



**AGENDA
ZONING HEARING
MONDAY, JANUARY 27, 2020 – 7:00 PM
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. PUBLIC HEARING ITEMS:**

ITEM 1: The following item is being considered pursuant to Section(s) 30-50.23, and 30-80.2 of the Village’s Land Development Code:

Applicant: Parkview at Palmetto Bay LLC
Folio(s): 33-5033-000-0650, 33-5033-000-0680, 33-5033-000-0670
File No.: VPB-16-016
Location: 9420, 9450, and 9500 SW 174 Street
Request: REQUEST FOR FINAL PLAT APPROVAL FOR THREE PARCELS ZONED DOWNTOWN URBAN VILLAGE (DUV), URBAN VILLAGE (UV) SECTOR, PURSUANT TO SECTION 30-50.23, THE DUV ZONING DISTRICT AND SECTION 30-80.2 FINAL PLAT.

ITEM 2: The following item is being considered on First Reading to amend the Village Comprehensive Plan:

Applicant: Village of Palmetto Bay
Location: Downtown Palmetto Bay
Request: AN ORDINANCE OF THE MAYOR AND VILLAGE COUNCIL OF PALMETTO BAY, FLORIDA, RELATING TO THE VILLAGE OF

PALMETTO BAY'S ADOPTED COMPREHENSIVE PLAN AND ADOPTED FUTURE LAND USE MAP, BY AMENDING THE TEXT OF POLICY 1.1.1. OF THE COMPREHENSIVE PLAN FUTURE LAND USE ELEMENT AS PER ATTACHMENT "A"; AND AMENDING THE FUTURE LAND USE MAP FROM FRANJO ACTIVITY CENTER (FAC) TO LOW DENSITY RESIDENTIAL ON THE SOUTH EASTERN PORTION OF THE "FAC" PERIMETER FROM SW 97TH AVENUE TO SW 95TH COURT IN THE WEST TO EAST DIRECTION AND SW 181ST STREET TO SW 184TH STREET IN THE NORTH TO SOUTH DIRECTION AS PER ATTACHMENT "B"; AND PROVIDING FOR AN EFFECTIVE DATE.

ITEM 3: The following item is being considered on First Reading on the Downtown Zoning Code:

Applicant: Village of Palmetto Bay
Location: Downtown Palmetto Bay
Request: AN ORDINANCE OF THE MAYOR AND VILLAGE COUNCIL OF PALMETTO BAY, FLORIDA, RELATING TO THE DOWNTOWN URBAN VILLAGE (DUV) ZONING DISTRICT; PROVIDING FOR A NEW DOWNTOWN ZONING CODE MAP AS PER ATTACHMENT "A"; PROVIDING FOR MAXIMUM RESIDENTIAL DENSITY OF FIFTY-FOUR (54) RESIDENTIAL UNITS PER GROSS ACRE FOR THE DOWNTOWN GENERAL (DG1) SECTOR, FORTY-THREE (43) RESIDENTIAL UNITS PER GROSS ACRE FOR THE DOWNTOWN GENERAL TWO (DG2) SECTOR, THIRTY-TWO (32) RESIDENTIAL UNITS PER GROSS ACRE FOR THE DOWNTOWN VILLAGE (DV) SECTOR, AND TWENTY FOUR (24) RESIDENTIAL UNITS PER GROSS ACRE FOR THE NEIGHBORHOOD VILLAGE (NV) SECTOR AND THE URBAN VILLAGE (UV) SECTOR; PROVIDING FOR MAXIMUM BUILDING HEIGHT OF FIVE (5) STORIES FOR "RESIDENTIAL-ONLY" BUILDINGS AND SEVEN (7) STORIES FOR "MIXED-USE" BUILDINGS AND (8) STORIES FOR "ALL- COMMERCIAL" BUILDINGS IN THE DOWNTOWN GENERAL (DG1) SECTOR, FIVE (5) STORIES FOR THE DOWNTOWN GENERAL TWO (DG2) SECTOR, FOUR (4) STORIES FOR "RESIDENTIAL-ONLY" BUILDINGS AND FIVE (5) STORIES IF "MIXED-USE" FOR THE DOWNTOWN VILLAGE (DV) SECTOR, AND THREE (3) STORIES FOR THE NEIGHBORHOOD VILLAGE (NV) AND THE URBAN VILALGE (UV) SECTORS; AMENDING THE SECTOR BOUNDARIES IN THE DUV TO CHANGE FROM DUV TO SINGLE FAMILY RESIDENTIAL DISTRICT (R-1), THE SOUTH EASTERN PORTION OF THE (DUV) PERIMETER FROM SW 97TH AVENUE TO SW 95TH COURT WEST TO EAST DIRECTION AND SW 181ST STREET TO SW 184TH STREET NORTH TO

Agenda

Zoning Hearing of Monday, January 27, 2020

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SOUTH DIRECTION; PROVIDING FOR AMENDING THE (DUV) PARKING REQUIREMENTS AS PER ATTACHEMENT "B"; AND PROVIDING FOR ORDINANCES IN CONFLICT, CODIFICATION, SEVERABILITY AND AN EFFECTIVE DATE.

4. COUNCIL COMMENTS

5. 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.



PUBLIC NOTICE



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 27, 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) 30-30.8, 30-10.5 and 30-30.5 Village's Land Development Code:

- Applicant:** Windsor Investments (Westminster Manor), LLC
Folio(s): 33-5023-000-0582
File No.: VPB-19-007
Location: North of SW 152nd Street, South of SW 149th Terrace, between SW 71st Court and SW 69th Court
- Requests:**
- (1) AN ORDINANCE OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO AMENDING THE COMPREHENSIVE PLAN, REFERRED TO IN SEC. 30-30.8, TO CHANGE FROM "ENVIRONMENTAL PROTECTED" TO "ESTATE DENSITY RESIDENTIAL"; PROVIDING FOR CONFLICTING PROVISIONS AND PROVIDING FOR AN EFFECTIVE DATE.
 - (2) AN ORDINANCE OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO ZONING; AMENDING THE ZONING MAP, REFERRED TO IN SEC. 30-10.5, TO CHANGE FROM "ESTATE-SINGLE FAMILY" ("E-1") TO "ESTATE MODIFIED" ("E-M") (ONE UNIT PER 15,000 NET SQ FT; PROVIDING FOR CONFLICTING PROVISIONS AND PROVIDING FOR AN EFFECTIVE DATE.
 - (3) SITE PLAN APPROVAL FOR THE DEVELOPMENT OF TEN (10) SINGLE FAMILY HOMES, PURSUANT TO SECTION 30-30.5 OF THE CODE OF ORDINANCES.

Item 2: The following item is being considered pursuant to Section(s) 30-50.23, and 30-80.2 of the Village's Land Development Code:

- Applicant:** Parkview at Palmetto Bay LLC
Folio(s): 33-5033-000-0650, 33-5033-000-0680, 33-5033-000-0670
File No.: VPB-16-016
Location: 9420, 9450, and 9500 SW 174 Street
Request: REQUEST FOR FINAL PLAT APPROVAL FOR THREE PARCELS ZONED DOWNTOWN URBAN VILLAGE (DUV), URBAN VILLAGE (UV) SECTOR, PURSUANT TO SECTION 30-50.23, THE DUV ZONING DISTRICT AND SECTION 30-80.2 FINAL PLAT.

Item 3: The following item is being considered pursuant to Section(s) 30-30.4 and 30-60.30 of the Village's Land Development Code:

Applicant: Eco-Site II, LLC
Folio(s): 33-5028-025-0010
File No.: VPB-19-008
Location: 16051 South Dixie Highway
Request: REQUEST FOR APPROVAL OF A SITE PLAN FOR THE INSTALLATION OF A CAMOUFLAGED 115-FOOT WIRELESS COMMUNICATION MONO-TOWER, ON A 2,441 SQUARE FEET PARCEL LOCATED IN THE SOUTHEAST PORTION OF THE 17.92-ACRE SHOPPING CENTER LOCATED AT 16051 SOUTH DIXIE HIGHWAY, ZONED BUSINESS DISTRICT SPECIAL (B-2) PURSUANT TO SECTION 30-30.4 CONDITIONAL USE APPROVAL; AND SECTION 30-60.30 TELECOMMUNICATION TOWERS, ANTENNAS AND SATELLITE DISHES.

***Item 4:** The following item is being considered pursuant to Section(s), 30-50.19 and 30-30.5 Site Plan Review of the Village's Land Development Code:

Applicant: 17777 Old Cutler Road, LLC (Palmetto Bay Village Center)
Folio(s): 33-5035-013-0020, 33-5035-013-0010
File No.: VPB-16-005
Location: 17777, 17901, 18001, 18101 Old Cutler Road
Requests: A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, REQUESTING SITE PLAN APPROVAL FOR A MULTI-FAMILY DEVELOPMENT PURSUANT TO ORDINANCE 2016-14 AND RESOLUTION 2016-28; A RESOLUTION TO ACCEPT SPECIAL WARRANTY DEED PURSUANT TO RESOLUTION 2016-28; TO ACCEPT DECLARATION OF RESTRICTIONS, COVENANTS AND RESERVATIONS PURSUANT TO ORDINANCE 2016-14 AND RESOLUTION 2016-28; AND TO ACCEPT A RESTRICTIVE COVENANT PURSUANT TO ORDINANCE 2016-14.

**If the item is not heard during the Zoning Hearing of January 27, 2019, the item will be deferred as the first item on the February 24, 2020 Zoning Hearing agenda.*

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 seven (7) days prior to the proceedings.



VILLAGE OF PALMETTO BAY NOTICE OF ZONING CHANGE

NOTICE IS HEREBY GIVEN that the Village of Palmetto Bay shall conduct a Public Hearing on Monday, January 27, 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 welcomed concerning the following item:

Location: Downtown Palmetto Bay
Documentation: Proposed Code Map/ Attachment A
Proposed Parking / Attachment B
Legal Description/ Attachment C
Applicant: Village of Palmetto Bay
Request: Ordinance for First Reading on the Downtown Zoning Code

- **AN ORDINANCE OF THE MAYOR AND VILLAGE COUNCIL OF PALMETTO BAY, FLORIDA, RELATING TO THE DOWNTOWN URBAN VILLAGE (DUV) ZONING DISTRICT; PROVIDING FOR A NEW DOWNTOWN ZONING CODE MAP AS PER ATTACHMENT “A”; PROVIDING FOR MAXIMUM RESIDENTIAL DENSITY OF FIFTY-FOUR (54) RESIDENTIAL UNITS PER GROSS ACRE FOR THE DOWNTOWN GENERAL (DG1) SECTOR, FORTY-THREE (43) RESIDENTIAL UNITS PER GROSS ACRE FOR THE DOWNTOWN GENERAL TWO (DG2) SECTOR, THIRTY-TWO (32) RESIDENTIAL UNITS PER GROSS ACRE FOR THE DOWNTOWN VILLAGE (DV) SECTOR, AND TWENTY FOUR (24) RESIDENTIAL UNITS PER GROSS ACRE FOR THE NEIGHBORHOOD VILLAGE (NV) SECTOR AND THE URBAN VILLAGE (UV) SECTOR; PROVIDING FOR MAXIMUM BUILDING HEIGHT OF FIVE (5) STORIES FOR “RESIDENTIAL-ONLY” BUILDINGS AND SEVEN (7) STORIES FOR “MIXED-USE” BUILDINGS AND (8) STORIES FOR “ALL-COMMERCIAL” BUILDINGS IN THE DOWNTOWN GENERAL (DG1) SECTOR, FIVE (5) STORIES FOR THE DOWNTOWN GENERAL TWO (DG2) SECTOR, FOUR (4) STORIES FOR “RESIDENTIAL-ONLY” BUILDINGS AND FIVE (5) STORIES IF “MIXED-USE” FOR THE DOWNTOWN VILLAGE (DV) SECTOR, AND THREE (3) STORIES FOR THE NEIGHBORHOOD VILLAGE (NV) AND THE URBAN VILALGE (UV) SECTORS; AMENDING THE SECTOR BOUNDARIES IN THE DUV TO CHANGE FROM DUV TO SINGLE FAMILY RESIDENTIAL DISTRICT (R-1), THE SOUTH EASTERN PORTION OF THE (DUV) PERIMETER FROM SW 97TH AVENUE TO SW 95TH COURT WEST TO EAST DIRECTION AND SW 181ST STREET TO SW 184TH STREET NORTH TO SOUTH DIRECTION; PROVIDING FOR AMENDING THE (DUV) PARKING REQUIREMENTS AS PER**

ATTACHEMENT “B”; AND PROVIDING FOR ORDINANCES IN CONFLICT, CODIFICATION, SEVERABILITY AND AN EFFECTIVE DATE.

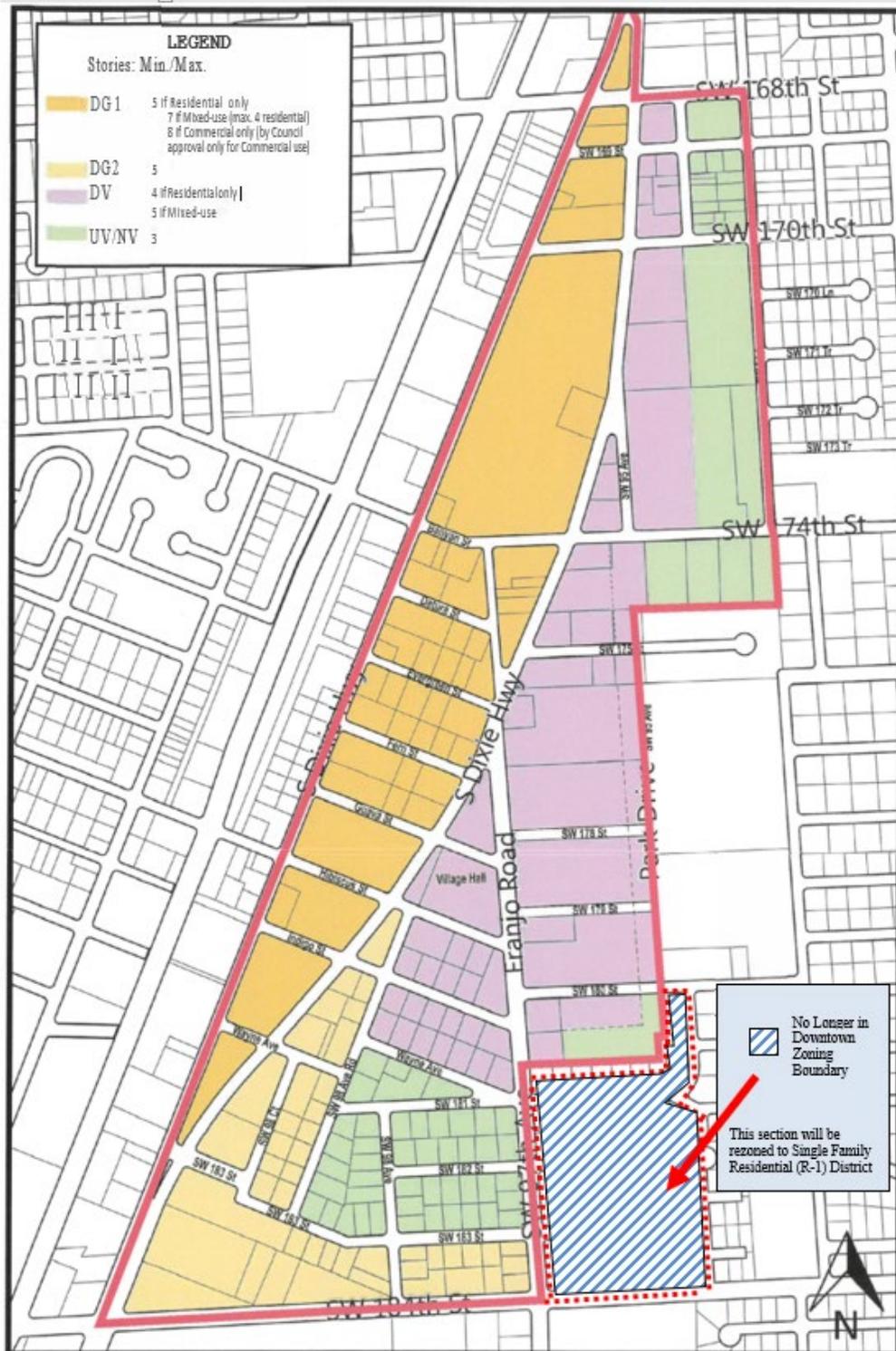
All persons are invited to appear and be heard. The documents pertaining to this Zoning Hearing may be inspected at the Department of Planning & Zoning at Village Hall, 9705 East Hibiscus Street, Palmetto Bay, Florida, during regular working hours. Any meeting may be opened and continued, and, under 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.

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ATTACHMENT A PROPOSED ZONING MAP



ATTACHMENT B PARKING

| Recommendations for Downtown Code Residential | Single Family/ Townhouse | Multi Family/ Apartment/ Condos | Other Dwelling Units |
|---|---------------------------------------|---|--|
| Base Parking Requirements | 2 | 1.5 Studio 750 sf or less 2 (1+) Bedroom 1 guest per 9 units | Hotel 1 per rm Group homes 1 per rm |
| Mixed Use Reduction | no | no | no |
| Transit Reduction Applicability | no | no | no |
| Parking Location | On site only, no street parking | On site only, no street parking | off-street & on adjacent street |

| PARKING SPACES per GROSS AREA (sq. ft.) | Retail Goods < 10,000 s.f. | Retail Goods > 10,000 s.f. | Super market | Food & Drink (full service) | Food & Drink (fast service) | Personal Services | Retail Office |
|---|--|--|---------------------------|--|--|--|--|
| Recommendations for Downtown Code Residential | | | | | | | |
| Base Parking Requirements | 350 | 350 | 250 | 50 | 75 | 250 | 425 |
| Mixed Use Reduction | No | No | No | No | No | No | No |
| Transit Reduction Applicable | No | No | No | No | No | No | No |
| Parking Location | off-street, on- street, off-site | off-street, on- street, off-site | off-street, on- street | off-street, on- street, off-site | off-street, on- street, off-site | off-street, on- street, off-site | off-street, on- street, off-site |

ATTACHMENT C LEGAL DESCRIPTION

A parcel of land being a portion of Sections 28, 32 and 33 all of Township 55 South, Range 40 East, said parcel of land being more particularly described as follows:

BEGIN at the intersection of the centerline of Southbound Dixie Highway (S.R. 5) and the South line of the Southeast One-Quarter (SE 1/4) of said Section 32, said South line being the centerline of SW 184th Street'

THENCE Northeasterly along the said centerline of Southbound Dixie Highway (S.R. 5) to the intersection of the centerline of Northbound Dixie Highway (S.R. 5);

THENCE Southerly along the centerline of Northbound Dixie Highway (S.R. 5) to the intersection with the North line of the Northwest One-Quarter (NW 1/4) of said Section 33, said North line being the centerline of SW 168th Street;

THENCE Easterly along said North line of the Northwest One-Quarter (NW 1/4) of Section 33 to the intersection with the East line of the Northwest One-Quarter (NW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33, said East line being the centerline of SW 94th Avenue;

THENCE Southerly along the said East line of the Northwest One-Quarter (NW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33 and along the East line of the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33 to the intersection with the North line of the South One-Half (S 1/2) of the Southeast One-Quarter (SE 1/4) of the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33;

THENCE Westerly along the said North line of the South One-Half (S 1/2) of the Southeast One-Quarter (SE 1/4) of the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33 to the West line of the South One-Half (S 1/2) of the Southeast One-Quarter (SE 1/4) of the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33;

THENCE Southerly along the said West line of the South One-Half (S 1/2) of the Southeast One-Quarter (SE 1/4) of the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33 and continue Southerly along the West line of the East One-Half (E 1/2) of the Northwest One-Quarter (NW 1/4) of the Southwest One-Quarter (SW 1/4) of Section 33, said line being the centerline of Park Drive (SW 95th Avenue) to the intersection with the North line of the Northwest One-Quarter (NW 1/4) of the Southwest One-Quarter (SW 1/4) of the Southwest One-Quarter (SW 1/4) of Section 33;

THENCE continue Southerly along the East line of the Northwest One-Quarter (NW 1/4) of the Southwest One-Quarter (SW 1/4) of the Southwest One-Quarter (SW 1/4) of Section 33 to the North line of Lot 9, Block 1, FRANJO PARK SECTION TWO, Plat Book 65, Page 84, Public Records of Miami-Dade County Florida,

THENCE Westerly along the Westerly prolongation of the said North line of Lot 9, Block 1, to a line being 30 feet West of and parallel with the East line of the Northwest One-Quarter (NW 1/4) of the Southwest One-Quarter (SW 1/4) of the Southwest One-Quarter (SW 1/4) of Section 33;

THENCE Southerly along said parallel line to the intersection with a line 30 feet North of and parallel with the South line of the North One-Half (N 1/2) of the Northwest One-Quarter (NW 1/4) of the Southwest One-Quarter (SW 1/4) of the Southwest One-Quarter (SW 1/4) of Section 33;

THENCE Westerly along the said parallel line to the intersection with the East line of the Southeast One-Quarter (SE 1/4) of said Section 32, said East line being the centerline of SW 97th Avenue;

THENCE Southerly along the said East line of the Southeast One-Quarter (SE 1/4) of Section 32 to the intersection with the South line of the said Southeast One-Quarter (SE 1/4) of said Section 32, said South line being the centerline of SW 184th Street;

THENCE Westerly along the said South line of the Southeast One-Quarter (SE 1/4) of Section 32 to the POINT OF BEGINNING.



VILLAGE OF PALMETTO BAY NOTICE OF “ZONING-IN-PROGRESS” PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Village of Palmetto Bay shall consider a Resolution for establishing “Zoning-in-Progress” on Monday, January 27, 2020 at 7:00 p.m. The “Zoning-in-Progress” Public Hearing on the proposed Resolution shall be held at Village Hall, 9705 East Hibiscus Street, Council Chambers, Palmetto Bay, Florida. Discussion and public input will be welcomed concerning the following item:

Location: Downtown Palmetto Bay
Documentation: Proposed Code Map/ Attachment A
Proposed Parking / Attachment B
Legal Description/ Attachment C
Applicant: Village of Palmetto Bay
Request: Resolution establishing “Zoning-in-Progress”

- **A RESOLUTION ESTABLISHING “ZONING-IN-PROGRESS” FOR THE FOLLOWING: THE DOWNTOWN URBAN VILLAGE (DUV) ZONING DISTRICT; PROVIDING FOR A NEW DOWNTOWN ZONING CODE MAP AS PER ATTACHMENT “A”; PROVIDING FOR MAXIMUM RESIDENTIAL DENSITY OF FIFTY-FOUR (54) RESIDENTIAL UNITS PER GROSS ACRE FOR THE DOWNTOWN GENERAL (DG1) SECTOR, FORTY-THREE (43) RESIDENTIAL UNITS PER GROSS ACRE FOR THE DOWNTOWN GENERAL TWO (DG2) SECTOR, THIRTY-TWO (32) RESIDENTIAL UNITS PER GROSS ACRE FOR THE DOWNTOWN VILLAGE (DV) SECTOR, AND TWENTY FOUR (24) RESIDENTIAL UNITS PER GROSS ACRE FOR THE NEIGHBORHOOD VILLAGE (NV) SECTOR AND THE URBAN VILLAGE (UV) SECTOR; PROVIDING FOR MAXIMUM BUILDING HEIGHT OF FIVE (5) STORIES FOR “RESIDENTIAL-ONLY” BUILDINGS AND SEVEN (7) STORIES FOR “MIXED-USE” BUILDINGS AND (8) STORIES FOR “ALL- COMMERCIAL” BUILDINGS IN THE DOWNTOWN GENERAL (DG1) SECTOR, FIVE (5) STORIES FOR THE DOWNTOWN GENERAL TWO (DG2) SECTOR, FOUR (4) STORIES FOR “RESIDENTIAL-ONLY” BUILDINGS AND FIVE (5) STORIES IF “MIXED-USE” FOR THE DOWNTOWN VILLAGE (DV) SECTOR, AND THREE (3) STORIES FOR THE NEIGHBORHOOD VILLAGE (NV) AND THE URBAN VILALGE (UV) SECTORS; AMENDING THE SECTOR BOUNDARIES IN THE DUV TO CHANGE FROM DUV TO SINGLE FAMILY RESIDENTIAL DISTRICT (R-1), THE SOUTH EASTERN PORTION OF THE (DUV) PERIMETER FROM SW 97TH AVENUE TO SW 95TH COURT WEST TO EAST DIRECTION AND SW 181ST**

STREET TO SW 184TH STREET NORTH TO SOUTH DIRECTION; PROVIDING FOR AMENDING THE (DUV) PARKING REQUIREMENTS AS PER ATTACHEMENT "B"; AND PROVIDING FOR ORDINANCES IN CONFLICT, CODIFICATION, SEVERABILITY AND AN EFFECTIVE DATE.

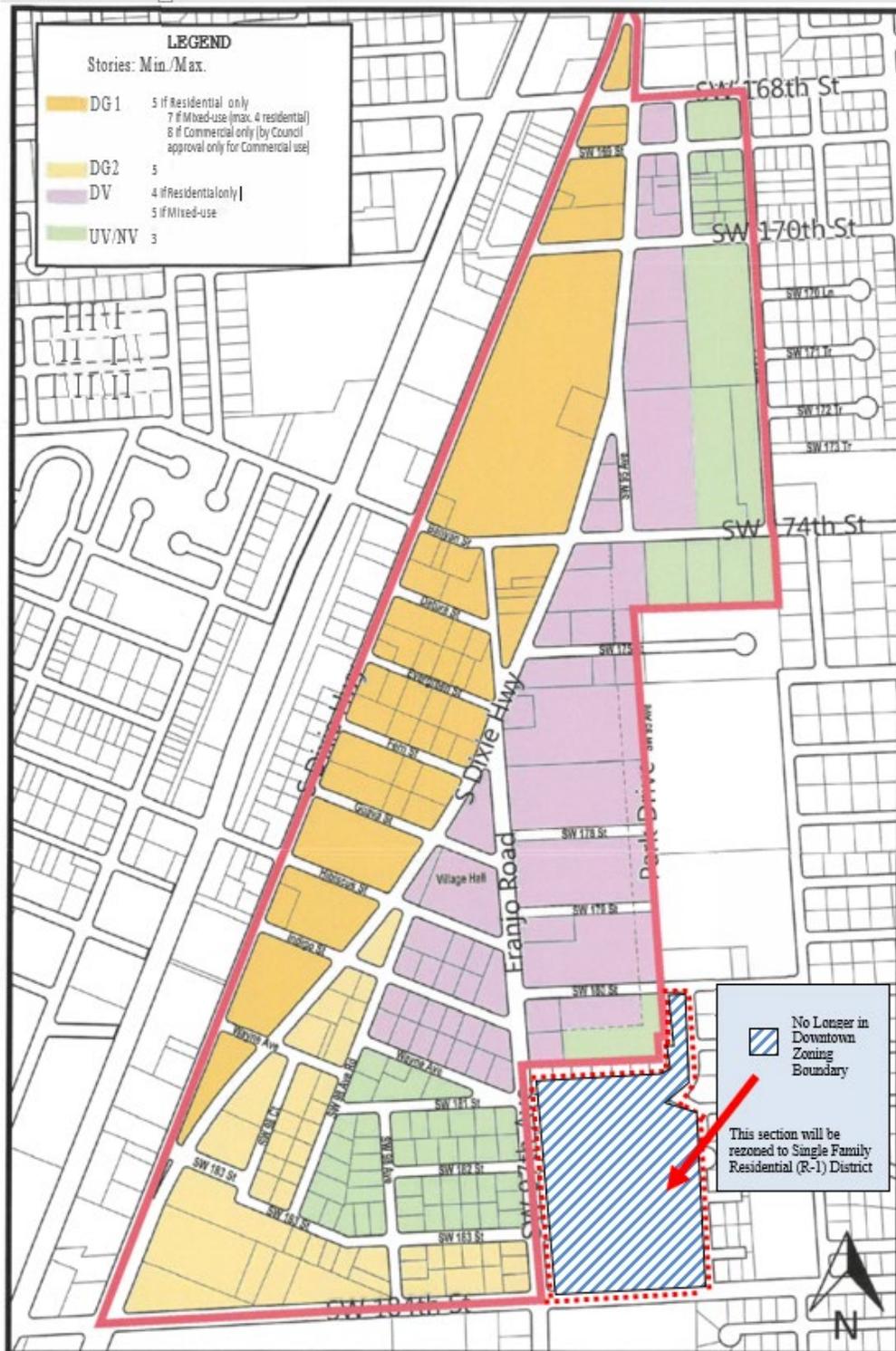
All persons are invited to appear and be heard. The documents pertaining to this Zoning Hearing may be inspected at the Department of Planning & Zoning at Village Hall, 9705 East Hibiscus Street, Palmetto Bay, Florida, during regular working hours. Any meeting may be opened and continued, and, under 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.

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

ATTACHMENT A PROPOSED ZONING MAP



ATTACHMENT B PARKING

| Recommendations for Downtown Code Residential | Single Family/ Townhouse | Multi Family/ Apartment/ Condos | Other Dwelling Units |
|---|---------------------------------------|---|--|
| Base Parking Requirements | 2 | 1.5 Studio 750 sf or less 2 (1+) Bedroom 1 guest per 9 units | Hotel 1 per rm Group homes 1 per rm |
| Mixed Use Reduction | no | no | no |
| Transit Reduction Applicability | no | no | no |
| Parking Location | On site only, no street parking | On site only, no street parking | off-street & on adjacent street |

| PARKING SPACES per GROSS AREA (sq. ft.) | Retail Goods < 10,000 s.f. | Retail Goods > 10,000 s.f. | Super market | Food & Drink (full service) | Food & Drink (fast service) | Personal Services | Retail Office |
|--|--|--|---------------------------|--|--|--|---------------------------------------|
| Recommendations for Downtown Code Residential | | | | | | | |
| Base Parking Requirements | 350 | 350 | 250 | 50 | 75 | 250 | 425 |
| Mixed Use Reduction | No | No | No | No | No | No | No |
| Transit Reduction Applicable | No | No | No | No | No | No | No |
| Parking Location | off-street, on- street, off-site | off-street, on- street, off-site | off-street, on- street | off-street, on- street, off-site | off-street, on- street, off-site | off-street, on- street, off-site | off-street, on-street, off-site |

ATTACHMENT C LEGAL DESCRIPTION

A parcel of land being a portion of Sections 28, 32 and 33 all of Township 55 South, Range 40 East, said parcel of land being more particularly described as follows:

BEGIN at the intersection of the centerline of Southbound Dixie Highway (S.R. 5) and the South line of the Southeast One-Quarter (SE 1/4) of said Section 32, said South line being the centerline of SW 184th Street'

THENCE Northeasterly along the said centerline of Southbound Dixie Highway (S.R. 5) to the intersection of the centerline of Northbound Dixie Highway (S.R. 5);

THENCE Southerly along the centerline of Northbound Dixie Highway (S.R. 5) to the intersection with the North line of the Northwest One-Quarter (NW 1/4) of said Section 33, said North line being the centerline of SW 168th Street;

THENCE Easterly along said North line of the Northwest One-Quarter (NW 1/4) of Section 33 to the intersection with the East line of the Northwest One-Quarter (NW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33, said East line being the centerline of SW 94th Avenue;

THENCE Southerly along the said East line of the Northwest One-Quarter (NW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33 and along the East line of the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33 to the intersection with the North line of the South One-Half (S 1/2) of the Southeast One-Quarter (SE 1/4) of the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33;

THENCE Westerly along the said North line of the South One-Half (S 1/2) of the Southeast One-Quarter (SE 1/4) of the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33 to the West line of the South One-Half (S 1/2) of the Southeast One-Quarter (SE 1/4) of the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33;

THENCE Southerly along the said West line of the South One-Half (S 1/2) of the Southeast One-Quarter (SE 1/4) of the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33 and continue Southerly along the West line of the East One-Half (E 1/2) of the Northwest One-Quarter (NW 1/4) of the Southwest One-Quarter (SW 1/4) of Section 33, said line being the centerline of Park Drive (SW 95th Avenue) to the intersection with the North line of the Northwest One-Quarter (NW 1/4) of the Southwest One-Quarter (SW 1/4) of the Southwest One-Quarter (SW 1/4) of Section 33;

THENCE continue Southerly along the East line of the Northwest One-Quarter (NW 1/4) of the Southwest One-Quarter (SW 1/4) of the Southwest One-Quarter (SW 1/4) of Section 33 to the North line of Lot 9, Block 1, FRANJO PARK SECTION TWO, Plat Book 65, Page 84, Public Records of Miami-Dade County Florida,

THENCE Westerly along the Westerly prolongation of the said North line of Lot 9, Block 1, to a line being 30 feet West of and parallel with the East line of the Northwest One-Quarter (NW 1/4) of the Southwest One-Quarter (SW 1/4) of the Southwest One-Quarter (SW 1/4) of Section 33;

THENCE Southerly along said parallel line to the intersection with a line 30 feet North of and parallel with the South line of the North One-Half (N 1/2) of the Northwest One-Quarter (NW 1/4) of the Southwest One-Quarter (SW 1/4) of the Southwest One-Quarter (SW 1/4) of Section 33;

THENCE Westerly along the said parallel line to the intersection with the East line of the Southeast One-Quarter (SE 1/4) of said Section 32, said East line being the centerline of SW 97th Avenue;

THENCE Southerly along the said East line of the Southeast One-Quarter (SE 1/4) of Section 32 to the intersection with the South line of the said Southeast One-Quarter (SE 1/4) of said Section 32, said South

line being the centerline of SW 184th Street;

THENCE Westerly along the said South line of the Southeast One-Quarter (SE 1/4) of Section 32 to the POINT OF BEGINNING.



