -      | -      | - | 336 -    |
| Stage 2              | -      | -      | -      | - | 201 -    |
| Critical Hdwy        | -      | -      | 4.14   | - | 5 5      |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.84 -   |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.84 -   |
| Follow-up Hdwy       | -      | -      | 2.22   | - | 3 3      |
| Pot Cap-1 Maneuver   | -      | -      | 1212   | - | 706 1013 |
| Stage 1              | -      | -      | -      | - | 798 -    |
| Stage 2              | -      | -      | -      | - | 941 -    |
| Platoon blocked, %   | -      | -      | -      | - | -        |
| Mov Cap-1 Maneuver   | -      | -      | 1211   | - | 687 1012 |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 687 -    |
| Stage 1              | -      | -      | -      | - | 776 -    |
| Stage 2              | -      | -      | -      | - | 941 -    |

| Approach             | EB | WB  | NB  |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 0  | 0.7 | 9.6 |
| HCM LOS              |    |     | A   |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 831   | -   | -   | 1211  | -   |
| HCM Lane V/C Ratio    | 0.048 | -   | -   | 0.022 | -   |
| HCM Control Delay (s) | 9.6   | -   | -   | 8     | 0.1 |
| HCM Lane LOS          | A     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0.2   | -   | -   | 0.1   | -   |

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Future Background P.M.

HCM Unsignalized Intersection Capacity Analysis  
 1: SW 170th Street & S Dixie Highway/US 1 SB

Future Background Conditions  
 P.M. Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |    |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |   |
| Lane Configurations               |   |  |   |   |  |   |   |   |   |   | <br><br> |   |   |
| Traffic Volume (veh/h)            | 0   | 13  | 38  | 66  | 12  | 0   | 0   | 0   | 0   | 21  | 2306  | 17  |   |
| Future Volume (Veh/h)             | 0   | 13  | 38  | 66  | 12  | 0   | 0   | 0   | 0   | 21  | 2306  | 17  |   |
| Sign Control                      |   | Stop  |   |   | Stop  |   |   | Free  |   |   | Free  |   |   |
| Grade                             |   | 0%  |   |   | 0%  |   |   | 0%  |   |   | 0%  |   |   |
| Peak Hour Factor                  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |   |
| Hourly flow rate (vph)            | 0   | 14  | 40  | 69  | 13  | 0   | 0   | 0   | 0   | 22  | 2427  | 18  |   |
| Pedestrians                       |   | 2   |   |   |   |   |   |   |   |   |   |   |   |
| Lane Width (ft)                   |   | 12.0  |   |   |   |   |   |   |   |   |   |   |   |
| Walking Speed (ft/s)              |   | 3.5   |   |   |   |   |   |   |   |   |   |   |   |
| Percent Blockage                  |   | 0   |   |   |   |   |   |   |   |   |   |   |   |
| Right turn flare (veh)            |   |   |   |   |   |   |   |   |   |   |   |   |   |
| Median type                       |   |   |   |   |   |   |   | None  |   |   | None  |   |   |
| Median storage (veh)              |   |   |   |   |   |   |   |   |   |   |   | 742   |   |
| Upstream signal (ft)              |   |   |   |   |   |   |   |   |   |   |   |   |   |
| pX, platoon unblocked             | 0.68  | 0.68  | 0.68  | 0.68  | 0.68  |   | 0.68  |   |   |   |   |   |   |
| vC, conflicting volume            | 2488  | 2482  | 820   | 900   | 2491  | 0   | 2447  |   |   | 0   |   |   |   |
| vC1, stage 1 conf vol             |   |   |   |   |   |   |   |   |   |   |   |   |   |
| vC2, stage 2 conf vol             |   |   |   |   |   |   |   |   |   |   |   |   |   |
| vCu, unblocked vol                | 1549  | 1540  | 0   | 0   | 1553  | 0   | 1489  |   |   | 0   |   |   |   |
| tC, single (s)                    | 7.5   | *5.0  | *5.0  | *5.0  | *5.0  | 6.9   | 4.1   |   |   | 4.1   |   |   |   |
| tC, 2 stage (s)                   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| tF (s)                            | 3.5   | *3.0  | *3.0  | *3.0  | *3.0  | 3.3   | 2.2   |   |   | 2.2   |   |   |   |
| p0 queue free %                   | 100   | 92  | 95  | 90  | 92  | 100   | 100   |   |   | 99  |   |   |   |
| cM capacity (veh/h)               | 49  | 168   | 817   | 720   | 166   | 1084  | 304   |   |   | 1622  |   |   |   |
| Direction, Lane #                 | EB 1  | WB 1  | SB 1  | SB 2  | SB 3  |   |   |   |   |   |   |   |   |
| Volume Total                      | 54  | 82  | 629   | 1214  | 625   |   |   |   |   |   |   |   |   |
| Volume Left                       | 0   | 69  | 22  | 0   | 0   |   |   |   |   |   |   |   |   |
| Volume Right                      | 40  | 0   | 0   | 0   | 18  |   |   |   |   |   |   |   |   |
| cSH                               | 409   | 471   | 1622  | 1700  | 1700  |   |   |   |   |   |   |   |   |
| Volume to Capacity                | 0.13  | 0.17  | 0.01  | 0.71  | 0.37  |   |   |   |   |   |   |   |   |
| Queue Length 95th (ft)            | 11  | 16  | 1   | 0   | 0   |   |   |   |   |   |   |   |   |
| Control Delay (s)                 | 15.1  | 14.2  | 0.4   | 0.0   | 0.0   |   |   |   |   |   |   |   |   |
| Lane LOS                          | C   | B   | A   |   |   |   |   |   |   |   |   |   |   |
| Approach Delay (s)                | 15.1  | 14.2  | 0.1   |   |   |   |   |   |   |   |   |   |   |
| Approach LOS                      | C   | B   |   |   |   |   |   |   |   |   |   |   |   |
| Intersection Summary              |   |   |   |   |   |   |   |   |   |   |   |   |   |
| Average Delay                     |   |   | 0.9   |   |   |   |   |   |   |   |   |   |   |
| Intersection Capacity Utilization |   |   | 63.0%   |   | ICU Level of Service  |   |   |   |   | B   |   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |   |   |   |   |   |   |   |

\* User Entered Value

HCM 6th TWSC  
 2: S Dixie Highway/US 1 NB & SW 170th Street

Future Background Conditions  
 P.M. Peak Hour

Intersection

Int Delay, s/veh 1.2

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|-------|------|
| Lane Configurations      |      | ↕    |      |      | ↗    |      |      | ↖↗↘  |      |      |       |      |
| Traffic Vol, veh/h       | 15   | 16   | 0    | 0    | 31   | 29   | 48   | 1676 | 42   | 0    | 0     | 0    |
| Future Vol, veh/h        | 15   | 16   | 0    | 0    | 31   | 29   | 48   | 1676 | 42   | 0    | 0     | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free  | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -     | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -     | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 16965 | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0     | -    |
| Peak Hour Factor         | 95   | 95   | 95   | 95   | 95   | 95   | 95   | 95   | 95   | 95   | 95    | 95   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2     | 2    |
| Mvmt Flow                | 16   | 17   | 0    | 0    | 33   | 31   | 51   | 1764 | 44   | 0    | 0     | 0    |

| Major/Minor          | Minor2 |      | Minor1 |   | Major1 |     |      |   |   |
|----------------------|--------|------|--------|---|--------|-----|------|---|---|
| Conflicting Flow All | 824    | 1910 | -      | - | 1888   | 904 | 0    | 0 | 0 |
| Stage 1              | 0      | 0    | -      | - | 1888   | -   | -    | - | - |
| Stage 2              | 824    | 1910 | -      | - | 0      | -   | -    | - | - |
| Critical Hdwy        | 5      | 5    | -      | - | 5      | 5   | 5.34 | - | - |
| Critical Hdwy Stg 1  | -      | -    | -      | - | 5.54   | -   | -    | - | - |
| Critical Hdwy Stg 2  | 6.74   | 5.54 | -      | - | -      | -   | -    | - | - |
| Follow-up Hdwy       | 3      | 3    | -      | - | 3      | 3   | 3.12 | - | - |
| Pot Cap-1 Maneuver   | 528    | 169  | 0      | 0 | 173    | 487 | -    | - | - |
| Stage 1              | -      | -    | 0      | 0 | 130    | -   | -    | - | - |
| Stage 2              | 355    | 127  | 0      | 0 | -      | -   | -    | - | - |
| Platoon blocked, %   |        |      |        |   |        |     |      |   |   |
| Mov Cap-1 Maneuver   | 423    | 169  | -      | - | 173    | 487 | -    | - | - |
| Mov Cap-2 Maneuver   | 423    | 169  | -      | - | 173    | -   | -    | - | - |
| Stage 1              | -      | -    | -      | - | 130    | -   | -    | - | - |
| Stage 2              | 249    | 127  | -      | - | -      | -   | -    | - | - |

| Approach             | EB   | WB   | NB |
|----------------------|------|------|----|
| HCM Control Delay, s | 22.5 | 24.1 |    |
| HCM LOS              | C    | C    |    |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 |
|-----------------------|-----|-----|-----|-------|-------|
| Capacity (veh/h)      | -   | -   | -   | 238   | 251   |
| HCM Lane V/C Ratio    | -   | -   | -   | 0.137 | 0.252 |
| HCM Control Delay (s) | -   | -   | -   | 22.5  | 24.1  |
| HCM Lane LOS          | -   | -   | -   | C     | C     |
| HCM 95th %tile Q(veh) | -   | -   | -   | 0.5   | 1     |

HCM 6th TWSC  
 3: SW 170th Street & SW 94th Court

Future Background Conditions  
 P.M. Peak Hour

Intersection

Int Delay, s/veh 1.5

| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      |      | ↕    | ↕    |      | ↕    |      |
| Traffic Vol, veh/h       | 10   | 74   | 58   | 3    | 12   | 8    |
| Future Vol, veh/h        | 10   | 74   | 58   | 3    | 12   | 8    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 6    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 80   | 80   | 80   | 80   | 80   | 80   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 13   | 93   | 73   | 4    | 15   | 10   |

| Major/Minor          | Major1 | Major2 | Minor2 |      |      |
|----------------------|--------|--------|--------|------|------|
| Conflicting Flow All | 77     | 0      | 0      | 194  | 81   |
| Stage 1              | -      | -      | -      | 75   | -    |
| Stage 2              | -      | -      | -      | 119  | -    |
| Critical Hdwy        | 4.12   | -      | -      | 5    | 5    |
| Critical Hdwy Stg 1  | -      | -      | -      | 5.42 | -    |
| Critical Hdwy Stg 2  | -      | -      | -      | 5.42 | -    |
| Follow-up Hdwy       | 2.218  | -      | -      | 3    | 3    |
| Pot Cap-1 Maneuver   | 1522   | -      | -      | 993  | 1109 |
| Stage 1              | -      | -      | -      | 1106 | -    |
| Stage 2              | -      | -      | -      | 1054 | -    |
| Platoon blocked, %   | -      | -      | -      | -    | -    |
| Mov Cap-1 Maneuver   | 1522   | -      | -      | 984  | 1103 |
| Mov Cap-2 Maneuver   | -      | -      | -      | 984  | -    |
| Stage 1              | -      | -      | -      | 1096 | -    |
| Stage 2              | -      | -      | -      | 1054 | -    |

| Approach             | EB  | WB | SB  |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 0.9 | 0  | 8.6 |
| HCM LOS              |     |    | A   |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 1522  | -   | -   | -   | 1028  |
| HCM Lane V/C Ratio    | 0.008 | -   | -   | -   | 0.024 |
| HCM Control Delay (s) | 7.4   | 0   | -   | -   | 8.6   |
| HCM Lane LOS          | A     | A   | -   | -   | A     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0.1   |

HCM 6th TWSC  
 4: S Dixie Highway/US 1 SB & SW 169th Street

Future Background Conditions  
 P.M. Peak Hour

| Intersection             |      |      |      |      |      |      |      |       |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|-------|------|------|------|------|
| Int Delay, s/veh         | 0.3  |      |      |      |      |      |      |       |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT   | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      |      |      | ↖    |      |      |      |       |      | ↗↗↗  |      |      |
| Traffic Vol, veh/h       | 0    | 0    | 0    | 38   | 0    | 0    | 0    | 0     | 0    | 21   | 2305 | 1    |
| Future Vol, veh/h        | 0    | 0    | 0    | 38   | 0    | 0    | 0    | 0     | 0    | 21   | 2305 | 1    |
| Conflicting Peds, #/hr   | 1    | 0    | 0    | 0    | 0    | 1    | 2    | 0     | 5    | 5    | 0    | 2    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free  | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -     | None | -    | -    | None |
| Storage Length           | -    | -    | -    | 0    | -    | -    | -    | -     | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 16974 | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0     | -    | -    | 0    | -    |
| Peak Hour Factor         | 95   | 95   | 95   | 95   | 95   | 95   | 95   | 95    | 95   | 95   | 95   | 95   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2     | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 0    | 0    | 40   | 0    | 0    | 0    | 0     | 0    | 22   | 2426 | 1    |

| Major/Minor          | Minor1 |   |   | Major2 |   |   |
|----------------------|--------|---|---|--------|---|---|
| Conflicting Flow All | 1019   | - | - | 5      | 0 | 0 |
| Stage 1              | 5      | - | - | -      | - | - |
| Stage 2              | 1014   | - | - | -      | - | - |
| Critical Hdwy        | 5      | - | - | 5.34   | - | - |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - |
| Critical Hdwy Stg 2  | 6.04   | - | - | -      | - | - |
| Follow-up Hdwy       | 3      | - | - | 3.12   | - | - |
| Pot Cap-1 Maneuver   | 432    | 0 | 0 | 1148   | - | - |
| Stage 1              | -      | 0 | 0 | -      | - | - |
| Stage 2              | 324    | 0 | 0 | -      | - | - |
| Platoon blocked, %   |        |   |   |        | - | - |
| Mov Cap-1 Maneuver   | 430    | 0 | - | 1143   | - | - |
| Mov Cap-2 Maneuver   | 430    | 0 | - | -      | - | - |
| Stage 1              | -      | 0 | - | -      | - | - |
| Stage 2              | 324    | 0 | - | -      | - | - |

| Approach             | WB   | SB  |
|----------------------|------|-----|
| HCM Control Delay, s | 14.2 | 0.1 |
| HCM LOS              | B    |     |

| Minor Lane/Major Mvmt | WBLn1 | SBL   | SBT | SBR |
|-----------------------|-------|-------|-----|-----|
| Capacity (veh/h)      | 430   | 1143  | -   | -   |
| HCM Lane V/C Ratio    | 0.093 | 0.019 | -   | -   |
| HCM Control Delay (s) | 14.2  | 8.2   | 0   | -   |
| HCM Lane LOS          | B     | A     | A   | -   |
| HCM 95th %tile Q(veh) | 0.3   | 0.1   | -   | -   |

HCM Unsignalized Intersection Capacity Analysis  
 5: S Dixie Highway/US 1 NB & SW 169th Street

Future Background Conditions  
 P.M. Peak Hour

| Movement                          | EBL  | EBT  | EBR   | WBL  | WBT                  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-----------------------------------|------|------|-------|------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations               |      |      |       |      |                      |      |      |      |      |      |      |      |
| Traffic Volume (veh/h)            | 23   | 14   | 0     | 0    | 21                   | 14   | 19   | 1684 | 30   | 0    | 0    | 0    |
| Future Volume (Veh/h)             | 23   | 14   | 0     | 0    | 21                   | 14   | 19   | 1684 | 30   | 0    | 0    | 0    |
| Sign Control                      |      | Stop |       |      | Stop                 |      |      | Free |      |      | Free |      |
| Grade                             |      | 0%   |       |      | 0%                   |      |      | 0%   |      |      | 0%   |      |
| Peak Hour Factor                  | 0.95 | 0.95 | 0.95  | 0.95 | 0.95                 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph)            | 24   | 15   | 0     | 0    | 22                   | 15   | 20   | 1773 | 32   | 0    | 0    | 0    |
| Pedestrians                       |      |      |       |      | 3                    |      |      | 6    |      |      |      |      |
| Lane Width (ft)                   |      |      |       |      | 12.0                 |      |      | 12.0 |      |      |      |      |
| Walking Speed (ft/s)              |      |      |       |      | 3.5                  |      |      | 3.5  |      |      |      |      |
| Percent Blockage                  |      |      |       |      | 0                    |      |      | 1    |      |      |      |      |
| Right turn flare (veh)            |      |      |       |      |                      |      |      |      |      |      |      |      |
| Median type                       |      |      |       |      |                      |      |      | None |      |      | None |      |
| Median storage (veh)              |      |      |       |      |                      |      |      |      |      |      |      |      |
| Upstream signal (ft)              |      |      |       |      |                      |      |      |      |      |      | 238  |      |
| pX, platoon unblocked             |      |      |       |      |                      |      |      |      |      |      |      |      |
| vC, conflicting volume            | 509  | 1848 | 6     | 1846 | 1832                 | 462  | 0    |      |      | 1808 |      |      |
| vC1, stage 1 conf vol             |      |      |       |      |                      |      |      |      |      |      |      |      |
| vC2, stage 2 conf vol             |      |      |       |      |                      |      |      |      |      |      |      |      |
| vCu, unblocked vol                | 509  | 1848 | 6     | 1846 | 1832                 | 462  | 0    |      |      | 1808 |      |      |
| tC, single (s)                    | *5.0 | *5.0 | 6.9   | 7.5  | *5.0                 | *5.0 | 4.1  |      |      | 4.1  |      |      |
| tC, 2 stage (s)                   |      |      |       |      |                      |      |      |      |      |      |      |      |
| tF (s)                            | *3.0 | *3.0 | 3.3   | 3.5  | *3.0                 | *3.0 | 2.2  |      |      | 2.2  |      |      |
| p0 queue free %                   | 96   | 92   | 100   | 100  | 88                   | 98   | 99   |      |      | 100  |      |      |
| cM capacity (veh/h)               | 638  | 178  | 1069  | 42   | 181                  | 759  | 1622 |      |      | 335  |      |      |
| Direction, Lane #                 | EB 1 | WB 1 | NB 1  | NB 2 | NB 3                 | NB 4 |      |      |      |      |      |      |
| Volume Total                      | 39   | 37   | 316   | 591  | 591                  | 328  |      |      |      |      |      |      |
| Volume Left                       | 24   | 0    | 20    | 0    | 0                    | 0    |      |      |      |      |      |      |
| Volume Right                      | 0    | 15   | 0     | 0    | 0                    | 32   |      |      |      |      |      |      |
| cSH                               | 320  | 262  | 1622  | 1700 | 1700                 | 1700 |      |      |      |      |      |      |
| Volume to Capacity                | 0.12 | 0.14 | 0.01  | 0.35 | 0.35                 | 0.19 |      |      |      |      |      |      |
| Queue Length 95th (ft)            | 10   | 12   | 1     | 0    | 0                    | 0    |      |      |      |      |      |      |
| Control Delay (s)                 | 17.8 | 21.0 | 0.6   | 0.0  | 0.0                  | 0.0  |      |      |      |      |      |      |
| Lane LOS                          | C    | C    | A     |      |                      |      |      |      |      |      |      |      |
| Approach Delay (s)                | 17.8 | 21.0 | 0.1   |      |                      |      |      |      |      |      |      |      |
| Approach LOS                      | C    | C    |       |      |                      |      |      |      |      |      |      |      |
| <b>Intersection Summary</b>       |      |      |       |      |                      |      |      |      |      |      |      |      |
| Average Delay                     |      |      | 0.9   |      |                      |      |      |      |      |      |      |      |
| Intersection Capacity Utilization |      |      | 41.4% |      | ICU Level of Service |      |      |      |      | A    |      |      |
| Analysis Period (min)             |      |      | 15    |      |                      |      |      |      |      |      |      |      |

\* User Entered Value

HCM 6th TWSC  
6: SW 94th Court & SW 169th Street

Future Background Conditions  
P.M. Peak Hour

Intersection

Int Delay, s/veh 4.7

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 12   | 27   | 4    | 2    | 13   | 0    | 6    | 8    | 1    | 6    | 14   | 12   |
| Future Vol, veh/h        | 12   | 27   | 4    | 2    | 13   | 0    | 6    | 8    | 1    | 6    | 14   | 12   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 14   | 32   | 5    | 2    | 15   | 0    | 7    | 9    | 1    | 7    | 16   | 14   |

| Major/Minor          | Major1 | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 15     | 0      | 0      | 37     |
| Stage 1              | -      | -      | -      | -      |
| Stage 2              | -      | -      | -      | -      |
| Critical Hdwy        | 4.12   | -      | -      | 4.12   |
| Critical Hdwy Stg 1  | -      | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      | -      |
| Follow-up Hdwy       | 2.218  | -      | -      | 2.218  |
| Pot Cap-1 Maneuver   | 1603   | -      | -      | 1574   |
| Stage 1              | -      | -      | -      | -      |
| Stage 2              | -      | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      | -      |
| Mov Cap-1 Maneuver   | 1603   | -      | -      | 1574   |
| Mov Cap-2 Maneuver   | -      | -      | -      | -      |
| Stage 1              | -      | -      | -      | -      |
| Stage 2              | -      | -      | -      | -      |

| Approach             | EB | WB | NB  | SB  |
|----------------------|----|----|-----|-----|
| HCM Control Delay, s | 2  | 1  | 8.4 | 8.3 |
| HCM LOS              |    |    | A   | A   |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 1085  | 1603  | -   | -   | 1574  | -   | -   | 1124  |
| HCM Lane V/C Ratio    | 0.016 | 0.009 | -   | -   | 0.001 | -   | -   | 0.033 |
| HCM Control Delay (s) | 8.4   | 7.3   | 0   | -   | 7.3   | 0   | -   | 8.3   |
| HCM Lane LOS          | A     | A     | A   | -   | A     | A   | -   | A     |
| HCM 95th %tile Q(veh) | 0.1   | 0     | -   | -   | 0     | -   | -   | 0.1   |

Timings  
7: S Dixie Highway/US 1 SB & SW 168th Street

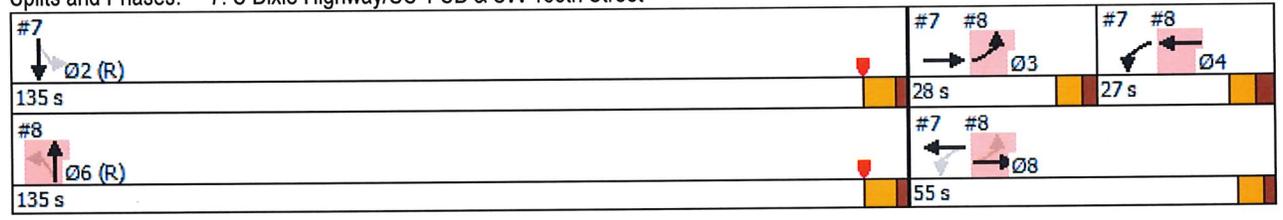
Future Background Conditions  
P.M. Peak Hour

| Lane Group           | →     | ↘     | ←     | ↓     | Ø6    |
|----------------------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↑↑    |       | ↔↑    | ↔↑↑   |       |
| Traffic Volume (vph) | 286   | 73    | 280   | 2098  |       |
| Future Volume (vph)  | 286   | 73    | 280   | 2098  |       |
| Turn Type            | NA    | pm+pt | NA    | NA    |       |
| Protected Phases     | 3     | 4     | 8     | 2     | 6     |
| Permitted Phases     |       | 8     |       |       |       |
| Detector Phase       | 3     | 4     | 8     | 2     |       |
| Switch Phase         |       |       |       |       |       |
| Minimum Initial (s)  | 10.0  | 10.0  | 10.0  | 7.0   | 7.0   |
| Minimum Split (s)    | 24.0  | 27.0  | 24.0  | 35.8  | 35.8  |
| Total Split (s)      | 28.0  | 27.0  | 55.0  | 135.0 | 135.0 |
| Total Split (%)      | 14.7% | 14.2% | 28.9% | 71.1% | 71%   |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.8   | 4.8   |
| All-Red Time (s)     | 2.0   | 3.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) | 0.0   |       | 0.0   | 0.0   |       |
| Total Lost Time (s)  | 6.0   |       | 6.0   | 6.8   |       |
| Lead/Lag             | Lead  | Lag   |       |       |       |
| Lead-Lag Optimize?   | Yes   | Yes   |       |       |       |
| Recall Mode          | None  | None  | None  | C-Max | C-Max |

Intersection Summary

Cycle Length: 190  
 Actuated Cycle Length: 190  
 Offset: 132 (69%), Referenced to phase 2:SBTL and 6:, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated

Splits and Phases: 7: S Dixie Highway/US 1 SB & SW 168th Street



HCM Signalized Intersection Capacity Analysis  
 7: S Dixie Highway/US 1 SB & SW 168th Street

Future Background Conditions  
 P.M. Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   | ↑↑  |   |   | ↑↑  |   |   |   |   |   | ↑↑↑   |   |
| Traffic Volume (vph)              | 0   | 286   | 111   | 73  | 280   | 0   | 0   | 0   | 0   | 75  | 2098  | 263   |
| Future Volume (vph)               | 0   | 286   | 111   | 73  | 280   | 0   | 0   | 0   | 0   | 75  | 2098  | 263   |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               |   | 6.0   |   |   | 6.0   |   |   |   |   |   | 6.8   |   |
| Lane Util. Factor                 |   | 0.95  |   |   | 0.95  |   |   |   |   |   | 0.91  |   |
| Frbp, ped/bikes                   |   | 1.00  |   |   | 1.00  |   |   |   |   |   | 1.00  |   |
| Flpb, ped/bikes                   |   | 1.00  |   |   | 1.00  |   |   |   |   |   | 1.00  |   |
| Frt                               |   | 0.96  |   |   | 1.00  |   |   |   |   |   | 0.98  |   |
| Flt Protected                     |   | 1.00  |   |   | 0.99  |   |   |   |   |   | 1.00  |   |
| Satd. Flow (prot)                 |   | 3378  |   |   | 3503  |   |   |   |   |   | 4995  |   |
| Flt Permitted                     |   | 1.00  |   |   | 0.56  |   |   |   |   |   | 1.00  |   |
| Satd. Flow (perm)                 |   | 3378  |   |   | 1996  |   |   |   |   |   | 4995  |   |
| Peak-hour factor, PHF             | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  |
| Adj. Flow (vph)                   | 0   | 295   | 114   | 75  | 289   | 0   | 0   | 0   | 0   | 77  | 2163  | 271   |
| RTOR Reduction (vph)              | 0   | 21  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 8   | 0   |
| Lane Group Flow (vph)             | 0   | 388   | 0   | 0   | 364   | 0   | 0   | 0   | 0   | 0   | 2503  | 0   |
| Confl. Peds. (#/hr)               | 6   |   |   |   |   | 6   |   |   |   |   |   |   |
| Confl. Bikes (#/hr)               |   |   | 1   |   |   | 1   |   |   |   |   |   |   |
| Turn Type                         |   | NA  |   | pm+pt   | NA  |   |   |   |   | Perm  | NA  |   |
| Protected Phases                  |   | 3   |   | 4   | 8   |   |   |   |   |   | 2   |   |
| Permitted Phases                  |   |   |   | 8   |   |   |   |   |   | 2   |   |   |
| Actuated Green, G (s)             |   | 22.0  |   |   | 48.5  |   |   |   |   |   | 128.7   |   |
| Effective Green, g (s)            |   | 22.0  |   |   | 48.5  |   |   |   |   |   | 128.7   |   |
| Actuated g/C Ratio                |   | 0.12  |   |   | 0.26  |   |   |   |   |   | 0.68  |   |
| Clearance Time (s)                |   | 6.0   |   |   | 6.0   |   |   |   |   |   | 6.8   |   |
| Vehicle Extension (s)             |   | 3.0   |   |   | 3.0   |   |   |   |   |   | 1.0   |   |
| Lane Grp Cap (vph)                |   | 391   |   |   | 664   |   |   |   |   |   | 3383  |   |
| v/s Ratio Prot                    |   | c0.11   |   |   | c0.06   |   |   |   |   |   |   |   |
| v/s Ratio Perm                    |   |   |   |   | 0.08  |   |   |   |   |   | 0.50  |   |
| v/c Ratio                         |   | 0.99  |   |   | 0.55  |   |   |   |   |   | 0.74  |   |
| Uniform Delay, d1                 |   | 83.9  |   |   | 61.3  |   |   |   |   |   | 19.8  |   |
| Progression Factor                |   | 1.00  |   |   | 0.64  |   |   |   |   |   | 1.00  |   |
| Incremental Delay, d2             |   | 43.1  |   |   | 0.7   |   |   |   |   |   | 1.5   |   |
| Delay (s)                         |   | 127.1   |   |   | 39.8  |   |   |   |   |   | 21.3  |   |
| Level of Service                  |   | F   |   |   | D   |   |   |   |   |   | C   |   |
| Approach Delay (s)                |   | 127.1   |   |   | 39.8  |   |   | 0.0   |   |   | 21.3  |   |
| Approach LOS                      |   | F   |   |   | D   |   |   | A   |   |   | C   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |
| HCM 2000 Control Delay            |   |   | 36.5  |   | HCM 2000 Level of Service   |   |   |   |   | D   |   |   |
| HCM 2000 Volume to Capacity ratio |   |   | 0.76  |   |   |   |   |   |   |   |   |   |
| Actuated Cycle Length (s)         |   |   | 190.0   |   | Sum of lost time (s)  |   |   |   | 19.8  |   |   |   |
| Intersection Capacity Utilization |   |   | 84.9%   |   | ICU Level of Service  |   |   |   | E   |   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |   |   |   |   |   |   |
| c Critical Lane Group             |   |   |   |   |   |   |   |   |   |   |   |   |