ITEM 1

MEMO



To: Honorable Mayor and Village Council

Date: January 27, 2020

From: Gregory Truitt, Interim Village Manager

Re: Final Plat Approval, Park View

REQUEST FOR FINAL PLAT APPROVAL FOR THREE PARCELS ZONED DOWNTOWN URBAN VILLAGE (DUV) WITH TWO PARCELS LOCATED IN THE URBAN VILLAGE (UV) SECTOR AND ONE PARCEL IN THE NEIGHBORHOOD VILLAGE (NV) SECTOR, PURSUANT TO SECTION 30-50.23 DUV ZONING DISTRICT AND SECTION 30-80.2 FINAL PLAT

BACKGROUND AND ANALYSIS:

The request is to approve a final plat in the Downtown Urban Village that would unify three lots for the Park View Development. The proposed development has been previously approved, and modifications have been made and determined to be in substantial compliance and approved. The project is located along 174th Street, just east of US-1. The applicant is proposing to construct a five-story mixed use residential development with 235 units ranging in size from studios to 3-bedrooms, and will include resident amenities. The development includes a 10 foot sidewalk along the new extension of Park Road. The applicant is also paying for all of the street improvements. This will include parallel parking, improved landscaping and wide sidewalks. The design includes 13,613 sq. ft. of public open space and 32,589 sq. ft. of private open space.

FISCAL IMPACT:

A positive fiscal impact is expected from the Village portion of the ad-valorem property tax on the retail space and 235 residences.

RECOMMENDATION:

Staff recommendation is to approve the final plat.

RESOLUTION

1 RESOLUTION NO. _____

2
3 ZONING APPLICATION VPB-16-016

4
5 A RESOLUTION OF THE MAYOR AND VILLAGE COUNCIL OF THE
6 VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO ZONING;
7 PURSUANT TO SECTION 30-80, PLATTING AND SUBDIVISIONS,
8 APPROVING THE FINAL PLAT OF CERTAIN LANDS WITHIN THE
9 VILLAGE LOCATED AT 9420, 9450, and 9500 SW 174th STREET BY
10 CREATING THE PLAT OF A SINGLE PARCEL AND DEDICATING
11 CERTAIN RIGHT-OF-WAY TO THE VILLAGE, THE SAME BEING
12 CONSISTENT WITH THE ORIGINAL SITE PLAN APPROVAL BY
13 RESOLUTION 2017-80 OF THE "PARK VIEW AT PALMETTO BAY"
14 DEVELOPMENT AND PROVIDING FOR AN EFFECTIVE DATE

15
16
17 WHEREAS, the applicant, "Park View at Palmetto Bay, LLC" filed an
18 application to plat certain lands within the Village of Palmetto Bay, located
19 at 9420, 9450 and 9500 SW 174th Street; and

20
21 WHEREAS, the applicant is now requesting that the Mayor and
22 Village Council approve the plat request so that the applicant may record
23 the plat with Miami-Dade County; and

24
25 WHEREAS, the application accepted by the Village was for a 3.5-
26 acre site that includes folios 33-5033-000-0650, 33-5033-000-0680, and
27 33-5033-000-0670; and

28
29 WHEREAS, the Village Council of the Village of Palmetto Bay
30 conducted a quasi-judicial hearing on the application at Village Hall, 9705
31 East Hibiscus Street on January 27, 2020; and

32
33 WHEREAS, the Mayor and Village Council finds, based on
34 substantial competent evidence in the record, that the application for the
35 modification to the approved site plan is consistent with the Village of
36 Palmetto Bay Comprehensive Plan and the applicable Land Development
37 Regulations; and

1 **WHEREAS**, based on the foregoing, the Mayor and Village Council
2 determined to grant the application
3

4
5 NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND
6 VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA:
7

8 **Section 1.** A public hearing on the application was held on January
9 27, 2020 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. After hearing testimony from staff, the applicant, the applicant's
21 experts, and the public, the Village Council found the plat request is
22 consistent with the plat criteria at Section 30-80.1 of the Village's Land
23 Development Code.
24

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

29 4. The Village Council did not have any substantive disclosures
30 regarding ex-parte communications and the public did not raise any
31 objections as to the form or content of any disclosures by the Council.
32

33 6. The applicant has agreed to all proposed modifications and
34 conditions in the section entitled "Order".
35

36
37 **Section 3. Conclusions of law.**

1
2 The requested plat was reviewed pursuant to Section 30-80.1 of the
3 Village's Land Development Regulations and was found to be consistent
4 with the Village's Comprehensive Plan and Zoning Ordinances.
5
6

7 **Section 4. Order.**
8

9 The Village Council grants the site plan approval request as it would
10 be in keeping with the applicable Land Development Regulations with the
11 Village's Comprehensive Plan. The Village Council, pursuant to Section 30-
12 30.5(j)(1), 30-50.23, and 30-80.1 approves the plans entitled "Park View at
13 Palmetto Bay" as prepared by MSA Architects consisting of 13 sheets,
14 dated July 12, 2019.
15
16

17 **Section 5. Record.**
18

19 The record shall consist of the notice of hearing, the Village of
20 Palmetto Bay Staff Report, the applications and, documents submitted by
21 the applicant and the applicants' representatives to the Village of Palmetto
22 Bay Division of Planning and Zoning in connection with the applications,
23 the testimony of sworn witnesses and documents presented at the quasi-
24 judicial hearing, and the tape and minutes of the hearing. The record shall
25 be maintained by the Village Clerk.
26

27 **Section 6.** This resolution shall take effect immediately upon
28 approval.
29

30 PASSED AND RESOLVED this 27th day of January, 2020.
31

32 Attest:
33

34 _____
35 Missy Arocha
36 Village Clerk
37

Karyn Cunningham
Mayor

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

3
4

5 _____
6 John Dellagloria
7 Village Attorney

8 **FINAL VOTE AT ADOPTION:**

9

10 Council Member Patrick Fiore _____

11
12 Council Member David Singer _____

13
14 Council Member Marsha Matson _____

15
16 Vice Mayor John DuBois _____

17
18 Mayor Karyn Cunningham _____

STAFF REPORT



**Village of Palmetto Bay
Florida**

ZONING ANALYSIS

FILE: VPB-16-016

HEARING DATE: January 27, 2020

APPLICANT Parkview at Palmetto Bay LLC **COUNCIL DISTRICT:**

3

GENERAL INFORMATION

REQUEST:

The applicant, Parkview at Palmetto Bay LLC requests the final plat for the “*Park View at Palmetto Bay*” residential development at 9420, 9450, and 9500 SW 174th Street, Located in the Downtown Urban Village in the Village of Palmetto Bay, Florida.

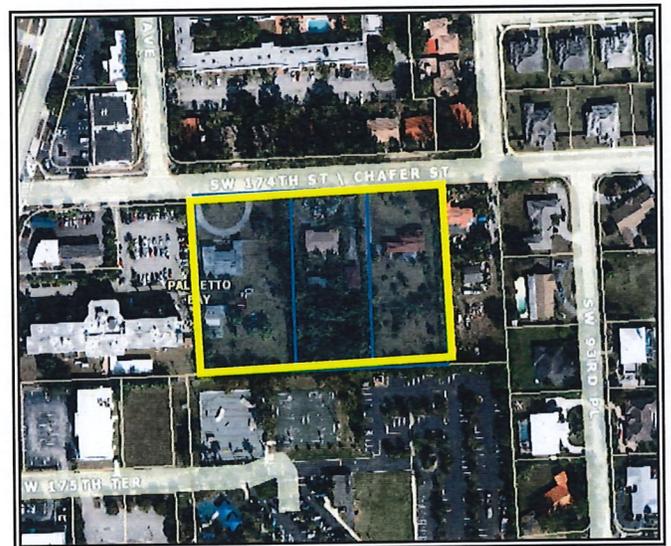
ADDRESS: 9420, 9450, and 9500
SW 174th Street

LOCATION:

east: SW 94th Avenue
west: SW 95th Avenue
north: SW 174th Street
south: Palmetto Bay Park

LOT SIZE: 152,518 square feet
3.50 acres approx.
(net area before dedications)

FOLIO(S) #: 33-5033-000-0650;
33-5033-000-0680;
33-5033-000-0670



Property aerial photo from Miami-Dade County, 2019

BACKGROUND

The application is on property that was previously approved, and the applicant has requested modifications to the development order for the Parkview mixed use development, with site plan approved by Resolution 2017-80 on June 19, 2017. The resolution, drawings, plat, and site plan modifications substantial compliance preliminary determination approval are provided as attachments to this report for reference.

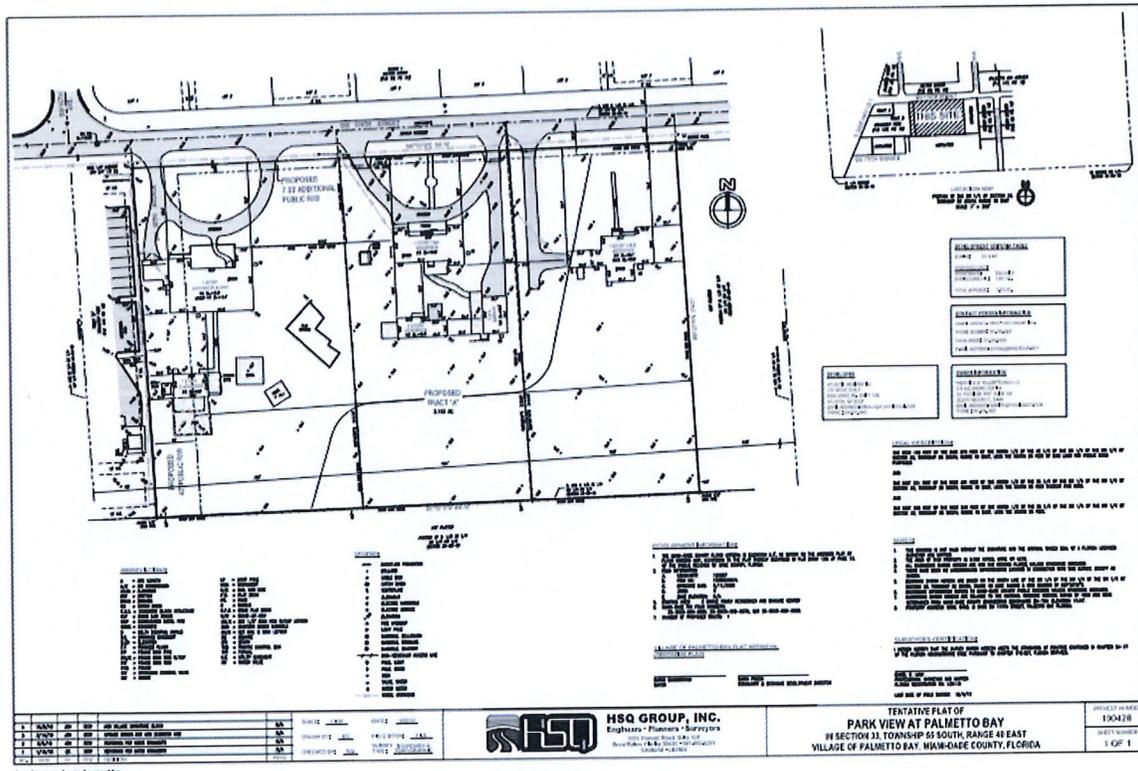
The project is located along 174th Street, just east of US 1. The applicant is proposing to construct a five-story mixed use residential development with 235 units ranging in size from studios to 3-bedrooms, and will include resident amenities. The development includes a 10 foot sidewalk along the new extension of Park Road. The applicant is also paying for all of the street improvements, including landscaping that are adjacent to the project. This will include parallel parking, improved landscaping and wide sidewalks. The design includes 13,613 sq. ft. of public open space and 32,589 sq. ft. of private open space.

PARK VIEW AT PALMETTO BAY
 A PUBLIC PLAZA REVIEW



Rendering of Park View at Palmetto Bay

EXH-5
 HSA ARCHITECTS



Approved T-plate of Park View at Palmetto Bay

ZONING HEARING HISTORY

On **August 15, 2019**, the Planning and Zoning Division reviewed the modified plans under substantial compliance preliminary determination. The modifications were administratively approved.

On **July 12 2019** site plan modifications for the Park View mixed use development were submitted, with site plan, incentives, residential reserve units, design considerations and other conditions approved by Resolution **2017-80**

On **February 10, 2017** the first council submittal was made, on **June 13, 2017** the second council submittal was made.

On **May 2, 2016**, the Mayor and Village Council adopted **Ordinance 2016-12**, rezoning the property to DUV, Downtown Urban Village.

On **May 2, 2016**, the Mayor and Village Council adopted **Ordinance 2016-11**, amended the future land use map, creating the Franjo Activity Center

On **March 23rd, 2001**, the Zoning Appeals Board, Dade County, Florida approved **Resolution CZAB13-3-01** to allow permit the expansion of a school from 66 to 150.

On **November 16th, 1981**, the Zoning Appeals Board approved **Resolution No. Z-254-81** approved a non-use variance to increase the permitted rea of a sign.

On **August 16th, 1979**, the Zoning Appeals Board approved **Resolution No. 4-ZAB-321-79** to expand permit non-use variances for commercial uses on a residential lot.

NEIGHBORHOOD CHARACTERISTICS

Zoning District

Subject Properties:

Downtown Urban Village (DUV)

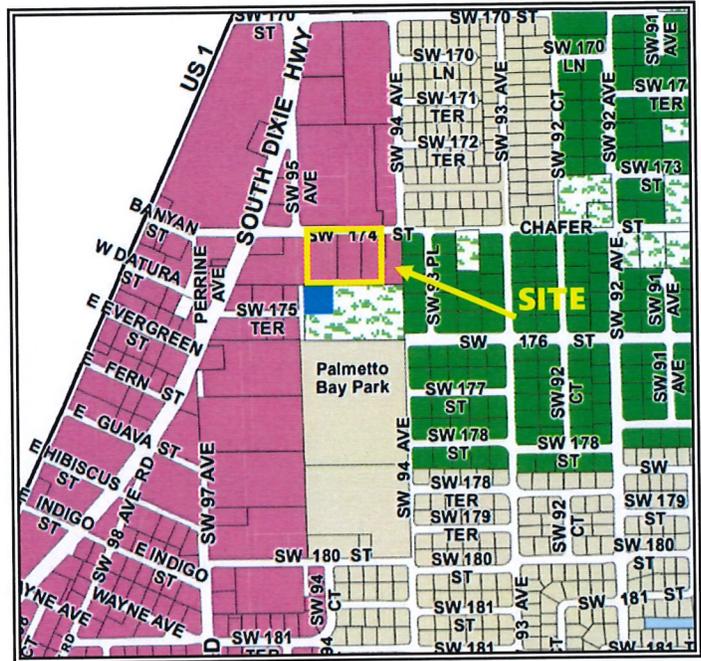
Surrounding Properties

North: Downtown Urban Village (DUV)

South: Agricultural (AG) / Interim District

East: Downtown Urban Village (DUV) / Estate Modified Single Family (E-M)

West: Downtown Urban Village (DUV)



Zoning Districts

Comprehensive Plan

Subject Property:

Designation: Franjo Activity Center (FAC)

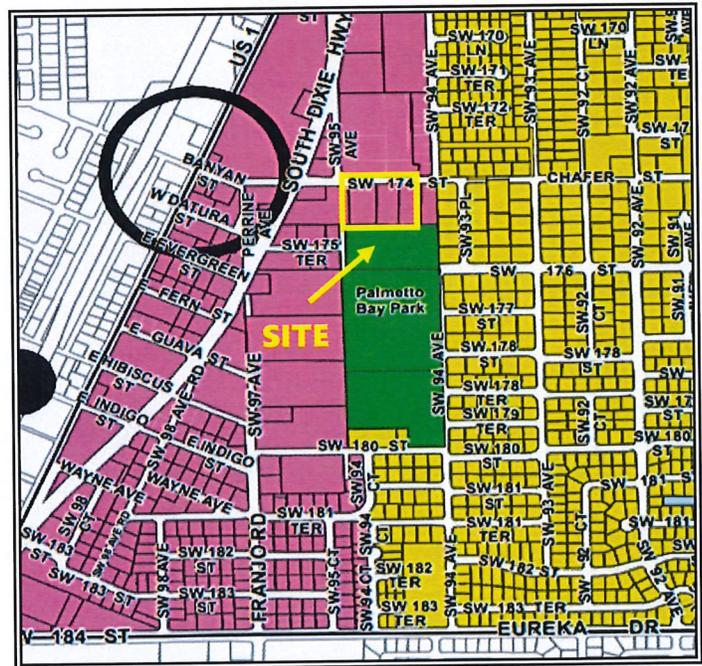
Surrounding Properties

North: Franjo Activity Center (FAC)

South: Parks & Recreation

East Franjo Activity Center (FAC) and Low Density Residential

West: Franjo Activity Center (FAC)



Future Land Use Map Designations

Existing Conditions

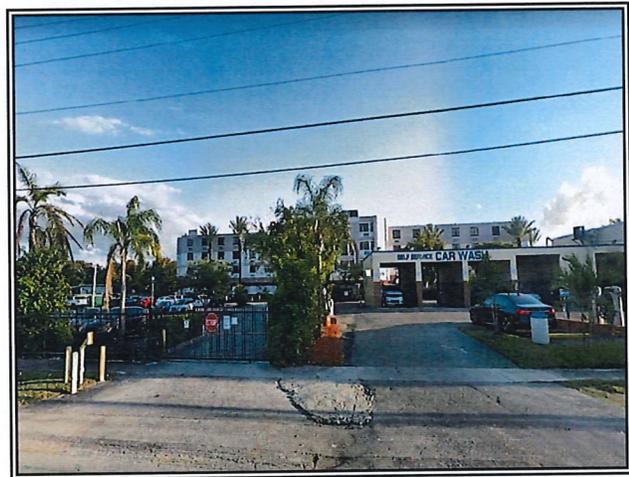
Subject Property:

The subject properties remain intact. Two lots contain single-family homes, and one lot contains a building once used as a preschool.

Surrounding Properties:

West Side:

- 17475 South Dixie Highway
- South Dade nursing and Rehabilitation Center
- Built 1985
- 71,621 s.f. adjusted area
- 2.25 acre (98,184 s.f). lot.



East Side:

- 9400 SW 174th Street
- 1-story, single-family home
- Built 1952
- 3,048 s.f. adjusted area
- .90 acre (39,204 s.f). lot.



North Side:

- Village Twin Homes, Palmetto Bay
- 17360 SW 94th Avenue
- Built 1971



- Village Homes & Condos, Palmetto Bay
- 17255 SW 95th Ave
- 181 Units
- Built 1971



South Side

(Palmetto Bay Park):

- 17535 SW 95th Avenue
- Municipal Park
- Approximately 25 acre area



ANALYSIS

The following is a review of the request pursuant to the Village's subdivision plat approval criteria and procedural requirements in Section 30-80.1, of the Land Development Code.

Criteria 1 Whenever land is subdivided in the Village of Palmetto Bay a plat must be recorded in the official records of Miami-Dade County. No plat of subdivision lying within the Village of Palmetto Bay shall be recorded in the official records of Miami-Dade County until the Village Council approves the plat. No building permit shall be issued unless the Village Council has approved a final plat and recorded. Furthermore, no certificate of occupancy shall be issued prior to the final plat, including the parcel or parcels of land on which a building will be constructed, has been recorded in the official records of Miami-Dade County.

Analysis: The plat requirement is for the dedication of property for the use as public right-of-way, to unify the three properties into one folio, and to satisfy platting requirements prior to issuance of a certificate of use for the approved site plan. The plat has not been recorded, and no certificate of use (CU) has been issued. The plat is awaiting recordation with the Clerk of Miami-Dade County, and the CU is awaiting completion of construction and Village Council approval of this plat.

Finding: Consistent

Criteria 2 A building permit may be issued for an essential governmental facility after plat review where the Village Council finds that immediate construction of the governmental facility is essential to the health, safety, or welfare of the public and where the Village determines that public facilities and services will be available at the adopted level of service standards concurrent with the impact of development of the governmental facility. A certificate of occupancy shall not be issued until the plat is recorded.

Analysis: This plat is for a development order for a mixed-use project.

Finding: Not applicable

Criteria 3 Conformity to Comprehensive Plan. The Village shall consider no plat application unless the proposed plat is in conformance with the Village adopted Comprehensive Plan.

Analysis The plat is consistent with the "*Park View at Palmetto Bay*" site plan and with the dedication of specific land for public rights-of-way, approved by Resolution 2017-80 on June 19, 2017. The site plan approved by Resolution 2017-80 has been found by staff review and the public hearing process of the Village Council to be consistent with the Franjo Activity Center (FAC) Future Land Use Designation, and consistent with the Downtown Urban Village (DUV) Zoning District in which it entirely lies. The right-of-way improvements that rely on this plat and ROW dedications, have also been found by staff review and public

hearing process of the Village Council to be consistent with the FAC Future Land Use Designation, and consistent with the DUV Zoning District in which it entirely lies.

Finding Consistent

Criteria 4 Upon request of the applicant and payment of an application fee, a preliminary plat may be reviewed by the public works department. the comments and advice of staff, however, shall not be binding on the Village or be construed to create any right for the petitioner to rely on said comments. Review of a preliminary plat shall be done in a reasonable time with specific notice to the petitioner as to what constitutes a reasonable time under the existing facts and circumstances at the time of submission.

Analysis This is a final plat. This preliminary plat process has occurred and is complete. All reviews by the Village Public Works Department and the Miami-Dade Plats Section have occurred and are complete. Required dedications of land for right-of-way consistent with Village plans are completed.

Finding Consistent

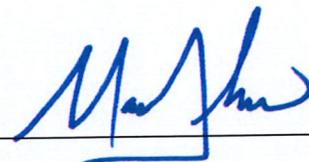
Criteria 5 Final plat review. All final plats must be submitted to the Village Council for approval. No final plat, however, shall be scheduled for said approval until the plat and all supporting documentation required under this section have been received by the staff and reviewed under the authority contained in this chapter. No application for final plat will be accepted by the village without approval of a corresponding tentative plat by Miami-Dade County. The final plat shall have incorporated all changes or modifications as required to make the tentative plat conform to Village and Miami-Dade County requirements. The public works department shall submit the report to the Village Manager, for transmittal to the Village council. The Village Council shall approve the final plat, as recommended by staff, if the plat is found to be in conformance with these regulations.

Analysis The tentative plat has been approved by Miami-Dade County. Supporting documentation has been received by the staff and reviewed. The final plat has incorporated changes and recommendations pursuant to Resolution 2017-80 for the dedication of land to complete Park Drive.

Finding Consistent

RECOMMENDATION

Staff recommends approval of the plat.



Mark Alvarez
Interim Planning & Zoning Director



August 15, 2019

File # VPB-16-012

Steve Sealy | Development Manager
 Atlantic Residential
 3500 Lenox Road, Suite 1250
 Atlanta, Georgia 30326
 404.591.2443 direct, 404.591.2901 fax
 via e-mail: ssealy@atlanticresi.com

**Subject: Park View (VPB16-012) site plan modifications
 substantial compliance preliminary determination**

Property: 9420-9500 SW 174th Street (folios # 33-5033-000-0850, 33-5033-000-0870, 33-5033-000-0880)

Dear Mr. Sealy,

On August 12, 2019, the Village received site plan modifications for the Park View mixed use development, with site plan, incentives, residential reserve units, design considerations and other conditions approved by Resolution 2017-18 on June 19, 2017. The unified property is located entirely in the Downtown Urban Village (DUV) zoning district, with the west two lots in the Urban Village (UV) Sector and the east lot in the Neighborhood Village (NV) Sector. This letter is the department's written notice of its preliminary determination regarding the substantial compliance determination.

Plan Modification Summary

To briefly summarize, the table below highlights the revised site plan changes.

| Requirement | Required (Sec. 30-50.23) | Approved (Res. 2017-18) | Provided (2019 Revision) | Change | Review |
|--|------------------------------------|----------------------------|-----------------------------|--------------|--------|
| Net Lot Area | - | 3.50 acres | 3.50 acres | 0 | accept |
| Gross Lot Area | - | 3.92 acres | 3.92 acres | 0 | accept |
| Building Type | Flex Building | Flex Building | Flex Building | none | accept |
| Density | 20.8 DU/acre | 60 DU/acre | 60 DU/acre | 0 | accept |
| Building Height | 3 to 5 stories | 5 stories 52'-0" | 5 stories 52'-0" | 0 | accept |
| Gross Building Area | no requirement | 426,653 s.f. | 413,941 s.f. | -12,712 s.f. | accept |
| Building Frontage (174 th St) | 80% min. 389' bldg./486' lot | 86% 416'-3" | 85% 411'-8" | -1% | accept |
| Building Frontage (Park Dr.) | 80% min. 245' bldg./306'-1" lot | 52% 160'-2" | 62% 191'-3" | +10% | accept |
| Private Open Space | 15% (0.47 ac.) | 21.3% (0.67 ac.) | 30.2% (0.75 ac.) | +8.9% | accept |
| Public Open Space | none required | 7.6% (0.24 ac.) | 10% (0.31 ac.) | +2.4% | accept |

| Requirement | Required (Sec. 30-50.23) | Approved (Res. 2017-18) | Provided (2019 Revision) | Change | Review |
|--|--|---|---|-------------------------------|--------|
| Front Setback (SW 174 th St.) | 30' up to 2 stories 45' above 2 stories | 33'-4" to 2 stories 70'-8" above 2 stories | 33'-4" to 2 stories 37'-8" above 2 stories | 0 setback 33' stepback | accept |
| Rear Setback (park) | 15' minimum | 2'-11" | 3'-0" | +0'-1" | accept |
| Side Street Setback (west) | 30' up to 2 stories 45' above 2 stories | 30'-0" to 2 stories 45'-0" above 2 stories | 30'-3" to 2 stories 47'-9" above 2 stories | +3" setback 2'-9" stepback | accept |
| Interior Side setback (east) | 0' minimum | 18'-10" | 23'-1" | + 4'-3" | accept |
| Structured On-Site Parking | not applicable | 406 spaces | 369 spaces | -37 | accept |
| Street Parking | not applicable | 21 spaces | 21 spaces | 0 | accept |
| Total Vehicular Parking | 319 spaces 329 spaces | 427 spaces | 390 spaces | -37 | accept |
| Bicycle Parking | 32 racks | 32 racks | 32 racks | 0 | accept |
| Unit Breakdown: | Minimum areas: | | | | |
| Studio | 625 s.f. | 12 (625 s.f.) | 20 (625 s.f.) | +8 DU | accept |
| 1 Bedroom | 650 s.f. | 122 (674 - 757 s.f.) | 105 (719 - 731 s.f.) | -17 DU | accept |
| 2 Bedroom | 850 s.f. | 80 (1,057 s.f.) | 88 (1,060-1,104 sf) | +8 DU | accept |
| 3 Bedroom | 1,100 s.f. | 21 (1,295 s.f.) | 22 (1,330 s.f.) | +1 DU | accept |
| Average Area | 750 s.f. | avg. 881 s.f. | avg.910 s.f. | +29 sq.f.t | accept |
| Total Residential Units | 73 DU | 235 DU | 235 DU | 0 | accept |
| Commercial Space | no requirement | 11,188 s.f. | 11,444 s.f. | + 256 s.f. | accept |

The revised site plan shows a generally similar disposition of buildings as shown on the original submittal, with the following comments:

- The south courtyard and pool plaza are repositioned and reoriented from the south side in a north-south lengthwise orientation to the east side with an east-west longitudinal orientation
- The west courtyard is increased in size from 3,592 sq. ft. to 11,386 sq. ft. this space. This increase, although to private open space, visually enhances the public plaza in front of it, which has reduced from 10,340 sq. ft. to 5,332 sq. ft.
- The public plaza on southwest corner increased in area from 3,600 sq.ft. to 8,821 sq. ft.
- Overall, private open space increased from 29,119 sq. ft. (21.3%) to 32,589 sq. ft. (30%), both substantially above the required 15%.
- Overall, public open space has also increased from 10,340 sq. ft. (7.6%) to 13,613 sq. ft. (10%). There is not a requirement for open space.
- Building height is the same as for the approved site plan and provides better transition to east neighborhoods with more open space, greater setback, particularly above 3rd floor.
- The interior garage remains interior to the habitable building and it is reoriented from an east-west longitudinal orientation to north south. Due to better treatment of massing on the upper stories of the building, along SW 174th Street frontage, there are two locations where the

vertical surface of the garage is visible behind the front façade. Staff requests that these two vertical surfaces receive an architectural screening treatment.

- The unit breakdown has changed, with generally more emphasis on studios and 1-bedroom units; however, the actual average size of the units has increased from 881 sq. ft. to 910 sq. ft.

Approval, Resolution 2017-18

Resolution 2017-18 approved the site plan along with the following findings, specific approvals design considerations, and other conditions:

Staff Report Findings

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

Residential Reserve Unit Allocation

| | |
|-------------------------------|-----|
| Total Residential Units | 235 |
| Reserve Residential Units | 162 |
| As-of-Right Residential Units | 73 |

Bonuses and Incentives

| | |
|----------------------------|--|
| Height Bonus | not applied <i>(the original design intended 6 floors by participating in the green bonus; however, the approved design is at 5-stories)</i> |
| Parking Incentive Programs | not applied |
| Parking Requirement | 319 |
| Approved Parking Inventory | 427 |

Design Considerations pursuant to 30-50.23.1.05.B

1. Section 4.03.H.3. Building heights by sector, Sec.3.02 A-D 1: Table 33 identifies the permitted height for ground-floor story at 14ft (min.)-18ft (max.). The approved design is permitted to provide 12' 6" ceilings on the first floor for residential units and 14' for the fitness and leasing center. The proposed modifications are consistent with this design consideration.
2. Section 3.02(C)(2). Table 19 (UV), and 3.02 (D) (2) Table 25 (NV) requires the rear setback to be 15 feet. Due to the approved design of the building and the incorporation of courtyards, the rear setback has been reduced in some locations to allow for a consistent design. The rear setback does not abut residential parcels and is adjacent to a public park and has minimal impact for compatibility with its surroundings. The proposed modifications are consistent with this design consideration, providing an additional 1'-4" of setback from the approval and enhancing compatibility with the project's surroundings.
3. Section 4.03.C.a.(i). The roof of the parking structure is to be programmed with usable building surface such as: green roof, amenity deck (private open space) or for renewable energy generation. The approved design does not have its parking structure programmed. The staff report noted adequate provision for private open space in other areas of the plan to meet code requirements and that the requirement for green certification would

ameliorate this design consideration. The proposed modifications are consistent with this design consideration.

4. Section 4.03.G.1.(b). Primary frontage along the Park Drive at the build-to line, is required to be 80% (per Table 32). The approved site plan permits the building to deviate from this criterion. The staff report noted that frontage is set back from the street to provide a courtyard design along with a wide pedestrian public area and in doing so provides a substantial public benefit of additional open space. The proposed modifications increase the frontage from 52% to 62%, while at the same time increasing open space along Park Drive. The proposed modifications are consistent with this design consideration, simultaneously reducing the variance and increasing the public benefit for which the design criteria was permitted.
5. Section 4.03.G.3. For buildings on sites with greater than 300 feet of frontage along a street, a pedestrian only paseo, a minimum 15 feet in width, and is no more than 200 feet from a street or other pedestrian paseo shall be provided. The project was approved with a design consideration that a paseo would not be required. The staff report noted inclusion of a paseo would result in a path that dead-ends to the property to the south, and that the intent of the code is adequately met by connection to the existing park system to the south through a new sidewalk to the west and south. The proposed modifications are consistent with this design consideration.
6. Section 4.03.H.1(a). No building shall occupy more than 250 feet of continuous frontage, along any street within the DUV. The project was approved with a design consideration to permit a 416'-3" frontage along SW 174th Street. The staff report noted that the intent of the code to prevent a megalithic wall that discourages the movement of pedestrians would be met by this plan that has built in open spaces, and a multiple variegated facade to provide visual interest to pedestrians. The proposed modification reduces the frontage to 411'-8". The proposed modifications are consistent with this design consideration and reduces the variance while retaining the reasons for the design consideration to be granted.
7. Section 4.04.8.(b). Buildings shall be composed of a base element with secondary tower element(s) of reduced footprint above the base. The project was approved with a design consideration that allows the design to not show a base and tower element. The staff report notes that the design of the building with multiple changes in the façade creates the desired effect without the need to include a step back. The proposed modification reduces the frontage to 411'-8". The proposed modifications are consistent with this design consideration and by increasing the 3rd-floor step-back on the east side, improves compatibility with the residential neighborhood to the east.
8. Section 4.03.G.3.2(a) Parapet wall shall be a maximum of 40 inches tall, measured from the top of the slab. The approval includes a design consideration for a 48" parapet as a means to soften the lines of the building and to comply with the Florida Building Code that requires 48" for a safety barrier. The proposed modifications are consistent with this design consideration and retains a design that improves safety with a 48" parapet.

The proposed site plan modifications meet the requirements of the findings, approvals, design considerations and other conditions that were a part of the approval by Resolution 2017-18.