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Timings  
8: S Dixie Highway/US 1 NB & SW 168th Street

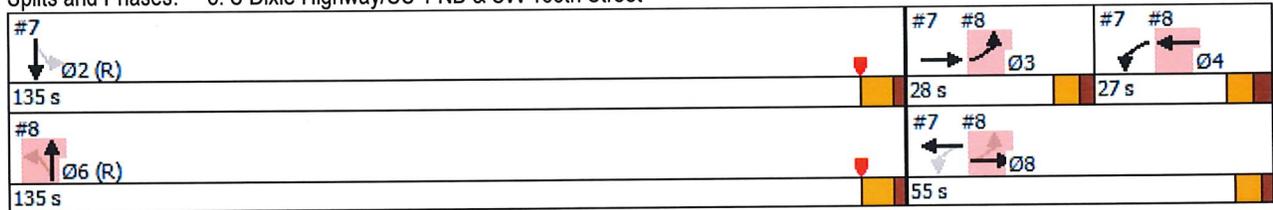
Future Background Conditions  
P.M. Peak Hour

| Lane Group           | EBL   | EBT   | WBT   | NBL   | NBT   | Ø2    |
|----------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations  |       | ↔↔    | ↔↔    | ↔     | ↔↔↔   |       |
| Traffic Volume (vph) | 130   | 182   | 237   | 127   | 1478  |       |
| Future Volume (vph)  | 130   | 182   | 237   | 127   | 1478  |       |
| Turn Type            | pm+pt | NA    | NA    | Perm  | NA    |       |
| Protected Phases     | 3     | 8     | 4     |       | 6     | 2     |
| Permitted Phases     | 8     |       |       | 6     |       |       |
| Detector Phase       | 3     | 8     | 4     | 6     | 6     |       |
| Switch Phase         |       |       |       |       |       |       |
| Minimum Initial (s)  | 10.0  | 10.0  | 10.0  | 7.0   | 7.0   | 7.0   |
| Minimum Split (s)    | 24.0  | 24.0  | 27.0  | 35.8  | 35.8  | 35.8  |
| Total Split (s)      | 28.0  | 55.0  | 27.0  | 135.0 | 135.0 | 135.0 |
| Total Split (%)      | 14.7% | 28.9% | 14.2% | 71.1% | 71.1% | 71%   |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.8   | 4.8   | 4.8   |
| All-Red Time (s)     | 2.0   | 2.0   | 3.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) |       | 0.0   | 0.0   | 0.0   | 0.0   |       |
| Total Lost Time (s)  |       | 6.0   | 7.0   | 6.8   | 6.8   |       |
| Lead/Lag             | Lead  |       | Lag   |       |       |       |
| Lead-Lag Optimize?   | Yes   |       | Yes   |       |       |       |
| Recall Mode          | None  | None  | None  | C-Max | C-Max | C-Max |

Intersection Summary

Cycle Length: 190  
 Actuated Cycle Length: 190  
 Offset: 132 (69%), Referenced to phase 2:SBTL and 6:, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated

Splits and Phases: 8: S Dixie Highway/US 1 NB & SW 168th Street



HCM Signalized Intersection Capacity Analysis  
 8: S Dixie Highway/US 1 NB & SW 168th Street

Future Background Conditions  
 P.M. Peak Hour

| Movement                          | EBL   | EBT   | EBR   | WBL  | WBT   | WBR  | NBL                       | NBT   | NBR  | SBL  | SBT  | SBR  |
|-----------------------------------|-------|-------|-------|------|-------|------|---------------------------|-------|------|------|------|------|
| Lane Configurations               |       | ↔↔    |       |      | ↕↔    |      | ↕                         | ↕↕↔   |      |      |      |      |
| Traffic Volume (vph)              | 130   | 182   | 0     | 0    | 237   | 73   | 127                       | 1478  | 100  | 0    | 0    | 0    |
| Future Volume (vph)               | 130   | 182   | 0     | 0    | 237   | 73   | 127                       | 1478  | 100  | 0    | 0    | 0    |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900 | 1900  | 1900 | 1900                      | 1900  | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)               |       | 6.0   |       |      | 7.0   |      | 6.8                       | 6.8   |      |      |      |      |
| Lane Util. Factor                 |       | 0.95  |       |      | 0.95  |      | 1.00                      | 0.91  |      |      |      |      |
| Frb, ped/bikes                    |       | 1.00  |       |      | 0.99  |      | 1.00                      | 1.00  |      |      |      |      |
| Flpb, ped/bikes                   |       | 1.00  |       |      | 1.00  |      | 1.00                      | 1.00  |      |      |      |      |
| Frt                               |       | 1.00  |       |      | 0.96  |      | 1.00                      | 0.99  |      |      |      |      |
| Flt Protected                     |       | 0.98  |       |      | 1.00  |      | 0.95                      | 1.00  |      |      |      |      |
| Satd. Flow (prot)                 |       | 3462  |       |      | 3391  |      | 1770                      | 5032  |      |      |      |      |
| Flt Permitted                     |       | 0.55  |       |      | 1.00  |      | 0.95                      | 1.00  |      |      |      |      |
| Satd. Flow (perm)                 |       | 1954  |       |      | 3391  |      | 1770                      | 5032  |      |      |      |      |
| Peak-hour factor, PHF             | 0.97  | 0.97  | 0.97  | 0.97 | 0.97  | 0.97 | 0.97                      | 0.97  | 0.97 | 0.97 | 0.97 | 0.97 |
| Adj. Flow (vph)                   | 134   | 188   | 0     | 0    | 244   | 75   | 131                       | 1524  | 103  | 0    | 0    | 0    |
| RTOR Reduction (vph)              | 0     | 0     | 0     | 0    | 15    | 0    | 0                         | 4     | 0    | 0    | 0    | 0    |
| Lane Group Flow (vph)             | 0     | 322   | 0     | 0    | 304   | 0    | 131                       | 1623  | 0    | 0    | 0    | 0    |
| Confl. Peds. (#/hr)               | 6     |       | 1     | 1    |       | 6    |                           |       | 2    | 2    |      |      |
| Turn Type                         | pm+pt | NA    |       |      | NA    |      | Perm                      | NA    |      |      |      |      |
| Protected Phases                  | 3     | 8     |       |      | 4     |      |                           | 6     |      |      |      |      |
| Permitted Phases                  | 8     |       |       |      |       |      | 6                         |       |      |      |      |      |
| Actuated Green, G (s)             |       | 48.5  |       |      | 19.5  |      | 128.7                     | 128.7 |      |      |      |      |
| Effective Green, g (s)            |       | 48.5  |       |      | 19.5  |      | 128.7                     | 128.7 |      |      |      |      |
| Actuated g/C Ratio                |       | 0.26  |       |      | 0.10  |      | 0.68                      | 0.68  |      |      |      |      |
| Clearance Time (s)                |       | 6.0   |       |      | 7.0   |      | 6.8                       | 6.8   |      |      |      |      |
| Vehicle Extension (s)             |       | 3.0   |       |      | 3.0   |      | 1.0                       | 1.0   |      |      |      |      |
| Lane Grp Cap (vph)                |       | 673   |       |      | 348   |      | 1198                      | 3408  |      |      |      |      |
| v/s Ratio Prot                    |       | c0.06 |       |      | c0.09 |      |                           | c0.32 |      |      |      |      |
| v/s Ratio Perm                    |       | 0.07  |       |      |       |      | 0.07                      |       |      |      |      |      |
| v/c Ratio                         |       | 0.48  |       |      | 0.87  |      | 0.11                      | 0.48  |      |      |      |      |
| Uniform Delay, d1                 |       | 60.0  |       |      | 84.0  |      | 10.7                      | 14.6  |      |      |      |      |
| Progression Factor                |       | 0.33  |       |      | 1.00  |      | 1.00                      | 1.00  |      |      |      |      |
| Incremental Delay, d2             |       | 0.2   |       |      | 20.7  |      | 0.2                       | 0.5   |      |      |      |      |
| Delay (s)                         |       | 20.2  |       |      | 104.7 |      | 10.9                      | 15.1  |      |      |      |      |
| Level of Service                  |       | C     |       |      | F     |      | B                         | B     |      |      |      |      |
| Approach Delay (s)                |       | 20.2  |       |      | 104.7 |      |                           | 14.8  |      |      | 0.0  |      |
| Approach LOS                      |       | C     |       |      | F     |      |                           | B     |      |      | A    |      |
| <b>Intersection Summary</b>       |       |       |       |      |       |      |                           |       |      |      |      |      |
| HCM 2000 Control Delay            |       |       | 27.4  |      |       |      | 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)      |       | 19.8 |      |      |      |
| Intersection Capacity Utilization |       |       | 66.5% |      |       |      | ICU Level of Service      |       | C    |      |      |      |
| Analysis Period (min)             |       |       | 15    |      |       |      |                           |       |      |      |      |      |
| c Critical Lane Group             |       |       |       |      |       |      |                           |       |      |      |      |      |

Intersection

|                          |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.9  |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      | ↑↑   |      |      | ↑↑   | ↑    |      |
| Traffic Vol, veh/h       | 306  | 15   | 24   | 277  | 17   | 20   |
| Future Vol, veh/h        | 306  | 15   | 24   | 277  | 17   | 20   |
| Conflicting Peds, #/hr   | 0    | 1    | 1    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 333  | 16   | 26   | 301  | 18   | 22   |

|                      |        |        |        |   |          |
|----------------------|--------|--------|--------|---|----------|
| Major/Minor          | Major1 | Major2 | Minor1 |   |          |
| Conflicting Flow All | 0      | 0      | 350    | 0 | 545 176  |
| Stage 1              | -      | -      | -      | - | 342 -    |
| Stage 2              | -      | -      | -      | - | 203 -    |
| Critical Hdwy        | -      | -      | 4.14   | - | 5 5      |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.84 -   |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.84 -   |
| Follow-up Hdwy       | -      | -      | 2.22   | - | 3 3      |
| Pot Cap-1 Maneuver   | -      | -      | 1206   | - | 700 1010 |
| Stage 1              | -      | -      | -      | - | 792 -    |
| Stage 2              | -      | -      | -      | - | 938 -    |
| Platoon blocked, %   | -      | -      | -      | - | -        |
| Mov Cap-1 Maneuver   | -      | -      | 1205   | - | 681 1009 |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 681 -    |
| Stage 1              | -      | -      | -      | - | 771 -    |
| Stage 2              | -      | -      | -      | - | 938 -    |

|                      |    |     |     |
|----------------------|----|-----|-----|
| Approach             | EB | WB  | NB  |
| HCM Control Delay, s | 0  | 0.7 | 9.6 |
| HCM LOS              |    |     | A   |

|                       |       |     |     |       |     |
|-----------------------|-------|-----|-----|-------|-----|
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
| Capacity (veh/h)      | 826   | -   | -   | 1205  | -   |
| HCM Lane V/C Ratio    | 0.049 | -   | -   | 0.022 | -   |
| HCM Control Delay (s) | 9.6   | -   | -   | 8.1   | 0.1 |
| HCM Lane LOS          | A     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0.2   | -   | -   | 0.1   | -   |

Future Total P.M.

HCM Unsignalized Intersection Capacity Analysis  
 1: SW 170th Street & S Dixie Highway/US 1 SB

Future Total Conditions  
 P.M. Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |    |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   |  |   |   |  |   |   |   |   |   | <br><br> |   |
| Traffic Volume (veh/h)            | 0   | 13  | 38  | 90  | 12  | 0   | 0   | 0   | 0   | 29  | 2306  | 17  |
| Future Volume (Veh/h)             | 0   | 13  | 38  | 90  | 12  | 0   | 0   | 0   | 0   | 29  | 2306  | 17  |
| Sign Control                      |   | Stop  |   |   | Stop  |   |   | Free  |   |   | Free  |   |
| Grade                             |   | 0%  |   |   | 0%  |   |   | 0%  |   |   | 0%  |   |
| Peak Hour Factor                  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Hourly flow rate (vph)            | 0   | 14  | 40  | 95  | 13  | 0   | 0   | 0   | 0   | 31  | 2427  | 18  |
| Pedestrians                       |   | 2   |   |   |   |   |   |   |   |   |   |   |
| Lane Width (ft)                   |   | 12.0  |   |   |   |   |   |   |   |   |   |   |
| Walking Speed (ft/s)              |   | 3.5   |   |   |   |   |   |   |   |   |   |   |
| Percent Blockage                  |   | 0   |   |   |   |   |   |   |   |   |   |   |
| Right turn flare (veh)            |   |   |   |   |   |   |   |   |   |   |   |   |
| Median type                       |   |   |   |   |   |   |   | None  |   |   | None  |   |
| Median storage (veh)              |   |   |   |   |   |   |   |   |   |   | 742   |   |
| Upstream signal (ft)              |   |   |   |   |   |   |   |   |   |   |   |   |
| pX, platoon unblocked             | 0.68  | 0.68  | 0.68  | 0.68  | 0.68  |   | 0.68  |   |   |   |   |   |
| vC, conflicting volume            | 2506  | 2500  | 820   | 918   | 2509  | 0   | 2447  |   |   | 0   |   |   |
| vC1, stage 1 conf vol             |   |   |   |   |   |   |   |   |   |   |   |   |
| vC2, stage 2 conf vol             |   |   |   |   |   |   |   |   |   |   |   |   |
| vCu, unblocked vol                | 1547  | 1538  | 0   | 0   | 1551  | 0   | 1459  |   |   | 0   |   |   |
| tC, single (s)                    | 7.5   | *5.0  | *5.0  | *5.0  | *5.0  | 6.9   | 4.1   |   |   | 4.1   |   |   |
| tC, 2 stage (s)                   |   |   |   |   |   |   |   |   |   |   |   |   |
| tF (s)                            | 3.5   | *3.0  | *3.0  | *3.0  | *3.0  | 3.3   | 2.2   |   |   | 2.2   |   |   |
| p0 queue free %                   | 100   | 92  | 95  | 87  | 92  | 100   | 100   |   |   | 98  |   |   |
| cM capacity (veh/h)               | 48  | 166   | 809   | 709   | 164   | 1084  | 309   |   |   | 1622  |   |   |
| Direction, Lane #                 | EB 1  | WB 1  | SB 1  | SB 2  | SB 3  |   |   |   |   |   |   |   |
| Volume Total                      | 54  | 108   | 638   | 1214  | 625   |   |   |   |   |   |   |   |
| Volume Left                       | 0   | 95  | 31  | 0   | 0   |   |   |   |   |   |   |   |
| Volume Right                      | 40  | 0   | 0   | 0   | 18  |   |   |   |   |   |   |   |
| cSH                               | 404   | 506   | 1622  | 1700  | 1700  |   |   |   |   |   |   |   |
| Volume to Capacity                | 0.13  | 0.21  | 0.02  | 0.71  | 0.37  |   |   |   |   |   |   |   |
| Queue Length 95th (ft)            | 11  | 20  | 1   | 0   | 0   |   |   |   |   |   |   |   |
| Control Delay (s)                 | 15.3  | 14.0  | 0.6   | 0.0   | 0.0   |   |   |   |   |   |   |   |
| Lane LOS                          | C   | B   | A   |   |   |   |   |   |   |   |   |   |
| Approach Delay (s)                | 15.3  | 14.0  | 0.1   |   |   |   |   |   |   |   |   |   |
| Approach LOS                      | C   | B   |   |   |   |   |   |   |   |   |   |   |
| Intersection Summary              |   |   |   |   |   |   |   |   |   |   |   |   |
| Average Delay                     |   |   | 1.0   |   |   |   |   |   |   |   |   |   |
| Intersection Capacity Utilization |   |   | 64.5%   |   | ICU Level of Service  |   |   |   |   | C   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |   |   |   |   |   |   |