Substantial Deviation 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.

| | Criteria from Sec. 30-30.3(c) | Review Response Summary |
|----|---|---|
| 1 | Does not violate the minimum requirements of Chapter 30. | The proposed revisions meet the minimum requirements of Chapter 30, with consideration |
| 2 | Does not violate any conditions of approval. (Resolution 2107-18) | The proposed revisions meet the conditions of approval (Resolution 2107-18) |
| 3 | Does not violate concurrency requirements. | There are no changes in number of dwelling units and only de-minimus increase of 256 sq. ft. (2%) in the gross floor area of commercial space. Concurrency requirements are unchanged. |
| 4 | Properly considers land use compatibility, buffering, screening and landscape. | There are no changes in land use Setbacks have generally increased Step-back facing east to the residential are have increased Public open has increased Private open has increased Compatibility is generally enhanced by the modifications |
| 5 | Decreases floor area ration (FAR), and lot coverage by ten percent, or less. | FAR and lot coverage are not changed by more than 10% |
| 6 | Decreases height, intensity and/or density by ten percent or less. | Density (DU/acre _{gross}), intensity and building height are not changed. |
| 7 | Does not require a variance. | No variances are required |
| 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. | The location, size and general site compatibility of the structure, façade, lighting, signage, or general redistribution of square footage amongst structures is not changed by more than 10%. |
| 9 | Does not increase the number of average daily trips from the site. | There are no changes in number of dwelling units and only de-minimis increase of 256 sq. ft. (2%) in the gross floor area of commercial space. Concurrency requirements are unchanged. |
| 10 | Does not alter the location of any points of ingress, egress, access for vehicular and pedestrian patterns to the site. | The garage entrance/exit remains on the same street but is shifted 6-feet to the east and the loading entrance is moved west of the garage entrance. Due to the mid-block location of these access points, 188 feet from the Park Drive edge of pavement, the small shift is de-minimis and will have no material impact on safety, pedestrian or traffic flow compared to the approved plan. |
| 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 of amenities and open space is substantially changed and is better arranged for compatibility of the building form, as well as better organization of public spaces and private open spaces relative to the public street frontages. The size of both public and private open space has increased overall. There is positive change of character for these amenities. |
| 12 | Does not materially alter the landscape material, location, planting techniques, species, or size of trees. | To the extend that open spaces are reorganized, planting locations are also reorganized. The number, type, height, caliper of plantings has not changed. |

| | Criteria from Sec. 30-30.3(c) | Review Response Summary |
|----|---|---|
| 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. The right-of-way dedication for Park Drive, along with approved improvements for 10-foot sidewalk, parking lane, planters, and drive lanes remain on the site plan. |
| 14 | Increase in setbacks by up to ten percent. | All setback changes are less than 10% |
| 15 | Does not increase the number of stories or building height. | Building height and number of stories are not changed |

This letter is the department’s written notice of its 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.

Thank you very much.

Sincerely,

Mark Alvarez
 Interim Planning & Zoning Director
 t. 305-259-1274
malvarez@palmettobay-fl.gov

NOTICE

Public Notice Advertisement

Miami Daily Business Review

December 26, 2019

12/26/2019



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

CATEGORY Hearings FL
AD NUMBER 0000446467-01

NOTICE IS HEREBY GIVEN that the Village of Palmetto Bay shall conduct a Zoning Public Hearing on Monday, January 27, 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) 30-30.8, 30-10.5 and 30-30.5 Village's Land Development Code:

Applicant: Windsor Investments (Westminster Manor), LLC

Folio(s): 33-5023-000-0582

File No.: VPB-19-007

Location: North of SW 152nd Street, South of SW 149th Terrace, between SW 71st Court and SW 69th Court

Requests: (1) AN ORDINANCE OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO AMENDING THE COMPREHENSIVE PLAN, REFERRED TO IN SEC. 30-30.8, TO CHANGE FROM "ENVIRONMENTAL PROTECTED" TO "ESTATE DENSITY RESIDENTIAL"; PROVIDING FOR CONFLICTING PROVISIONS AND PROVIDING FOR AN EFFECTIVE DATE.

(2) AN ORDINANCE OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO ZONING; AMENDING THE ZONING MAP, REFERRED TO IN SEC. 30-10.5, TO CHANGE FROM "ESTATE-SINGLE FAMILY" ("E-1") TO "ESTATE MODIFIED" ("E-M") (ONE UNIT PER 15,000 NET SQ FT; PROVIDING FOR CONFLICTING PROVISIONS AND PROVIDING FOR AN EFFECTIVE DATE.

(3) SITE PLAN APPROVAL FOR THE DEVELOPMENT OF TEN (10) SINGLE FAMILY HOMES, PURSUANT TO SECTION 30-30.5 OF THE CODE OF ORDINANCES.
Item 2: The following item is being considered pursuant to Section(s) 30-50.23, and 30-80.2 of the Village's Land Development Code:

Applicant: Parkview at Palmetto Bay LLC

Folio(s): 33-5033-000-0650, 33-5033-000-0680, 33-5033-000-0670

File No.: VPB-16-016

Location: 9420, 9450, and 9500 SW 174 Street

Request: REQUEST FOR FINAL PLAT APPROVAL FOR THREE PARCELS ZONED DOWNTOWN URBAN VILLAGE (DUV), URBAN VILLAGE (UV) SECTOR, PURSUANT TO SECTION 30-50.23, THE DUV ZONING DISTRICT AND SECTION 30-80.2 FINAL PLAT.
Item 3: The following item is being considered pursuant to Section(s) 30-30.4 and 30-60.30 of the Village's Land Development Code:

Mailed Courtesy Public Notice

December 24, 2019

**VILLAGE OF PALMETTO BAY
PUBLIC NOTICE**

APPLICANT: PARKVIEW AT PALMETTO BAY LLC

ZONING APPLICATION NO. VPB 16-016

FOLIO:33-5033-000-0650, 33-5033-000-0680, 33-5033-000-0670

LOCATION: 9420, 9450, AND 9500 SW 174 STREET

REQUEST:

REQUEST FOR FINAL PLAT APPROVAL FOR THREE PARCELS ZONED DOWNTOWN URBAN VILLAGE (DUV) WITH TWO PARCELS LOCATED IN THE URBAN VILLAGE (UV) SECTOR AND ONE PARCEL IN THE NEIGHBORHOOD VILLAGE (NV) SECTOR, PURSUANT TO SECTION 30-50.23 DUV ZONING DISTRICT AND SECTION 30-80.2 FINAL PLAT

**THE PUBLIC HEARINGS WILL BE HELD: MONDAY, JANUARY 27, 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.

PLAT AND COUNTY APPROVALS



Date: 4/04/2019

To: Platting and Traffic Review Section
Department of Regulatory and Economic Resources

Re: Tentative Plat, Number: T-24001 (4)
Subdivision: Park View at Palmetto Bay
Agenda Date: 04/05/2019

RECOMMENDATION: Overall Approved

This office has reviewed the referenced PLAT and recommends the following:

Office of Code Coordination and Public Hearings: (Approved)

Voice: 305-372-6764, Fax: 305-372-6543

Existing public water lines must be utilized to serve this subdivision.

A public sewerage system must be utilized to serve this entire subdivision. Plans for the extension of the existing sanitary sewer system to serve this property must be approved by this department prior to the recordation of this plat.

Average time to obtain a Sewer Extension permit is fifteen (15) working days. However, actual time to obtain a Sewer Extension Permit may vary significantly based on the completeness of the submittal and review time by the Utility serving the project.

This Department has performed a concurrency review for water and sewer on the above subject Development Order. Based on currently available information, the following determinations have been made:

1. Public Water-Existing facilities and services meet the Level of Service (LOS) standards set forth in the Comprehensive Development Master Plan (CDMP). Furthermore, the proposed development order, if approved, will not result in a reduction in the LOS standards subject to compliance with the conditions stipulated by DERM for this proposed development order, if any.
2. Public Sanitary Sewer-Existing facilities and services meet the Level of Service (LOS) standards set forth in the CDMP. Furthermore, the proposed development order, if approved, will not result in a reduction in the LOS standards subject to compliance with the conditions stipulated by DERM for this proposed development order, if any.



Please note that this concurrency determination does not constitute a final concurrency statement on the proposed development order as provided for in the adopted methodology for concurrency review. One or more additional concurrency determinations will be required.

Please note that the regional sewer system is operating under a capacity allocation program in accordance with the new USEPA/FDEP Consent Decree (Case: NO. 1:12-cv-24400-FAM, effective December 6, 2013). Under the terms of this Consent Decree, this approval does not constitute an allocation or certification of adequate treatment and transmission system capacity, which will be evaluated and determined at the time of agency review of the building permit plans for the referenced project.

Water Control (Approved)**Voice: 305-372-6681, Fax: 305-372-6489**

Project Area: 3.506 Acres

County Flood Criteria: + 8.3 ft. N.G.V.D.

FEMA Flood Zone & Flood Elevation: X - 99

This project qualifies for a DERM Surface Water Management General Permit, which must be obtained prior to final plat approval.

Site shall be filled in a manner so as to prevent the flooding of adjacent properties. Interceptor swales shall be constructed on-site with no encroachment over adjacent properties.

Please contact the Water Control Section for further assistance.

Trees (Approved)**Voice: 305-372-6574**

An aerial review indicates the presence of tree resources onsite. Tree Permit 9849 was submitted on February 14, 2019 but has not yet been issued. During the course of evaluating the tree permit a determination of specimen tree (trees with a trunk diameter at breast height of 18 inches or greater) preservation requirements has been made. The applicant is required to adhere to all conditions of the permit.

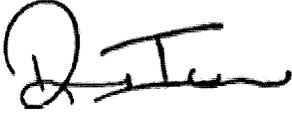
Section 24-49 of the Code of Miami-Dade County (the Code) provides for the preservation and protection of tree resources. A Miami-Dade County Tree Permit is required prior to the removal and/or relocation of any tree that is subject to the tree preservation and protection provisions of the Code. The applicant is advised that a tree survey that includes a tree disposition table will be required prior to reviewing the tree removal permit application. Projects and permits shall meet the requirements of Sections 24-49.2 and 24-49.4 of the Code, specifically the specimen tree standard and CON 8A of the CDMP.

Finally, in accordance with Section 24-49.9 of the Code and CON8I of the CDMP, all plants prohibited by Miami-Dade County shall be removed from all portions of the property prior to development, or redevelopment and developed parcels shall be maintained to prevent the growth or accumulation of prohibited species.

Please contact the Tree and Forest Resources staff for additional information regarding tree permitting procedures and requirements.

If you have any questions regarding elements of this review please contact the appropriate office using the provided contact phone number.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Istambouli', with a large, stylized initial 'R'.

Rashid Istambouli, P.E.
Senior Division Chief
Division of Environmental Resources Management
Regulatory and Economic Resources Department

Memorandum



Date: March 27, 2019

To: Leandro Rodriguez, PSM
DEPARTMENT OF REGULATORY AND ECONOMIC RESOURCES (DRER).

From: Maria T. Capote
Plans Review Section
Miami-Dade Water and Sewer Dept.

Subject: Plat Committee Agenda comments for March 29, 2019

2. T -24001-4 Park View at Palmetto Bay
(SW 174 St. & SW 94 Ave.)

M-DWASD indicated before that Water and Sewer extensions, approved plans and a current executed service agreement would be required by WASD. A Water Supply Certification letter is required before final Plat approval. Sign off was previously required by M-DWASD before final plat approval. Contact M-DWASD, Mrs. Maria Capote at maria.capote@miamidade.gov. Please note that final plat will not be approved until any and all requirements have been met.

**MIAMI DADE COUNTY PLAT COMMITTEE
NOTICE OF ACTION**

Plat No: T - 24001 - 4 - COR-N.O.
STR1: 33 55 40
Municipality: PALMETTO BAY
Zoning: District: 8

Name: PARK VIEW AT PALMETTO BAY
Location by Streets: SW 174 ST & SW 94 AVE.
Owner: PARKVIEW AT PALMETTO BAY, LLC,
101 PUGLIESE WAY, SUITE 200
DELRAY BEACH, FLORIDA 33444 Phone: 561-454-1625
Surveyor: HSQ GROUP, INC. C/O DONNA C. WEST
1001 YAMATO ROAD, SUITE 105
BOCA RATON, FL 33431 Phone: 5613920221

This is to advise you that on Friday, April 05, 2019 the Dade County Plat Committee reviewed the above plat and that the same was:

- Recommended for approval subject to conditions indicated on attached action copy.
- Approved as an extension of time, subject to previous requirements and:
- Deferred for reasons indicated below:
- Denied for the reasons indicated below:

2

PARK VIEW AT PALMETTO BAY

TENTATIVE PLAT NO. **24001-4-COR.-N.O.**
 Sec. 33 Twp. 56 Rgc. 40

Municipality: PALMETTO BAY

Zoned: UV & NV

RECOMMENDS APPROVAL A-5-19
 Date, Regulatory and Economic Resources Dept. (Platting)

RECOMMENDS APPROVAL A-5-19
 Date, Regulatory and Economic Resources Dept. (Zoning)

- Recommends approval subject to the Village of Palmetto Bay requirements and the requirements checked below:
- Traffic concurrency approval by the Municipality is required prior to final plat review and prior to the issuance of a building permit. Municipality concurrency review to include all City, State and County roads.
- Tentative Plat valid until January 5, 2020
Note: The Plat Committee must officially review the Extension of Time request prior to the expiration of the Tentative Plat. Application request must be submitted at least ten (10) days prior to said Plat Committee meeting.
- No road, sidewalks or drainage facilities within unincorporated Miami Dade County or on County maintained rights-of-ways are to be constructed or installed without prior knowledge, approval and complete progressive inspection by the Department of Transportation and Public Works. Construction or installation of these facilities does not guarantee acceptance by the County unless final plat is approved and recorded.
- Final approval and recording subject to the Department of Regulatory and Economic Resources (Environmental Resources Management) and the Florida Department of Health approval on sewage disposal facilities and water supply.
- Site to be filled to County Flood Criteria Elevation of 8.3 N.G.V.D. or to an elevation not less than the approved crown of the road fronting the property. Cutting of existing grade is not permitted below the established base flood elevation of the F.I.R.M. for Miami Dade County Florida Community # 125098.
- Property owner/ Developer must provide the needed improvements within the right-of-way.
- For the removal of any tree a permit is required.
- The Village of Palmetto Bay and the Traffic Division of the Miami Dade County Department of Transportation and Public Works must approve the Site Plan prior to Final Plat review.**
- Paving and Drainage Plan required by the municipality.
- Performance Bond for required improvements is required by the municipality.
- All non-conforming structures must be removed prior to final plat review. An up-dated survey from a registered Land Surveyor showing that said improvement(s) has been removed is required. Village of Palmetto Bay approval required.
- Any existing structure, including fences on proposed public right-of-way must be removed prior to Final Plat review. An up-dated survey or a letter from a registered Land Surveyor stating that said improvement has been removed is required.
- Compliance with the Department of Regulatory and Economic Resources (Environmental Resources Management). Contact Ninfa Rincon at (305) 372-6507 for environmental concerns and requirements.
- School Board approval required prior to final plat review.
- MDWASD approval required prior to final plat review.
- Compliance with the Miami Dade Water and Sewer Department (MDWASAD). Contact Maria Capote at (786) 268-5329 for water and sewer concerns and requirements.
- Final Mylar(s) plus five (5) prints.
- Opinion of Title (Valid for 30 days, unincorporated; 45 days municipality). An update is usually required before the County Commissioners meeting and/or recordation.
- Paid Tax receipts (and escrow, if applicable).
- Processing fee for Final Plat.
- Recording fee for Final Plat.
- Water Control Division approval after final plat submittal. (DRER)
- Approval regarding method of water supply.
- Approval regarding method of sewage disposal.
- Certified copy of municipal ordinance and/or resolution accepting final plat and letter(s) stating paving and drainage plans have been approved and Improvement Bond held by Municipality (if applicable).
- Letter from F.P.&L. Company (TP-7 letter) regarding underground electric service (ORD. 68-69).
- State Plane Coordinate Data Sheet.
- AFTER SUBMITTAL OF FINAL PLAT, CHECK THE PUNCH LIST AT THE FOLLOWING WEBSITE FOR ADDITIONAL SCHEDULING AND/OR RECORDATION REQUIREMENTS. (<http://www8.miamidade.gov/apps/rer/platstatus/>)**

ZONING HISTORY



Record Results

[Print This Page](#)

Zoning Records Search

| | |
|---------------------------|--|
| Process Number: | Z2000000131 |
| Applicant: | HYACINTH CAMPBELL |
| Location: | 9500 SW 174 ST |
| Legal Description: | The east 185' of the west 240' of the north 1/2 of the SE 1/4 of the SW 1/4 of the NW 1/4 of S33-T55south-R40 east, lessthe north 25' thereof. |
| Request: | INCREASE # OF KIDS (150) |
| Application Date: | 4/7/2000 |
| Result: | |
| Result Date: | |

Hearings

| Board | Resolution | Result | Hearing Date | Item # |
|-------|------------|------------------|--------------|--------|
| C13 | CZAB13301 | APPROVED IN PART | 3/14/2001 | 151 |
| | | | | |
| | | | | |
| | | | | |

Documents

| |
|---|
| APPLICATION |
| GIS SKETCH |
| HEARING PLAN |
| PLANS - REDUCED OR SMALL |
| LTRS OF INTENT-SCHOOL-SUBSTCOMPLIANCE |
| RESOLUTION |
| RECOMMENDATIONS-KITS |
| RESOLUTION HISTORY |
| SKETCH |
| SURVEY |

Sec. _____ Twp. _____ Rge. _____

Receipt # X 2000 08 024

ZONING HEARING APPLICATION
MIAMI-DADE COUNTY
ALL FOLIO NUMBERS ARE REQUIRED

RECEIVED
APR 07 2000

30-50-33-000-0650

ZONING HEARINGS SECTION
MIAMI-DADE PLANNING AND ZONING DEPT.
BY Z. Dean - 131

Date Received Stamp

PLEASE TYPE OR PRINT LEGIBLY, IN INK, ALL INFORMATION ON APPLICATION

1. Name of Applicant Hyacinth Campbell / ~~Andrea Redway~~
- a. if applicant is owner, give name exactly as recorded on deed.
 - b. if applicant is lessee, attach copy of valid lease of 1 year or more 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

9500 SW 174th Street
City Miami State FL Zip 33157

Tel. # (during working hours) (305) 238-4074 Other (305) 636-8370 (Bpr)

2. Name of Property Owner Hyacinth Campbell

Mailing Address 9500 SW 174 Street
City Miami State FL Zip 33157

Tel. # (during working hours) (305) 238-4074 Other (718) 712-0919

3. Contact Person Andrea Redway

Mailing Address 9500 SW 174 Street
City Miami State FL Zip 33157

Tel. # (during working hours) (305) 238-4074 Other (305) 259-8890

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 7 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.
- e. attach a separate, typed sheet if necessary. Verify the legal is correct.

The east 185' of the west 240' of the north 1/2 of the SE 1/4 of the SW 1/4 of the NW 1/4 of section 33, Township 55 South, Range 40 East less the north 25' thereof.

5. Address or location of subject property: 9500 SW 174th Street
Miami, FL 33157

6. Size of property: _____ ft. X _____ ft. Acres 1.33

8. Does property owner own contiguous property to the subject property? If so, give complete legal description of entire contiguous property. (If lengthy, please type on a sheet labeled "Contiguous Property".)

NO

9. Is there an option to purchase or lease the subject property or property contiguous thereto?
 yes or no

If yes, who are the potential purchasers or lessees? (Complete section of Disclosure of Interest form, also.)

10. Present zoning classification(s): GU/AU

11. REQUEST(S) COVERED UNDER THIS APPLICATION:

Please check the appropriate box and give a brief description of the nature of the request in the space provided. Be advised that all zone changes require a special exception to permit site plan approval except for rezoning to residential of 3 acres or less.

- District Boundary (Zone) Change(s):
Zone classifications requested _____
- Special Exception to permit Site Plan Approval for _____
- Unusual Use _____
- Use Variance _____
- Non-use Variance _____
- Special Exception _____
- Modification of previous resolution/plan Hours, Ages, Capacity, Addition, Transportation
Parking lot, sign
- Modification of Declaration or Covenant _____

12. Has a public hearing been held on this property within the last year and a half? yes no

If yes, applicant's name _____
Date of hearing _____
Nature of hearing N/A
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
N/A
Nature of violation _____

14. Are there any existing structures on the property? yes no

If yes, briefly describe Day care

15. Is there any existing use on the property? yes no

If yes, what is the use and when was it established? Use Day Care, Ages 3-7
Established 1982

Date: _____ / _____ / _____ Public Hearing No: _____

RESPONSIBILITIES OF THE APPLICANT

PLEASE READ CAREFULLY BEFORE SIGNING.

I hereby acknowledge that I am aware that the Department of Environmental Resources Management (DERM), the Public Works Department, and other County agencies review each zoning application and proffer comments that may affect its scheduling and outcome. These comments sometimes include requirements for an additional public hearing before DERM's Environmental Quality Control Board, (the EQCB) or other County boards, and/or the preparation and execution of agreements to run with the land which are recorded, prior to scheduling.

I understand that it is my responsibility as the applicant or applicant's representative to promptly follow through with the Compliance of DERM or Public Works requirements or to advise this office in writing if the application will not go forward and may be considered withdrawn. Contact with the above mentioned agencies is advised during the hearing process. You may obtain the telephone numbers and locations of the reviewing departments at the Zoning hearings Counter.

Fees: Further I understand that the hearing fees paid at the time of filing may not be the total cost of the hearing, that I will be advised of the following fees which must be paid promptly: additional radius fee, deferral or readvertising fee (if applicant requests deferral), revision fee, and/or other fees assessed for changes or additions to the hearing application or plans. I am aware that applications withdrawn within 60 days of the date of filing are eligible for refund of 50% of the hearing fee. After that time, hearings that are withdrawn or returned for inaction will *not* be eligible for a refund.

Permit Requirements: I also understand that the South Florida Building Code may contain requirements that affect my ability to obtain a required building permit from the Department of Planning, Development and Regulations (10th Floor) for my project, even if my zoning application is approved at public hearing. I am aware that a Building Permit is required for all construction and that I am responsible for obtaining the required permits, all required inspections, and the Certificate of Use and Occupancy or Certificate of Completion for any and all structures and additions whether proposed or existing without permits. Additionally, I am aware that a Certificate of use and Occupancy must be obtained for the use of the property, if approved at a Zoning Hearing, and that failure to obtain the required permits and/or Certificates of Completion or Use and Occupancy will result in the initiation of Enforcement action against the occupant and owner. I further understand that submittal of the Zoning Hearing application will not necessarily forestall enforcement action against the property.

Residential construction within 2 miles of a Blasting Site: Persons applying for a residence or residential development located within two miles of a permitted rock mining operation where blasting is permitted must record in the public records of Dade County a notice that the proposed development is within two miles of the blasting site, prior to the issuance of the first development permit. The notice must provide the location of the blasting site and state that such blasting is regulated by Chapter 13 of the Code of Metropolitan Dade County. Notice must be given to and signed by buyers with purchase contracts within the development. Maps showing permitted rock mining operations where blasting is permitted in Dade County are available in the Department of Planning, Development and Regulation (DPDR) and in the Public Works Department. Any developer may request a written opinion from the Director of Public Works as to whether a development is located within the two-mile area.

Hyacinth Campbell

(Signature)

Hyacinth Campbell

(Print Name)

Notary: Sworn to and subscribed before me this 9th day of Feb, 2000.

Notary Public - State of Florida  My Commission CC655387 Expires July 15, 2003

My commission expires _____

OWNER OR TENANT AFFIDAVIT

I, Hyoanth Campbell, 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 complete and accurate before the application can be submitted and the hearing advertised.

Hyoanth Campbell
Signature

Sworn to and subscribed to before me this 9th day of Feb, 2000

 Marnye Quinto
My Commission CC855387
Expires July 15, 2003
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 the application can be submitted and the hearing advertised.

(Corp. Seal) ATTEST: _____
President's Signature

Secretary's Signature

Notary Public
Commission Expires _____

Sworn to and subscribed to before me this _____ day of _____, _____

PARTNERSHIP AFFIDAVIT

We, the undersigned, being first duly sworn depose and say that we are partners of the hereinafter 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 the application can be submitted and hearing advertised.

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 the Attorney for the Owner of the property described and which is the subject matter of the proposed hearing; that all 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 best of my knowledge and belief. I understand this application must be complete and accurate before the application can be submitted and the hearing advertised.

Signature

Notary Public
Commission Expires _____

Sworn to and subscribed to before me this _____ day of _____, _____

OWNERSHIP AFFIDAVIT
FOR
INDIVIDUAL

STATE OF Florida

Public Hearing No. _____

COUNTY OF Dade

Before me, the undersigned authority, personally appeared Hyacinth Campbell
hereinafter the Affiant, who being duly sworn by me, on oath, deposes and says:

1. Affiant is the fee owner of the property which is the subject of the proposed hearing.
2. The subject property is legally described as: The east 185' of the west 240' of the north 1/2 of the SE 1/4 of the SW 1/4 of the NW 1/4 of Section 33, Township 55 South, Range 40 East less the north 25' thereof
3. 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:

Sandra L. Smith
Signature

Sandra L. Smith
Print Name

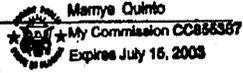
Maria Antonia Quinto
Signature

Maria Antonia Quinto
Print Name

Hyacinth Campbell
Affiant's signature

Hyacinth Campbell
Print Name

Sworn to and subscribed before me on the 9th day of Feb, 2000
Affiant is personally known to me or has produced _____ as
identification.

Notary (Stamp/Seal)  Marnys Quinto
My Commission CC885387
Expires July 16, 2003

Commission Expires: _____

[b:forms/affidin.sam (3/96)]

MARCH 15, 2000

Dade County Planning & Zoning
111 N. W. 1st Street
Miami, Florida,

To Whom It May Concern

Dear Sir,

As owner of the property located at 9500 S. W. 174th Street and an operating day care I would like to have ammended Resolution #Z-254-81 as follows:

1. To increase the number of children from 66 to 150 and to accomodate the extra children I am adding approximately eighteen hundred square feet of new classrooms with additional toilet rooms for boys and girls.
2. To permit children in the age group of ~~three~~⁰ years to ~~12~~¹⁴ years where three to seven was approved. I am requesting this because parents have been asking that I do. **AR**
3. To permit ~~one~~ sign in excess of the 1.5 square foot required. When I bought this business (day care) a sign of approx. 9 sq ft was existing outside the property in the swale. I had no idea this was illigal and have since been contacted by Team Metro to correct the problem. I am therefore requesting that the sign be Granfathered which would allow me to have it relocated to inside the property 5 feet from property line.
4. To permit a reduction in the amount of shrubs required in play area as they can be a safety risk. I have seen children at play breaking twigs and either hitting or poking other children which can be very dangerous, so I am requesting that you give this some conisderation not just for my case but for Day Care in general.

Very truly yours,

Redway / Hyacinth Campbell
Althea Redway

Check List of Requirements
Day Nursery, Day Care, Kindergarten, Private School

Modified 10/26/00
by Althea Redman

School Name: RAGGEDY ANN & ANDY
School Address: 9500 SW 174 ST. Tax Folio # 30 - _____

1. Is this an expansion to an existing school? Yes No If so, indicate the number of students:
60 and age and grade ranges originally approved: 3 to 7 yrs.

2. Total size of site: 185 x 313.75 = 58044 ÷ 43,560 sq. ft. = 1.33 acres

3. Number of children or students requested: 150 Ages: 0 - 14 AR
~~3 to 12 yrs~~

4. Number of teachers: 8; number of administrative & clerical personnel 2

5. Number of classrooms: 13 Total square footage of classroom area: 4980

6. Total square footage of non-classroom area: 600

7. Amount of exterior recreation /play area in square footage: 44,955

8. Number of vehicle(s) that will be used in conjunction with the operation of the facility: 1
Type of vehicle(s): VAN

9. Number of parking spaces provided for staff, visitors, and transportation vehicles:
11 parking spaces provided 13 parking spaces required by Section 33-124 (L)

10. Indicate the number of auto stacking spaces: 6 provided 5 required

11. Proposed height for the structure(s): 14-0 See Section 33-151.18(g)

4'9" x 5' 22.5"

12. Size of identification sign: _____ x _____ = _____ sq. ft. See Section 33-151.18 (c).
Signage will require a separate permit. Contact the Permit Section at 375-2475.

Mon - Friday

13. Days and hours of operation: 5 DAYS 6.00 AM to 7.00 PM.

14. Does the subject facility share the site with other facilities? Yes No (If so, the space which will be used solely for the school facility during the hours of operation must be indicated on the plans, pursuant to Section 33-151.16.)

15. If the school will include residential uses, do such uses meet the standards provided in Section 33-151.17? Yes No (If yes, describe the residential uses and indicate same on the plans.)
NO RESIDENTIAL

PHYSICAL STANDARDS, SITE SIZE, OUTDOOR RECREATION SPACE AND CLASSROOM SPACE MUST BE CALCULATED IN TERMS OF THE MAXIMUM NUMBER OF CHILDREN IN ATTENDANCE AT ANY ONE TIME.

The following information will determine the maximum number of children permitted at the facility based on site size calculations only. WHEN GRADE LEVELS OVERLAP, THE MORE RESTRICTIVE SHALL BE USED.

SITE SIZE: Total size of site in square footage: $\frac{57905}{43,560} = 1.33$ acres

SCHOOL CATEGORIES:

a. Day nursery, preschool and afterschool care:

Site area up to 7,500 sq. ft. $\frac{7500}{300 \text{ sq. ft.}} = 25$ # of children

Area above 7,500 to 15,000 sq. ft. $\frac{7500}{600 \text{ sq. ft.}} = 12.5$ # of children

Site area above 15,000 sq. ft. $\frac{42,905}{900 \text{ sq. ft.}} = 47.67$ # of children

TOTAL NUMBER OF STUDENTS PERMITTED: ~~64~~ 85

b. Kindergarten (K) through sixth (6) grade:

Total net acreage $1.33 \times 60 =$ TOTAL NUMBER OF STUDENTS PERMITTED: 80

c. Seventh (7) through twelfth (12) grade:

2 acres or less: _____ acres x 45 students = 60 # of students

Acreage above 2 acres up to 4 acres: _____ acres x 50 students = _____ # of students

Acreage above 4 acres up to 6 acres: _____ acres x 55 students = _____ # of students

Acreage above 6 acres up to 8 acres: _____ acres x 65 students = _____ # of students

Acreage above 8 acres up to 10 acres: _____ acres x 60 students = _____ # of students

Acreage above 10 acres: _____ acres x 67 students = _____ # of students

TOTAL NUMBER OF STUDENTS PERMITTED: 60

AR

OUTDOOR RECREATION SPACE:

- a. Day nursery/kindergarten, preschool and afterschool care
 45 sq. ft. x 75 (1/2 of children) = 3375
- b. Grades 1 - 6
 500 sq. ft. x ~~30~~ (first 30 children) = ~~15000~~
 300 sq. ft. x ~~10~~ (remaining children) = ~~3000~~
- c. Grades 7 - 12
 800 sq. ft. x ~~30~~ (first 30 children) = ~~24000~~
 300 sq. ft. x _____ (next 300 children) = _____
 150 sq. ft. x _____ (remaining children) = _____

TOTAL SQUARE FOOTAGE OF OUTDOOR RECREATION SPACE REQUIRED: 3,375.
TOTAL SQUARE FOOTAGE OF OUTDOOR RECREATION SPACE PROVIDED: 44,955

TREES: See Section 33-151.18(h), and Planning Department for additional requirements (12th floor).

- a. 28 trees are required per net acre. Trees required: 34 Trees provided: 38 120 not
- b. 10. Seven shrubs are required for each tree required. Shrubs required: 380 Shrubs provided: ~~380~~ on playground
- c. Grass area for organized sports/ play area in square feet: 44,955
- d. Lawn area in square feet (exclusive of organized sports/ play area): _____

CLASSROOM SPACE: Calculated by grade levels.

- a. Day Nursery / kindergarten, preschool and afterschool care
 35 sq. ft. x 150 (number of children) = 5250 sq. ft. of classroom area required.
- b. Elementary Grades 1 - 6
 30 sq. ft. x ~~10~~ (number of children) = ~~1000~~ sq. ft. of classroom area required.
- c. Junior High and Senior High School (Grades 7-12)
 25 sq. ft. x ~~10~~ (number of children) = ~~750~~ sq. ft. of classroom area required.

TOTAL SQUARE FOOTAGE OF CLASSROOM AREA REQUIRED: 5250.
TOTAL SQUARE FOOTAGE OF CLASSROOM AREA PROVIDED: 4980.

School Address: 9500 SW 174 St. Zip Code: 33157

THE INFORMATION ABOVE IS COMPLETE AND IS CORRECT TO THE BEST OF MY KNOWLEDGE.

Signed, sealed, executed and acknowledged on this 3 day of April, 2000 at Miami-Dade County, Florida.

WITNESSES:

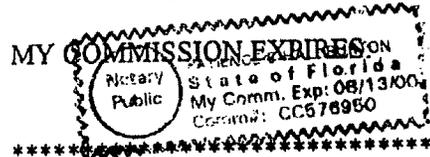
[Signature]

[Signature]

STATE OF FLORIDA
COUNTY OF MIAMI-DADE

I hereby certify that on this 10 day of April, 2000, before me personally appeared _____, to me known to be the person described in and who executed the foregoing instrument and he/she acknowledged to me the execution thereof to be his/her free act for the uses and purposes therein mentioned.

[Signature]



PLANNING DIVISION REVIEW APPROVED DISAPPROVED

COMMENTS: _____

NUMBER OF CHILDREN PERMITTED: _____

SIGNATURE: _____ DATE: ___/___/___

ZONING DIVISION REVIEW APPROVED DISAPPROVED

COMMENTS: _____

NUMBER OF CHILDREN PERMITTED: _____

SIGNATURE: _____ DATE: ___/___/___

RESOLUTION NO. CZAB13-3-01

WHEREAS, HYACINTH CAMPBELL applied for the following:

- (1) MODIFICATION of Conditions #2, #5, #6, #7 & #11 and DELETION of Condition #12 of Resolution Z-254-81, passed and adopted by the Board of County Commissioners on the 5th day of November, 1981, reading as follows:

FROM: "2. That in the approval of the plan, the same be substantially in accordance with that submitted for the hearing entitled 'Child Care Center at Landmark,' as prepared by Thomas L. Lopez-Gottardi and Associates, Architects & Planners, and dated August 6, 1981."