\* User Entered Value

HCM 6th TWSC  
 2: S Dixie Highway/US 1 NB & SW 170th Street

Future Total Conditions  
 P.M. Peak Hour

Intersection

Int Delay, s/veh 2.1

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
|--------------------------|------|------|------|------|------|------|------|------|------|------|-------|------|
| Lane Configurations      |      | ↕    |      |      | ↕    |      | ↕↕↕  |      |      |      |       |      |
| Traffic Vol, veh/h       | 15   | 24   | 0    | 0    | 55   | 39   | 48   | 1702 | 44   | 0    | 0     | 0    |
| Future Vol, veh/h        | 15   | 24   | 0    | 0    | 55   | 39   | 48   | 1702 | 44   | 0    | 0     | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free  | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -     | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -     | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 16965 | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0     | -    |
| Peak Hour Factor         | 95   | 95   | 95   | 95   | 95   | 95   | 95   | 95   | 95   | 95   | 95    | 95   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2     | 2    |
| Mvmt Flow                | 16   | 25   | 0    | 0    | 58   | 41   | 51   | 1792 | 46   | 0    | 0     | 0    |

| Major/Minor          | Minor2 |      | Minor1 |   | Major1 |     |      |   |   |
|----------------------|--------|------|--------|---|--------|-----|------|---|---|
| Conflicting Flow All | 848    | 1940 | -      | - | 1917   | 919 | 0    | 0 | 0 |
| Stage 1              | 0      | 0    | -      | - | 1917   | -   | -    | - | - |
| Stage 2              | 848    | 1940 | -      | - | 0      | -   | -    | - | - |
| Critical Hdwy        | 5      | 5    | -      | - | 5      | 5   | 5.34 | - | - |
| Critical Hdwy Stg 1  | -      | -    | -      | - | 5.54   | -   | -    | - | - |
| Critical Hdwy Stg 2  | 6.74   | 5.54 | -      | - | -      | -   | -    | - | - |
| Follow-up Hdwy       | 3      | 3    | -      | - | 3      | 3   | 3.12 | - | - |
| Pot Cap-1 Maneuver   | 515    | 164  | 0      | 0 | 168    | 479 | -    | - | - |
| Stage 1              | -      | -    | 0      | 0 | 126    | -   | -    | - | - |
| Stage 2              | 342    | 122  | 0      | 0 | -      | -   | -    | - | - |
| Platoon blocked, %   |        |      |        |   |        |     |      | - | - |
| Mov Cap-1 Maneuver   | 345    | 164  | -      | - | 168    | 479 | -    | - | - |
| Mov Cap-2 Maneuver   | 345    | 164  | -      | - | 168    | -   | -    | - | - |
| Stage 1              | -      | -    | -      | - | 126    | -   | -    | - | - |
| Stage 2              | 169    | 122  | -      | - | -      | -   | -    | - | - |

| Approach             | EB   | WB | NB |
|----------------------|------|----|----|
| HCM Control Delay, s | 26.9 | 32 |    |
| HCM LOS              | D    | D  |    |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 |
|-----------------------|-----|-----|-----|-------|-------|
| Capacity (veh/h)      | -   | -   | -   | 205   | 230   |
| HCM Lane V/C Ratio    | -   | -   | -   | 0.2   | 0.43  |
| HCM Control Delay (s) | -   | -   | -   | 26.9  | 32    |
| HCM Lane LOS          | -   | -   | -   | D     | D     |
| HCM 95th %tile Q(veh) | -   | -   | -   | 0.7   | 2     |

HCM 6th TWSC  
 3: SW 170th Street & SW 94th Court

Future Total Conditions  
 P.M. Peak Hour

Intersection

Int Delay, s/veh 3.6

| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      |      | ↕    | ↕    |      | ↕    |      |
| Traffic Vol, veh/h       | 20   | 74   | 58   | 5    | 38   | 42   |
| Future Vol, veh/h        | 20   | 74   | 58   | 5    | 38   | 42   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 6    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 80   | 80   | 80   | 80   | 80   | 80   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 25   | 93   | 73   | 6    | 48   | 53   |

| Major/Minor          | Major1 | Major2 | Minor2 |      |      |
|----------------------|--------|--------|--------|------|------|
| Conflicting Flow All | 79     | 0      | 0      | 219  | 82   |
| Stage 1              | -      | -      | -      | 76   | -    |
| Stage 2              | -      | -      | -      | 143  | -    |
| Critical Hdwy        | 4.12   | -      | -      | 5    | 5    |
| Critical Hdwy Stg 1  | -      | -      | -      | 5.42 | -    |
| Critical Hdwy Stg 2  | -      | -      | -      | 5.42 | -    |
| Follow-up Hdwy       | 2.218  | -      | -      | 3    | 3    |
| Pot Cap-1 Maneuver   | 1519   | -      | -      | 969  | 1108 |
| Stage 1              | -      | -      | -      | 1105 | -    |
| Stage 2              | -      | -      | -      | 1026 | -    |
| Platoon blocked, %   |        | -      | -      |      |      |
| Mov Cap-1 Maneuver   | 1519   | -      | -      | 953  | 1102 |
| Mov Cap-2 Maneuver   | -      | -      | -      | 953  | -    |
| Stage 1              | -      | -      | -      | 1086 | -    |
| Stage 2              | -      | -      | -      | 1026 | -    |

| Approach             | EB  | WB | SB  |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 1.6 | 0  | 8.9 |
| HCM LOS              |     |    | A   |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 1519  | -   | -   | -   | 1026  |
| HCM Lane V/C Ratio    | 0.016 | -   | -   | -   | 0.097 |
| HCM Control Delay (s) | 7.4   | 0   | -   | -   | 8.9   |
| HCM Lane LOS          | A     | A   | -   | -   | A     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | -   | 0.3   |

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HCM 6th TWSC  
 4: S Dixie Highway/US 1 SB & SW 169th Street

Future Total Conditions  
 P.M. Peak Hour

Intersection

Int Delay, s/veh 0.3

| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT   | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|------|------|------|------|------|-------|------|------|------|------|
| Lane Configurations      |      |      |      | ↔    |      |      |      |       |      | ↔↔↔  |      |      |
| Traffic Vol, veh/h       | 0    | 0    | 0    | 38   | 0    | 0    | 0    | 0     | 0    | 21   | 2313 | 1    |
| Future Vol, veh/h        | 0    | 0    | 0    | 38   | 0    | 0    | 0    | 0     | 0    | 21   | 2313 | 1    |
| Conflicting Peds, #/hr   | 1    | 0    | 0    | 0    | 0    | 1    | 2    | 0     | 5    | 5    | 0    | 2    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free  | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -     | None | -    | -    | None |
| Storage Length           | -    | -    | -    | 0    | -    | -    | -    | -     | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 16974 | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0     | -    | -    | 0    | -    |
| Peak Hour Factor         | 95   | 95   | 95   | 95   | 95   | 95   | 95   | 95    | 95   | 95   | 95   | 95   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2     | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 0    | 0    | 40   | 0    | 0    | 0    | 0     | 0    | 22   | 2435 | 1    |

| Major/Minor          | Minor1 | Major2   |
|----------------------|--------|----------|
| Conflicting Flow All | 1023   | 5 0 0    |
| Stage 1              | 5      | - - -    |
| Stage 2              | 1018   | - - -    |
| Critical Hdwy        | 5      | 5.34 - - |
| Critical Hdwy Stg 1  | -      | - - -    |
| Critical Hdwy Stg 2  | 6.04   | - - -    |
| Follow-up Hdwy       | 3      | 3.12 - - |
| Pot Cap-1 Maneuver   | 431    | 1148 - - |
| Stage 1              | -      | 0 0 - -  |
| Stage 2              | 323    | 0 0 - -  |
| Platoon blocked, %   |        | - - -    |
| Mov Cap-1 Maneuver   | 429    | 1143 - - |
| Mov Cap-2 Maneuver   | 429    | 0 - -    |
| Stage 1              | -      | 0 - -    |
| Stage 2              | 323    | 0 - -    |

| Approach             | WB   | SB  |
|----------------------|------|-----|
| HCM Control Delay, s | 14.3 | 0.1 |
| HCM LOS              | B    |     |

| Minor Lane/Major Mvmt | WBLn1 | SBL   | SBT | SBR |
|-----------------------|-------|-------|-----|-----|
| Capacity (veh/h)      | 429   | 1143  | -   | -   |
| HCM Lane V/C Ratio    | 0.093 | 0.019 | -   | -   |
| HCM Control Delay (s) | 14.3  | 8.2   | 0   | -   |
| HCM Lane LOS          | B     | A     | A   | -   |
| HCM 95th %tile Q(veh) | 0.3   | 0.1   | -   | -   |

HCM Unsignalized Intersection Capacity Analysis  
 5: S Dixie Highway/US 1 NB & SW 169th Street

Future Total Conditions  
 P.M. Peak Hour

| Movement                          | EBL  | EBT  | EBR   | WBL  | WBT                  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-----------------------------------|------|------|-------|------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations               |      | ↔    |       |      | ↔                    |      |      | ↑↑↑  |      |      |      |      |
| Traffic Volume (veh/h)            | 23   | 14   | 0     | 0    | 21                   | 24   | 19   | 1694 | 56   | 0    | 0    | 0    |
| Future Volume (Veh/h)             | 23   | 14   | 0     | 0    | 21                   | 24   | 19   | 1694 | 56   | 0    | 0    | 0    |
| Sign Control                      |      | Stop |       |      | Stop                 |      |      | Free |      |      | Free |      |
| Grade                             |      | 0%   |       |      | 0%                   |      |      | 0%   |      |      | 0%   |      |
| Peak Hour Factor                  | 0.95 | 0.95 | 0.95  | 0.95 | 0.95                 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph)            | 24   | 15   | 0     | 0    | 22                   | 25   | 20   | 1783 | 59   | 0    | 0    | 0    |
| Pedestrians                       |      |      |       |      | 3                    |      |      | 6    |      |      |      |      |
| Lane Width (ft)                   |      |      |       |      | 12.0                 |      |      | 12.0 |      |      |      |      |
| Walking Speed (ft/s)              |      |      |       |      | 3.5                  |      |      | 3.5  |      |      |      |      |
| Percent Blockage                  |      |      |       |      | 0                    |      |      | 1    |      |      |      |      |
| Right turn flare (veh)            |      |      |       |      |                      |      |      |      |      |      |      |      |
| Median type                       |      |      |       |      |                      |      |      | None |      |      | None |      |
| Median storage (veh)              |      |      |       |      |                      |      |      |      |      |      |      |      |
| Upstream signal (ft)              |      |      |       |      |                      |      |      |      |      |      | 238  |      |
| pX, platoon unblocked             |      |      |       |      |                      |      |      |      |      |      |      |      |
| vC, conflicting volume            | 522  | 1885 | 6     | 1869 | 1856                 | 478  | 0    |      |      | 1845 |      |      |
| vC1, stage 1 conf vol             |      |      |       |      |                      |      |      |      |      |      |      |      |
| vC2, stage 2 conf vol             |      |      |       |      |                      |      |      |      |      |      |      |      |
| vCu, unblocked vol                | 522  | 1885 | 6     | 1869 | 1856                 | 478  | 0    |      |      | 1845 |      |      |
| tC, single (s)                    | *5.0 | *5.0 | 6.9   | 7.5  | *5.0                 | *5.0 | 4.1  |      |      | 4.1  |      |      |
| tC, 2 stage (s)                   |      |      |       |      |                      |      |      |      |      |      |      |      |
| tF (s)                            | *3.0 | *3.0 | 3.3   | 3.5  | *3.0                 | *3.0 | 2.2  |      |      | 2.2  |      |      |
| p0 queue free %                   | 96   | 91   | 100   | 100  | 88                   | 97   | 99   |      |      | 100  |      |      |
| cM capacity (veh/h)               | 620  | 171  | 1069  | 41   | 176                  | 747  | 1622 |      |      | 324  |      |      |
| Direction, Lane #                 | EB 1 | WB 1 | NB 1  | NB 2 | NB 3                 | NB 4 |      |      |      |      |      |      |
| Volume Total                      | 39   | 47   | 317   | 594  | 594                  | 356  |      |      |      |      |      |      |
| Volume Left                       | 24   | 0    | 20    | 0    | 0                    | 0    |      |      |      |      |      |      |
| Volume Right                      | 0    | 25   | 0     | 0    | 0                    | 59   |      |      |      |      |      |      |
| cSH                               | 308  | 297  | 1622  | 1700 | 1700                 | 1700 |      |      |      |      |      |      |
| Volume to Capacity                | 0.13 | 0.16 | 0.01  | 0.35 | 0.35                 | 0.21 |      |      |      |      |      |      |
| Queue Length 95th (ft)            | 11   | 14   | 1     | 0    | 0                    | 0    |      |      |      |      |      |      |
| Control Delay (s)                 | 18.4 | 19.4 | 0.6   | 0.0  | 0.0                  | 0.0  |      |      |      |      |      |      |
| Lane LOS                          | C    | C    | A     |      |                      |      |      |      |      |      |      |      |
| Approach Delay (s)                | 18.4 | 19.4 | 0.1   |      |                      |      |      |      |      |      |      |      |
| Approach LOS                      | C    | C    |       |      |                      |      |      |      |      |      |      |      |
| Intersection Summary              |      |      |       |      |                      |      |      |      |      |      |      |      |
| Average Delay                     |      |      | 0.9   |      |                      |      |      |      |      |      |      |      |
| Intersection Capacity Utilization |      |      | 42.0% |      | ICU Level of Service |      |      |      | A    |      |      |      |
| Analysis Period (min)             |      |      | 15    |      |                      |      |      |      |      |      |      |      |