TO: "2. That in the approval of the plan, the same be substantially in accordance with that submitted for the hearing entitled 'Raggedy Ann and Andy DayCare,' as prepared by Sonny D. Abia, P.E., and dated received 11/16/00."

FROM: "5. That the use shall be restricted to a maximum of 66 children."

TO: "5. That the use shall be restricted to a maximum of 150 children."

FROM: "6. That the use be restricted to children in the age group of from three to seven years."

TO: "6. That the use be restricted to children in the age group of from birth to 14 years."

FROM: "7. That the hours of operation shall be from 7 A.M. to 6 P.M."

TO: "7. That the hours of operation shall be from 6 A.M. to 7 P.M."

FROM: "11. That only one sign, not to exceed 1½ sq. ft. will be maintained in connection with the use."

TO: "11. That only one sign, not to exceed 16 sq. ft. will be maintained in connection with the use."

DELETE: "12. That no transportation is to be furnished in connection with the use."

The purpose of the request is to permit the applicant to submit plans showing an increase of the building area, enrollment limit and hours of operation, as well as to be able to provide transportation in connection with the use.

- (2) NON-USE VARIANCE OF ZONING REGULATIONS to permit 150 children (85 permitted – 66 previously approved).

- (3) NON-USE VARIANCE OF ZONING REGULATIONS to permit a classroom area of 4,980 sq. ft. (5,250 sq. ft. required).
- (4) NON-USE VARIANCE OF ZONING REGULATIONS to permit a detached sign to setback 5' (15' required) from the front property line.
- (5) NON-USE VARIANCE OF LANDSCAPING REQUIREMENTS to permit 120 shrubs (380 required).
- (6) NON-USE VARIANCE OF ZONING REGULATIONS prohibiting parking and parking areas within 25' of an official right-of-way; to waive same.
- (7) NON-USE VARIANCE OF ZONING REGULATIONS to permit a proposed building addition to setback a minimum of 21.67' (75' required) from a property under different ownership to the west.

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

SUBJECT PROPERTY: The east 185' of the west 240' of the north ½ of the SE ¼ of the SW ¼ of the NW ¼ of Section 33, Township 55 South, Range 40 East, less the north 25' thereof.

LOCATION: 9500 S.W. 174 Street, Miami-Dade County, Florida, and

WHEREAS, a public hearing of the Miami-Dade County Community Zoning Appeals Board 13 was advertised and held, as required by law, and all interested parties concerned in the matter were given an opportunity to be heard, and at which time the applicant requested to withdraw the non-use variances of zoning regulations (Items #2 & 3) and non-use variance of landscaping requirements (Item #5), and

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

WHEREAS, upon due and proper consideration having been given to the matter it is the opinion of this Board that the requested non-use variances of zoning regulations (Items #6 & 7), modification (Item #1) on a modified basis as it pertains to Conditions No. 5 & 6 to

restrict the use to a maximum of 140 children in the age group from birth to 10 years, and non-use variance of zoning regulations (Item #4) on a modified basis to permit a detached sign to setback 7' from the front property line, would be compatible with the area and its development and would be in harmony with the general purpose and intent of the regulations and would conform with the requirements and intent of the Zoning Procedure Ordinance, and to accept the withdrawal of the non-use variances of zoning regulations (Items #2 & 3) and non-use variance of landscaping requirements (Item #5), and

WHEREAS, a motion to accept the withdrawal of Items #2, #3 & #5, approve Items #6 & 7, and approve Items #1 & 4 on a modified basis was offered by Martha Matson, seconded by Paula Palm, and upon a poll of the members present, the vote was as follows:

| | | | |
|---------------------|-----|----------------|-----|
| Robert Harrison III | aye | Marsha Matson | aye |
| Karen Kirby | aye | Paula Palm | aye |
| Albert J. LaVoie | nay | Linda Robinson | aye |

| | |
|-------------|-----|
| John Pettit | nay |
|-------------|-----|

NOW THEREFORE BE IT RESOLVED by the Miami-Dade County Community Zoning Appeals Board 13, that the requested non-use variances of zoning regulations (Items #6 & 7) be and the same are hereby approved.

BE IT FURTHER RESOLVED that the modification (Item #1) as it pertains to Conditions No. 2, 7, 11 & 12 be and the same is hereby approved.

BE IT FURTHER RESOLVED that the modification (Item #1) on a modified basis as it pertains to Conditions No. 5 be and the same is hereby approved, and shall read as follows:

TO: "5. That the use shall be restricted to a maximum of 140 children."

BE IT FURTHER RESOLVED that the modification (Item #1) on a modified basis as it pertains to Conditions No. 6 be and the same is hereby approved, and shall read as follows:

TO: "6. That the use be restricted to children in the age group of from birth to 10 years."

BE IT FURTHER RESOLVED that the non-use variance of zoning regulations (Item #4) on a modified basis to permit a detached sign to setback 7' from the property line, be and the same is hereby approved.

BE IT FURTHER RESOLVED that the application as approved is subject to the following conditions:

1. That all conditions of Resolution Z-254-81 shall remain in full force and effect, except as herein modified.
2. That transportation to be furnished in connection with the use will consist of one (1) vehicle and shall be of a van type; said vehicles may be stored on the premises.
3. That the applicant comply with all applicable conditions and requirements of the Department of Environmental Resources Management as contained in their Memorandum pertaining to this application.
4. That the applicant comply with all applicable conditions and requirements of the Public Works Department as contained in their Memorandum pertaining to this application.

BE IT FURTHER RESOLVED that the request to withdraw the non-use variances of zoning regulations (Items #2 & 3) and non-use variance of landscaping requirements (Item #5) be and the same are hereby approved and said Items are hereby withdrawn without prejudice.

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

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

PASSED AND ADOPTED this 14th day of March, 2001.

Hearing No. 01-3-CZ13-1
rb

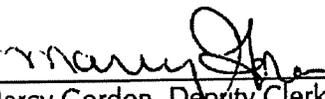
THIS RESOLUTION WAS TRANSMITTED TO THE CLERK OF THE BOARD OF COUNTY COMMISSIONERS ON THE 23RD DAY OF MARCH, 2001.

STATE OF FLORIDA

COUNTY OF MIAMI-DADE

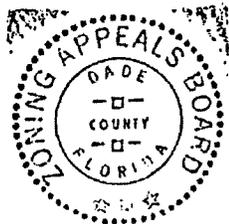
I, Marcy Gordon, as Deputy Clerk and Legal Counsel for the Miami-Dade County Department of Planning and Zoning as designated by the Director of the Miami-Dade County Department of Planning and Zoning and Ex-Officio Secretary of the Miami-Dade County Community Zoning Appeals Board 13, DO HEREBY CERTIFY that the above and foregoing is a true and correct copy of Resolution No. CZAB13-3-01 adopted by said Community Zoning Appeals Board at its meeting held on the 14th day of March, 2001.

IN WITNESS WHEREOF, I have hereunto set my hand on this 23rd day of March, 2001.



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

SEAL





STEPHEN P. CLARK CENTER

DIRECT DIAL: (305) 375-3075
DIRECT FAX: (305) 375-1239

DEPARTMENT OF PLANNING AND ZONING
111 NW FIRST STREET
SUITE 1110
MIAMI FLORIDA 33128-1974
(305) 375-2800
FAX (305) 375-2795

March 23, 2001

Hyacinth Campbell
c/o Althea Redway
9500 SW 174 Street
Miami, FL 33157

Re: Hearing No. 01-3-CZ13-1
Location: 9500 S.W. 174 Street

Dear Applicant:

Enclosed herewith is Resolution No. CZAB13-3-01, adopted by the Miami-Dade County Community Zoning Appeals Board 13, which approved Items #6 & 7, approved Items #1 & 4 on a modified basis, and accepted the withdrawal of Items #2, 3 & 5 on the above described property. Please note the conditions under which said approval was granted, inasmuch as strict compliance therewith will be required.

Once the use has been established, failure to maintain compliance with any of the required conditions will result in the immediate issuance of a civil violation notice for each condition violated. Each ticket issued will require payment of a daily monetary fine in the amount of \$500.00.

If there are any anticipated changes from the plan submitted for the hearing, a plot use plan should be submitted to this department in triplicate before any detailed plans are prepared, inasmuch as building permits will not be issued prior to the approval of said plan.

Application for necessary permits and /or Certificate of Use and Occupancy permits should be made with this Department, or the Building Department as appropriate. At time of permit application you must provide a copy of this resolution.

You are hereby advised that the decision of the Community Zoning Appeals Board may be appealed by an aggrieved party to Circuit Court within 30 days of the date of the transmittal 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.

Copies of any court filings concerning this matter should be served upon both my office and:

Robert A. Ginsburg, County Attorney
111 N.W. 1st Street, Suite 2810
Miami, Florida 33128-1993

The County Attorney is not permitted to accept official service of process.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Marcy Gordon'.

Marcy Gordon
Legal Counsel

MG:rb
Enclosures



Record Results

[Print This Page](#)

Zoning Records Search

| | |
|---------------------------|---|
| Process Number: | Z1981000467 |
| Applicant: | INTERDEVCO- LANDMARK |
| Location: | 9500 SW 174 ST |
| Legal Description: | E 185' of W 240' of N 1/2 of SE 1/4 of SW 1/4 of NW 1/4 less N 25'. |
| Request: | |
| Application Date: | |
| Result: | |
| Result Date: | |

Hearings

| Board | Resolution | Result | Hearing Date | Item # |
|-------|------------|--------------------------|--------------|--------|
| BCC | Z25481 | DENIED WITHOUT PREJUDICE | 11/5/1981 | 83 |
| | | | | |
| | | | | |
| | | | | |

Documents

| |
|---|
| APPLICATION |
| HEARING PLAN |
| LTRS OF INTENT-SCHOOL-SUBSTCOMPLIANCE |
| RESOLUTION |
| RECOMMENDATIONS-KITS |
| RESOLUTION HISTORY |
| SKETCH |

APPLICATION FOR ZONING PUBLIC HEARING
METROPOLITAN DADE COUNTY

RECEIVED
81-467

AUG 6 1981

DADE CO. BLDG. & ZONING DEPT.
ZONING HEARING SECTION

BY [Signature]
Date Received Stamp

PLEASE FURNISH
FOLIO NUMBER

305033000650

Sec. 33 Twp. 55 Rge. 40

Radius Assigned 500'

Fee \$800

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

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

- Name of Applicant INTERDEVCO-LANDMARK
 - If applicant is land trust, so indicate and name beneficiaries below.
 - If applicant is corporation other than public corporation, so indicate and name officers and major stockholders below.
 - If applicant is partnership, limited partnership or other business entity, so indicate and name principals below.
 - If applicant is owner, indicate exactly as recorded.
 - If applicant is lessee, attach copy of lease.

General Partnership- Interdevco Development Company and Capr Realty, N.V.

Mailing Address 100 Biscayne Blvd. City Miami State Fla. Zip 33132

Tel.No.: Res. 358-3163 Bus. 358-3163

- Name of Property Owner INTERDEVCO-LANDMARK

Mailing Address 100 Biscayne Blvd. City Miami State Fla. Zip 33132

Tel.No. Res. 358-3163 Bus. 358-3163

Peter Blicher
625-8926

- Fee Notice to be Mailed to: Victor K. Rones, Esq.

Mailing Address 2020 NE 163 St. Suite 204 City N.M.B. State Fla. Zip 33162

Tel.No.: Res. 945-6522 Bus. 945-6522

- 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).

The East 185 feet of W 240 feet of N 1/2 of SE 1/4 of NW 1/4 of Section 33, Township 55 South, Range 40 East Less North 25 feet thereof.

- Address, or location, of subject property 9500 SW 174 Street

6. Size of property 313.77 ft. x 185.05 ft. Acres 1.3

- Existing land elevation 14.5 County Flood Criteria elevation _____

Federal Flood Criteria elevation _____

- Date subject property acquired (leased () _____) 19 day of Sept., 1979

Term of lease _____ yrs./mos.

- 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). The West 55 feet of N 1/2 of SE 1/4 of SW 1/4 of

NW 1/4 and N 1/2, SW 1/4 of SW 1/4 of NW 1/4 lying East of State Road

5 in Section 33 Township 55 South Range 40 East Less the N 25 feet thereof

10. THIS APPLICATION INTENDS TO COVER: IN THE ALTERNATIVE

DISTRICT BOUNDARY CHANGE(S):

Present Zone Classification(s) GU/AU Present min. sq. ftge. for bldg. 3145

OR Zone Classification(s) Desired RU-3M Sq. ftge. desired 3145

SPECIAL EXCEPTION TO ALLOW A
CHILD CARE CENTER

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 or lease subject property or property contiguous thereto, predicated on the approval of this application? Yes No . If yes, who are the affected parties? FRED WESTON

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 violation _____

16. Are there any existing structures on property? YES If so, how many? 2

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? NO If so, what is the use and when was it established? Use _____ Established _____

18. Is there dedicated access to the property? Yes. If not, what access exists?

Explain _____

19. What is, or will be the source of water? _____ If utility, name _____
 *Dade County Public Water System
 If utility, is it willing and able to supply service? _____ Has service been
 contract for? _____
20. What is, or will be, means of waste water disposal? _____ If utility, name _____
 *Septic Tank. If utility, is it willing and able to supply service? _____
 Has service been contracted for? _____

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.

 Signature

Sworn to and subscribed to before me
 this _____ day of _____, 19____.

 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.

RECEIVED
 81-467
 AUG 6 1981

DADE CO. BLDG. & ZONING DEPT.
 ZONING HEARING SECTION
 BY J

ATTEST:

 President's Signature (Corp. Seal)

 Secretary's Signature

Sworn and subscribed to before me
 this _____ day of _____, 19____.

 Notary Public
 Commission Expires _____

ATTORNEY AFFIDAVIT

I, VICTOR K. RONES ESQ, 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]
 Signature

Sworn to and subscribed to before me
 this 31 day of July, 1981

[Signature]
 Notary Public
 Commission Expires _____
 State of Florida At Law
 Bonded thru Maynard Bonding Agency

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.

INTERDEVCO-LANDMARK
(Name of Partnership)
By [Signature] 50%
By INTERDEVCO DEVELOPMENT COMPANY %
By [Signature] 50%
By CATO REALTY, N.V. DIRECTOR %

STATE OF FLORIDA
COUNTY OF DADE

Before me personally appeared Reser Blicher and
Jacobo Podbilevich

to me well known and known to me to be the persons described in and who executed the foregoing instrument and acknowledged to and before me that they executed said instrument for the purposes therein expressed.

WITNESS my hand and seal, this 6th day of August, 19 81.

[Signature]
Notary Public
State of Florida
My commission expires _____

NOTARY PUBLIC STATE OF FLORIDA
MY COMMISSION EXPIRES OCT 16 1982
BONDED THRU GENERAL INS. UNDERWRITERS

RECEIVED
81-467
AUG 6 1981
DADE CO. BLDG. & ZONING DEPT.
ZONING HEARING SECTION
BY [Signature]

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.

INTERDEVCO-LANDMARK
(Name of Partnership)

By [Signature] 50 %
 INTERDEVCO DEVELOPMENT COMPANY
 VICE PRESIDENT

By [Signature] 50 %
 CATO REALTY N.V. DIRECTOR

STATE OF FLORIDA :
: ss.
COUNTY OF DADE :

BEFORE ME, the undersigned authority, this day personally appeared ** to me well known and known to me to be a General partner of INTERDEVCO-LANDMARK, a Florida GENERAL Partnership under the laws of the State of Florida, and which person is known by me to be the person described in and who executed the foregoing instrument, the said being likewise known by me to be a General Partner thereof who, in his official capacity as such General Partner executed, signed, and delivered the said instrument as the act and deed of said Limited Partnership; and he then and there acknowledged to and before me that he executed the said instrument, acting in his said official capacity, for and on behalf of the said Limited Partnership and in its name, for the purposes and purposes therein mentioned, and after being thereunto by the said Limited Partnership duly authorized and directed.

WITNESS my hand and official seal at Miami, Dade County, Florida on this, the SIX day of Aug., 1986.
My Commission Expires:

NOTARY PUBLIC STATE OF FLORIDA AT LARGE
MY COMMISSION EXPIRES 1-31-88
BONDED UNDER GENERAL INSURANCE POLICIES

[Signature]
Notary Public, State of Florida at Large.

a* - Note that this should be read as follows:

"...to be the President of a Corporate General Partner"

** Peter Blicher and Jacob Radkovich

RECEIVED
81-467
AUG 6 1986

DADE CO. BLDG. & ZONING DEPT.
ZONING HEARING SECTION
BY [Signature]

INTERDEVCO DEVELOPMENT COMPANY
DISCLOSURE OF INTEREST

If the property is owned by a CORPORATION list the principal officer and stockholders and the percentage of stock owned by each.

| NAME | Percentage of Stock |
|--|---------------------|
| Jose M. Suriol-President | 40% |
| Central Investment Management Associates, INC. | 60% |
| Peter Blicher-Vice President | -0- |
| Fernando Zuleta-Vice-President | -0- |
| Guillermo Sostchin-Secretary | -0- |
| | |
| | |

If the property is in the name of a TRUSTEE list the beneficiaries of the trust with percentage of interest.

| NAME | Percentage of Stock |
|------|---------------------|
| | |
| | |
| | |
| | |
| | |
| | |
| | |

If there is a CONTRACT FOR PURCHASE state for whose behalf the application is being made.

 FRED WESTON

 c/o VICTOR K. RONES

 2020 NE 163 St Suite 204

 N. Miami Beach, Fla. 33162

RECEIVED
 86-467
 AUG 6 1981
 DADE CO. BLDG. & ZONING DEPT.
 ZONING HEARING SECTION
 BY *[Signature]*

If the PURCHASER is a TRUSTEE or a CORPORATION, the same information must be furnished as indicated above for the applicant CORPORATION or TRUSTEE.

CENTRAL INVESTMENT MANAGEMENT ASSOCIATES, INC.
DISCLOSURE OF INTEREST

If the property is owned by a CORPORATION list the principal officer and stockholders and the percentage of stock owned by each.

| NAME | Percentage of Stock |
|-----------------------------------|---------------------|
| <u>ALPHA INVESTMENTS, N.V.</u> | <u>100%</u> |
| <u>Jose M. Suriol-President</u> | <u>-0-</u> |
| <u>Jose Areces-Vice-President</u> | <u>-0-</u> |
| <u>Eduardo Pajon- Secretary</u> | <u>-0-</u> |
| <u> </u> | <u> </u> |
| <u> </u> | <u> </u> |

If the property is in the name of a TRUSTEE list the beneficiaries of the trust with percentage of interest.

| NAME | Percentage of Stock |
|----------|---------------------|
| <u> </u> | <u> </u> |

If there is a CONTRACT FOR PURCHASE state for whose behalf the application is being made.

FRED WESTON
c/o VICTOR K. RONES
2020 NE 163 Street Suite 204
N. Miami Beach, Fla. 33162

If the PURCHASER is a TRUSTEE or a CORPORATION, the same information must be furnished as indicated above for the applicant CORPORATION or TRUSTEE.

ALPHA INVESTMENTS, N.V.
DISCLOSURE OF INTEREST

If the property is owned by a CORPORATION list the principal officer and stockholders and the percentage of stock owned by each.

| NAME | Percentage of Stock |
|---------------------------------------|---------------------|
| PEDRO VAL | 100% |
| Miguel Domingo Managing Director | -0- |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |

If the property is in the name of a TRUSTEE list the beneficiaries of the trust with percentage of interest.

| NAME | Percentage of Stock |
|-------|---------------------|
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |

If there is a CONTRACT FOR PURCHASE state for whose behalf the application is being made.

FRED WESTON

c/o VICTOR RONES

2020 NE 163 STREET Suite 204

N. Miami Beach, Fla. 33162

If the PURCHASER is a TRUSTEE or a CORPORATION, the same information must be furnished as indicated above for the applicant CORPORATION or TRUSTEE.

CATO REALTY N.V.
DISCLOSURE OF INTEREST

If the property is owned by a CORPORATION list the principal officer and stockholders and the percentage of stock owned by each.

| NAME | Percentage of Stock |
|-------------------------------------|---------------------|
| <u>MACOR N.V.</u> | <u>98%</u> |
| <u>CORPORATE TRUST N V</u> | <u>2%</u> |
| <u>Luis Kaufer, Director</u> | <u>-0-</u> |
| <u>Jacobo Podbilevich, Director</u> | <u>-0-</u> |
| <u> </u> | <u> </u> |
| <u> </u> | <u> </u> |

If the property is in the name of a TRUSTEE list the beneficiaries of the trust with percentage of interest.

| NAME | Percentage of Stock |
|----------|---------------------|
| <u> </u> | <u> </u> |

If there is a CONTRACT FOR PURCHASE state for whose behalf the application is being made.

FRED WESTON c/o Victor Rones
c/o 2020 NE 163 St. Suite 201
N. Miami Beach, Fla. 33162

If the PURCHASER is a TRUSTEE or a CORPORATION, the same information must be furnished as indicated above for the applicant CORPORATION or TRUSTEE.

RECEIVED
81-467
AUG 6 1984
DADE CO. BLDG. & ZONING DEPT.
ZONING HEARING SECTION
BY

METROPOLITAN DADE COUNTY
BUILDING AND ZONING DEPARTMENT
ZONING HEARING SECTION

P.H.No.: 81-407

Date Filed: 8/6/81

Your application has been projected for a tentative hearing before the
County Commission on November 5 or 19, 1981

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.

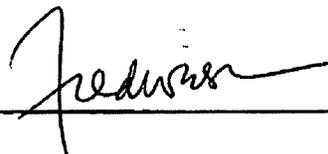
You must notify the Department of your decision to defer or withdraw your application within five (5) days of receiving the written recommendation.

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



RESOLUTION NO. Z-254-81

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 | absent |
| 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, INTERDEVCO - LANDMARK had applied for the following:

- (1) A district boundary change from GU (Interim) and AU (Agricultural) to RU-3 (Four-Unit Apartment)

OR IN THE ALTERNATIVE

- (2) UNUSUAL USE to permit a day nursery.

AND WITH THE ABOVE REQUEST

- (3) NON-USE VARIANCE OF LOT FRONTAGE AND AREA REQUIREMENTS to permit a parcel of land with frontage of 185.05' (200' required), and lot area of 1.33 acres (5 acres required) as a proposed day nursery site.

- (4) NON-USE VARIANCE OF ZONING REGULATIONS as applied to signs to permit a 6 square foot sign (1.5 square foot maximum permitted).

AND WITH EITHER REQUEST

- (5) NON-USE VARIANCE OF SETBACK REQUIREMENTS as applied to buildings of public assemblage to permit the maintenance and continued use of existing buildings setback varying from 21.5' to 25.74' from the interior side, west property line (75' required).

Plans for the proposed day care center are on file and may be examined in the Zoning Department entitled "Child Care Center at Landmark" as prepared by Thomas L. Lopez-Gottardi and Associates, Architects & Planners, dated August 6, 1981.

SUBJECT PROPERTY: The east 185' of the west 240' of the north 1/2 of the SE 1/4 of the SW 1/4 of the NW 1/4 of Section 33, Township 55 South, Range 40 East less the north 25' thereof.

LOCATION: 9500 S.W. 174 Street, 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 would be incompatible with the neighborhood and area concerned and would be in conflict with the principles and intent of the plan for the development of Dade County, Florida, and should be denied without prejudice, and that the requested non-use variance of zoning regulations as applied to signs (Item No. 4) 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 should be denied without prejudice, but

that the alternate requested unusual use and accompanying non-use variance requests of lot frontage and area requirements and of setback requirements would be compatible with the area and its development and would be in harmony with the general purpose and intent of the regulations and would conform with the requirements and intent of the Zoning Procedure Ordinance and 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-3 and the requested non-use variance of zoning regulations (Item No. 4) be and the same are hereby denied without prejudice;

BE IT FURTHER RESOLVED that the requested unusual use to permit a day nursery and the requested non-use variance of lot frontage and area requirements (Item No. 3) and the requested non-use variance of setback requirements (Item No. 5) be and the same are hereby approved, subject to the following conditions:

1. That a detailed plot use plan be submitted to and meet with the approval of the Zoning Director; said plan to include among other things, but 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.
2. That in the approval of the plan, the same be substantially in accordance with that submitted for the hearing entitled "Child Care Center at Landmark", as prepared by Thomas L. Lopez-Gottardi and Associates, Architects & Planners, and dated August 6, 1981.
3. That the use be made to conform to the requirements and/or recommendations of the Dade County Fire Chief and Dade County Department of Public Health and State Welfare Department.
4. That the use shall be established and maintained in accordance with the approved plan.
5. That the use shall be restricted to a maximum of 66 children.
6. That the use be restricted to children in the age group of from three to seven years.
7. That the hours of operation shall be from 7 A.M. to 6 P.M.
8. That the use shall be conducted on the premises on week days only, Monday through Friday inclusive.
9. That the play area for the day nursery shall be enclosed with a fence of a type and at a location to be approved by the Zoning Director.
10. That the proposed structure or the addition to the existing structure be of a residential type and character and meet with the approval of the Zoning Director.
11. That only one sign, not to exceed 1 1/2 square feet, will be maintained in connection with the use.
12. That no transportation is to be furnished in connection with the use.

13. That the Certificate of Use and Occupancy be automatically renewable annually by the Dade County Building and Zoning Department upon compliance with all terms and conditions, and be subject to cancellation by the Zoning Director upon violation of any of the conditions, or when in the opinion of the Metropolitan Dade County Zoning Appeals Board, after public hearing, it is determined that the use is detrimental and/or incompatible to the surrounding neighborhood.

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

PASSED AND ADOPTED this 5th day of November, 1981.

November, 1981
 No. 81-11-CC-5
 vp
 11/10/81

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 16th day of November, 1981.

November 17, 1981

Interdevco-Landmark
100 Biscayne Blvd.
Miami, Florida - 33132

Re: Hearing No. 81-11-CC-5. 9500 SW 174th Street

Gentlemen:

Enclosed, herewith, is a copy of Resolution No. Z-254-81, adopted by the Board of County Commissioners, which partially approved your application on the above-described property, subject to conditions.

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,

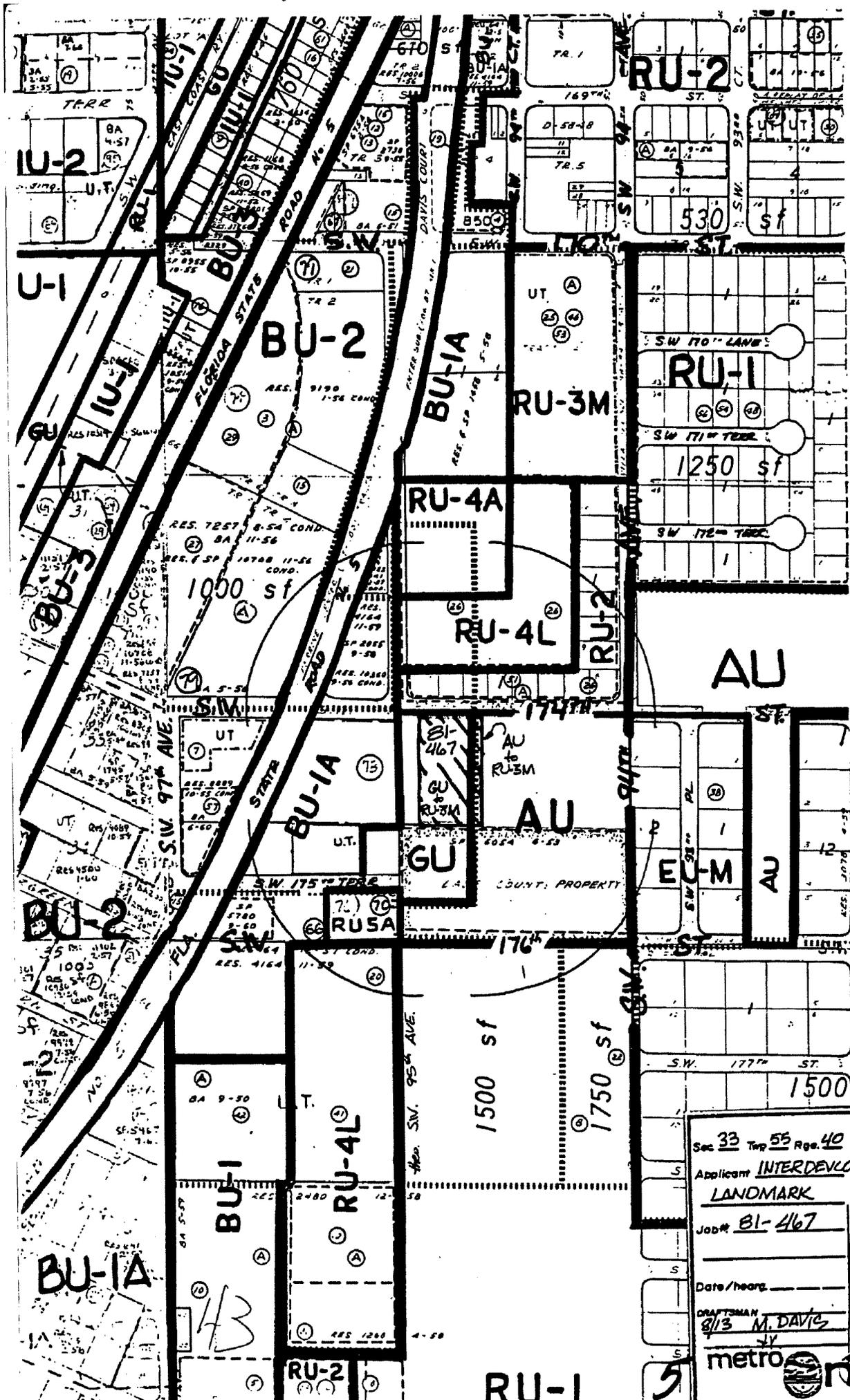
Chester C. Czebrinski
Assistant Director

CCC/vp

Enclosure

cc: State of Florida Department of Health
and Rehabilitative Services
401 NW Second Avenue
Miami, Florida - 33128

Dade County Fire Chief
Dade County Department of
Public Health



Sec 33 Twp 55 Rge 40

Applicant INTERDEVCO
LANDMARK

Job# 81-467

Date/hears _____

DRAFTSMAN
8/13 M. DAVIS

metro



Record Results

[Print This Page](#)

Zoning Records Search

| | |
|---------------------------|--------------------------------------|
| Process Number: | Z1978000606 |
| Applicant: | PHIL REVITZ |
| Location: | 9500 S.W. 174 ST AND 2 OTHER PARCELS |
| Legal Description: | Port. of Sec. 33-55-40. |
| Request: | |
| Application Date: | |
| Result: | |
| Result Date: | |

Hearings

| Board | Resolution | Result | Hearing Date | Item # |
|-------|------------|----------|--------------|--------|
| ZAB | 4ZAB32179 | APPROVED | 8/16/1979 | 73 |
| | | | | |
| | | | | |
| | | | | |

Documents

| |
|---|
| APPLICATION |
| HEARING PLAN |
| PLANS - REDUCED OR SMALL |
| LTRS OF INTENT-SCHOOL-SUBSTCOMPLIANCE |
| RESOLUTION |
| RECOMMENDATIONS-KITS |
| SKETCH |
| SURVEY |

APPLICATION FOR ZONING PUBLIC HEARING
METROPOLITAN DADE COUNTY

RECEIVED
78-606
NOV 8 1978

DADE CO. BLDG. & ZONING DEPT.
ZONING HEARING SECTION
BY
Date Received Stamp

Sec. 33 Twp. 55^E Rge. 40^E

Radius Assigned

Fee

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

IMPORTANT: That 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 Phil Revitz

-) If applicant is land trust, so indicate and name beneficiaries below.
- (b) If applicant is 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.
- (X) If applicant is owner, indicate exactly as recorded.
- (e) If applicant is lessee, attach copy of lease.

Phil Revitz

Mailing Address 5860 S.W. 118 St. City Miami State Florida Zip 33156

Tel.No.: Res. 661-2902 Bus. 233-1101

2. Name of Property Owner Phil Revitz

Mailing Address 5860 S.W. 118 St. City Miami State Florida Zip 33156

Tel.No.: Res. 661-2902 Bus. 233-1101

3. Fee Notice to be Mailed to: Phil Revitz

Mailing Address 5860 S.W. 118 St. City Miami State Florida Zip 33156

Tel.No.: Res. 661-2902 Bus. 233-1101

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).

See Survey attached

A & B

5. Address, or location, of subject property 9500 S.W. 174 St.

6. Size of property 240.07 ft. x 313.40 ft. Acres 1.73

7. Existing land elevation 6' County Flood Criteria elevation 6'

Federal Flood Criteria elevation 8.2m

8. Date subject property acquired (X) leased () 12 day of Feb., 1973

Term of lease N/A 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). YES. See exhibit "B"

10. THIS APPLICATION INTENDED TO COVER:

(X) DISTRICT BOUNDARY CHANGE(S): GUFAU
Present Zone Classification(s) B-1 Present min. sq. ftge. for bldg. _____
Zone Classification(s) Desired R-1 Sq. ftge. desired _____

- 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 ADMINSTRATIVE 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? N/A What is the year of last agricultural assessment? _____
- 12. Is there an option to purchase or lease subject property or property contiguous thereto, predicated on the approval of this application? Yes ___ No ✓. If yes, who are the affected parties? _____
- 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 _____ N/A _____ When? N/A
Nature of hearing N/A
Decision of hearing N/A
- 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? N/A
Nature of violation N/A
- 16. Are there any existing structures on property? YES If so, how many? 2
What type (CBS, frame, frame-stucco, other) CBS
Will the existing structure(s) be demolished? YES 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 Home Established late 1951
- 18. Is there dedicated access to the property? Yes. If not, what access exists?
Explain _____

19. What is, or will be the source of water? _____ If utility, name Florida Water & Utilities
If utility, is it willing and able to supply service? Yes Has service been
contract for? _____.