\* User Entered Value

HCM 6th TWSC  
6: SW 94th Court & SW 169th Street

Future Total Conditions  
P.M. Peak Hour

Intersection

|                          |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 5.8  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      |
| Traffic Vol, veh/h       | 12   | 27   | 30   | 2    | 13   | 0    | 16   | 38   | 1    | 6    | 58   | 12   |
| Future Vol, veh/h        | 12   | 27   | 30   | 2    | 13   | 0    | 16   | 38   | 1    | 6    | 58   | 12   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   | 85   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 14   | 32   | 35   | 2    | 15   | 0    | 19   | 45   | 1    | 7    | 68   | 14   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |      |      | Minor2 |      |      |
|----------------------|--------|---|---|--------|---|---|--------|------|------|--------|------|------|
| Conflicting Flow All | 15     | 0 | 0 | 67     | 0 | 0 | 138    | 97   | 50   | 120    | 114  | 15   |
| Stage 1              | -      | - | - | -      | - | - | 78     | 78   | -    | 19     | 19   | -    |
| Stage 2              | -      | - | - | -      | - | - | 60     | 19   | -    | 101    | 95   | -    |
| Critical Hdwy        | 4.12   | - | - | 4.12   | - | - | 5      | 5    | 5    | 5      | 5    | 5    |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.12   | 5.52 | -    | 6.12   | 5.52 | -    |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.12   | 5.52 | -    | 6.12   | 5.52 | -    |
| Follow-up Hdwy       | 2.218  | - | - | 2.218  | - | - | 3      | 3    | 3    | 3      | 3    | 3    |
| Pot Cap-1 Maneuver   | 1603   | - | - | 1535   | - | - | 1049   | 1092 | 1143 | 1067   | 1074 | 1183 |
| Stage 1              | -      | - | - | -      | - | - | 1086   | 1100 | -    | 1171   | 1175 | -    |
| Stage 2              | -      | - | - | -      | - | - | 1111   | 1175 | -    | 1054   | 1079 | -    |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -    | -    | -      | -    | -    |
| Mov Cap-1 Maneuver   | 1603   | - | - | 1535   | - | - | 978    | 1081 | 1143 | 1024   | 1063 | 1183 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 978    | 1081 | -    | 1024   | 1063 | -    |
| Stage 1              | -      | - | - | -      | - | - | 1076   | 1090 | -    | 1160   | 1174 | -    |
| Stage 2              | -      | - | - | -      | - | - | 1033   | 1174 | -    | 1001   | 1069 | -    |

| Approach             | EB  | WB | NB  | SB  |
|----------------------|-----|----|-----|-----|
| HCM Control Delay, s | 1.3 | 1  | 8.7 | 8.6 |
| HCM LOS              |     |    | A   | A   |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 1050  | 1603  | -   | -   | 1535  | -   | -   | 1077  |
| HCM Lane V/C Ratio    | 0.062 | 0.009 | -   | -   | 0.002 | -   | -   | 0.083 |
| HCM Control Delay (s) | 8.7   | 7.3   | 0   | -   | 7.3   | 0   | -   | 8.6   |
| HCM Lane LOS          | A     | A     | A   | -   | A     | A   | -   | A     |
| HCM 95th %tile Q(veh) | 0.2   | 0     | -   | -   | 0     | -   | -   | 0.3   |

Timings  
7: S Dixie Highway/US 1 SB & SW 168th Street

Future Total Conditions  
P.M. Peak Hour

| Lane Group           | →     | ↘     | ←     | ↓     | Ø6    |
|----------------------|-------|-------|-------|-------|-------|
| Lane Configurations  | ↑↑    |       | ↔↑    | ↔↑↑   |       |
| Traffic Volume (vph) | 286   | 73    | 280   | 2106  |       |
| Future Volume (vph)  | 286   | 73    | 280   | 2106  |       |
| Turn Type            | NA    | pm+pt | NA    | NA    |       |
| Protected Phases     | 3     | 4     | 8     | 2     | 6     |
| Permitted Phases     |       | 8     |       |       |       |
| Detector Phase       | 3     | 4     | 8     | 2     |       |
| Switch Phase         |       |       |       |       |       |
| Minimum Initial (s)  | 10.0  | 10.0  | 10.0  | 7.0   | 7.0   |
| Minimum Split (s)    | 24.0  | 27.0  | 24.0  | 35.8  | 35.8  |
| Total Split (s)      | 28.0  | 27.0  | 55.0  | 135.0 | 135.0 |
| Total Split (%)      | 14.7% | 14.2% | 28.9% | 71.1% | 71%   |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.8   | 4.8   |
| All-Red Time (s)     | 2.0   | 3.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) | 0.0   |       | 0.0   | 0.0   |       |
| Total Lost Time (s)  | 6.0   |       | 6.0   | 6.8   |       |
| Lead/Lag             | Lead  | Lag   |       |       |       |
| Lead-Lag Optimize?   | Yes   | Yes   |       |       |       |
| Recall Mode          | None  | None  | None  | C-Max | C-Max |

Intersection Summary

Cycle Length: 190  
 Actuated Cycle Length: 190  
 Offset: 132 (69%), Referenced to phase 2:SBTL and 6:, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated

Splits and Phases: 7: S Dixie Highway/US 1 SB & SW 168th Street

|                |                 |                 |
|----------------|-----------------|-----------------|
| #7<br>↓ Ø2 (R) | #7 #8<br>→ ↘ Ø3 | #7 #8<br>↘ ← Ø4 |
| 135 s          | 28 s            | 27 s            |
| #8<br>↑ Ø6 (R) | #7 #8<br>← → Ø8 |                 |
| 135 s          | 55 s            |                 |

HCM Signalized Intersection Capacity Analysis  
 7: S Dixie Highway/US 1 SB & SW 168th Street

Future Total Conditions  
 P.M. Peak Hour

| Movement                          | EBL  | EBT   | EBR   | WBL   | WBT                       | WBR  | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
|-----------------------------------|------|-------|-------|-------|---------------------------|------|------|------|------|------|-------|------|
| Lane Configurations               |      | ↑↑    |       |       | ↑↑                        |      |      |      |      |      | ↑↑↑   |      |
| Traffic Volume (vph)              | 0    | 286   | 111   | 73    | 280                       | 0    | 0    | 0    | 0    | 91   | 2106  | 263  |
| Future Volume (vph)               | 0    | 286   | 111   | 73    | 280                       | 0    | 0    | 0    | 0    | 91   | 2106  | 263  |
| Ideal Flow (vphpl)                | 1900 | 1900  | 1900  | 1900  | 1900                      | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)               |      | 6.0   |       |       | 6.0                       |      |      |      |      |      | 6.8   |      |
| Lane Util. Factor                 |      | 0.95  |       |       | 0.95                      |      |      |      |      |      | 0.91  |      |
| Frbp, ped/bikes                   |      | 1.00  |       |       | 1.00                      |      |      |      |      |      | 1.00  |      |
| Flpb, ped/bikes                   |      | 1.00  |       |       | 1.00                      |      |      |      |      |      | 1.00  |      |
| Frt                               |      | 0.96  |       |       | 1.00                      |      |      |      |      |      | 0.98  |      |
| Flt Protected                     |      | 1.00  |       |       | 0.99                      |      |      |      |      |      | 1.00  |      |
| Satd. Flow (prot)                 |      | 3378  |       |       | 3503                      |      |      |      |      |      | 4995  |      |
| Flt Permitted                     |      | 1.00  |       |       | 0.56                      |      |      |      |      |      | 1.00  |      |
| Satd. Flow (perm)                 |      | 3378  |       |       | 1996                      |      |      |      |      |      | 4995  |      |
| Peak-hour factor, PHF             | 0.97 | 0.97  | 0.97  | 0.97  | 0.97                      | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97  | 0.97 |
| Adj. Flow (vph)                   | 0    | 295   | 114   | 75    | 289                       | 0    | 0    | 0    | 0    | 94   | 2171  | 271  |
| RTOR Reduction (vph)              | 0    | 21    | 0     | 0     | 0                         | 0    | 0    | 0    | 0    | 0    | 8     | 0    |
| Lane Group Flow (vph)             | 0    | 388   | 0     | 0     | 364                       | 0    | 0    | 0    | 0    | 0    | 2528  | 0    |
| Confl. Peds. (#/hr)               | 6    |       |       |       |                           | 6    |      |      |      |      |       |      |
| Confl. Bikes (#/hr)               |      |       | 1     |       |                           | 1    |      |      |      |      |       |      |
| Turn Type                         |      | NA    |       | pm+pt | NA                        |      |      |      |      | Perm | NA    |      |
| Protected Phases                  |      | 3     |       | 4     | 8                         |      |      |      |      |      | 2     |      |
| Permitted Phases                  |      |       |       | 8     |                           |      |      |      |      | 2    |       |      |
| Actuated Green, G (s)             |      | 22.0  |       |       | 48.6                      |      |      |      |      |      | 128.6 |      |
| Effective Green, g (s)            |      | 22.0  |       |       | 48.6                      |      |      |      |      |      | 128.6 |      |
| Actuated g/C Ratio                |      | 0.12  |       |       | 0.26                      |      |      |      |      |      | 0.68  |      |
| Clearance Time (s)                |      | 6.0   |       |       | 6.0                       |      |      |      |      |      | 6.8   |      |
| Vehicle Extension (s)             |      | 3.0   |       |       | 3.0                       |      |      |      |      |      | 1.0   |      |
| Lane Grp Cap (vph)                |      | 391   |       |       | 666                       |      |      |      |      |      | 3380  |      |
| v/s Ratio Prot                    |      | c0.11 |       |       | c0.06                     |      |      |      |      |      |       |      |
| v/s Ratio Perm                    |      |       |       |       | 0.08                      |      |      |      |      |      | 0.51  |      |
| v/c Ratio                         |      | 0.99  |       |       | 0.55                      |      |      |      |      |      | 0.75  |      |
| Uniform Delay, d1                 |      | 83.9  |       |       | 61.2                      |      |      |      |      |      | 20.1  |      |
| Progression Factor                |      | 1.00  |       |       | 0.65                      |      |      |      |      |      | 1.00  |      |
| Incremental Delay, d2             |      | 43.1  |       |       | 0.7                       |      |      |      |      |      | 1.6   |      |
| Delay (s)                         |      | 127.1 |       |       | 40.6                      |      |      |      |      |      | 21.7  |      |
| Level of Service                  |      | F     |       |       | D                         |      |      |      |      |      | C     |      |
| Approach Delay (s)                |      | 127.1 |       |       | 40.6                      |      |      | 0.0  |      |      | 21.7  |      |
| Approach LOS                      |      | F     |       |       | D                         |      |      | A    |      |      | C     |      |
| <b>Intersection Summary</b>       |      |       |       |       |                           |      |      |      |      |      |       |      |
| HCM 2000 Control Delay            |      |       | 36.8  |       | HCM 2000 Level of Service |      |      |      |      | D    |       |      |
| HCM 2000 Volume to Capacity ratio |      |       | 0.76  |       |                           |      |      |      |      |      |       |      |
| Actuated Cycle Length (s)         |      |       | 190.0 |       | Sum of lost time (s)      |      |      |      | 19.8 |      |       |      |
| Intersection Capacity Utilization |      |       | 85.4% |       | ICU Level of Service      |      |      |      | E    |      |       |      |
| Analysis Period (min)             |      |       | 15    |       |                           |      |      |      |      |      |       |      |
| c Critical Lane Group             |      |       |       |       |                           |      |      |      |      |      |       |      |

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Timings  
8: S Dixie Highway/US 1 NB & SW 168th Street

Future Total Conditions  
P.M. Peak Hour

|                      |  |  |  |  |  |       |
|----------------------|---|---|---|---|---|-------|
| Lane Group           | EBL   | EBT   | WBT   | NBL   | NBT   | Ø2    |
| Lane Configurations  |   | ⇕⇕  | ⇕⇕  | ↵   | ⇕⇕⇕   |       |
| Traffic Volume (vph) | 130   | 198   | 237   | 127   | 1498  |       |
| Future Volume (vph)  | 130   | 198   | 237   | 127   | 1498  |       |
| Turn Type            | pm+pt   | NA  | NA  | Perm  | NA  |       |
| Protected Phases     | 3   | 8   | 4   |   | 6   | 2     |
| Permitted Phases     | 8   |   |   | 6   |   |       |
| Detector Phase       | 3   | 8   | 4   | 6   | 6   |       |
| Switch Phase         |   |   |   |   |   |       |
| Minimum Initial (s)  | 10.0  | 10.0  | 10.0  | 7.0   | 7.0   | 7.0   |
| Minimum Split (s)    | 24.0  | 24.0  | 27.0  | 35.8  | 35.8  | 35.8  |
| Total Split (s)      | 28.0  | 55.0  | 27.0  | 135.0   | 135.0   | 135.0 |
| Total Split (%)      | 14.7%   | 28.9%   | 14.2%   | 71.1%   | 71.1%   | 71%   |
| Yellow Time (s)      | 4.0   | 4.0   | 4.0   | 4.8   | 4.8   | 4.8   |
| All-Red Time (s)     | 2.0   | 2.0   | 3.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s) |   | 0.0   | 0.0   | 0.0   | 0.0   |       |
| Total Lost Time (s)  |   | 6.0   | 7.0   | 6.8   | 6.8   |       |
| Lead/Lag             | Lead  |   | Lag   |   |   |       |
| Lead-Lag Optimize?   | Yes   |   | Yes   |   |   |       |
| Recall Mode          | None  | None  | None  | C-Max   | C-Max   | C-Max |

Intersection Summary

Cycle Length: 190  
 Actuated Cycle Length: 190  
 Offset: 132 (69%), Referenced to phase 2:SBTL and 6:, Start of Yellow  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated

Splits and Phases: 8: S Dixie Highway/US 1 NB & SW 168th Street

|  |   |   |
|--|---|---|
| #7<br> Ø2 (R) |  #7 #8<br>Ø3 |  #7 #8<br>Ø4 |
| 135 s  | 28 s  | 27 s  |
| #8<br> Ø6 (R) |  #7 #8<br>Ø8 |   |
| 135 s  | 55 s  |   |

HCM Signalized Intersection Capacity Analysis  
 8: S Dixie Highway/US 1 NB & SW 168th Street