20. What is, or will be, means of waste water disposal? Utility If utility, name _____
_____. If utility, is it willing and able to supply service? No. Sewer.
Has service been contracted for? _____.

TENANT OR OWNER AFFIDAVIT

I, Phil Revitz, 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.

Phil Revitz
Signature

Sworn to and subscribed to before me
this 1st day of Nov., 19 78.

[Signature]
Notary Public
Commission Expires: **NOTARY PUBLIC STATE OF FLORIDA AT LARGE
MY COMMISSION EXPIRES DEC. 17 1980
BONDED THRU GENERAL INS. 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

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

Notary Public
Commission Expires _____

OWNERSHIP AFFIDAVIT
INDIVIDUAL (FEE OWNER)

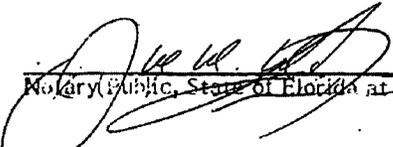
I, Phil Revitz, being first duly sworn, depose
and say that I am the legal owner of record of the property described and which is the
subject of the proposed public hearing.

THIS AFFIDAVIT IS SUBJECT TO PENALTIES OF LAW (PERJURY) AND TO
POSSIBLE VOIDING OF ANY ZONING ACTION GRANTED AT A PUBLIC HEARING.



(Signature)

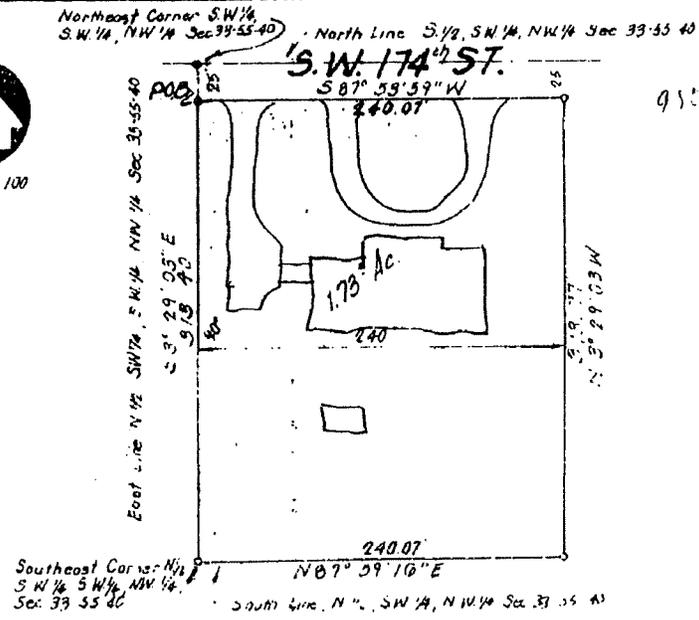
Sworn to and subscribed before me,
this 1st day of November, 1978.



Notary Public, State of Florida at Large

My Commission Expires: **NOTARY PUBLIC STATE OF FLORIDA AT LARGE
MY COMMISSION EXPIRES DEC. 17 1980
BONDED THRU GENERAL INS. UNDERWRITERS**

Place with house



SKETCH TO ACCOMPANY
LEGAL DESCRIPTION

The West 240 feet of the North 1/2 of the Southeast 1/4 of the Southwest 1/4 of the Northwest 1/4 of Section 33, Township 55 South, Range 40 East, Less the North 25.00 feet thereof, being more particularly described as follows:

Commence at the Northeast corner of the Southwest 1/4 of the Southwest 1/4 of the Northwest 1/4 of said Section 33; thence South 3 degrees 29 minutes 03 seconds East, along the East line of the North 1/2 of the Southwest 1/4 of the Southwest 1/4 of the Northwest 1/4 of said Section 33 for 25.00 feet to the Point of Beginning of the parcel of land hereinafter described; thence continue South 3 degrees 29 minutes 03 seconds East, along the last described course for a distance of 313.40 feet to the Southeast corner of the North 1/2 of the Southwest 1/4 of the Southwest 1/4 of the Northwest 1/4 of said Section 33; thence North 87 degrees 59 minutes 16 seconds East, along the South line of the North 1/2 of the Southeast 1/4 of the Southwest 1/4 of the Northwest 1/4 of said Section 33 for a distance of 240.07 feet; thence North 3 degrees 29 minutes 03 seconds West, for a distance of 313.77 feet; thence South 87 degrees 53 minutes 59 seconds West, along a line 25.00 feet South of and parallel with the North line of the South 1/2 of the Southwest 1/4 of the Northwest 1/4 of said Section 33 for a distance of 240.07 feet, said last course being coincident to the Southerly Right-of-Way line of Southwest 174th Street, to the Point of Beginning. Lying and being in Dade County, Florida and containing 1.73 acres, more or less.

Order No. SD 10151

November 16, 1977

-Prepared by-

SCHWEBKE-SHISKIN & ASSOCIATES, INC.

Land Surveyors - Engineers - Land Planners

Miami, Florida

Handwritten initials 'AS'

RESOLUTION NO. 4-ZAB-321-79

The following resolution was offered by Mr. Jose A. Losa, seconded by Mrs. Lillian Dickmon, and upon poll of members present, the vote was as follows:

| | | | |
|-----------------------|--------|---------------------|--------|
| Thelma Damewood | aye | Margaret C. Nelson | absent |
| Jose A. Losa | aye | Betty S. Page | absent |
| Lillian Dickmon | aye | Murray Sisselman | absent |
| R. Jollivette Frazier | aye | Edward G. Coll, Jr. | aye |
| Peter Coldring | absent | | |

WHEREAS, PHIL REVITZ has applied for the following:

- (1) UNUSUAL USE to permit non-commercial parking in a zone more restrictive (GU) than the use it serves is located (BU-1A).

ON:

The west 55' of the north 182' of the north 1/2 of the SE 1/4 of the SW 1/4 of the NW 1/4, and the west 196' of the south 131' of the north 1/2 of the SE 1/4 of the SW 1/4 of the NW 1/4 of Section 33, Township 55 South, Range 40 East.

- (2) NON-USE VARIANCE OF ZONING REGULATIONS requiring that where business zoned property abuts GU zoned property a decorative masonry wall at least 5' in height shall be erected on the business zoned property line separating the two districts; to waive same to delete the required wall in its entirety.

ON:

The north 1/2 of the SW 1/4 of the SW 1/4 of the NW 1/4 lying east of State Road #5 in Section 33, Township 55 South, Range 40 East less the north 25' thereof.

- (3) NON-USE VARIANCE OF LOT AREA REQUIREMENTS to permit the continued use of a single family residence on .99 acres of land (5 acres required).
- (4) NON-USE VARIANCE OF LOT DEPTH REQUIREMENTS to permit the continued use of the abovementioned property with a depth varying from 182' to 317' (330' required).
- (5) NON-USE VARIANCE OF LOT FRONTAGE REQUIREMENTS to permit the continued use of the abovementioned property with 185' frontage (200' required).

ON:

The east 185' of the west 240' of the north 182' of the north 1/2 of the SE 1/4 of the SW 1/4 of the NW 1/4, and the east 64' of the west 240' of the south 131' of the north 1/2 of the SE 1/4 of the SW 1/4 of the NW 1/4 of Section 33, Township 55 South, Range 40 East.

Plans are on file and may be examined in the Zoning Department entitled "Proposed Addn'l Parking - Landmark Shopping Center - Partial Site Plan" prepared by William Hamilton Arthur, Architect and dated 5-11-79.

SUBJECT PROPERTY: The west 240' of the north 1/2 of the SE 1/4 of the SW 1/4 of the NW 1/4 and the north 1/2 of the SW 1/4 of the SW 1/4 of the NW 1/4, lying east of State Road #5, in Section 33, Township 55 South, Range 40 East, less the north 25' for right-of-way.

LOCATION: The SE/ly intersection of State Road #5 and S.W 174 Street, 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 unusual use and non-use variances, on a modified basis with conditions, would be compatible with the area and its development and would be in harmony with the general purpose and intent of the regulations and would conform with the requirements and intent of the Zoning Procedure Ordinance;

NOW THEREFORE BE IT RESOLVED by the Metropolitan Dade County Zoning Appeals Board that the requested unusual use for non-commercial parking be and the same is hereby approved only on the westerly 55 feet of the subject property.

BE IT FURTHER RESOLVED that the requested non-use variance of zoning regulations pertaining to the decorative wall be and the same is hereby approved on condition that a decorative masonry wall be provided separating the residence from the parking area.

BE IT FURTHER RESOLVED that the requested non-use variance of lot area requirements for the continued use of a single family residence be and the same is hereby approved on 1.33 acres in lieu of the .99 requested.

BE IT FURTHER RESOLVED that since the approval of the application is on a modified basis the non-use variance of lot depth requirements becomes unnecessary and is hereby dismissed from the agenda.

BE IT FURTHER RESOLVED that the requested non-use variance of lot frontage requirements be and the same is hereby approved.

The approval of the foregoing requests is subject to the following condition:

That the applicant submit to the Building and Zoning and Planning Departments for their 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.

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

PASSED AND ADOPTED this 16th day of August, 1979.

Heard 8/16/79
No. 79-8-27
nc
8/24/79

August 24, 1979

Mr. Phil Revitz
5860 S.W. 118 Street
Miami, Florida 33156

Re: Hearing No. 79-8-27; Section 33-55-40
Requested an Unusual Use & Non-Use Variances

Dear Mr. Revitz:

Enclosed herewith is a copy of Resolution No. 4-ZAB-321-79, adopted by the Metropolitan Dade County Zoning Appeals Board approving your application, on a modified basis, concerning the above subject matter.

Since the approval was subject to a condition, 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 deadline for an appeal by the applicant and/or an aggrieved party is September 3, 1979.

Very truly yours,

Chester C. Czebrinski
Assistant Director

CC:nc

Enclosure



Record Results

[Print This Page](#)

Zoning Records Search

| | |
|---------------------------|--|
| Process Number: | VPB-16-120 |
| Applicant: | VILLAGE OF PALMETTO BAY |
| Location: | MULTIPLE PARCELS NEAR FRANJO TRIANGLE. BETWEEN 184 ST AND 181 TER, AND 94 CT AND 97 AVE. ALSO AN AREA BETWEEN 168 ST AND 175 TER, AND 94 AVE AND ROUGHLY US 1. |
| Legal Description: | MULTIPLE PARCELS NEAR FRANJO TRIANGLE. BETWEEN 184 ST AND 181 TER, AND 94 CT AND 97 AVE. ALSO AN AREA BETWEEN 168 ST AND 175 TER, AND 94 AVE AND ROUGHLY US 1. |
| Request: | AN ORDINANCE AMENDING SECTION 30-50.23, ENTITLED "DOWNTOWN URBAN VILLAGE", TO INCLUDE THE AMENDED PAGES AT ATTACHMENT A; AND AMENDING THE OFFICIAL ZONING MAP BY CHANGING THE ZONING OF THOSE LANDS EFFECTED AS DESCRIBED AT ATTACHMENT B TO A ZONING DISTRICT OF DOWNTOWN URBAN VILLAGE DISTRICT. |
| Application Date: | |
| Result: | PASSED AND ENACTED |
| Result Date: | 5/2/2016 |

Hearings

| Board | Resolution | Result | Hearing Date | Item # |
|-------|------------|----------------------------|--------------|--------|
| VPB | 2016-12 | PASSED AND ENACTED | 5/2/2016 | |
| VPB | | DEFERRED TO SECOND READING | 2/1/2016 | |
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Documents

[Ordinance2016-12.pdf](#)

ORDINANCE NO. 2016-12

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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 PAGES AT ATTACHMENT A; AND AMENDING THE OFFICIAL ZONING MAP BY CHANGING THE ZONING OF THOSE LANDS EFFECTED AS DESCRIBED AT ATTACHMENT B, FROM AG, AGRICULTURAL DISTRICT; R-1, SINGLE FAMILY DISTRICT; R-2; TWO FAMILY RESIDENTIAL, R-3M APARTMENT DISTRICT; R-4L, LIMITED APARTMENT DISTRICT; AND I, INTERIM DISTRICT; TO DOWNTOWN URBAN VILLAGE DISTRICT; IN PALMETTO BAY, FLORIDA; PROVIDING FOR ORDINANCES IN CONFLICT, CODIFICATION, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, on December 14, 2015, the Mayor and Village Council, in partial fulfilled the vision of the Downtown Redevelopment Task Force (DRTF) vision, adopted the Downtown Urban Village (DUV) zoning regulations for the purpose of supporting the development of a downtown within the southwest quadrant of the Village; and

WHEREAS, the DRTF envisioned an area larger than that adopted by the Village Council on December 14, 2015; and

WHEREAS, the Mayor and Village Council now desire to incorporate additional lands into the DUV land use designation that lay along the edges of the adopted district; and

WHEREAS, pursuant to Chapter 166, *Florida Statutes*, new zoning provisions, and a change of zoning, otherwise known as a district boundary change, of more than 10 acres, requires a public hearing on second reading, and a Local Planning Agency public hearing prior to approval of the rezoning by ordinance; and

WHEREAS, pursuant to Section 163.3174, *Florida Statutes* the Village Council has been designated as the Local Planning Agency for the Village; and

WHEREAS, on May 2, 2016, the Local Planning Agency approved the proposed amendment; and

WHEREAS, to approve a zoning code and/or zoning map amendment, the request must be consistent with the Village’s Comprehensive Plan and a basic finding of compatibility to Code Section 30-30.7(b) must be rendered by the Mayor and Village Council; and

1 WHEREAS, the Mayor and Village Council, now desire to enact land development
2 regulations for lands within the downtown area as provided at Attachment A, and to rezone the
3 certain lands within Village's downtown area accordingly, as further described at Attachment B.

4 **BE IT ENACTED BY THE MAYOR AND VILLAGE COUNCIL OF THE**
5 **VILLAGE OF PALMETTO BAY, FLORIDA, AS FOLLOWS:**

6 **Section 1. Compliance with Code Section 30-30.7(b).** The Mayor and Village
7 Council find the downtown zoning land development regulations and rezoning consistent with
8 Code Section 30-30.7(b) of the Code of Ordinances.

9 **Section 2. Compliance with FS Chapter 166.** The Village Council, in compliance
10 with Chapter 166, *Florida Statutes*, after the first reading and Local Planning Agency hearing,
11 approved the request to rezone.

12 **Section 3. Amendment of Downtown Urban Village Regulations.** Section 30-
13 50.23 is amended within the Village's Code of Ordinances to read as provided at Attachment A
14 of this ordinance.

15 **Section 4. Codification.** It is the intention of the Village Council and it is hereby
16 ordained the provisions of this Ordinance shall become and be made part of the Code of
17 Ordinances of the Village of Palmetto Bay, Florida, that sections of this Ordinance may be
18 renumbered or re-lettered to accomplish such intentions, and that the word "Ordinance" shall be
19 changed to "Section" or other appropriate word.

20 **Section 5. Rezoning.** That all lands as described and so designated at Attachment B
21 of this ordinance are rezoned accordingly and be shall reflected on the Village of Palmetto Bay's
22 Official Zoning Map.

23 **Section 6. Conflicting Provisions.** The provisions of the Code of Ordinances of
24 the Village of Palmetto Bay, Florida and all ordinances or parts of ordinances in conflict with the
25 provisions of this ordinance are hereby repealed.

26 **Section 7. Severability.** The provisions of this Ordinance are declared to be
27 severable, and if any sentence, section, clause or phrase of this Ordinance shall, for any reason, be
28 held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining
29 sentences, sections, clauses or phrases of the Ordinance, but they shall remain in effect. It is the
30 legislative intent that this Ordinance shall stand notwithstanding the invalidity of any part.

31 **Section 8. Effective Date.** This Ordinance shall take effect immediately upon
32 enactment.

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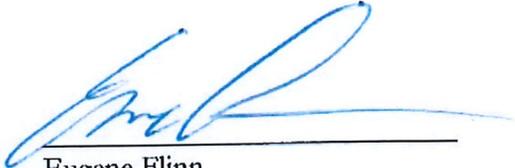
1
2 **PASSED and ENACTED** this 2nd day of May, 2016.

3
4 First Reading: February 1, 2016

5
6 Second Reading: May 2, 2016

7
8
9
10 Attest:


11 Meighan Alexander
12 Village Clerk


13 Eugene Flinn
14 Mayor

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

17
18 
19 Dexter W. Lehtinen
20 Village Attorney

21
22
23
24
25 FINAL VOTE AT ADOPTION:

26
27 Council Member Karyn Cunningham YES
28
29 Council Member Tim Schaffer YES
30
31 Council Member Larissa Siegel Lara YES
32
33 Vice-Mayor John DuBois NO
34
35 Mayor Eugene Flinn YES
36

Village of Palmetto Bay Illustrative Vision Plan



VILLAGE OF PALMETTO BAY

Rowhouse typologies are introduced, with the ability to provide a mixed-use component to the district but remain compatible with higher intensity residential typologies like Stacked Apartment buildings. Single-Family houses may be developed as a more urban typology like sideyard and courtyard houses, which maintain the street edge and continue to respect the public realm.

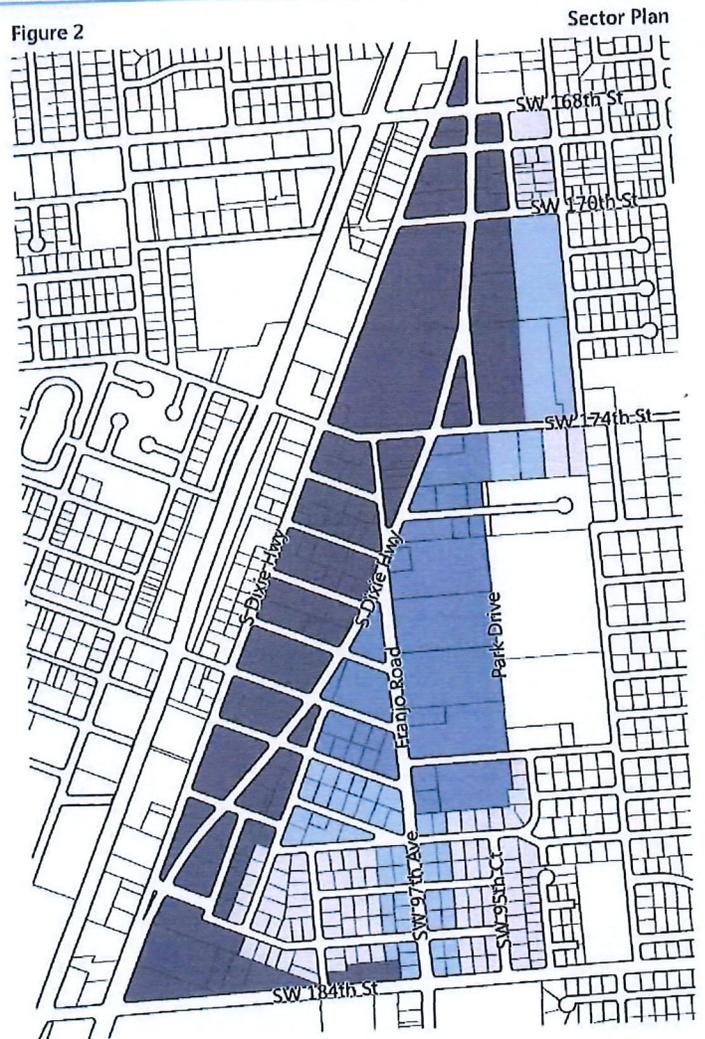
Landscaping should be consistent with the neighborhood scale of the district with shade trees planted in landscape islands or planting strips and some shallow-depth landscaping in any setbacks separating building entrances and frontage features from the public sidewalks.

Parking is permitted both on-site and off-site within the NV Sector.

Key

| | | |
|------|----------------------|---|
| (DV) | Downtown Village |  |
| (DG) | Downtown General |  |
| (UV) | Urban Village |  |
| (NV) | Neighborhood Village |  |

Figure 2

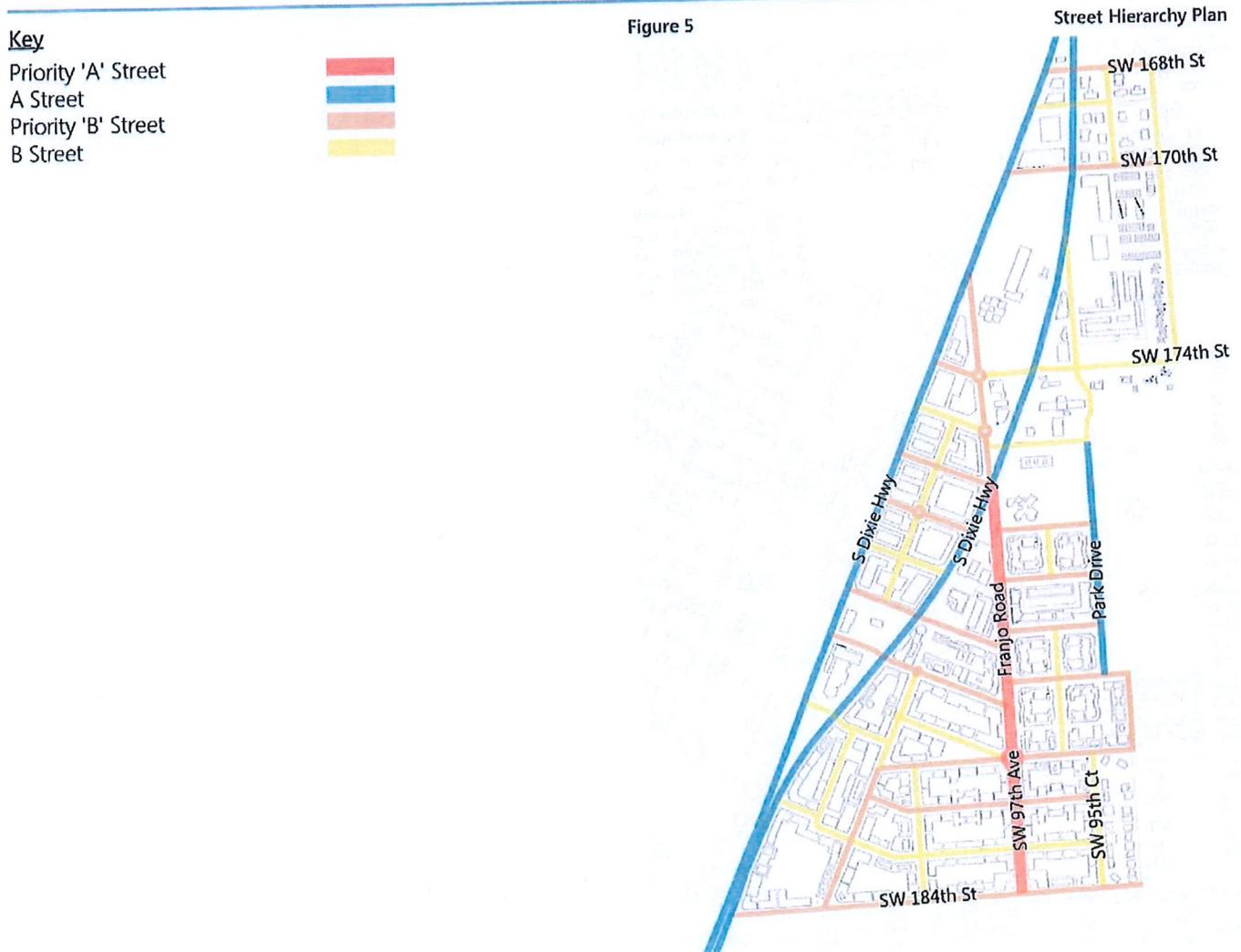


Section 2.05 Street Hierarchy Plan

The Street Hierarchy, Figure 5, plan illustrates the types of streets, both existing and new, to be constructed/redeveloped within the Village of Palmetto Bay. Streets designed according to the standards within these regulations contain many new character elements that will contribute to the improved street network and ped/bike character of the Downtown Urban Village (DUV).

For all street types, a build-to line shall be established consistent with the street type that is identified in Figure 62 and the corresponding standards illustrated in Sec.5.01 A-E. For the stoop and porch frontage types in Sec.4.05 D-E, within the Urban Village (UV) and Neighborhood Village (NV) sectors, the setbacks shall be 10 feet.

The following streets and corresponding Figure 5, outline the hierarchy of streets from top priority down. This hierarchy of streets is important for development where frontage and access shall be considered.



Section 2.06 Residential Density Plan

The Residential Density Plan, Figure 6, illustrates the range of densities that shall be permitted on the parcels within the Downtown Urban Village (DUV). All densities shall be based on the gross lot area, meaning that parcels shall be extended to the center line of the street for the purpose of calculating the lot area.

- A. **Minimum Average Unit Size:** In total, a mixture of unit sizes and types shall be provided in all residential components of development. The number of units in a multi-family building to be constructed in the Downtown Urban Village (DUV) shall meet the minimum average required unit size of 750 sq.ft. minimum. This will encourage development of mainly one (1), two (2) and three (3) bedroom residential units. The minimum unit size for any residential units that shall be permitted within the DUV is 625 sq.ft. min.

Key

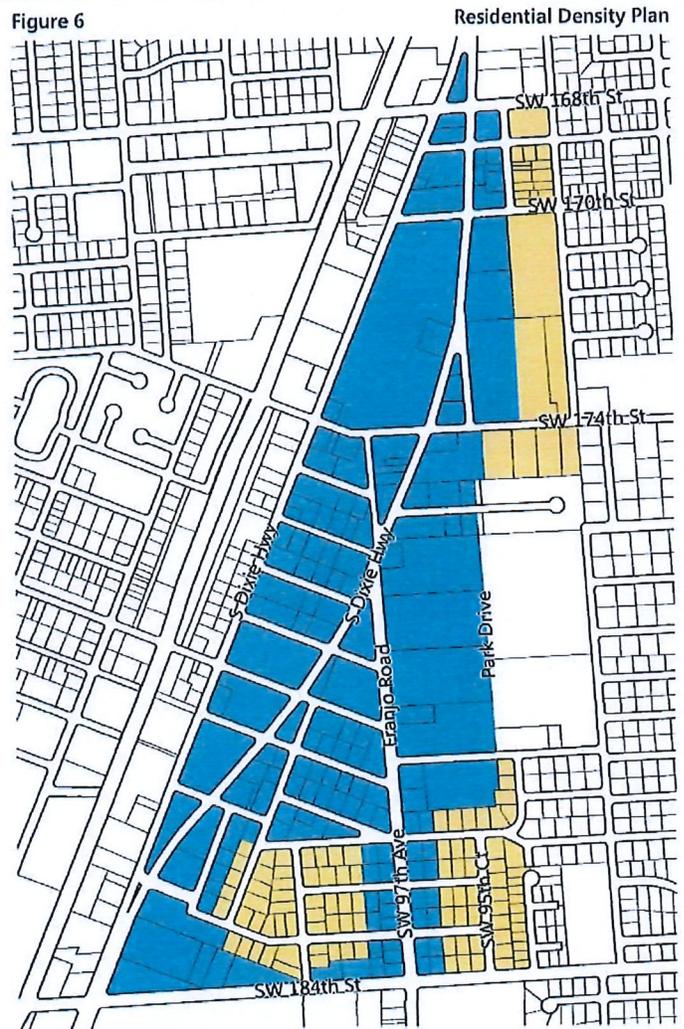
- 24 du/ac max. base density (gross)
- 14 du/ac max. base density (gross)



Maximum Base Density: Maximum base density refers to the number of initial residential units permitted per acre before adding available reserve residential units and/or TDR residential units.

Table 2 Minimum Area of Multi-Family Units

| Multi-Family Units | Area (min.) |
|--------------------|--------------|
| Studio | 625 sq.ft. |
| 1 Bedroom | 650 sq.ft. |
| 2 Bedroom | 850 sq.ft. |
| 3 Bedroom | 1,100 sq.ft. |



C. Urban Village (UV)*

Sector Summary

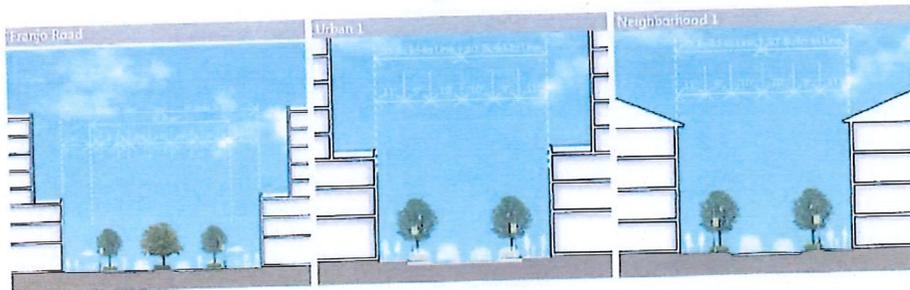
| UV Urban Village | | Building Types | Lot Size W x D | Residential Density ^a | Building Height | Uses by Story | Private Open Space |
|---------------------|----------------------------|-------------------|-------------------|--|-----------------|--------------------|------------------------|
| | Flexible Block | 160'x160' | 24 du/ac | 3 stories (min.) 5 stories (max.) 8 stories (with bonus) | 1st 2nd+ | C-R/O/R C-R/O/R | 15% of site |
| | Flex Building | 80'x100' | 24 du/ac | 3 stories (min.) 5 stories (max.) 6 stories (with bonus) | 1st 2nd+ | C-R/O/R C-R/O/R | 15% of site |
| | Row-house | 80'- 125'x100' | 24 du/ac | 2 stories (min.) 3 stories (max.) | 1st 2nd+ | C-R/O/R R | 400 sq.ft. per unit |
| | Stacked Apartment Building | 80'-200'x 100' | 24 du/ac | 2 stories (min.) 4 stories (max.) | 1st 2nd+ | R R | 10% of site |
| | Single-Family House | 45'- 100'x100' | 24 du/ac | 3 stories (max.) | 1st 2nd+ | R R | 10% of site |

*Maximum Base Density: Maximum base density refers to the number of initial residential units permitted per acre before adding available reserve and/or TDR units.

Streets and Building Placement

| Street Type | ROW | Build-To Line | | Sidewalk | Bike Lanes | Uses (at Street) | Glazing (at Street) |
|------------------------|------------|--|---|----------|------------|------------------|-----------------------|
| | | Primary | Secondary | | | | |
| Franjo Road (FR) | 70' | 50' (from centerline of road, up to 2 stories) | 65' (from centerline of road, >2 stories) | 20' | Yes | C-R | 70% (min) |
| Urban 1 (TS-U1) | 50' or 60' | 30' (from centerline of road) | 45' (from centerline of road) | 10' | N/A | C-R O R | 70% min. (C-R/O only) |
| Neighborhood 1 (TS-N1) | 50' or 60' | 30' (from centerline of road) | 45' (from centerline of road) | 10' | N/A | R | N/A |

Key: Commercial-Retail: C-R Office: O Residential: R



(*) Notwithstanding any provision of this code amendment or the Downtown Urban Village Ordinance, any land, development applications or permit requests regarding properties within the Neighborhood Village or Urban Village, which are currently (as of January 4, 2016, which is the date of passage of this amendment on second reading) constructed as single family residences shall be analyzed and approved or permitted under the rules applicable to R-1 zoning district at the time of application or permit request.

D. NEIGHBORHOOD VILLAGE (NV)

Sector Summary

| NV Neighborhood Village | | Building Types | Lot Size W x D | Residential Density ^a | Building Height | Uses by Story | Private Open Space |
|--|----------------------------|-------------------------------|-------------------------------|--|-----------------|------------------|------------------------|
| | Flex Building | 80'x100' | 24 du/ac | 3 stories (min.) 5 stories (max.) 6 stories (with bonus) | 1st 2nd+ | C-R/O/R O/R | 15% of site |
| | Row-house | 80'- 125'x100' | 24 du/ac | 2 stories (min.) 3 stories (max.) | 1st 2nd+ | C-R/O/R R | 400 sq.ft. per unit |
| | Stacked Apartment Building | 80'-200'x 100' | 24 du/ac | 2 stories (min.) 4 stories (max.) | 1st 2nd+ | R R | 10% of site |
| | Single-Family House | 45'- 100'x100' | 24 du/ac | 3 stories (max.) | 1st 2nd+ | R R | 10% of site |
| <p>^aMaximum Base Density: Maximum base density refers to the number of initial residential units permitted per acre before adding available reserve and/or TDR units.</p> | | | | | | | |
| Streets and Building Placement | | | | | | | |
| Street Type | ROW | Build-To Line | | Sidewalk | Bike Lanes | Uses (at Street) | Glazing (at Street) |
| | | Primary | Secondary | | | | |
| Urban 1 (TS-U1) | 50' or 60' | 30' (from centerline of road) | 45' (from centerline of road) | 10' | N/A | C-R O R | 70% min. (C-R/O only) |
| Neighborhood 1 (TS-N1) | 50' or 60' | 30' (from centerline of road) | 45' (from centerline of road) | 10' | N/A | R | N/A |

Key: Commercial-Retail: C-R Office: O Residential: R



(*) Notwithstanding any provision of this code amendment or the Downtown Urban Village Ordinance, any land development applications or permit requests regarding properties within the Neighborhood Village or Urban Village, which are currently (as of January 4, 2016, which is the date of passage of this amendment on second reading) constructed as single family residences shall be analyzed and approved or permitted under the rules applicable to R-1 zoning district at the time of application or permit request.