Future Total Conditions  
 P.M. Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |   |
| Lane Configurations               |   | ↔↔  |   |   | ↕↕  |   | ↙   | ↕↕↕   |   |   |   |   |   |
| Traffic Volume (vph)              | 130   | 198   | 0   | 0   | 237   | 83  | 127   | 1498  | 100   | 0   | 0   | 0   |   |
| Future Volume (vph)               | 130   | 198   | 0   | 0   | 237   | 83  | 127   | 1498  | 100   | 0   | 0   | 0   |   |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |   |
| Total Lost time (s)               |   | 6.0   |   |   | 7.0   |   | 6.8   | 6.8   |   |   |   |   |   |
| Lane Util. Factor                 |   | 0.95  |   |   | 0.95  |   | 1.00  | 0.91  |   |   |   |   |   |
| Frbp, ped/bikes                   |   | 1.00  |   |   | 0.99  |   | 1.00  | 1.00  |   |   |   |   |   |
| Flpb, ped/bikes                   |   | 1.00  |   |   | 1.00  |   | 1.00  | 1.00  |   |   |   |   |   |
| Frt                               |   | 1.00  |   |   | 0.96  |   | 1.00  | 0.99  |   |   |   |   |   |
| Flt Protected                     |   | 0.98  |   |   | 1.00  |   | 0.95  | 1.00  |   |   |   |   |   |
| Satd. Flow (prot)                 |   | 3466  |   |   | 3375  |   | 1770  | 5033  |   |   |   |   |   |
| Flt Permitted                     |   | 0.55  |   |   | 1.00  |   | 0.95  | 1.00  |   |   |   |   |   |
| Satd. Flow (perm)                 |   | 1949  |   |   | 3375  |   | 1770  | 5033  |   |   |   |   |   |
| Peak-hour factor, PHF             | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  | 0.97  |   |
| Adj. Flow (vph)                   | 134   | 204   | 0   | 0   | 244   | 86  | 131   | 1544  | 103   | 0   | 0   | 0   |   |
| RTOR Reduction (vph)              | 0   | 0   | 0   | 0   | 19  | 0   | 0   | 4   | 0   | 0   | 0   | 0   |   |
| Lane Group Flow (vph)             | 0   | 338   | 0   | 0   | 311   | 0   | 131   | 1643  | 0   | 0   | 0   | 0   |   |
| Confl. Peds. (#/hr)               | 6   |   | 1   | 1   |   | 6   |   |   | 2   | 2   |   |   |   |
| Turn Type                         | pm+pt   | NA  |   |   | NA  |   | Perm  | NA  |   |   |   |   |   |
| Protected Phases                  | 3   | 8   |   |   | 4   |   |   | 6   |   |   |   |   |   |
| Permitted Phases                  | 8   |   |   |   |   |   | 6   |   |   |   |   |   |   |
| Actuated Green, G (s)             |   | 48.6  |   |   | 19.6  |   | 128.6   | 128.6   |   |   |   |   |   |
| Effective Green, g (s)            |   | 48.6  |   |   | 19.6  |   | 128.6   | 128.6   |   |   |   |   |   |
| Actuated g/C Ratio                |   | 0.26  |   |   | 0.10  |   | 0.68  | 0.68  |   |   |   |   |   |
| Clearance Time (s)                |   | 6.0   |   |   | 7.0   |   | 6.8   | 6.8   |   |   |   |   |   |
| Vehicle Extension (s)             |   | 3.0   |   |   | 3.0   |   | 1.0   | 1.0   |   |   |   |   |   |
| Lane Grp Cap (vph)                |   | 674   |   |   | 348   |   | 1198  | 3406  |   |   |   |   |   |
| v/s Ratio Prot                    |   | c0.06   |   |   | c0.09   |   |   | c0.33   |   |   |   |   |   |
| v/s Ratio Perm                    |   | 0.07  |   |   |   |   | 0.07  |   |   |   |   |   |   |
| v/c Ratio                         |   | 0.50  |   |   | 0.89  |   | 0.11  | 0.48  |   |   |   |   |   |
| Uniform Delay, d1                 |   | 60.4  |   |   | 84.2  |   | 10.7  | 14.7  |   |   |   |   |   |
| Progression Factor                |   | 0.38  |   |   | 1.00  |   | 1.00  | 1.00  |   |   |   |   |   |
| Incremental Delay, d2             |   | 0.2   |   |   | 24.0  |   | 0.2   | 0.5   |   |   |   |   |   |
| Delay (s)                         |   | 23.2  |   |   | 108.1   |   | 10.9  | 15.2  |   |   |   |   |   |
| Level of Service                  |   | C   |   |   | F   |   | B   | B   |   |   |   |   |   |
| Approach Delay (s)                |   | 23.2  |   |   | 108.1   |   |   | 14.9  |   |   |   | 0.0   |   |
| Approach LOS                      |   | C   |   |   | F   |   |   | B   |   |   |   | A   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |   |
| HCM 2000 Control Delay            |   |   | 28.6  |   |   |   | HCM 2000 Level of Service   |   | C   |   |   |   |   |
| HCM 2000 Volume to Capacity ratio |   |   | 0.54  |   |   |   |   |   |   |   |   |   |   |
| Actuated Cycle Length (s)         |   |   | 190.0   |   |   |   | Sum of lost time (s)  |   | 19.8  |   |   |   |   |
| Intersection Capacity Utilization |   |   | 67.6%   |   |   |   | ICU Level of Service  |   | C   |   |   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |   |   |   |   |   |   |   |
| c Critical Lane Group             |   |   |   |   |   |   |   |   |   |   |   |   |   |

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HCM 6th TWSC  
 9: SW 94th Court & SW 168th Street

Future Total Conditions  
 P.M. Peak Hour

Intersection

Int Delay, s/veh 1.6

| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations      | ↑↑   |      |      | ↑↑   | ↑↑   |      |
| Traffic Vol, veh/h       | 306  | 31   | 52   | 277  | 27   | 40   |
| Future Vol, veh/h        | 306  | 31   | 52   | 277  | 27   | 40   |
| Conflicting Peds, #/hr   | 0    | 1    | 1    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 333  | 34   | 57   | 301  | 29   | 43   |

| Major/Minor          | Major1 | Major2 | Minor1 |   |          |
|----------------------|--------|--------|--------|---|----------|
| Conflicting Flow All | 0      | 0      | 368    | 0 | 616 185  |
| Stage 1              | -      | -      | -      | - | 351 -    |
| Stage 2              | -      | -      | -      | - | 265 -    |
| Critical Hdwy        | -      | -      | 4.14   | - | 5 5      |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.84 -   |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.84 -   |
| Follow-up Hdwy       | -      | -      | 2.22   | - | 3 3      |
| Pot Cap-1 Maneuver   | -      | -      | 1187   | - | 652 1001 |
| Stage 1              | -      | -      | -      | - | 783 -    |
| Stage 2              | -      | -      | -      | - | 870 -    |
| Platoon blocked, %   | -      | -      | -      | - | -        |
| Mov Cap-1 Maneuver   | -      | -      | 1186   | - | 614 1000 |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 614 -    |
| Stage 1              | -      | -      | -      | - | 737 -    |
| Stage 2              | -      | -      | -      | - | 870 -    |

| Approach             | EB | WB  | NB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 0  | 1.5 | 10 |
| HCM LOS              |    |     | B  |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 798   | -   | -   | 1186  | -   |
| HCM Lane V/C Ratio    | 0.091 | -   | -   | 0.048 | -   |
| HCM Control Delay (s) | 10    | -   | -   | 8.2   | 0.2 |
| HCM Lane LOS          | B     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0.3   | -   | -   | 0.1   | -   |

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HCM 6th TWSC  
10: SW 94th Court & South Driveway

Future Total Conditions  
P.M. Peak Hour

Intersection

|                          |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.9  |      |      |      |      |      |
| Movement                 | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
| Lane Configurations      | Y    |      |      | ↑    | ↑    |      |
| Traffic Vol, veh/h       | 10   | 5    | 13   | 17   | 75   | 0    |
| Future Vol, veh/h        | 10   | 5    | 13   | 17   | 75   | 0    |
| 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                | 11   | 5    | 14   | 18   | 82   | 0    |

|                      |        |        |        |   |   |   |
|----------------------|--------|--------|--------|---|---|---|
| Major/Minor          | Minor2 | Major1 | Major2 |   |   |   |
| Conflicting Flow All | 128    | 82     | 82     | 0 | - | 0 |
| Stage 1              | 82     | -      | -      | - | - | - |
| Stage 2              | 46     | -      | -      | - | - | - |
| Critical Hdwy        | 5      | 5      | 4.12   | - | - | - |
| Critical Hdwy Stg 1  | 5.42   | -      | -      | - | - | - |
| Critical Hdwy Stg 2  | 5.42   | -      | -      | - | - | - |
| Follow-up Hdwy       | 3      | 3      | 2.218  | - | - | - |
| Pot Cap-1 Maneuver   | 1059   | 1108   | 1515   | - | - | - |
| Stage 1              | 1097   | -      | -      | - | - | - |
| Stage 2              | 1141   | -      | -      | - | - | - |
| Platoon blocked, %   |        |        |        | - | - | - |
| Mov Cap-1 Maneuver   | 1049   | 1108   | 1515   | - | - | - |
| Mov Cap-2 Maneuver   | 1049   | -      | -      | - | - | - |
| Stage 1              | 1087   | -      | -      | - | - | - |
| Stage 2              | 1141   | -      | -      | - | - | - |

|                      |     |     |    |
|----------------------|-----|-----|----|
| Approach             | EB  | NB  | SB |
| HCM Control Delay, s | 8.4 | 3.2 | 0  |
| HCM LOS              | A   |     |    |

|                       |       |          |       |     |
|-----------------------|-------|----------|-------|-----|
| Minor Lane/Major Mvmt | NBL   | NBTEBLn1 | SBT   | SBR |
| Capacity (veh/h)      | 1515  | -        | 1068  | -   |
| HCM Lane V/C Ratio    | 0.009 | -        | 0.015 | -   |
| HCM Control Delay (s) | 7.4   | 0        | 8.4   | -   |
| HCM Lane LOS          | A     | A        | A     | -   |
| HCM 95th %tile Q(veh) | 0     | -        | 0     | -   |

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HCM 6th TWSC  
 11: SW 94th Court & North Driveway

Future Total Conditions  
 P.M. Peak Hour

Intersection

|                          |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3.6  |      |      |      |      |      |
| Movement                 | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
| Lane Configurations      | Y    |      |      | ↑    | ↑    |      |
| Traffic Vol, veh/h       | 31   | 57   | 0    | 27   | 20   | 71   |
| Future Vol, veh/h        | 31   | 57   | 0    | 27   | 20   | 71   |
| 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                | 34   | 62   | 0    | 29   | 22   | 77   |

|                      |        |        |        |   |   |   |
|----------------------|--------|--------|--------|---|---|---|
| Major/Minor          | Minor2 | Major1 | Major2 |   |   |   |
| Conflicting Flow All | 90     | 61     | 99     | 0 | - | 0 |
| Stage 1              | 61     | -      | -      | - | - | - |
| Stage 2              | 29     | -      | -      | - | - | - |
| Critical Hdwy        | 5      | 5      | 4.12   | - | - | - |
| Critical Hdwy Stg 1  | 5.42   | -      | -      | - | - | - |
| Critical Hdwy Stg 2  | 5.42   | -      | -      | - | - | - |
| Follow-up Hdwy       | 3      | 3      | 2.218  | - | - | - |
| Pot Cap-1 Maneuver   | 1099   | 1131   | 1494   | - | - | - |
| Stage 1              | 1123   | -      | -      | - | - | - |
| Stage 2              | 1163   | -      | -      | - | - | - |
| Platoon blocked, %   |        |        |        | - | - | - |
| Mov Cap-1 Maneuver   | 1099   | 1131   | 1494   | - | - | - |
| Mov Cap-2 Maneuver   | 1099   | -      | -      | - | - | - |
| Stage 1              | 1123   | -      | -      | - | - | - |
| Stage 2              | 1163   | -      | -      | - | - | - |

|                      |     |    |    |
|----------------------|-----|----|----|
| Approach             | EB  | NB | SB |
| HCM Control Delay, s | 8.5 | 0  | 0  |
| HCM LOS              | A   |    |    |

|                       |      |          |       |     |
|-----------------------|------|----------|-------|-----|
| Minor Lane/Major Mvmt | NBL  | NBTEBLn1 | SBT   | SBR |
| Capacity (veh/h)      | 1494 | -        | 1120  | -   |
| HCM Lane V/C Ratio    | -    | -        | 0.085 | -   |
| HCM Control Delay (s) | 0    | -        | 8.5   | -   |
| HCM Lane LOS          | A    | -        | A     | -   |
| HCM 95th %tile Q(veh) | 0    | -        | 0.3   | -   |

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## **Appendix J**

### Accumulation Analysis



## *Updated Traffic Impact Analysis*

# **Temple Beth Am School Village of Pinecrest, Florida**



**Kimley » Horn**

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Revised December 2018

## ACCUMULATION DATA REPORT

|                  |                                |
|------------------|--------------------------------|
| Facility Name    | Temple Beth Am                 |
| Facility Address | 5950 SW 88th Street, Miami, FL |
| Date/Day/Hour    | 23-Aug-18                      |

| NUMBER OF VEHICLES ACCUMULATED |        |         |        |        |        |        |        |        |        |        |        |
|--------------------------------|--------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| TIME                           |        | ON SITE |        |        |        |        |        |        |        | TOTAL  |        |
|                                |        | South   |        | West   |        | East   |        | North  |        |        |        |
| Hour                           | Minute | Queued  | Parked | Queued | Parked | Queued | Parked | Queued | Parked | Queued | Parked |
| 7:00                           | 0:00   | 0       | 0      | 0      | 0      | 0      | 4      |        | 1      | 0      | 5      |
|                                | 0:01   | 0       | 0      | 0      | 0      | 0      | 4      |        | 1      | 0      | 5      |
|                                | 0:02   | 0       | 0      | 0      | 0      | 0      | 4      |        | 1      | 0      | 5      |
|                                | 0:03   | 0       | 0      | 0      | 0      | 0      | 4      |        | 1      | 0      | 5      |
|                                | 0:04   | 0       | 0      | 0      | 0      | 0      | 4      |        | 1      | 0      | 5      |
|                                | 0:05   | 0       | 0      | 0      | 0      | 0      | 4      |        | 2      | 0      | 6      |
|                                | 0:06   | 0       | 0      | 0      | 0      | 0      | 4      |        | 2      | 0      | 6      |
|                                | 0:07   | 0       | 0      | 0      | 0      | 0      | 4      |        | 2      | 0      | 6      |
|                                | 0:08   | 0       | 0      | 0      | 0      | 0      | 4      |        | 2      | 0      | 6      |
|                                | 0:09   | 0       | 0      | 0      | 0      | 0      | 4      |        | 2      | 0      | 6      |
|                                | 0:10   | 0       | 0      | 0      | 0      | 0      | 4      |        | 2      | 0      | 6      |
|                                | 0:11   | 0       | 0      | 0      | 0      | 0      | 4      |        | 2      | 0      | 6      |
|                                | 0:12   | 0       | 1      | 0      | 0      | 0      | 4      |        | 2      | 0      | 7      |
|                                | 0:13   | 0       | 1      | 0      | 1      | 0      | 4      |        | 2      | 0      | 8      |
|                                | 0:14   | 0       | 2      | 0      | 1      | 0      | 4      |        | 2      | 0      | 9      |
|                                | 0:15   | 0       | 3      | 0      | 2      | 0      | 4      |        | 2      | 0      | 11     |
|                                | 0:16   | 0       | 3      | 0      | 2      | 0      | 5      |        | 3      | 0      | 13     |
|                                | 0:17   | 0       | 3      | 0      | 2      | 0      | 5      |        | 3      | 0      | 13     |
|                                | 0:18   | 0       | 3      | 0      | 2      | 0      | 5      |        | 3      | 0      | 13     |
|                                | 0:19   | 0       | 3      | 0      | 2      | 0      | 6      |        | 3      | 0      | 14     |
|                                | 0:20   | 0       | 3      | 0      | 2      | 0      | 6      |        | 3      | 0      | 14     |
|                                | 0:21   | 0       | 3      | 0      | 2      | 0      | 6      |        | 3      | 0      | 14     |
|                                | 0:22   | 0       | 3      | 0      | 2      | 0      | 7      |        | 3      | 0      | 15     |
|                                | 0:23   | 0       | 3      | 0      | 2      | 0      | 10     |        | 3      | 0      | 18     |
|                                | 0:24   | 0       | 4      | 0      | 2      | 0      | 10     |        | 3      | 0      | 19     |
|                                | 0:25   | 0       | 4      | 0      | 3      | 0      | 11     |        | 5      | 0      | 23     |
|                                | 0:26   | 0       | 4      | 0      | 3      | 0      | 12     |        | 5      | 0      | 24     |
|                                | 0:27   | 0       | 5      | 0      | 3      | 0      | 13     |        | 5      | 0      | 26     |
|                                | 0:28   | 0       | 5      | 0      | 3      | 0      | 13     |        | 5      | 0      | 26     |
|                                | 0:29   | 0       | 6      | 0      | 3      | 0      | 14     |        | 5      | 0      | 28     |
|                                | 0:30   | 0       | 6      | 0      | 3      | 0      | 14     |        | 5      | 0      | 28     |
|                                | 0:31   | 0       | 6      | 0      | 3      | 0      | 15     |        | 5      | 0      | 29     |
|                                | 0:32   | 0       | 7      | 0      | 3      | 0      | 16     |        | 5      | 0      | 31     |
|                                | 0:33   | 0       | 6      | 0      | 3      | 0      | 18     |        | 5      | 0      | 32     |
|                                | 0:34   | 0       | 6      | 0      | 4      | 0      | 18     |        | 5      | 0      | 33     |
|                                | 0:35   | 0       | 7      | 0      | 5      | 0      | 20     |        | 5      | 0      | 37     |
|                                | 0:36   | 0       | 8      | 0      | 5      | 0      | 20     |        | 5      | 0      | 38     |
|                                | 0:37   | 0       | 8      | 0      | 5      | 0      | 20     |        | 5      | 0      | 38     |
|                                | 0:38   | 0       | 8      | 0      | 5      | 0      | 20     |        | 5      | 0      | 38     |
|                                | 0:39   | 0       | 8      | 0      | 5      | 0      | 20     |        | 5      | 0      | 38     |
|                                | 0:40   | 1       | 9      | 0      | 5      | 0      | 20     |        | 5      | 1      | 39     |
|                                | 0:41   | 2       | 9      | 0      | 5      | 0      | 20     |        | 5      | 2      | 39     |
|                                | 0:42   | 1       | 9      | 0      | 5      | 0      | 20     |        | 5      | 1      | 39     |
|                                | 0:43   | 0       | 9      | 0      | 5      | 0      | 22     |        | 5      | 0      | 41     |
|                                | 0:44   | 1       | 10     | 0      | 5      | 0      | 24     |        | 5      | 1      | 44     |
|                                | 0:45   | 1       | 10     | 0      | 5      | 0      | 26     |        | 5      | 1      | 46     |
|                                | 0:46   | 1       | 11     | 0      | 6      | 0      | 27     |        | 5      | 1      | 49     |
|                                | 0:47   | 1       | 12     | 0      | 7      | 0      | 28     |        | 5      | 1      | 52     |
|                                | 0:48   | 1       | 12     | 0      | 7      | 0      | 28     |        | 5      | 1      | 52     |
|                                | 0:49   | 1       | 13     | 0      | 7      | 0      | 30     |        | 5      | 1      | 55     |
|                                | 0:50   | 1       | 14     | 0      | 7      | 0      | 31     |        | 5      | 1      | 57     |
|                                | 0:51   | 1       | 15     | 0      | 9      | 0      | 32     |        | 5      | 1      | 61     |
|                                | 0:52   | 2       | 15     | 0      | 9      | 0      | 36     |        | 5      | 2      | 65     |
|                                | 0:53   | 4       | 15     | 0      | 10     | 0      | 37     |        | 5      | 4      | 67     |
|                                | 0:54   | 4       | 15     | 0      | 12     | 0      | 43     |        | 5      | 4      | 75     |
|                                | 0:55   | 5       | 15     | 0      | 13     | 0      | 45     |        | 5      | 5      | 78     |
|                                | 0:56   | 5       | 16     | 0      | 13     | 0      | 45     |        | 5      | 5      | 79     |
|                                | 0:57   | 6       | 18     | 0      | 16     | 0      | 46     |        | 5      | 6      | 85     |
|                                | 0:58   | 12      | 19     | 0      | 16     | 0      | 46     |        | 5      | 12     | 86     |
|                                | 0:59   | 20      | 20     | 0      | 16     | 0      | 46     |        | 5      | 20     | 87     |
| 8:00                           | 0:00   | 22      | 22     | 0      | 18     | 0      | 47     | 0      | 5      | 22     | 92     |
| <b>1 Min Peak Acc.</b>         |        | 22      | 22     | 0      | 18     | 0      | 47     | 0      | 5      | 22     | 92     |

## ACCUMULATION DATA REPORT

|                  |                                |
|------------------|--------------------------------|
| Facility Name    | Temple Beth Am                 |
| Facility Address | 5950 SW 88th Street, Miami, FL |
| Date/Day/Hour    | 23-Aug-18                      |

| NUMBER OF VEHICLES ACCUMULATED |        |           |           |          |           |          |           |          |           |           |            |
|--------------------------------|--------|-----------|-----------|----------|-----------|----------|-----------|----------|-----------|-----------|------------|
| TIME                           |        | ON SITE   |           |          |           |          |           |          |           | TOTAL     |            |
|                                |        | South     |           | West     |           | East     |           | North    |           |           |            |
| Hour                           | Minute | Queued    | Parked    | Queued   | Parked    | Queued   | Parked    | Queued   | Parked    | Queued    | Parked     |
| 8:00                           | 0:00   | 22        | 22        | 0        | 18        | 0        | 47        |          | 5         | 22        | 92         |
|                                | 0:01   | 25        | 25        | 0        | 21        | 0        | 47        |          | 5         | 25        | 98         |
|                                | 0:02   | 30        | 25        | 0        | 23        | 0        | 47        |          | 6         | 30        | 101        |
|                                | 0:03   | 35        | 25        | 0        | 27        | 0        | 47        |          | 6         | 35        | 105        |
|                                | 0:04   | 30        | 25        | 0        | 29        | 0        | 47        |          | 6         | 30        | 107        |
|                                | 0:05   | 20        | 25        | 0        | 30        | 0        | 47        |          | 7         | 20        | 109        |
|                                | 0:06   | 21        | 25        | 0        | 30        | 0        | 47        |          | 7         | 21        | 109        |
|                                | 0:07   | 23        | 25        | 0        | 30        | 0        | 47        |          | 7         | 23        | 109        |
|                                | 0:08   | 26        | 26        | 0        | 30        | 0        | 47        |          | 7         | 26        | 110        |
|                                | 0:09   | 30        | 27        | 0        | 30        | 0        | 47        |          | 7         | 30        | 111        |
|                                | 0:10   | 30        | 27        | 0        | 31        | 0        | 47        |          | 7         | 30        | 112        |
|                                | 0:11   | 30        | 27        | 0        | 31        | 0        | 47        |          | 7         | 30        | 112        |
|                                | 0:12   | 26        | 27        | 0        | 33        | 0        | 47        |          | 7         | 26        | 114        |
|                                | 0:13   | 20        | 27        | 0        | 34        | 0        | 47        |          | 7         | 20        | 115        |
|                                | 0:14   | 18        | 27        | 0        | 34        | 0        | 50        |          | 7         | 18        | 118        |
|                                | 0:15   | 15        | 27        | 0        | 35        | 0        | 51        |          | 7         | 15        | 120        |
|                                | 0:16   | 15        | 28        | 0        | 35        | 0        | 53        |          | 7         | 15        | 123        |
|                                | 0:17   | 15        | 27        | 0        | 35        | 0        | 55        |          | 7         | 15        | 124        |
|                                | 0:18   | 10        | 28        | 0        | 35        | 0        | 56        |          | 7         | 10        | 126        |
|                                | 0:19   | 8         | 28        | 0        | 35        | 0        | 56        |          | 9         | 8         | 128        |
|                                | 0:20   | 8         | 27        | 0        | 39        | 0        | 56        |          | 9         | 8         | 131        |
|                                | 0:21   | 5         | 28        | 0        | 39        | 0        | 56        |          | 10        | 5         | 133        |
|                                | 0:22   | 8         | 29        | 0        | 39        | 0        | 56        |          | 11        | 8         | 135        |
|                                | 0:23   | 9         | 29        | 0        | 39        | 0        | 58        |          | 12        | 9         | 138        |
|                                | 0:24   | 4         | 30        | 0        | 40        | 0        | 58        |          | 12        | 4         | 140        |
|                                | 0:25   | 3         | 30        | 0        | 40        | 0        | 60        |          | 12        | 3         | 142        |
|                                | 0:26   | 3         | 31        | 0        | 40        | 0        | 60        |          | 13        | 3         | 144        |
|                                | 0:27   | 3         | 31        | 0        | 40        | 0        | 60        |          | 13        | 3         | 144        |
|                                | 0:28   | 4         | 32        | 0        | 40        | 0        | 60        |          | 13        | 4         | 145        |
|                                | 0:29   | 4         | 32        | 0        | 40        | 0        | 60        |          | 13        | 4         | 145        |
|                                | 0:30   | 2         | 34        | 0        | 40        | 0        | 60        |          | 13        | 2         | 147        |
|                                | 0:31   | 2         | 35        | 0        | 40        | 0        | 60        |          | 13        | 2         | 148        |
|                                | 0:32   | 2         | 35        | 0        | 40        | 0        | 60        |          | 13        | 2         | 148        |
|                                | 0:33   | 2         | 36        | 0        | 40        | 0        | 60        |          | 13        | 2         | 149        |
|                                | 0:34   | 2         | 36        | 0        | 40        | 0        | 60        |          | 13        | 2         | 149        |
|                                | 0:35   | 4         | 36        | 0        | 41        | 0        | 61        |          | 13        | 4         | 151        |
|                                | 0:36   | 2         | 37        | 0        | 41        | 0        | 61        |          | 13        | 2         | 152        |
|                                | 0:37   | 1         | 36        | 0        | 41        | 0        | 61        |          | 13        | 1         | 151        |
|                                | 0:38   | 2         | 37        | 0        | 41        | 0        | 61        |          | 13        | 2         | 152        |
|                                | 0:39   | 5         | 37        | 0        | 41        | 0        | 61        |          | 13        | 5         | 152        |
|                                | 0:40   | 3         | 40        | 0        | 41        | 0        | 61        |          | 13        | 3         | 155        |
|                                | 0:41   | 1         | 40        | 0        | 41        | 0        | 61        |          | 13        | 1         | 155        |
|                                | 0:42   | 3         | 40        | 0        | 43        | 0        | 61        |          | 13        | 3         | 157        |
|                                | 0:43   | 5         | 43        | 0        | 43        | 0        | 61        |          | 13        | 5         | 160        |
|                                | 0:44   | 2         | 44        | 0        | 45        | 0        | 61        |          | 13        | 2         | 163        |
|                                | 0:45   | 0         | 47        | 0        | 46        | 0        | 60        |          | 13        | 0         | 166        |
|                                | 0:46   | 0         | 47        | 0        | 46        | 0        | 60        |          | 13        | 0         | 166        |
|                                | 0:47   | 0         | 47        | 0        | 46        | 0        | 61        |          | 13        | 0         | 167        |
|                                | 0:48   | 0         | 46        | 0        | 44        | 0        | 61        |          | 13        | 0         | 164        |
|                                | 0:49   | 0         | 45        | 0        | 44        | 0        | 62        |          | 13        | 0         | 164        |
|                                | 0:50   | 0         | 43        | 0        | 44        | 0        | 63        |          | 13        | 0         | 163        |
|                                | 0:51   | 1         | 42        | 0        | 40        | 0        | 63        |          | 13        | 1         | 158        |
|                                | 0:52   | 0         | 41        | 0        | 39        | 0        | 63        |          | 13        | 0         | 156        |
|                                | 0:53   | 1         | 41        | 0        | 35        | 0        | 63        |          | 13        | 1         | 152        |
|                                | 0:54   | 0         | 40        | 0        | 30        | 0        | 63        |          | 13        | 0         | 146        |
|                                | 0:55   | 0         | 40        | 0        | 26        | 0        | 64        |          | 14        | 0         | 144        |
|                                | 0:56   | 0         | 39        | 0        | 26        | 0        | 64        |          | 14        | 0         | 143        |
|                                | 0:57   | 0         | 39        | 0        | 24        | 0        | 66        |          | 14        | 0         | 143        |
|                                | 0:58   | 0         | 38        | 0        | 20        | 0        | 67        |          | 15        | 0         | 140        |
|                                | 0:59   | 0         | 37        | 0        | 16        | 0        | 70        |          | 18        | 0         | 141        |
| 9:00                           | 0:00   | 0         | 36        | 0        | 15        | 0        | 72        | 0        | 18        | 0         | 141        |
| <b>1 Min Peak Acc.</b>         |        | <b>35</b> | <b>47</b> | <b>0</b> | <b>46</b> | <b>0</b> | <b>72</b> | <b>0</b> | <b>18</b> | <b>35</b> | <b>167</b> |