30-50.23.5 Street Connectivity Standards

Section 5.01 Purpose

This section identifies the standards, by which all streets both new and existing, shall be met with regards to the dedication, construction and/or redevelopment by both the Village of Palmetto Bay and its individual property owners, in addition to any other public entities/stakeholders.

All construction of new and redevelopment of existing right-of-ways shall be the responsibility of the individual property owners and are intended to support the Village of Palmetto Bay's future vision for a highly connected, multi-modal, ped/bike-friendly, network of streets within the Downtown Urban Village (DUV). Property owners shall be responsible for the portion of the right-of-way on all sides of development, considered street frontage.

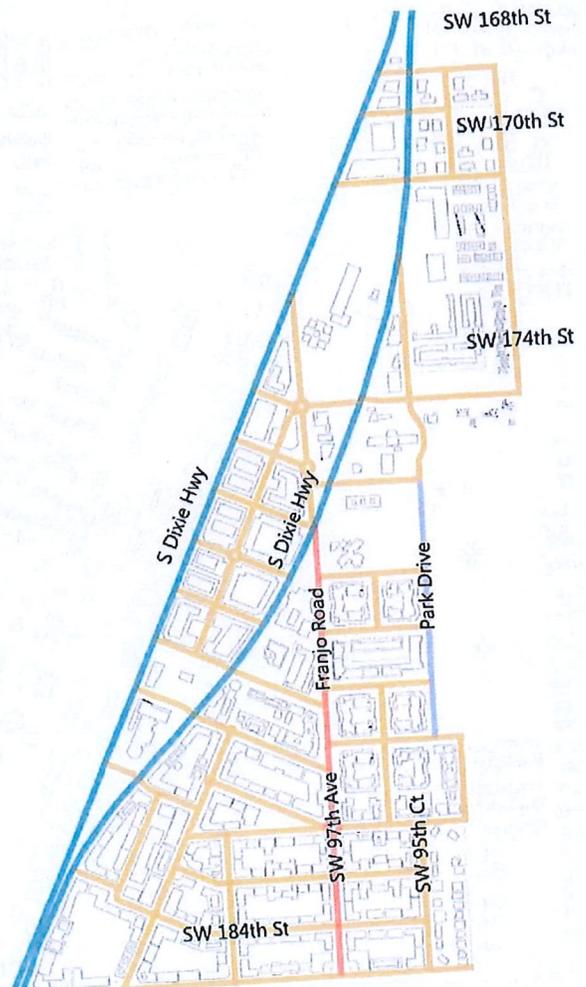
The intention of this section is to provide the tools necessary for property owners and potential developers to determine the type of street and the elements within the right of way necessary to achieve the Village of Palmetto Bay's vision for the Downtown Urban Village (DUV). The size, location and treatment of the elements that compose the right of way shall determine the relevant build-to line, in which property owners and developers shall base plans for their parcels and apply all parameters of development.

Key

| | | |
|-------|----------------|---|
| (FR) | Franjo Road |  |
| (US1) | US-1 |  |
| (P) | Park Drive |  |
| (TS) | Typical Street |  |

Figure 62

Street Type Plan





Record Results

[Print This Page](#)

Zoning Records Search

| | |
|---------------------------|--|
| Process Number: | VPB-16-110 |
| Applicant: | VILLAGE OF PALMETTO BAY |
| Location: | MULTIPLE PARCELS NEAR FRANJO TRIANGLE. BETWEEN 184 ST AND 181 TER, AND 94 CT AND 97 AVE. ALSO AN AREA BETWEEN 168 ST AND 175 TER, AND 94 AVE AND ROUGHLY US 1. |
| Legal Description: | MULTIPLE PARCELS NEAR FRANJO TRIANGLE. BETWEEN 184 ST AND 181 TER, AND 94 CT AND 97 AVE. ALSO AN AREA BETWEEN 168 ST AND 175 TER, AND 94 AVE AND ROUGHLY US 1. |
| Request: | FLUM AMENDMENT TO FRANJO ACTIVITY CENTER (FAC) AND AMENDING THE FAC CATEGORY FOR NUMBER OF PERMITTED UNITS FROM 5,389 TO 5,661 UNITS. |
| Application Date: | |
| Result: | PASSED AND ENACTED |
| Result Date: | 5/2/2016 |

Hearings

| Board | Resolution | Result | Hearing Date | Item # |
|-------|------------|----------------------------|--------------|--------|
| VPB | 2016-11 | PASSED AND ENACTED | 5/2/2016 | |
| VPB | | DEFERRED TO SECOND READING | 2/1/2016 | |
| | | | | |
| | | | | |

Documents

[Ordinance2016-11.pdf](#)

ORDINANCE NO. 2016-11

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, RELATING TO A LARGE SCALE
7 AMENDMENT OF THE FUTURE LAND USE MAP (FLUM)
8 CONSISTENT WITH 163.3161 AND 163.3184, FLORIDA STATUTES;
9 CHANGING THE LAND USE DESIGNATION OF CERTAIN LANDS
10 WITHIN THE DOWNTOWN AREA OF THE VILLAGE OF PALMETTO
11 BAY, AS FURTHER DESCRIBED AT ATTACHMENT A, FROM LOW
12 DENSITY RESIDENTIAL, LOW MEDIUM RESIDENTIAL, AND
13 MEDIUM RESIDENTIAL, TO FRANJO ACTIVITY CENTER (FAC);
14 AND AMENDING THE VILLAGE'S COMPREHENSIVE PLAN'S LAND
15 USE CATEGORY, FAC; ADJUSTING THE NUMBER OF UNITS
16 PERMITTED WITHIN THE FAC FROM 5,389 TO 5,661; PROVIDING
17 FOR TRANSMITTAL TO THE DEPARTMENT OF ECONOMIC
18 OPPORTUNITY; PROVIDING FOR ORDINANCES IN CONFLICT,
19 CODIFICATION, SEVERABILITY, AND AN EFFECTIVE DATE.
20
21

22 WHEREAS, the Comprehensive Plan for the Village of Palmetto Bay was originally
23 adopted on August 1st, 2005, provided for a range of permitted uses and development intensities for
24 certain lands within the Village which included the designations of Mixed Use Corridor and
25 Neighborhood Mixed Use; and
26

27 WHEREAS, on December 14, 2015, the Mayor and Village Council, in partial fulfilled the
28 vision of the Downtown Redevelopment Task Force (DRTF) vision, adopted the Franjo Activity
29 Center (FAC) land use designation for the purpose of supporting the development of a downtown
30 within the southwest quadrant of the Village; and
31

32 WHEREAS, the DRTF envisioned an area larger than that adopted by the Village Council
33 on December 14, 2015; and
34

35 WHEREAS, the Mayor and Village Council now desire to incorporate additional lands into
36 the FAC land use designation that lay along the edges of the adopted district; and
37

38 WHEREAS, the specific authority and requirements for municipalities to do
39 Comprehensive Planning in Florida emanates from Chapter 163, Florida Statutes; and
40

41 WHEREAS, as the Comprehensive Plan, and amendments thereto are adopted via
42 Ordinance; and
43

44 WHEREAS, after receiving input and participation by the public at first reading of the
45 proposed amendment, the Village Council transmitted the proposed amendment to the Florida

1 Department of Economic Opportunity (DEO) and to all other agencies, as required under law, for
2 their review pursuant to Section 163.3184, Florida Statutes; and

3
4 **WHEREAS**, the DEO reviewed the proposed FLUM and return its Objections,
5 Recommendations and Comments (ORC) Report to the Village; and

6
7 **WHEREAS**, the Mayor and Village Council conducted a second duly noticed public hearing
8 on the amendment as required under law following the receipt of approval by the DEO; and

9
10 **WHEREAS**, pursuant to Section 163.3174, *Florida Statutes* the Village Council has been
11 designated as the Local Planning Agency for the Village; and

12
13 **WHEREAS**, on May 2, 2016, the Local Planning Agency approved the proposed
14 amendment; and

15
16 **WHEREAS**, the Village Council have reviewed the criteria of 30-30.8(b) and find the
17 ordinance in compliance with the applicable standards and the Comprehensive Plan; and

18
19 **WHEREAS**, the Mayor and Village Council of the Village of Palmetto Bay desire to amend
20 the Land Use Element of the Comprehensive Plan and the FLUM.

21
22 **NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND VILLAGE**
23 **COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, ACTING IN ITS**
24 **CAPACITY AS THE LOCAL PLANNING AGENCY OF THE VILLAGE OF**
25 **PALMETTO BAY, FLORIDA, AS FOLLOWS:**

26
27 **Section 1.** **Recitals.** The above recitals are true and correct and incorporated herein by
28 this reference.

29
30 **Section 2.** **Compliance with Criteria.** In evaluating an application for a Comprehensive
31 Plan amendment, from Neighborhood Mixed Use and Mixed Use Corridor, the Palmetto Bay
32 Village Council is applying the standard under 30-30.8(b), of the Village's Code.

33
34 **Section 3.** The Land Use Element of the Village's Comprehensive Plan is amended to
35 read as follows:

36
37 1.0 FUTURE LAND USE ELEMENT

38
39 GOAL 1 TO GUIDE THE VILLAGE OF PALMETTO BAY FROM BIRTH TO EARLY
40 MATURITY AS AN OUTSTANDING AND TRULY LIVABLE COMMUNITY
41 IN SOUTHEAST FLORIDA BY BUILDING ON, AND IMPROVING, THE
42 EXISTING LAND USE BLUEPRINT THROUGH VISIONARY PLANNING
43 AND PLACE-MAKING, COST EFFICIENT PROVISION OF HIGH
44 QUALITY FACILITIES AND SERVICES, QUALITY NEIGHBORHOOD
45 PROTECTION, AND ENHANCEMENT OF ITS UNIQUE AND BEAUTIFUL
46 COASTAL ENVIRONMENTAL RESOURCES.

1
2 Objective 1.1 Future Land Use Map

3 Adoption and implementation of the Future Land Use Map (FLUM), including the
4 land use amendments to individual parcels as referenced in the supporting Data,
5 Inventory, and Analysis, and presented in Exhibit 1 and the element goals,
6 objectives, and policies herein as the official and primary standard governing land use
7 density and intensity in the Village of Palmetto Bay.

8
9 * * *

10
11 Policy 1.1.1: The following future land use categories contained on the Village's Future Land
12 Use Map are identified, and the use and development standards for each defined,
13 below:

14
15 * * *

16
17 *Franjo Activity Center (FAC)*. This designation encourages development or
18 redevelopment that seeks to facilitate multi-use and mixed-use projects that
19 encourage mass transit, reduce the need for automobile travel, provide incentives
20 for quality development, provide for the efficient use of land and infrastructure,
21 provide for urban civic open space, and give definition to a pedestrian urban
22 form. The Franjo Activity Center is intended to support the achievement of a
23 residential to non-residential balance that increases the opportunities for
24 transportation demand management alternatives including but not limited to
25 walking and transit, reduced vehicle miles traveled, and reduced single use trips.
26 The Franjo Activity Center shall serve as a significant, multifamily, employment,
27 office and commercial center of the Village.

28
29 * * *

30
31 Total densities and intensities of development within the Franjo Activity Center
32 shall be as follows:

- 33 • Residential Land Uses – ~~5,389~~ 5,661 dwelling units, of which 1,246 are to be
34 held in reserve by the Village to be allocated by the Village at the time of site
35 plan approval;

36
37 * * *

38
39 **Section 4.** The amended Future Land Use Map is incorporated by reference and
40 attached hereto as Attachment A, and shall be included in the "2013-2025 Future Land Use Map."

41
42 **Section 5.** Transmittal. The Village Council, acting in its capacity as the Local Planning
43 Agency, approves the above amendment, as further modified herein, to the FLUM, which is
44 attached to this ordinance. The Village Council, acting in its capacity as the Local Planning Agency,
45 further recommends to the Village Council that it authorize the Village Clerk to transmit the

1 attached amendments to the FLUM to the State of Florida Department of Economic Opportunity
2 (DEO) and all other governmental bodies, agencies, or private individuals as required by State law.

3
4 **Section 6.** Severability. The provisions of this ordinance are declared to be severable,
5 and if any sentence, section, clause or phrase of this ordinance shall, for any reason, be held to be
6 invalid or unconstitutional, such decision shall not affect the validity of the remaining sentences,
7 sections, clauses or phrases of the ordinance, but they shall remain in effect it being the legislative
8 intent that this ordinance shall stand notwithstanding the invalidity of any part.

9
10 **Section 7.** Conflicts. The provisions of the Comprehensive Plan of the Village of
11 Palmetto Bay, Florida and all ordinances or parts of ordinances in conflict with the provisions of
12 this ordinance are hereby repealed.

13
14 **Section 8.** Codification. It is the intention of the Village Council and it is hereby
15 ordained the provisions of this Ordinance shall become and be made part of the Comprehensive
16 Plan of the Village of Palmetto Bay, Florida.

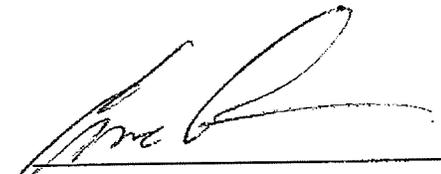
17
18 **Section 9.** Effective Date. This ordinance shall upon enactment.

19
20 **PASSED and ENACTED** this 2nd day of May, 2016.

21
22 First Reading: February 1, 2016

23
24 Second Reading: May 2, 2016

25
26
27
28 Attest: 
29 Meighan Alexander
30 Village Clerk


Eugene Flinn
Mayor

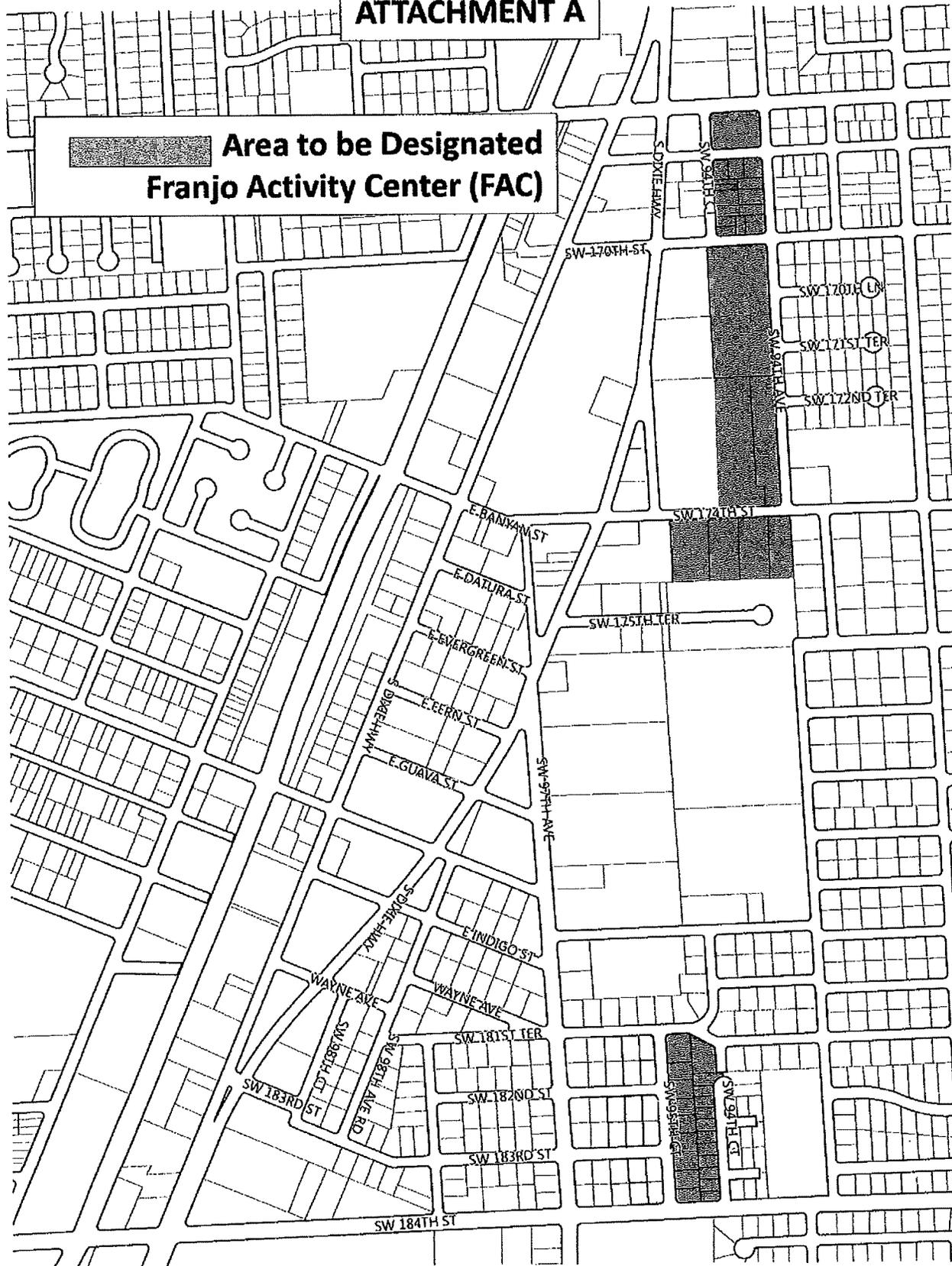
31
32
33 APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE
34 USE AND RELIANCE OF THE VILLAGE OF PALMETTO BAY ONLY:

35
36
37 
38 Dexter W. Lehtinen
39 Village Attorney
40

1
2
3 FINAL VOTE AT ADOPTION:
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

ATTACHMENT A

 **Area to be Designated
Franjo Activity Center (FAC)**



DRAWINGS

**Village of Palmetto Bay, Florida
Planning & Zoning**

Date: July 12, 2019

Subject: Site Plan Modification - Park View (VPB16-012) Approval Resolution 2017-18 Property: 9420-9500 SW 174th Street (folios # 33-5033-000-0850, 33-5033-000-0870, 33-5033-000-0880)

Plans: Modified July 12, 2019

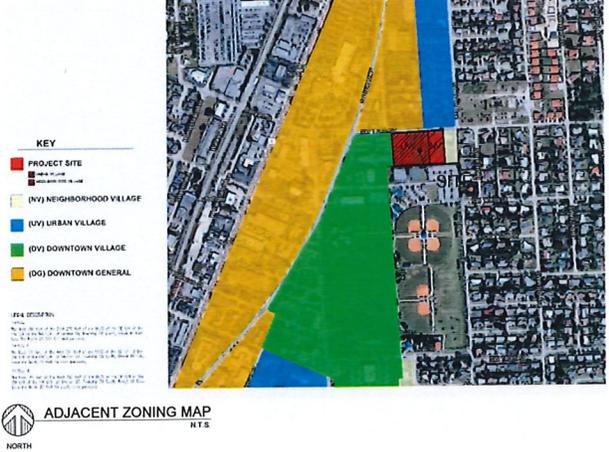
| | Criteria from Sec. 30-30.3© | Provide Documentation | Response |
|----|---|---|---|
| 1 | Does not violate the minimum requirements of Chapter 30 . | To be determined by Department | |
| 2 | Does not violate any conditions of approval. (Resolution 2107-18) | To be determined by Department | |
| 3 | Does not violate concurrency requirements . | Show changes in number of dwelling units and gross floor area of commercial space. If DU or commercial space is increased, provide updates of traffic impact analysis and concurrency review letters of approval. | •No changes. |
| 4 | Properly considers land use compatibility, buffering, screening and landscape . | <ul style="list-style-type: none"> •Provide changes in land use, if any. •Provide tabular and drawn documentation on site plan and landscape sheets of any changes in type, number, caliper, height and location of landscape materials, walls, fences or other buffers and screening. •Show changes in public open space area. •Show changes in private open space area | <ul style="list-style-type: none"> •No changes to land use. •No changes to type, number, caliper, height and location of landscape materials, walls, fences or other. •Increase in public open space area and private open space area. Refer to Project Data attached. |
| 5 | Decreases floor area ratio (FAR), and lot coverage by ten percent, or less. | Show changes in FAR and lot coverage | Decrease by 3%. Refer to Project Data attached for changes in building square footage. |
| 6 | Decreases height, intensity and/or density by ten percent or less. | Show changes in density (DU/acre), intensity (FAR) and building height | No changes. |
| 7 | Does not require a variance. | To be determined by Department | No additional deviations identified. |
| 8 | Allows for a change the location, size and general site compatibility of the structure, facade, lighting, signage, or general redistribution of square footage among structures by ten percent or less. | Provide changes in lot coverage, setbacks for each side, step-backs, and ground floor facade lengths for each side. | Setbacks and façade lengths have been met or increased. Refer to Project Data and Site Plan for changes in Setbacks and Façade lengths. |
| 9 | Does not increase the number of average daily trips from the site. | Show changes in number of dwelling units and gross floor area of commercial space. See Criterion 3. | No changes. |
| 10 | Does not alter the location of any points of ingress, egress, access for vehicular and pedestrian patterns to the site. | Show changes in driveway location, if modified. | Garage entrance driveway shifted 6' east and loading entrance moved west of garage entrance. Refer to Site Plan. |
| 11 | Does not substantially decrease the value of or substantially change the character or location of any improvement or amenity on the site. | Provide tabular and drawn documentation of changes in amount, location and character of public open space. | Refer to Project Data and Diagrams attached for changes in public open space. |
| 12 | Does not materially alter the landscape material, location, planting techniques, species, or size of trees. | Provide tabular and drawn documentation on site plan and landscape sheets of any changes in type, number, caliper, height and location of landscape materials, walls, fences or other buffers and screening. See Criterion 4 | No changes. |
| 13 | Does not result in a material modification or the cancellation of any condition placed upon the site plan as originally approved . | Provide written documentation (letter) that the criteria for bonus, and that the criteria pertinent to design considerations are met. | No changes. |
| 14 | Increase in setbacks by up to ten percent. | Provide tabular data for changes in setbacks for each side. See Criterion 8. | Refer to Project Data attached for Setbacks on each side. |
| 15 | Does not increase the number of stories or building height. | Provide tabular data that the number of stories proposed is not increased above the number of stories that was approved and show that the criteria for height bonus are still met. See Criterion 1. | Refer to Project Data attached for building height. |

PARK VIEW

PROJECT LOCATED IN:
VILLAGE OF PALMETTO BAY, FLORIDA

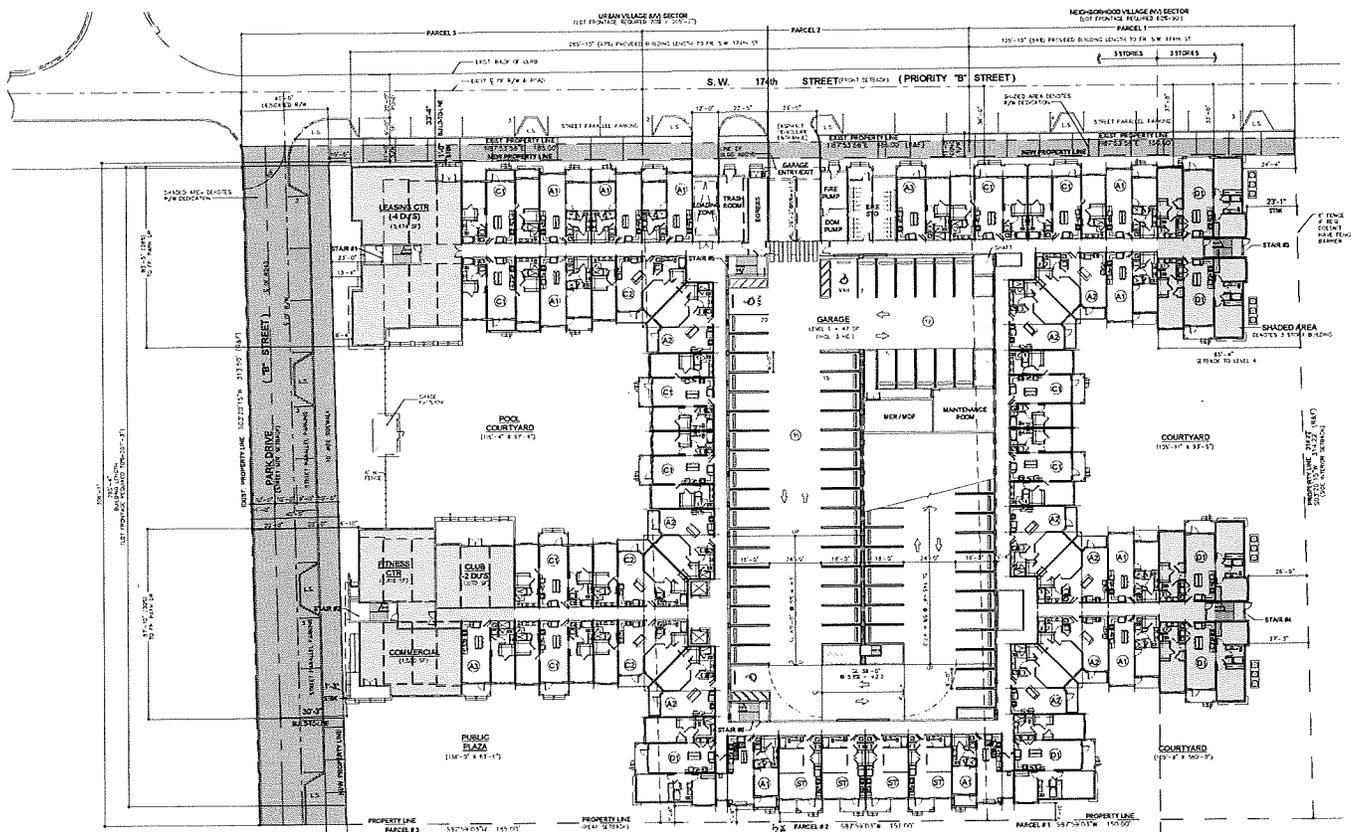
INDEX OF DRAWINGS

| SHEET | REV | DATE | DESCRIPTION |
|----------------------|-----|------|---|
| 02-1 | | | COVER SHEET / INDEX OF DRAWINGS |
| ARCHITECTURAL | | | |
| A-01 | | | PROJECT DATA / SITE MOBILE / SADD SHEET DRAWING |
| A-02 | | | SITE PLAN / RESC PLAN (LEVEL 1) |
| A-03 | | | RESC PLAN - LEVEL 2 |
| A-04 | | | RESC PLAN - LEVEL 3 |
| A-05 | | | RESC PLAN - LEVEL 4 |
| A-06 | | | RESC PLAN - LEVEL 5 |
| A-07 | | | RESC PLAN - ROOF PLAN |
| A-08 | | | MARKING ELEVATIONS |
| A-09 | | | MARKING ELEVATIONS |
| A-10 | | | MARKING ELEVATIONS |
| A-11 | | | UNIT FLOOR PLANS |
| A-12 | | | UNIT FLOOR PLANS |



100% SD 07/12/2019

- OWNER / DEVELOPER**
THE PUGLESE COMPANY
101 PENINSULA GROVE WAY
SUITE 200
DELRAY BEACH, FL 33444
(561) 454-1746
- ARCHITECT:**
MSA ARCHITECTS
ARCHITECTS & PLANNERS
7695 SOUTH WEST 104TH STREET
SUITE 100
MIAMI, FL 33156
(305) 273-9911
FL. AA C000895
- LANDSCAPE ARCHITECT**
ARCHITECTURAL ALLIANCE
612 S.W. 4TH AVE.
FORT LAUDERDALE, FL 33315
(954) 764-8556
- SURVEYOR**
FLORIDA INTERNATIONAL LAND SURVEYORS, INC.
5881 NW 151st STREET
SUITE 213
MIAMI LAKES, FL 33014
(305) 468-9650
- TRAFFIC ENG.**
DAVID PLUMMER & ASSOCIATES.
ENGINEERS & PLANNING
1750 FORCE DE LEON BLVD
CORAL GABLES, FL 33134
(305) 447-0900
- SUBMITTAL DATES**
 - SITE PLAN SUBMITTAL 09/12/2016
 - SITE PLAN RESUBMITTAL #1 11/09/2016
 - SITE PLAN RESUBMITTAL #2 12/08/2016
 - SITE PLAN RESUBMITTAL #3 01/25/2017
 - COUNCIL SUBMITTAL 02/10/2017
 - COUNCIL SUBMITTAL #2 06/13/2017
 - 100% SD 07/12/2019



- NOTES:**
1. SEE SHEET DIAGRAM FOR AREA SHEET A-01
 2. SEE LOT FRONTAGE / BUILDING DIAGRAM FOR ADD. INFO. SHEET A-01
 3. ALL F.R.E. AND SERVICE EQUIP. OF FLOOR BEARING ARE REFERENCED AS SHOWN AS ESTABLISHED BY CIVIL ENGINEER
 4. AREA OF CONC. OR FLOOR BEARING ARE AS FOLLOWS:
 - 1.5W FROM STREET - 4" REIN. CONC.
 - 1.5W FROM A.C. - 4" - 2" REIN. CONC.
 5. SEE VERTICAL - 415.54' NGVD
 6. ALL TWO-WHEEL PARKING SPACES ARE 5'x8'
 7. ALL DIMENSIONS LEADING TO GARAGE ARE ADJUST. PARALLEL
 8. SEE STAIR DETAILS SHEET A-01

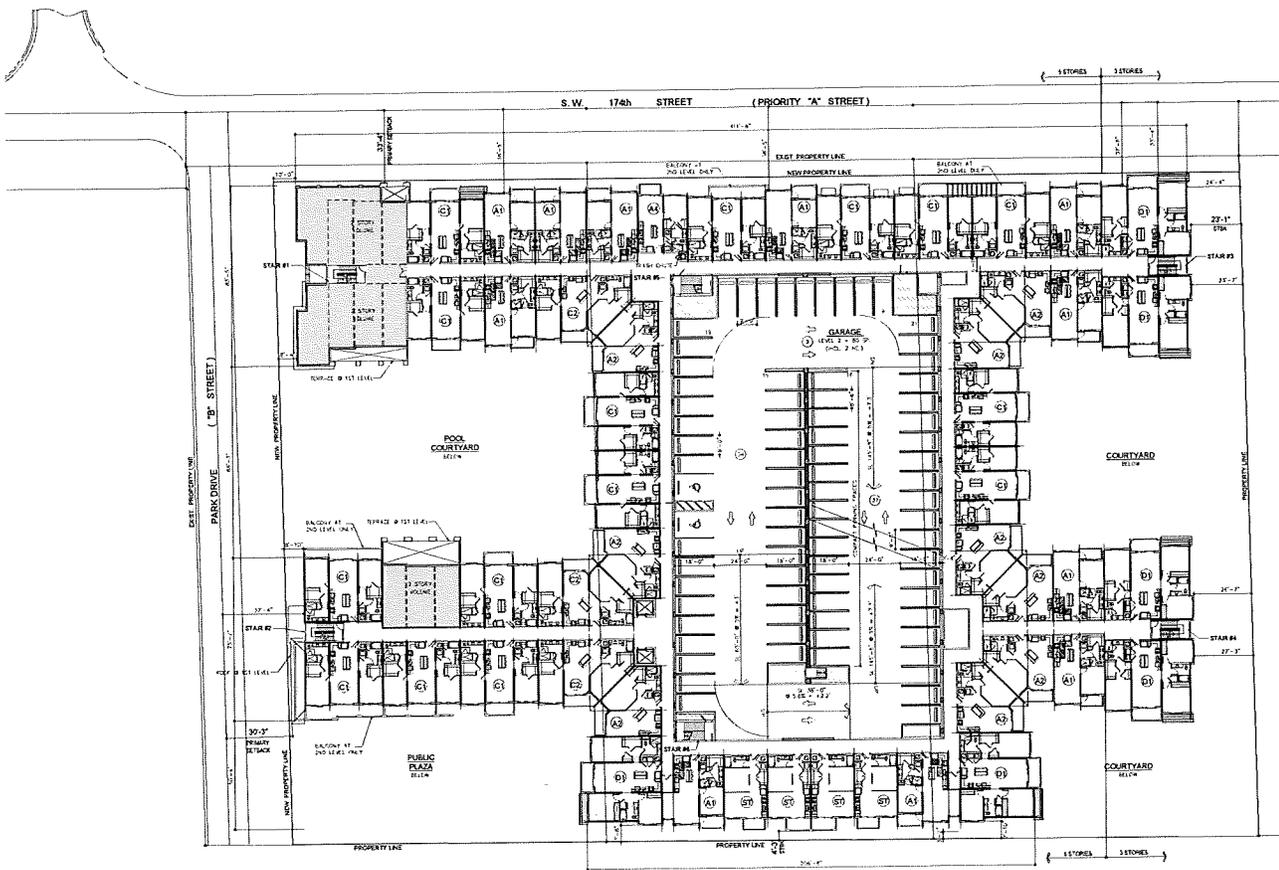
LEVEL 1 - SITE PLAN
 SCALE: 1"=30'-0"
 41 CURS
 47 PARKING SP.
 21 SURFACE SP.

PARK VIEW AT PALMETTO BAY.
 ATLANTIC REALTY
 PALMETTO BAY, FLORIDA

MSA ARCHITECTS, INC.
 ARCHITECTS
 1500 S.W. 17th COURT
 MIAMI BEACH, FLORIDA 33134

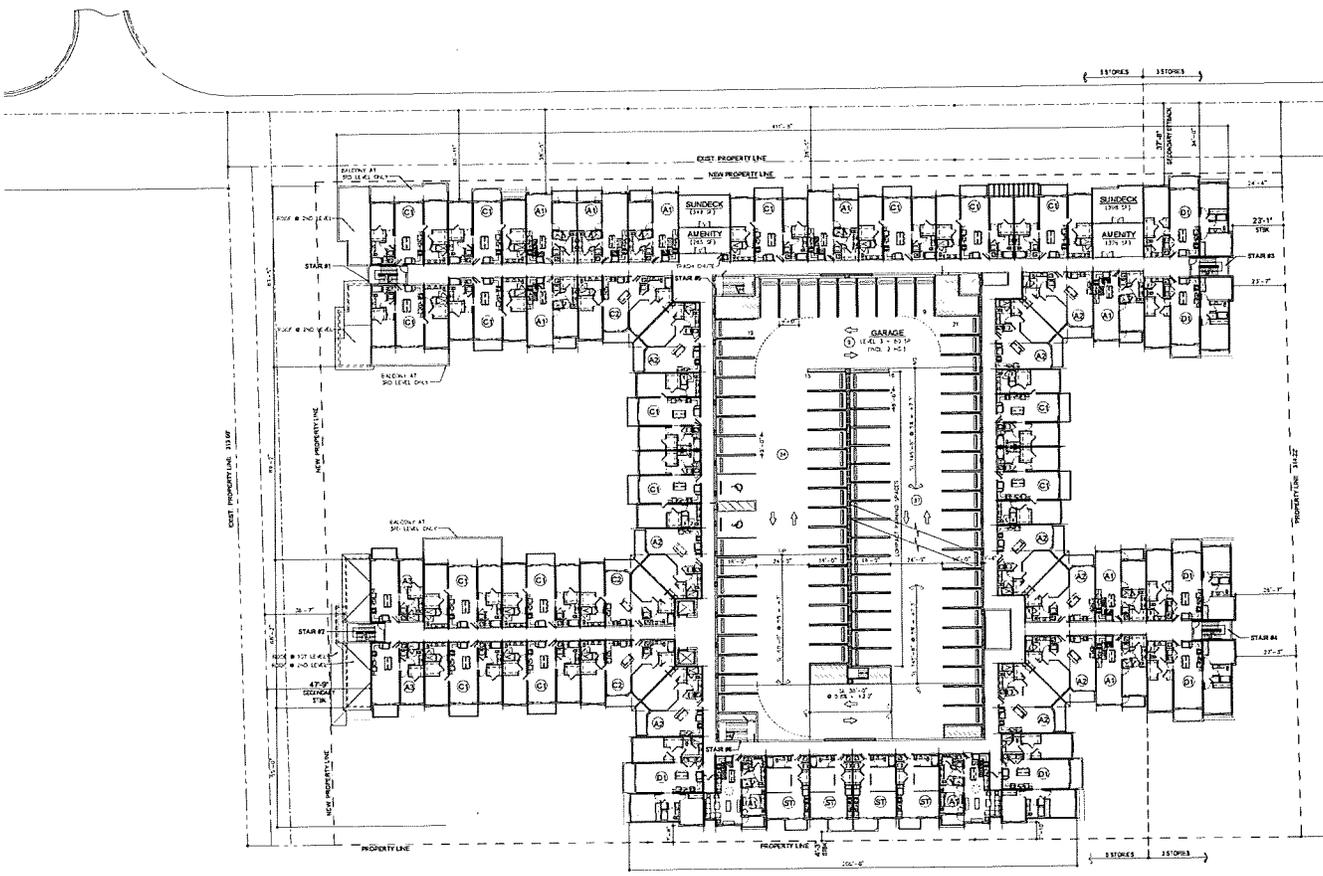
MSA ARCHITECTS
 ARCHITECTURE & PLANNING

| | |
|--------------|-----------|
| DRWN | 11/17 |
| DATE | 11/17 |
| SCALE | AS SHOWN |
| DWG. NO. | 112 |
| SHEET TITLE | SITE PLAN |
| SHEET NUMBER | A-2.1 |



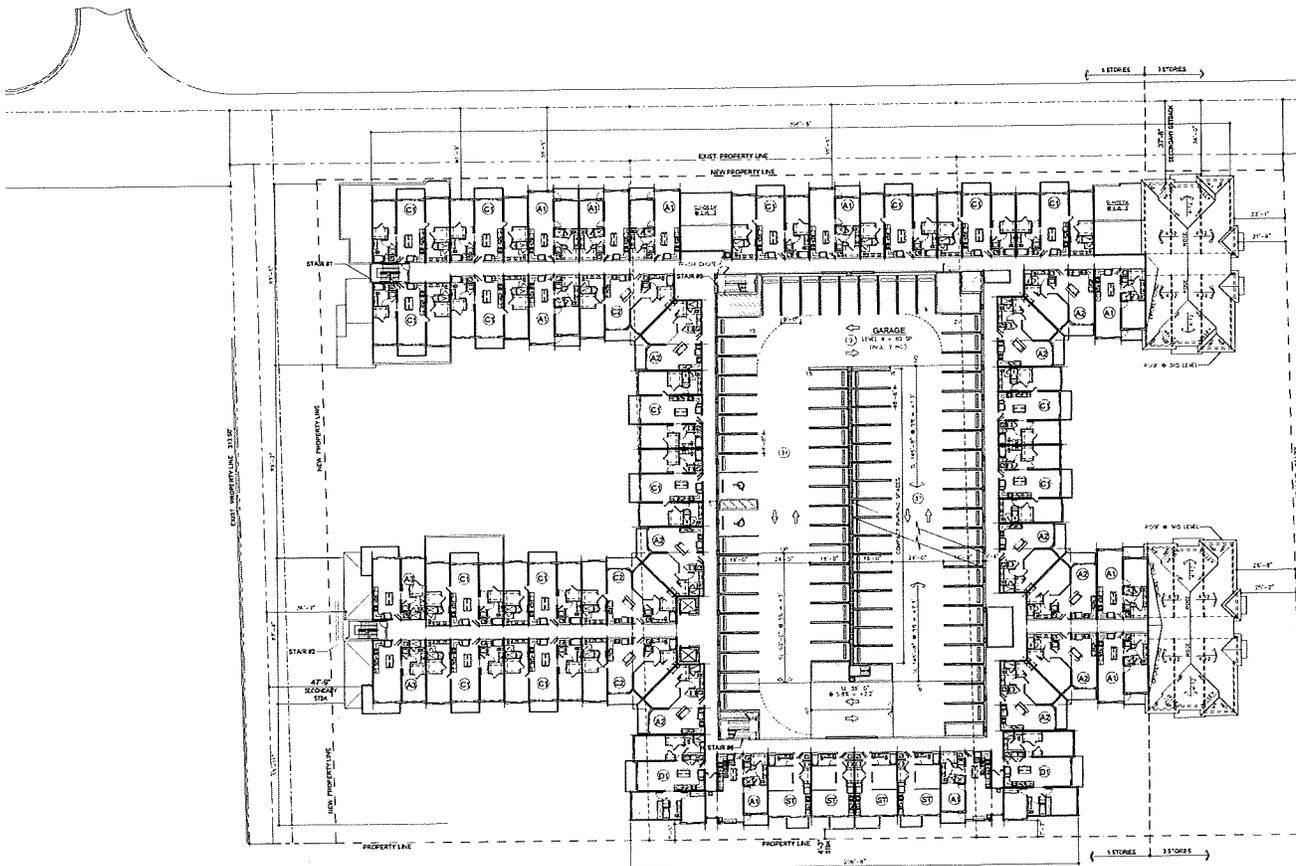
LEVEL 2 BUILDING PLAN
 49 DATE: 02/20/2014
 NORTH 60 PARKING SP. SCALE: 1"=20'-0"

| | |
|--|------------|
| MSA ARCHITECTS ARCHITECTURE & PLANNING | |
| USA ARCHITECTS, INC. 14000 S.W. 17th Ave. Suite 200, Davie, FL 33317 Phone: 954.275.1111 Fax: 954.275.1112 Website: www.msaarchitects.com | |
| PROJECT: PARK VIEW AT PALMETTO BAY, ATLANTIC REALTY, PALMETTO BAY, FLORIDA | |
| DRAWN: [Name] DATE: [Date] SCALE: [Scale] JOB NO.: [Job No.] SHEET TITLE: BUILDING PLAN SHEET NUMBER: A-2.2 | BY: [Name] |



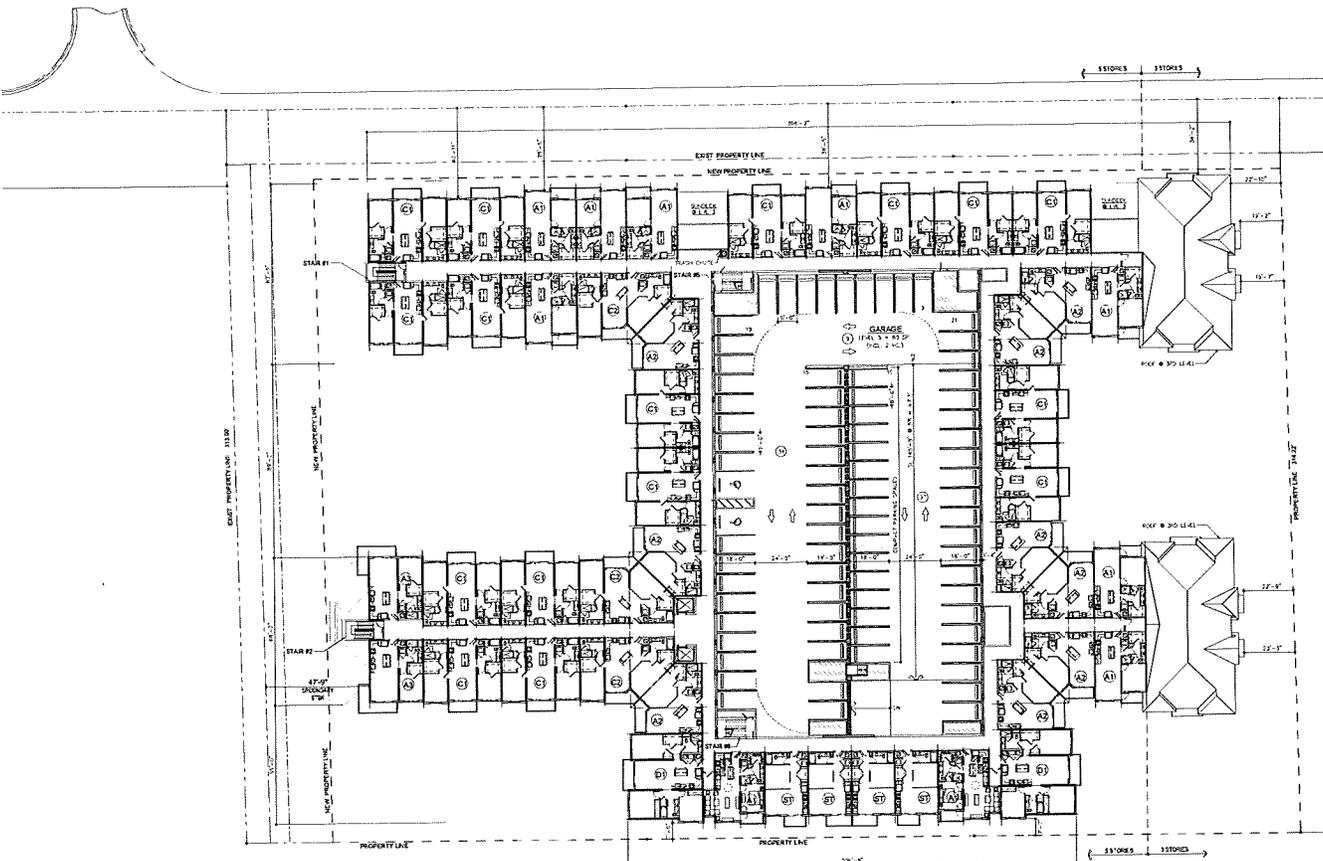
LEVEL 3 BUILDING PLAN
 50 D.U.'S
 80 PARKING SP.
 SCALE: 1"=20'-0"
 NORTH

| | |
|---|-----------|
| PARK VIEW AT PALMETTO BAY 100% AT-LAND REALTY 15000 AT PALMETTO BAY, FLORIDA | |
| MSA ARCHITECTS, INC. 4400000000 ARCHITECTS ARCHITECTURE & PLANNING | |
| DRAWN: _____ DATE: _____ SCALE: _____ JOB NO.: _____ SHEET TITLE: _____ BUILDING PLAN SHEET NUMBER: _____ A-2.3 | BY: _____ |



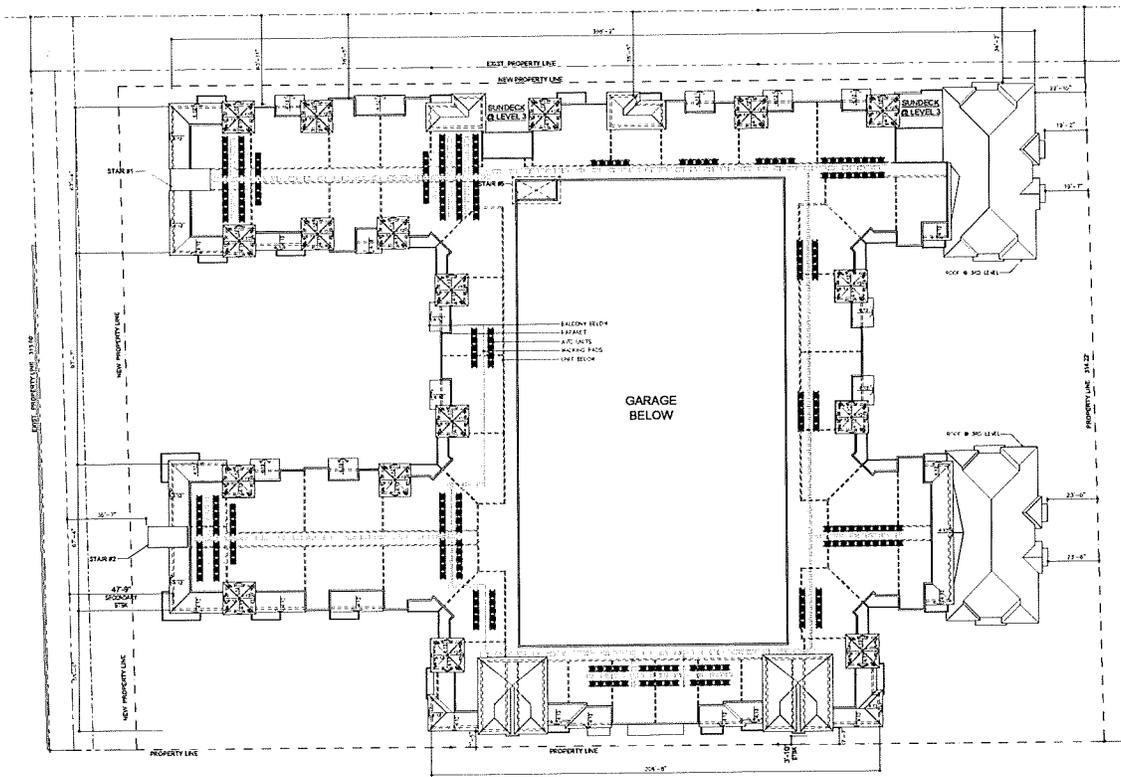

LEVEL 4 BUILDING PLAN
 48 DWG / 80 PARKING SP. SCALE: 1"=20'-0"

| | | | |
|--|---------|--|---|
| MSA ARCHITECTS ARCHITECTURE & PLANNING <small>10000 W. UNIVERSITY BLVD., SUITE 100, PALMETTO BEACH, FL 33411 TEL: 813-941-1100 FAX: 813-941-1101 WWW.MSA-ARCHITECTS.COM</small> | | MSA ARCHITECTS, INC. ADDRESS: 10000 W. UNIVERSITY BLVD., SUITE 100 PALMETTO BEACH, FL 33411 TEL: 813-941-1100 FAX: 813-941-1101 | PARK VIEW AT PALMETTO BAY. ATLANTIC REALTY 10000 W. UNIVERSITY BLVD., SUITE 100 PALMETTO BEACH, FL 33411 |
| DRAWN: [] DATE: [] SCALE: [] JOB NO.: [] SHEET TITLE: [] BUILDING PLAN SHEET NUMBER: [] A-2.4 | BY: [] | | |



LEVEL 5 BUILDING PLAN
 46 DU'S
 82 PARKING SP.
 SCALE: 1"=20'-0"
 NORTH

| | |
|---|--|
| PARK VIEW AT PALMETTO BAY. ATLANTIC REALTY PALMETTO BAY, FLORIDA | |
| MSA ARCHITECTS & PLANNING ARCHITECTS 12711 W. PALMETTO AVE., SUITE 200 PALMETTO BAY, FLORIDA 33411 TEL: 813-941-1234 FAX: 813-941-1235 WWW.MSAAARCHITECTS.COM | |
| DRAWN: [] DATE: [] SCALE: [] JOB NO.: [] SHEET TITLE: [] | BUILDING PLAN SHEET NUMBER: A-2.5 |



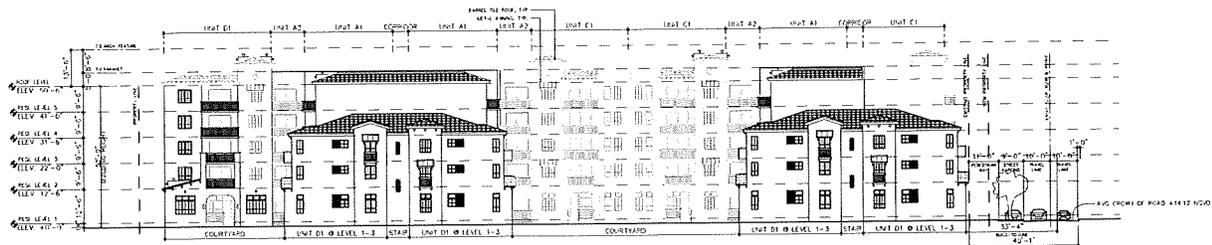
PARK VIEW AT
 PALMETTO BAY.
 ATLANTIC REALTY
 PALMETTO BAY, FLORIDA

MSA ARCHITECTS
 ARCHITECTURE & PLANNING
 MSA ARCHITECTS, INC.
 ADDRESS
 DATE
 JOB NO.

| | |
|---------------|-----------|
| DESIGN | |
| DATE | |
| SCALE | AS SHOWN |
| JOB NO. | 1191 |
| SHEET TITLE: | ROOF PLAN |
| SHEET NUMBER: | A-2.6 |

ROOF PLAN

SCALE: 1"=20'-0"



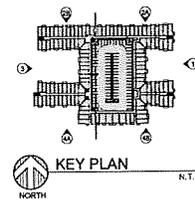
1 EAST ELEVATION (PARK DRIVE)



2A PARTIAL NORTH ELEVATION (174 ST.)

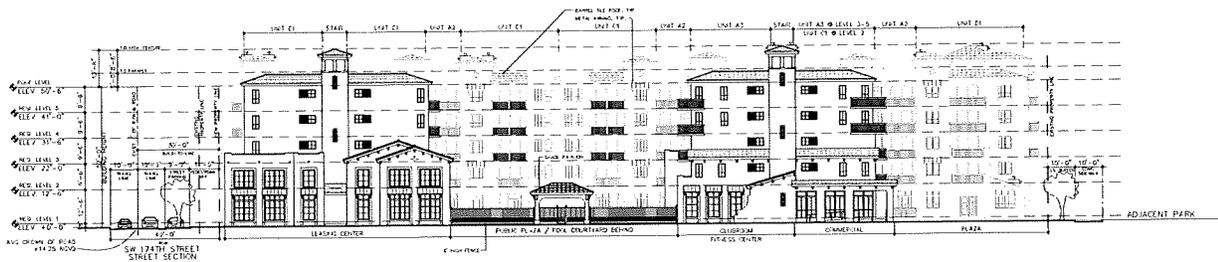


2B PARTIAL NORTH ELEVATION (174 ST.)

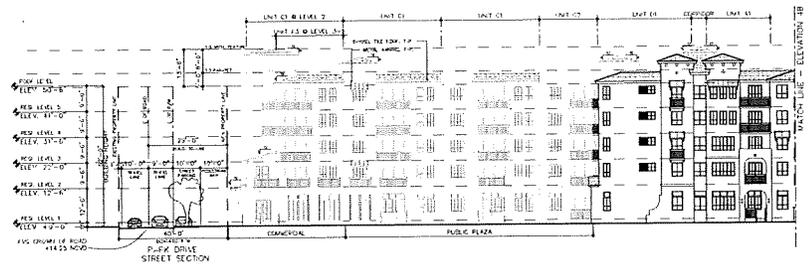


KEY PLAN
BUILDING ELEVATIONS
SCALE: 1/16"=1'-0"

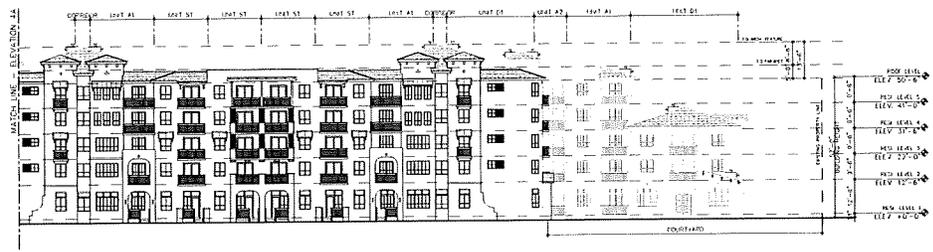
| | |
|--|---|
| PARK VIEW AT PALMETTO BAY. ATLANTIC REALTY PALMETTO BAY, FLORIDA | |
| MSA ARCHITECTS, INC. ARCHITECTS 1000 N. W. 10th St. Fort Lauderdale, FL 33304 Phone: 754.333.3333 Fax: 754.333.3333 | DATE: 11/11/11 SCALE: AS SHOWN JOB NO: 11011 PROJECT TITLE: BUILDING ELEVATIONS SHEET NUMBER: A-3.1 |



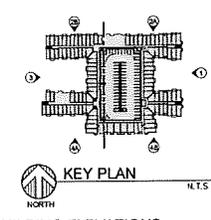
3 WEST ELEVATION (PARK DRIVE)



4A PARTIAL SOUTH ELEVATION



4B PARTIAL SOUTH ELEVATION



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

MSA ARCHITECTS, INC.
 ARCHITECTS
 10000 W. PALMETTO AVENUE, SUITE 200
 PALMETTO BEACH, FLORIDA 33411
 TEL: 561-833-1100
 WWW.MSAArchitects.com

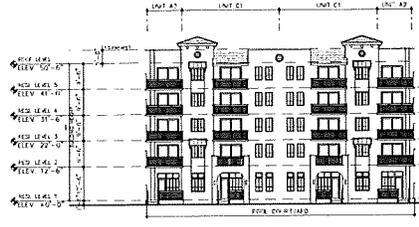
ATLANTIC REALTY
 10000 W. PALMETTO AVENUE, SUITE 200
 PALMETTO BEACH, FLORIDA 33411
 TEL: 561-833-1100

PARK VIEW AT
 PALMETTO BAY.
 ARCHITECTURE & PLANNING

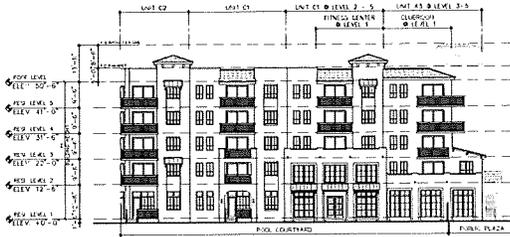
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 SCALE: []
 JOB NO: []
 SHEET TITLE: BUILDING ELEVATIONS
 SHEET NUMBER: A-3.2



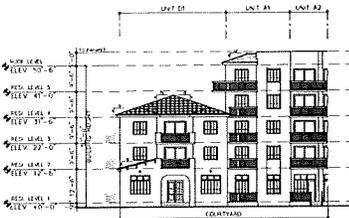
5 POOL COURTYARD ELEVATION



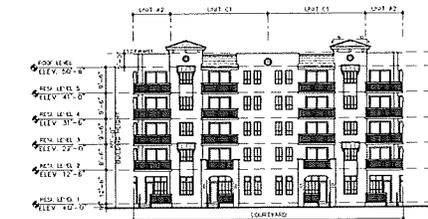
6 POOL COURTYARD ELEVATION



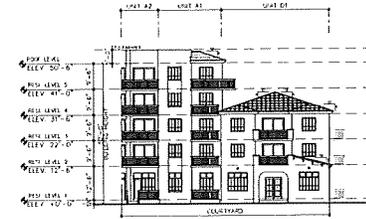
7 POOL COURTYARD ELEVATION



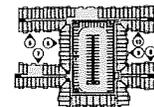
8 EAST COURTYARD ELEVATION



9 EAST COURTYARD ELEVATION



10 EAST COURTYARD ELEVATION



KEY PLAN N.T.S.

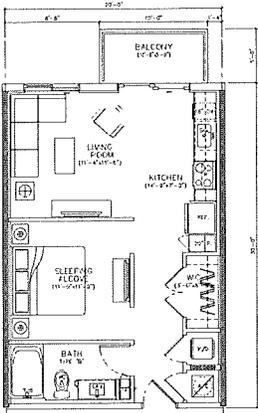
BUILDING ELEVATIONS

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

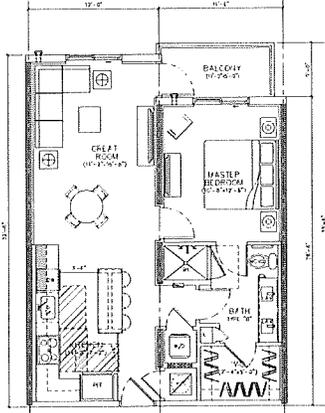
| | |
|--------------|--|
| BY | |
| DATE | |
| SCALE | |
| SHEET TITLE | |
| ELEVATIONS | |
| SHEET NUMBER | |
| A-3.2 | |

MSA ARCHITECTS, INC.
 ARCHITECTS & PLANNING
 10000 W. PALMETTO AVENUE, SUITE 200
 PALMETTO, FLORIDA 33411
 TEL: 813-963-1100
 FAX: 813-963-1101
 WWW.MSAArch.com

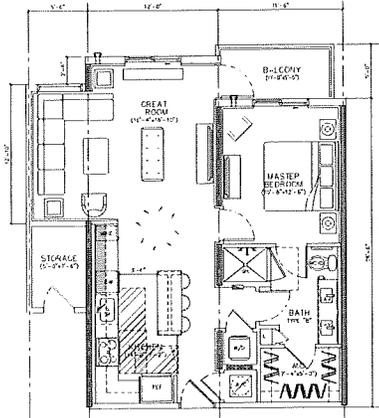
PARK VIEW AT PALMETTO BAY
 ATLANTIC REALTY
 10000 W. PALMETTO AVENUE, SUITE 200
 PALMETTO, FLORIDA 33411



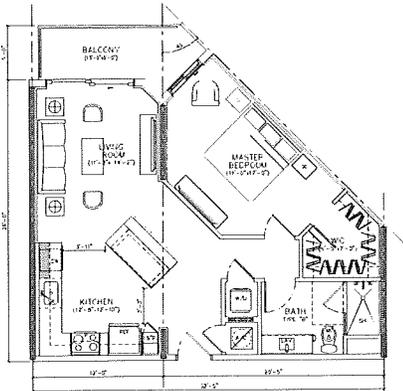
ST (STUDIO/1BTH)
 A/C AREA = 58.52 SF
 BALCONY = 30.52 SF



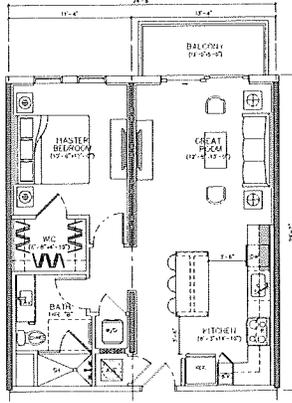
UNIT A1 (1BD/1BTH)
 A/C AREA = 71.52 SF
 BALCONY = 34.52 SF



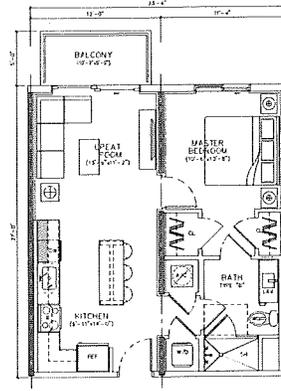
UNIT A1.1 (1BD/1BTH)
 A/C AREA = 70.52 SF
 BALCONY = 34.52 SF



UNIT A2 (1BD/1BTH)
 A/C AREA = 70.52 SF
 BALCONY = 34.52 SF



UNIT A3 (1BD/1BTH)
 A/C AREA = 71.52 SF
 BALCONY = 34.52 SF



A4 (1Bd/1Bth)
 A/C AREA = 70.52 SF
 BALCONY = 34.52 SF

UNIT FLOOR PLANS SCALE: 1/4"=1'-0"

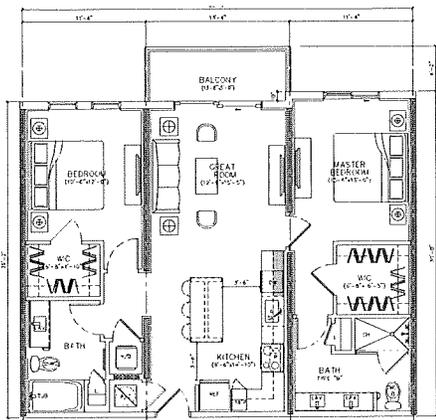
1. ALL ROOM SIZES SHOWN IN THESE PLANS ARE NOMINAL DIMENSIONS (TYPICAL) AND TAKEN FROM FINISH TO FINISH (STAIRS TO STAIRS).
2. ALL UNIT NET/GROSS AREA FOOTAGE ARE MEASURED FROM CENTERLINE OF EXTERIOR WALLS UNLESS OTHERWISE NOTED AND EXTERIOR WALL.
3. GRAY AREA AT OTHER DEPTS. SHOWN SHADING.

PARK VIEW AT PALMETTO BAY.
 ATLANTIC REALTY
 LOCATED AT
 PALMETTO BAY, FLORIDA

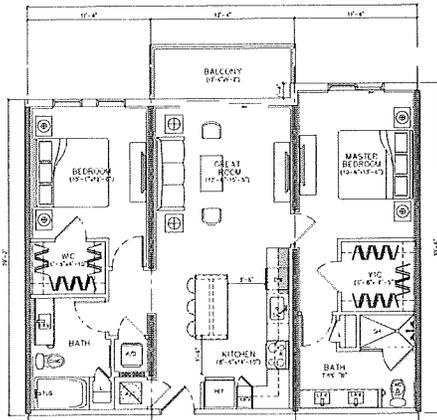
MSA ARCHITECTS
 ARCHITECTURE & PLANNING
 10000 PARKWAY DRIVE, SUITE 100
 PALMETTO BAY, FLORIDA 33411
 (407) 983-1111
 WWW.MSAARCHITECTS.COM

| | |
|--------------|----------|
| DESIGN | 10/20/11 |
| DATE | 10/20/11 |
| SCALE | AS SHOWN |
| JOB NO. | 1203 |
| SHEET TITLE: | |

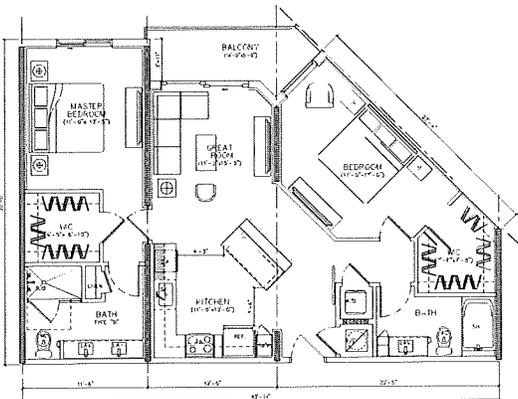
SHEET NUMBER
A-4.1



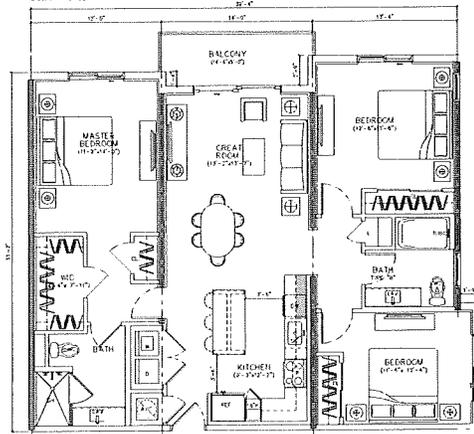
UNIT C1 (2BR/2BTH)
 N.C. AREA = 1063 SQ. FT.
 BALCONY = 47 SQ. FT.
 72 BAYS



UNIT C1.1 (2BR/2BTH)
 N.C. AREA = 1064 SQ. FT.
 BALCONY = 47 SQ. FT.
 72 BAYS



UNIT C2 (2BR/2BTH)
 N.C. AREA = 1104 SQ. FT.
 BALCONY = 75 SQ. FT.
 75 BAYS



UNIT D1 (3BR/2BTH)
 N.C. AREA = 1333 SQ. FT.
 BALCONY = 77 SQ. FT.
 77 BAYS

UNIT FLOOR PLANS

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

1. ALL DIMENSIONS INDICATED IN THESE PLANS ARE NOMINAL DIMENSIONS. DIMENSIONS ARE TAKEN FROM FINISH TO FINISH UNLESS OTHERWISE NOTED.
2. ALL UNIT DIMENSIONS SHOWN ARE MEASURED FROM CENTERLINE OF DIMENSION TO CENTER OF CLOSET WALL AND ENTRYWAY WALL.