## ACCUMULATION DATA REPORT

|                  |                                |
|------------------|--------------------------------|
| Facility Name    | Temple Beth Am                 |
| Facility Address | 5950 SW 88th Street, Miami, FL |
| Date/Day/Hour    | 23-Aug-18                      |

| NUMBER OF VEHICLES ACCUMULATED |        |         |        |        |        |        |        |        |        |        |        |
|--------------------------------|--------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| TIME                           |        | ON SITE |        |        |        |        |        |        |        | TOTAL  |        |
|                                |        | South   |        | West   |        | East   |        | North  |        |        |        |
| Hour                           | Minute | Queued  | Parked | Queued | Parked | Queued | Parked | Queued | Parked | Queued | Parked |
| 14:00                          | 0:00   | 0       | 22     | 0      | 15     | 0      | 75     |        | 19     | 0      | 131    |
|                                | 0:01   | 2       | 22     | 0      | 15     | 0      | 74     |        | 19     | 2      | 130    |
|                                | 0:02   | 2       | 22     | 0      | 15     | 0      | 74     |        | 19     | 2      | 130    |
|                                | 0:03   | 2       | 22     | 0      | 15     | 0      | 75     |        | 19     | 2      | 131    |
|                                | 0:04   | 2       | 22     | 0      | 15     | 0      | 75     |        | 19     | 2      | 131    |
|                                | 0:05   | 2       | 22     | 0      | 15     | 0      | 75     |        | 19     | 2      | 131    |
|                                | 0:06   | 2       | 22     | 0      | 15     | 0      | 75     |        | 19     | 2      | 131    |
|                                | 0:07   | 2       | 22     | 0      | 15     | 0      | 75     |        | 19     | 2      | 131    |
|                                | 0:08   | 2       | 22     | 0      | 15     | 0      | 75     |        | 19     | 2      | 131    |
|                                | 0:09   | 2       | 22     | 0      | 15     | 0      | 75     |        | 19     | 2      | 131    |
|                                | 0:10   | 2       | 22     | 0      | 15     | 0      | 75     |        | 19     | 2      | 131    |
|                                | 0:11   | 2       | 22     | 0      | 15     | 0      | 75     |        | 19     | 2      | 131    |
|                                | 0:12   | 2       | 22     | 0      | 15     | 0      | 75     |        | 19     | 2      | 131    |
|                                | 0:13   | 2       | 22     | 0      | 15     | 0      | 75     |        | 19     | 2      | 131    |
|                                | 0:14   | 2       | 22     | 0      | 15     | 0      | 75     |        | 19     | 2      | 131    |
|                                | 0:15   | 2       | 22     | 0      | 15     | 0      | 75     |        | 19     | 2      | 131    |
|                                | 0:16   | 2       | 22     | 0      | 15     | 0      | 75     |        | 19     | 2      | 131    |
|                                | 0:17   | 2       | 22     | 0      | 15     | 0      | 75     |        | 19     | 2      | 131    |
|                                | 0:18   | 2       | 22     | 0      | 15     | 0      | 75     |        | 19     | 2      | 131    |
|                                | 0:19   | 3       | 22     | 0      | 15     | 0      | 75     |        | 19     | 3      | 131    |
|                                | 0:20   | 3       | 22     | 0      | 15     | 0      | 75     |        | 19     | 3      | 131    |
|                                | 0:21   | 3       | 22     | 0      | 16     | 0      | 75     |        | 19     | 3      | 132    |
|                                | 0:22   | 3       | 22     | 0      | 16     | 0      | 75     |        | 19     | 3      | 132    |
|                                | 0:23   | 3       | 22     | 0      | 16     | 0      | 75     |        | 19     | 3      | 132    |
|                                | 0:24   | 3       | 22     | 0      | 16     | 0      | 75     |        | 19     | 3      | 132    |
|                                | 0:25   | 3       | 22     | 0      | 18     | 0      | 75     |        | 18     | 3      | 133    |
|                                | 0:26   | 3       | 22     | 0      | 18     | 0      | 75     |        | 18     | 3      | 133    |
|                                | 0:27   | 4       | 22     | 0      | 18     | 0      | 75     |        | 18     | 4      | 133    |
|                                | 0:28   | 4       | 22     | 0      | 19     | 0      | 75     |        | 18     | 4      | 134    |
|                                | 0:29   | 5       | 21     | 3      | 19     | 0      | 75     |        | 18     | 8      | 133    |
|                                | 0:30   | 5       | 21     | 3      | 20     | 0      | 75     |        | 18     | 8      | 134    |
|                                | 0:31   | 5       | 21     | 3      | 20     | 0      | 75     |        | 18     | 8      | 134    |
|                                | 0:32   | 6       | 21     | 3      | 20     | 0      | 75     |        | 18     | 9      | 134    |
|                                | 0:33   | 6       | 21     | 3      | 20     | 0      | 75     |        | 18     | 9      | 134    |
|                                | 0:34   | 6       | 21     | 3      | 22     | 0      | 75     |        | 18     | 9      | 136    |
|                                | 0:35   | 6       | 21     | 3      | 22     | 0      | 76     |        | 17     | 9      | 136    |
|                                | 0:36   | 8       | 21     | 3      | 26     | 0      | 76     |        | 17     | 11     | 140    |
|                                | 0:37   | 10      | 21     | 3      | 27     | 0      | 76     |        | 17     | 13     | 141    |
|                                | 0:38   | 11      | 21     | 5      | 29     | 0      | 76     |        | 17     | 16     | 143    |
|                                | 0:39   | 11      | 20     | 6      | 30     | 0      | 76     |        | 17     | 17     | 143    |
|                                | 0:40   | 11      | 20     | 6      | 33     | 0      | 76     |        | 17     | 17     | 146    |
|                                | 0:41   | 11      | 20     | 6      | 33     | 0      | 76     |        | 17     | 17     | 146    |
|                                | 0:42   | 14      | 19     | 7      | 33     | 0      | 76     |        | 17     | 21     | 145    |
|                                | 0:43   | 15      | 19     | 8      | 33     | 0      | 76     |        | 17     | 23     | 145    |
|                                | 0:44   | 15      | 19     | 9      | 33     | 0      | 76     |        | 17     | 24     | 145    |
|                                | 0:45   | 16      | 19     | 10     | 34     | 0      | 76     |        | 17     | 26     | 146    |
|                                | 0:46   | 20      | 19     | 10     | 34     | 0      | 76     |        | 17     | 30     | 146    |
|                                | 0:47   | 25      | 19     | 10     | 35     | 0      | 76     |        | 17     | 35     | 147    |
|                                | 0:48   | 25      | 19     | 10     | 35     | 0      | 76     |        | 17     | 35     | 147    |
|                                | 0:49   | 25      | 19     | 12     | 36     | 5      | 76     |        | 17     | 42     | 148    |
|                                | 0:50   | 29      | 18     | 13     | 37     | 9      | 76     |        | 17     | 51     | 148    |
|                                | 0:51   | 30      | 18     | 15     | 37     | 11     | 76     |        | 17     | 56     | 148    |
|                                | 0:52   | 30      | 18     | 16     | 37     | 11     | 76     |        | 17     | 57     | 148    |
|                                | 0:53   | 30      | 19     | 17     | 38     | 11     | 76     |        | 17     | 58     | 150    |
|                                | 0:54   | 30      | 19     | 18     | 38     | 15     | 76     |        | 17     | 63     | 150    |
|                                | 0:55   | 30      | 19     | 20     | 40     | 15     | 76     |        | 17     | 65     | 152    |
|                                | 0:56   | 30      | 19     | 19     | 40     | 20     | 76     |        | 17     | 69     | 152    |
|                                | 0:57   | 30      | 21     | 18     | 41     | 25     | 76     |        | 17     | 73     | 155    |
|                                | 0:58   | 30      | 20     | 17     | 42     | 27     | 76     |        | 17     | 74     | 155    |
|                                | 0:59   | 30      | 20     | 16     | 43     | 30     | 76     |        | 17     | 76     | 156    |
| 15:00                          | 0:00   | 30      | 20     | 23     | 44     | 29     | 76     |        | 17     | 82     | 157    |
| <b>1 Min Peak Acc.</b>         |        | 30      | 22     | 23     | 44     | 30     | 76     | 0      | 19     | 82     | 157    |

## ACCUMULATION DATA REPORT

|                  |                                |
|------------------|--------------------------------|
| Facility Name    | Temple Beth Am                 |
| Facility Address | 5950 SW 88th Street, Miami, FL |
| Date/Day/Hour    | 23-Aug-18                      |

| NUMBER OF VEHICLES ACCUMULATED |        |           |           |           |           |           |           |          |           |           |            |
|--------------------------------|--------|-----------|-----------|-----------|-----------|-----------|-----------|----------|-----------|-----------|------------|
| TIME                           |        | ON SITE   |           |           |           |           |           |          |           | TOTAL     |            |
|                                |        | South     |           | West      |           | East      |           | North    |           |           |            |
| Hour                           | Minute | Queued    | Parked    | Queued    | Parked    | Queued    | Parked    | Queued   | Parked    | Queued    | Parked     |
| 15:00                          | 0:00   | 30        | 20        | 23        | 44        | 29        | 76        |          | 17        | 82        | 157        |
|                                | 0:01   | 30        | 20        | 28        | 44        | 28        | 76        |          | 17        | 86        | 157        |
|                                | 0:02   | 30        | 20        | 28        | 44        | 25        | 76        |          | 17        | 83        | 157        |
|                                | 0:03   | 30        | 20        | 28        | 43        | 21        | 76        |          | 17        | 79        | 156        |
|                                | 0:04   | 30        | 20        | 20        | 43        | 20        | 76        |          | 17        | 70        | 156        |
|                                | 0:05   | 30        | 20        | 18        | 43        | 16        | 76        |          | 16        | 64        | 155        |
|                                | 0:06   | 30        | 20        | 19        | 43        | 13        | 76        |          | 16        | 62        | 155        |
|                                | 0:07   | 30        | 20        | 24        | 43        | 13        | 76        |          | 15        | 67        | 154        |
|                                | 0:08   | 30        | 20        | 24        | 43        | 9         | 76        |          | 15        | 63        | 154        |
|                                | 0:09   | 30        | 20        | 24        | 43        | 4         | 76        |          | 15        | 58        | 154        |
|                                | 0:10   | 30        | 20        | 23        | 43        | 3         | 76        |          | 15        | 56        | 154        |
|                                | 0:11   | 30        | 20        | 22        | 42        | 2         | 76        |          | 15        | 54        | 153        |
|                                | 0:12   | 30        | 20        | 21        | 42        | 2         | 76        |          | 15        | 53        | 153        |
|                                | 0:13   | 30        | 20        | 20        | 42        | 2         | 76        |          | 15        | 52        | 153        |
|                                | 0:14   | 30        | 20        | 18        | 41        | 2         | 76        |          | 15        | 50        | 152        |
|                                | 0:15   | 30        | 20        | 16        | 41        | 2         | 76        |          | 15        | 48        | 152        |
|                                | 0:16   | 30        | 20        | 15        | 41        | 1         | 76        |          | 15        | 46        | 152        |
|                                | 0:17   | 30        | 20        | 14        | 41        | 1         | 76        |          | 15        | 45        | 152        |
|                                | 0:18   | 30        | 20        | 12        | 40        | 0         | 76        |          | 15        | 42        | 151        |
|                                | 0:19   | 30        | 20        | 12        | 39        | 0         | 76        |          | 15        | 42        | 150        |
|                                | 0:20   | 26        | 19        | 12        | 38        | 0         | 76        |          | 15        | 38        | 148        |
|                                | 0:21   | 20        | 19        | 11        | 38        | 0         | 76        |          | 15        | 31        | 148        |
|                                | 0:22   | 18        | 19        | 9         | 38        | 0         | 76        |          | 15        | 27        | 148        |
|                                | 0:23   | 15        | 19        | 8         | 37        | 0         | 76        |          | 15        | 23        | 147        |
|                                | 0:24   | 14        | 19        | 4         | 36        | 0         | 76        |          | 15        | 18        | 146        |
|                                | 0:25   | 13        | 19        | 3         | 35        | 0         | 76        |          | 15        | 16        | 145        |
|                                | 0:26   | 10        | 19        | 2         | 33        | 0         | 76        |          | 15        | 12        | 143        |
|                                | 0:27   | 8         | 19        | 0         | 30        | 0         | 76        |          | 15        | 8         | 140        |
|                                | 0:28   | 7         | 20        | 0         | 28        | 0         | 76        |          | 15        | 7         | 139        |
|                                | 0:29   | 5         | 20        | 0         | 27        | 0         | 76        |          | 15        | 5         | 138        |
|                                | 0:30   | 4         | 19        | 0         | 25        | 0         | 75        |          | 15        | 4         | 134        |
|                                | 0:31   | 2         | 19        | 0         | 24        | 0         | 74        |          | 15        | 2         | 132        |
|                                | 0:32   | 1         | 19        | 0         | 24        | 0         | 74        |          | 15        | 1         | 132        |
|                                | 0:33   | 0         | 19        | 0         | 24        | 0         | 73        |          | 15        | 0         | 131        |
|                                | 0:34   | 0         | 18        | 0         | 24        | 0         | 72        |          | 15        | 0         | 129        |
|                                | 0:35   | 0         | 18        | 0         | 23        | 0         | 72        |          | 14        | 0         | 127        |
|                                | 0:36   | 0         | 17        | 0         | 23        | 0         | 72        |          | 14        | 0         | 126        |
|                                | 0:37   | 0         | 17        | 0         | 22        | 0         | 70        |          | 14        | 0         | 123        |
|                                | 0:38   | 0         | 17        | 0         | 22        | 0         | 70        |          | 14        | 0         | 123        |
|                                | 0:39   | 0         | 18        | 0         | 22        | 0         | 70        |          | 14        | 0         | 124        |
|                                | 0:40   | 0         | 18        | 0         | 22        | 0         | 70        |          | 14        | 0         | 124        |
|                                | 0:41   | 0         | 18        | 0         | 22        | 0         | 70        |          | 14        | 0         | 124        |
|                                | 0:42   | 0         | 18        | 0         | 22        | 0         | 70        |          | 14        | 0         | 124        |
|                                | 0:43   | 0         | 18        | 0         | 22        | 0         | 70        |          | 14        | 0         | 124        |
|                                | 0:44   | 0         | 18        | 0         | 22        | 0         | 70        |          | 14        | 0         | 124        |
|                                | 0:45   | 0         | 18        | 0         | 22        | 0         | 70        |          | 14        | 0         | 124        |
|                                | 0:46   | 0         | 18        | 0         | 22        | 0         | 70        |          | 14        | 0         | 124        |
|                                | 0:47   | 0         | 18        | 0         | 22        | 0         | 70        |          | 14        | 0         | 124        |
|                                | 0:48   | 0         | 18        | 0         | 22        | 0         | 70        |          | 14        | 0         | 124        |
|                                | 0:49   | 0         | 18        | 0         | 21        | 0         | 70        |          | 14        | 0         | 123        |
|                                | 0:50   | 0         | 17        | 0         | 20        | 0         | 70        |          | 14        | 0         | 121        |
|                                | 0:51   | 0         | 17        | 0         | 20        | 0         | 70        |          | 14        | 0         | 121        |
|                                | 0:52   | 0         | 17        | 0         | 20        | 0         | 69        |          | 14        | 0         | 120        |
|                                | 0:53   | 0         | 16        | 0         | 18        | 0         | 69        |          | 14        | 0         | 117        |
|                                | 0:54   | 0         | 16        | 0         | 18        | 0         | 69        |          | 14        | 0         | 117        |
|                                | 0:55   | 0         | 16        | 0         | 17        | 0         | 68        |          | 14        | 0         | 115        |
|                                | 0:56   | 0         | 16        | 0         | 16        | 0         | 68        |          | 14        | 0         | 114        |
|                                | 0:57   | 0         | 16        | 0         | 15        | 0         | 67        |          | 14        | 0         | 112        |
|                                | 0:58   | 0         | 16        | 0         | 15        | 0         | 66        |          | 14        | 0         | 111        |
|                                | 0:59   | 0         | 16        | 0         | 14        | 0         | 64        |          | 14        | 0         | 108        |
| 16:00                          | 0:00   | 0         | 15        | 0         | 14        | 0         | 64        |          | 14        | 0         | 107        |
| <b>1 Min Peak Acc.</b>         |        | <b>30</b> | <b>20</b> | <b>28</b> | <b>44</b> | <b>29</b> | <b>76</b> | <b>0</b> | <b>17</b> | <b>86</b> | <b>157</b> |