ARCHITECTS: MSA ARCHITECTS, INC.
 1000 N. W. 100th St.
 Suite 1000
 Fort Lauderdale, FL 33304
 (954) 571-1234
 www.msaarchitects.com

PARK VIEW AT PALMETTO BAY.
 ATLANTIC REALTY
 PALMETTO BAY, FLORIDA

MSA ARCHITECTS, INC.
 ARCHITECTS & PLANNING
 1000 N. W. 100th St., Suite 1000
 Fort Lauderdale, FL 33304
 (954) 571-1234
 www.msaarchitects.com

| | |
|---------------|----------|
| DATE: | 07/27/21 |
| SCALE: | AS SHOWN |
| JOB NO: | 1022 |
| SHEET TITLE: | |
| SHEET NUMBER: | A-4.2 |



ITEMS

2 & 3



ITEMS

2 & 3

MEMO



To: Honorable Mayor and Village Council

Date: January 27, 2020

From: Gregory Truitt, Interim Village Manager

Re: FAC Comprehensive Plan and
DUV Zoning Code Amendment

PROPOSED ORDINANCE – COMPREHENSIVE PLAN AMENDMENT

AN ORDINANCE OF THE MAYOR AND VILLAGE COUNCIL OF PALMETTO BAY, FLORIDA, RELATING TO THE VILLAGE OF PALMETTO BAY'S ADOPTED COMPREHENSIVE PLAN AND ADOPTED FUTURE LAND USE MAP, BY AMENDING THE TEXT OF POLICY 1.1.1. OF THE COMPREHENSIVE PLAN FUTURE LAND USE ELEMENT AS PER ATTACHMENT "A"; AND AMENDING THE FUTURE LAND USE MAP FROM FRANJO ACTIVITY CENTER (FAC) TO LOW DENSITY RESIDENTIAL ON THE SOUTHEASTERN PORTION OF THE "FAC" PERIMETER FROM SW 97TH AVENUE TO SW 94TH COURT IN THE WEST TO EAST DIRECTION AND SW 181ST STREET TO SW 184TH STREET IN THE NORTH TO SOUTH DIRECTION AS PER ATTACHMENT "B"; AND PROVIDING FOR AN EFFECTIVE DATE.

PROPOSED ORDINANCE – ZONING AMENDMENT

AN ORDINANCE OF THE MAYOR AND VILLAGE COUNCIL OF PALMETTO BAY, FLORIDA, RELATING TO THE DOWNTOWN URBAN VILLAGE (DUV) ZONING DISTRICT; PROVIDING FOR A NEW DOWNTOWN ZONING CODE MAP AS PER ATTACHMENT "A"; PROVIDING FOR MAXIMUM RESIDENTIAL DENSITY OF FIFTY-FOUR (54) RESIDENTIAL UNITS PER GROSS ACRE FOR THE DOWNTOWN GENERAL (DG1) SECTOR, FORTY-THREE (43) RESIDENTIAL UNITS PER GROSS ACRE FOR THE DOWNTOWN GENERAL TWO (DG2) SECTOR, THIRTY-TWO (32) RESIDENTIAL UNITS PER GROSS ACRE FOR THE DOWNTOWN VILLAGE (DV) SECTOR, AND TWENTY-FOUR (24) RESIDENTIAL UNITS PER GROSS ACRE FOR THE NEIGHBORHOOD VILLAGE (NV) SECTOR AND THE URBAN VILLAGE (UV) SECTOR; PROVIDING FOR MAXIMUM BUILDING HEIGHT OF FIVE (5) STORIES FOR "RESIDENTIAL-ONLY" BUILDINGS AND SEVEN (7) STORIES FOR "MIXED-USE" BUILDINGS AND (8) STORIES FOR "ALL-COMMERCIAL" BUILDINGS IN THE DOWNTOWN GENERAL (DG1) SECTOR, FIVE (5) STORIES FOR THE DOWNTOWN GENERAL TWO (DG2) SECTOR, FOUR (4) STORIES FOR "RESIDENTIAL-ONLY" BUILDINGS AND FIVE (5) STORIES IF "MIXED-USE" FOR THE DOWNTOWN VILLAGE (DV) SECTOR, AND THREE (3) STORIES FOR THE NEIGHBORHOOD VILLAGE (NV) AND THE URBAN VILLAGE (UV)

SECTORS; AMENDING THE SECTOR BOUNDARIES IN THE DUV TO CHANGE FROM DUV TO SINGLE-FAMILY RESIDENTIAL DISTRICT (R-1), THE SOUTH EASTERN PORTION OF THE (DUV) PERIMETER FROM SW 97TH AVENUE TO SW 94TH COURT IN THE WEST-TO-EAST DIRECTION AND FROM SW 181ST STREET TO SW 184TH STREET IN THE NORTH-TO-SOUTH DIRECTION; PROVIDING FOR AMENDING THE (DUV) PARKING REQUIREMENTS AS PER ATTACHMENT "B" (MAPS, P.15); AND PROVIDING FOR ORDINANCES IN CONFLICT, CODIFICATION, SEVERABILITY AND AN EFFECTIVE DATE.

BACKGROUND AND ANALYSIS:

The proposed amendment of the Village Land Development Regulations that includes: 1) a proposed Comprehensive Plan Amendment with a text part and a map part; and 2) the companion Village of Palmetto Bay Zoning Code Amendment with a text part and a map part. The land area that is addressed by each request is the same land area, with the intent to amend the Land Development Regulations to affect desired changes in response to 11 public workshops held in 2019 by the Mayor and Council of the Village of Palmetto Bay to improve the balance redevelopment, property rights, preservation of the single family neighborhoods, in achieving the downtown redevelopment vision. This is combined report to address the criteria for each request, which are contained in the Village of Palmetto Bay code, §30-30.8, "*Amendment to the Comprehensive Plan*"; §30-30.7 "*Amendment to the Official Zoning Map of Text of the Land Development Code*"; and in Florida Statutes §163.3184, "*Process for Adoption of Comprehensive Plan or Plan Amendment*."

FISCAL IMPACT:

Overall fiscal and budgetary impacts will not result by altering the tax base strictly in terms of the maximum number of development units in the Franjo Activity Center; however, to the extent that the proposed Village of Palmetto Bay Comprehensive Plan amendment stimulates compatible and quality development through greater certainty of land development code requirements, certainty and equity in the distribution of development units, and community harmony about the nature, form and intensity of development in the FAC, then the Village should expect positive fiscal and budgetary impacts through a more timely increase in tax base.

FISCAL/BUDGETARY IMPACT:

Overall fiscal and budgetary impacts will not result by altering the tax base strictly in terms of the maximum number of development units in the Franjo Activity Center; however, to the extent that the proposed Village of Palmetto Bay Comprehensive Plan amendment stimulates compatible and quality development through greater certainty of land development code requirements, certainty and equity in the distribution of development units, and community harmony about the nature, form and intensity of development in the FAC, then the Village should expect positive fiscal and budgetary impacts through a more timely increase in tax base.

RECOMMENDATION:

Comprehensive Plan: Future Land Use Element Policy Amendment (text)

Regarding the proposed amendment to the adopted Village of Palmetto Bay Comprehensive Plan, Future Land Use Element Policy 1.1.1, concerning the Franjo Activity Center (FAC), the Village of Palmetto Bay Planning and Zoning Division Staff recommend approval on first reading as an ordinance, and to transmit the amendment for State of Florida Department of Economic Opportunity review and intergovernmental review.

Comprehensive Plan: Future Land Use Map Amendment

Regarding the proposed amendment to the Village of Palmetto Bay Future Land Use Map (FLUM) for the land area and properties as described changing land use designation from *Franjo Activity Center (FAC)* to *Low Density Residential (LDR)*, the Village of Palmetto Bay Planning and Zoning Division Staff recommend approval on first reading as an ordinance, and to transmit the amendment for State of Florida Department of Economic Opportunity review and intergovernmental review.

Zoning Amendment: Zoning Code (text)

Regarding the proposed amendment to the adopted Village of Palmetto Bay Zoning Ordinance to amend by replacement, all of the Downtown Urban Village (DUV) Zoning Code §30-50.23 with the proposed code contained in Attachment A of this package, and to delete all of the Franjo Triangle & Island Zoning Code §30-50.18), the Village of Palmetto Bay Planning and Zoning Division Staff recommend approval on first reading as an ordinance.

Zoning Amendment: Zoning Map

Regarding the proposed amendment to the adopted Village of Palmetto Bay Zoning Map redesignate the area as described in this report and the attached legal description from *Downtown Urban Village (DUV)* to *Single Family Residential (R-1)*, the Village of Palmetto Bay Planning and Zoning Division Staff recommend approval on first reading as an ordinance.

ORDINANCE NO. 2020-____

1
2
3 AN ORDINANCE OF THE MAYOR AND VILLAGE COUNCIL
4 OF PALMETTO BAY, FLORIDA, RELATING TO THE
5 VILLAGE OF PALMETTO BAY'S ADOPTED
6 COMPREHENSIVE PLAN AND ADOPTED FUTURE LAND
7 USE MAP, BY AMENDING THE TEXT OF POLICY 1.1.1. OF
8 THE COMPREHENSIVE PLAN FUTURE LAND USE
9 ELEMENT AS PER ATTACHMENT "A"; AND AMENDING
10 THE FUTURE LAND USE MAP FROM "FRANJO ACTIVITY
11 CENTER" ("FAC") TO "LOW DENSITY RESIDENTIAL" ON
12 THE SOUTHEASTERN PORTION OF THE FAC
13 PERIMETER FROM SW 97TH AVENUE TO SW 94TH COURT
14 IN THE WEST TO EAST DIRECTION AND SW 181ST
15 STREET TO SW 184TH STREET IN THE NORTH TO SOUTH
16 DIRECTION AS PER ATTACHMENT "B"; AND PROVIDING
17 FOR AN EFFECTIVE DATE.

18
19 **WHEREAS**, the Village Council has held 11 public workshops in
20 2019 to address revising the land development regulations for the Franjo
21 Activity Center (FAC) Future Land Use Policy and Map Designation to
22 improve and balance redevelopment, property rights, and preservation of
23 the single family neighborhoods toward achieving the downtown
24 redevelopment vision;

25
26 **WHEREAS**, for part of the area of the "FAC", it was determined that
27 redesignation to "Low Density Residential" ("LDR") would provide a more
28 sustainable and compatible development regulation with better transition
29 to the single-family neighborhood to the east;

30
31 **WHEREAS**, the Council determined that greater control of the
32 maximum number of development units in the FAC would provide
33 improved control of development to achieve the vision of the downtown in
34 balance with preserving Village residents quality-of-life;

35
36 **NOW, THEREFORE, BE IT ENACTED BY THE MAYOR AND**
37 **VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA,**
38 **AS FOLLOWS:**

1
2 **Section 1. Findings.** The Village Council hereby incorporates the
3 "Whereas" clauses recited above as findings.
4

5 **Section 2. Amendment to the Adopted Comprehensive Plan**
6 The adopted Comprehensive Plan of the Village of Palmetto Bay, Policy
7 1.1.1 of the Future Land Use Element is hereby amended, and the
8 adopted Future Land Use Map (FLUM) is hereby amended, each as
9 attached as part of this Ordinance.
10

11 **Section 3. Conflicting Provisions.** The provisions of the Code of
12 Ordinances of the Village of Palmetto Bay, Florida and all ordinances or
13 parts of ordinances in conflict with the provisions of this Comprehensive
14 Plan policy and Futurer Land Use Map amendment are hereby repealed.
15

16 **Section 4. Effective Date.** This Ordinance shall take effect
17 immediately upon adoption.
18

19 First Reading: _____
20

21 Second Reading: _____
22

23 **PASSED and ENACTED** this ____ day of January 2020.
24

25 Attest: _____
26 Missy Arocha Karyn Cunningham
27 Village Clerk Mayor
28

29 APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE
30 USE AND RELIANCE OF THE VILLAGE OF PALMETTO BAY ONLY:
31

32 _____
33 John Dellagloria
34 Village Attorney
35

36
37 FINAL VOTE AT ADOPTION:

- 1
- 2 Council Member Patrick Fiore _____
- 3
- 4 Council Member David Singer _____
- 5
- 6 Council Member Marsh Matson _____
- 7
- 8 Vice-Mayor John DuBois _____
- 9
- 10 Mayor Karyn Cunningham _____

ORDINANCE NO. 2020-____

1
2
3 AN ORDINANCE OF THE MAYOR AND VILLAGE COUNCIL
4 OF PALMETTO BAY, FLORIDA, RELATING TO THE
5 "DOWNTOWN URBAN VILLAGE" ("DUV") ZONING
6 DISTRICT; PROVIDING FOR A NEW DOWNTOWN ZONING
7 CODE MAP AS PER ATTACHMENT "A"; PROVIDING FOR
8 MAXIMUM RESIDENTIAL DENSITY OF FIFTY-FOUR (54)
9 RESIDENTIAL UNITS PER GROSS ACRE FOR THE
10 "DOWNTOWN GENERAL" ("DG1") SECTOR, FORTY-
11 THREE (43) RESIDENTIAL UNITS PER GROSS ACRE FOR
12 THE "DOWNTOWN GENERAL TWO" ("DG2") SECTOR,
13 THIRTY-TWO (32) RESIDENTIAL UNITS PER GROSS
14 ACRE FOR THE "DOWNTOWN VILLAGE" ("DV") SECTOR,
15 AND TWENTY-FOUR (24) RESIDENTIAL UNITS PER
16 GROSS ACRE FOR THE "NEIGHBORHOOD VILLAGE"
17 ("NV") SECTOR AND THE "URBAN VILLAGE" ("UV")
18 SECTOR; PROVIDING FOR MAXIMUM BUILDING HEIGHT
19 OF FIVE (5) STORIES FOR "RESIDENTIAL-ONLY"
20 BUILDINGS AND SEVEN (7) STORIES FOR "MIXED-USE"
21 BUILDINGS AND (8) STORIES FOR "ALL-COMMERCIAL"
22 BUILDINGS IN THE "DOWNTOWN GENERAL" ("DG1")
23 SECTOR, FIVE (5) STORIES FOR THE "DOWNTOWN
24 GENERAL TWO" ("DG2") SECTOR, FOUR (4) STORIES
25 FOR "RESIDENTIAL-ONLY" BUILDINGS AND FIVE (5)
26 STORIES IF "MIXED-USE" FOR THE "DOWNTOWN
27 VILLAGE" ("DV") SECTOR, AND THREE (3) STORIES FOR
28 THE "NEIGHBORHOOD VILLAGE" ("NV") AND THE
29 "URBAN VILLAGE" ("UV") SECTORS; AMENDING THE
30 SECTOR BOUNDARIES IN THE "DUV" TO CHANGE FROM
31 "DUV" TO "SINGLE-FAMILY RESIDENTIAL DISTRICT"
32 ("R-1"), THE SOUTH EASTERN PORTION OF THE DUV
33 PERIMETER FROM SW 97TH AVENUE TO SW 94TH COURT
34 IN THE WEST-TO-EAST DIRECTION AND FROM SW 181ST
35 STREET TO SW 184TH STREET IN THE NORTH-TO-SOUTH
36 DIRECTION; PROVIDING FOR AMENDING THE (DUV)
37 PARKING REQUIREMENTS AS PER ATTACHMENT "B";
38 AND PROVIDING FOR ORDINANCES IN CONFLICT,

1 **CODIFICATION, SEVERABILITY AND AN EFFECTIVE**
2 **DATE..**

3
4 **WHEREAS**, the Village Council has held 11 public workshops in
5 2019 to address revising the land development regulations and
6 boundaries for the “Downtown Urban Village” (“DUV”) Zoning Code §30-
7 50.23 to improve and balance redevelopment, property rights, and
8 preservation of the single family neighborhoods toward achieving the
9 downtown redevelopment vision;

10
11 **WHEREAS**, for part of the area of the “DUV”, it was determined that
12 redesignation to “Single-Family Residential” (“R-1”) would provide a more
13 sustainable and compatible development regulation with better transition
14 to the single-family neighborhood to the east;

15
16 **WHEREAS**, it was determined that the maintainence of the prior
17 zoning district code, the Franjo Triangle & Island” (“FT&I”), §30-50.18 as
18 part of the Village zoning code is duplicative, and should be deleted as
19 obsolete;

20
21 **NOW, THEREFORE, BE IT ENACTED BY THE MAYOR AND**
22 **VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA,**
23 **AS FOLLOWS:**

24
25 **Section 1. Findings.** The Village Council hereby incorporates the
26 "Whereas" clauses recited above as findings.

27
28 **Section 2. Amendment to the Village of Palmetto Bay Zoning**
29 **code §30-50.23, and Village of Palmetto Bay Zoning Map §30-10.5**
30 The adopted Zoning Code of the Village of Palmetto Bay, §30-50.23, is
31 hereby amended, “The Franjo Triangle & Island”, §30-50.18, “is hereby
32 deleted, and the Village of Palmetto Bay Zoning Map §30-10.5 is hereby
33 amended.

34
35 **Section 3. Conflicting Provisions.** The provisions of the Code of
36 Ordinances of the Village of Palmetto Bay, Florida and all ordinances or
37 parts of ordinances in conflict with the provisions of this zoning code and
38 zoning map amendment are hereby repealed.

1
2 **Section 4. Effective Date.** This Ordinance shall take effect
3 immediately upon adoption.

4
5 First Reading: _____

6
7 Second Reading: _____

8
9 **PASSED and ENACTED** this ____ day of January 2020.

10
11 Attest: _____
12 Missy Arocha Karyn Cunningham
13 Village Clerk Mayor

14
15 APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE
16 USE AND RELIANCE OF THE VILLAGE OF PALMETTO BAY ONLY:

17
18 _____
19 John Dellagloria
20 Village Attorney

21
22
23 FINAL VOTE AT ADOPTION:

24
25 Council Member Patrick Fiore _____
26
27 Council Member David Singer _____
28
29 Council Member Marsh Matson _____
30
31 Vice-Mayor John DuBois _____
32
33 Mayor Karyn Cunningham _____

STAFF REPORT



Village of Palmetto Bay
Florida

STAFF ANALYSIS

FILE: VPB20-001 HEARING DATE: January 27, 2020
APPLICANT Village of Palmetto Bay COUNCIL DISTRICT: 3

INTENT

This is a combined staff report for the amendment of the Village Land Development Regulations that includes: 1) a proposed Comprehensive Plan Amendment with a text part and a map part; and 2) the companion Village of Palmetto Bay Zoning Code Amendment with a text part and a map part. The land area that is addressed by each request is the same land area, with the intent to amend the Land Development Regulations to affect desired changes in response to 11 public workshops held in 2019 by the Mayor and Council of the Village of Palmetto Bay to improve and balance redevelopment, property rights, preservation of the single family neighborhoods toward achieving the downtown redevelopment vision. This combined report is complete in addressing the criteria for each request, which are contained in the Village of Palmetto Bay code, §30-30.8, "Amendment to the Comprehensive Plan"; §30-30.7 "Amendment to the Official Zoning Map of Text of the Land Development Code"; and in Florida Statutes §163.3184, "Process for Adoption of Comprehensive Plan or Plan Amendment." Where criteria are the same for each amendment, they are addressed and analyzed once.

REQUESTS

Request 1) Comprehensive Plan Amendment: The request is to amend the Village of Palmetto Bay Future Land Use Plan Map and the Village of Palmetto Comprehensive Plan to:

- a) **Map:** change the Village of Palmetto Bay Future Land Use Plan Map for the land area and properties described below from *Franjo Activity Center (FAC)* land use designation to *Low Density Residential (LDR)* land use designation with development characteristics summarized in Table 1; and
- b) **Text:** amend the Comprehensive Plan, Future Land Use Element Policy 1.1.1. concerning the Franjo Activity Center (FAC), retaining existing FAC policy, and also:
 - 1) to remove its eligibility for transfer of development rights (TDR);
 - 2) to remove the allocation of floating Reserve Residential Units (RRU) and Commercial Reserve Units (CRU); and
 - 3) to remove applicability of development bonus programs.

Request 2) Zoning Amendment: the 2nd request is a companion request to amend the Village of Palmetto Bay Zoning Map and to amend the Village of Palmetto Bay zoning ordinance:

- a) **Map:** change the Village of Palmetto Bay Zoning Map that is part of §30-10.5 of the Village of Palmetto Bay Land Development Regulations, for the land area of the *Franjo Activity Center* map amendment of Request 1 from *Downtown Urban Village (DUV), Neighborhood*



Village of Palmetto Bay
Florida

STAFF ANALYSIS

FILE: VPB20-001 HEARING DATE: January 27, 2020
APPLICANT Village of Palmetto Bay COUNCIL DISTRICT: 3

INTENT

This is a combined staff report for the amendment of the Village Land Development Regulations that includes: 1) a proposed Comprehensive Plan Amendment with a text part and a map part; and 2) the companion Village of Palmetto Bay Zoning Code Amendment with a text part and a map part. The land area that is addressed by each request is the same land area, with the intent to amend the Land Development Regulations to affect desired changes in response to 11 public workshops held in 2019 by the Mayor and Council of the Village of Palmetto Bay to improve the balance redevelopment, property rights, preservation of the single family neighborhoods, in achieving the downtown redevelopment vision. This combined report is complete in addressing the criteria for each request, which are contained in the Village of Palmetto Bay code, §30-30.8, "Amendment to the Comprehensive Plan"; §30-30.7 "Amendment to the Official Zoning Map of Text of the Land Development Code"; and in Florida Statutes §163.3184, "Process for Adoption of Comprehensive Plan or Plan Amendment." Where criteria are the same for each amendment, they are addressed and analyzed once.

REQUESTS

Request 1) Comprehensive Plan Amendment: The request is to amend the Village of Palmetto Bay Future Land Use Plan Map and the Village of Palmetto Comprehensive Plan to:

- a) **Map:** change the Village of Palmetto Bay Future Land Use Plan Map for the land area and properties described below from *Franjo Activity Center (FAC)* land use designation to *Low Density Residential (LDR)* land use designation with development characteristics summarized in Table 1; and
- b) **Text:** amend the Comprehensive Plan, Future Land Use Element Policy 1.1.1. concerning the Franjo Activity Center (FAC), retaining existing FAC policy, and also:
 - 1) to remove its eligibility for transfer of development rights (TDR);
 - 2) to remove the allocation of floating Reserve Residential Units (RRU) and Commercial Reserve Units (CRU); and
 - 3) to remove applicability of development bonus programs.

Request 2) Zoning Amendment: the 2nd request is a companion request to amend the Village of Palmetto Bay Zoning Map and to amend the Village of Palmetto Bay zoning ordinance:

- a) **Map:** change the Village of Palmetto Bay Zoning Map that is part of §30-10.5 of the Village of Palmetto Bay Land Development Regulations, for the land area of the *Franjo Activity Center* map amendment of Request 1 from *Downtown Urban Village (DUV), Neighborhood*

Village Sector (NV) and Urban Village Sector (UV) to Single Family Residential District (R-1) with development characteristics summarized in Table 2; and

- b) **Text:** replace in its entirety, §30-50.23, Downtown Urban Village (DUV) of the Village of Palmetto Bay land development code with an updated and amended code for the DUV, and to delete §30-50.18, Franjo Triangle and U.S. 1 Island District (FT&I) both areas relating to the same land and boundaries both as mapped prior to adoption of this amendment and as proposed by this amendment.

Table 1
Request 1 – Comprehensive Plan Amendment
Future Land Use Category Comparison and Location of Re-designation

| Future Land Use Category | FAC | LDR |
|---------------------------------|---|-------------------------------------|
| Permitted Uses | Mixed uses per DUV zoning code | single-family housing and townhomes |
| Dwelling Units (DU) in Category | up to 5,661 DU total for category | not regulated for category |
| Commercial Space in Category | up to 1,500,000 square feet floor area | commercial uses not permitted |
| Density / Intensity | regulated by DUV zoning district 37 properties at 14 DU/acre gross 14 properties at 24 to 6 DU/acre gross | 2.5 to 6 DU/acre gross |

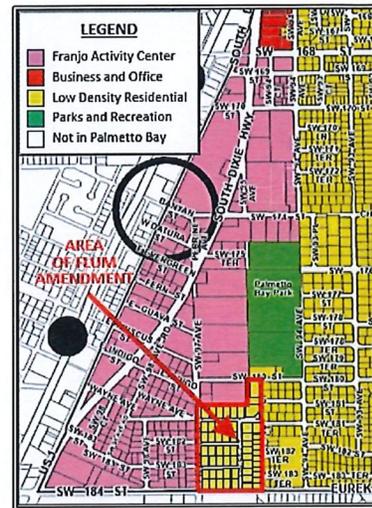
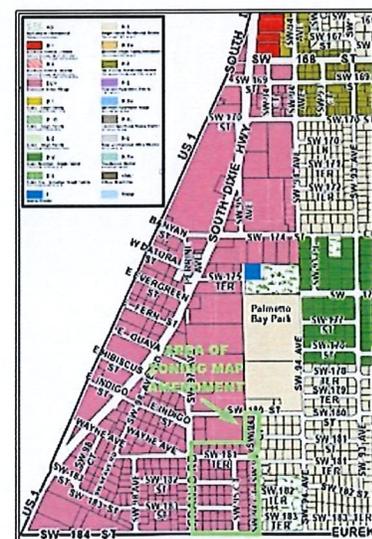


Table 2
Request 2 – Zoning Amendment
Zoning District Comparison and Location of Re-designation

| Future Land Use Category | DUV | R-1 |
|------------------------------|---|---|
| Permitted Uses | Mixed uses per DUV zoning code | single-family housing and townhomes |
| Commercial Space in Category | FAR not regulated, commercial space limits defined by building form regulations by UV Sector and NV Sector of DUV zoning district | commercial uses not permitted |
| Density / Intensity | 37 properties at 14 DU/acre gross 14 properties at 24 to 6 DU/acre gross | 7,500 sq. ft. minimum lot area 5.8 DU/acre net |



LOCATION OF AMENDMENTS

FUTURE LAND USE MAP REDESIGNATION AND ZONING MAP AMENDMENT

REQUEST 1b AND 2b:

East: Village of Palmetto Bay
 Single-Family Residential Area
 Low Density Residential (LDR) FLUM designation

West: Village of Palmetto Bay
 Mixed-use downtown redevelopment area
 Franjo Activity Center (FAC) FLUM designation

North: Village of Palmetto Bay
 Mixed-use downtown redevelopment area
 Franjo Activity Center (FAC) FLUM designation

South: Town of Cutler Bay
 Retail and office, multi-family residential, single-family residential, private school
 Mixed Use (MU) FLUM designation

There are five blocks that the proposed Future Land Use Map amendment and the companion zoning redistricting will affect. In total, the gross area including rights-of-way (up to centerline where a street is a boundary) is 19.21 acres, with a total of 63 individual properties comprising a total of 14.89 net acres of land.

On the 63 properties are 62 existing single-family homes, mostly. One property is an undeveloped, landlocked parcel belonging to Miami-Dade County.

Table 3 provides of summary of pertinent data regarding parcels, folio numbers, subdivision, current ownership, existing use, lot areas, building areas and the age of improvements. The data is compiled from the 2019 Miami-Dade Property Appraiser records and is current as of January, 2019. The legal description of the area is on page 6.

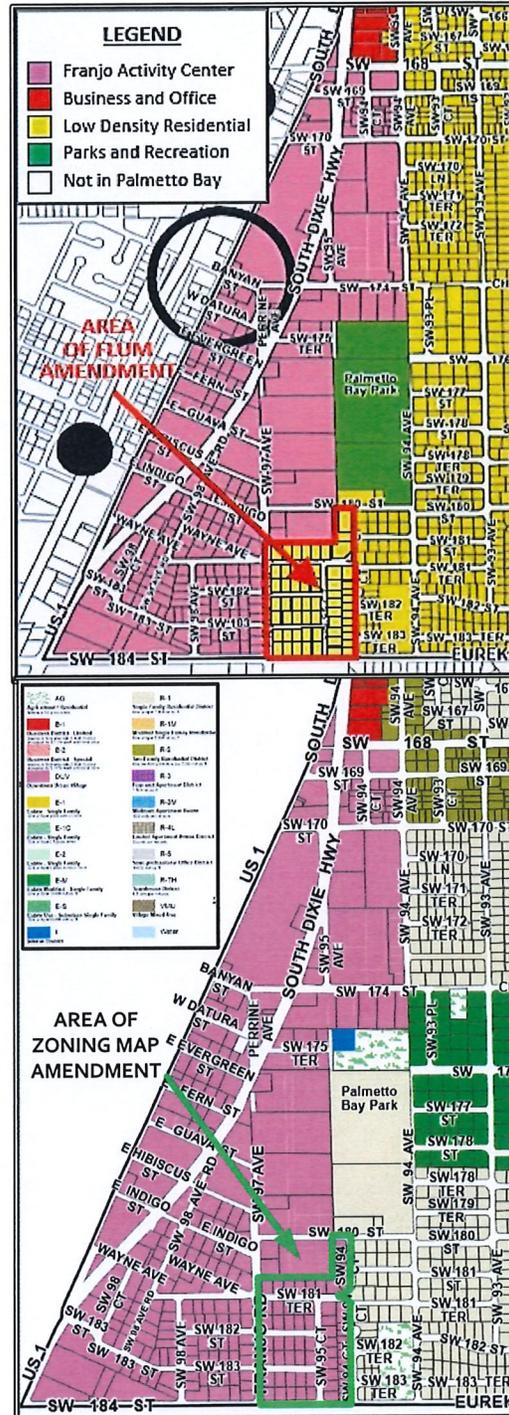


Table 3
Affected Properties, Subdivisions, and Land Areas of
the Future Land Use Map Amendment and Zoning Map Amendment

| ADDRESS | FOLIO | OWNER | SUBDIVISION | EXISTING USE | GROSS LOT AREA sq. ft. (total, acres) | NET LOT AREA sq. ft. (total, acres) | BUILDING FLOOR AREA | YEAR BUILT, IMPROVED |
|---|------------------|---|-------------------|------------------------|---|---|---------------------|----------------------|
| BLOCK 1 - partial block north of SW 181 Terrace and west of SW 94 Court | | | | | <i>11 homes, 12 lots</i> | <i>4.05</i> | <i>3.25</i> | |
| 1 9555 SW 181 Terrace | 33-5033-008-0040 | Claremedica Real Estate, LLC | Franjo Park Sec 1 | professional offices | 21,282 | 14,155 | 1,914 | 1957 |
| 2 9625 SW 181 Terrace | 33-5033-008-0020 | Rod E Overholt, John M Overholt | Franjo Park Sec 1 | single family home | 12,960 | 10,710 | 1,746 | 1957 |
| 3 behind 9625 SW 181 Tr. | 33-5033-000-0931 | Miami-Dade County | unplatted | vacant government land | 2,700 | 2,700 | 0 | 0 |
| 4 9601 SW 181 Terrace | 33-5033-008-0030 | Alain Turnez, Elizabeth Hernandez Guerra | Franjo Park Sec 1 | single family home | 15,660 | 13,410 | 2,022 | 1957, 1062 |
| 5 9555 SW 181 Terrace | 33-5033-008-0040 | Hsingchih Lee, Hensu Lu | Franjo Park Sec 1 | single family home | 15,657 | 13,407 | 1,800 | 1957, 1958 |
| 6 9545 SW 181 Terrace | 33-5033-008-0050 | Pablo L Blanco, Alielkis H Mendez | Franjo Park Sec 1 | single family home | 15,660 | 13,410 | 1,774 | 1967 |
| 7 9525 SW 181 Terrace | 33-5033-010-0010 | Gardy Constant | Franjo Park Sec 2 | single family home | 15,660 | 13,410 | 1,498 | 1958, 1966 |
| 8 9501 SW 181 Terrace | 33-5033-010-0020 | Charles E Ousley, Mona Ousley | Franjo Park Sec 2 | single family home | 18,416 | 15,041 | 2,587 | 1958, 1991 |
| 9 18100 SW 94 Court | 33-5033-010-0030 | Mark G Feldman, Joann Feldman | Franjo Park Sec 2 | single family home | 15,870 | 11,745 | 1,736 | 1958, 1988 |
| 10 18040 SW 94 Court | 33-5033-010-0040 | Martha B Rivas, Fernando Robiana | Franjo Park Sec 2 | single family home | 14,975 | 12,600 | 1,489 | 1958 |
| 11 18020 SW 94 Court | 33-5033-010-0050 | Augusto Guell, Gilda Guell | Franjo Park Sec 2 | single family home | 12,150 | 9,900 | 1,409 | 1958 |
| 12 18000 SW 94 Court | 33-5033-010-0060 | Melanie Lynn Isis, Lester Hal Bodian | Franjo Park Sec 2 | single family home | 15,537 | 11,000 | 1,665 | 1958, 2012 |
| BLOCK 2 - between SW 181 Terrace & SW 182 Street, east of Franjo Rd, west of SW 95 Court | | | | | <i>10 homes, 10 lots</i> | <i>3.20</i> | <i>2.43</i> | |
| 13 9630 SW 181 Terrace | 33-5033-008-0100 | Angelica & James Atkinson Jr Trust | Franjo Park Sec 1 | single family home | 17,382 | 11,305 | 1,932 | 1957, 1993 |
| 14 9620 SW 181 Terrace | 33-5033-008-0090 | DuFranc DeGuerre, Gladys DeGuerre | Franjo Park Sec 1 | single family home | 12,240 | 10,115 | 2,305 | 1957, 1993 |
| 15 9600 SW 181 Terrace | 33-5033-008-0090 | Alexa Smith Hughes | Franjo Park Sec 1 | single family home | 12,240 | 10,115 | 1,715 | 1957 |
| 16 9560 SW 181 Terrace | 33-5033-008-0070 | Zam Khan Kam, Ngin Lian Mang | Franjo Park Sec 1 | single family home | 12,240 | 10,115 | 2,832 | 1956, 1982 |
| 17 9550 SW 181 Terrace | 33-5033-008-0080 | Julie F Westrich, Mathew D Westrich | Franjo Park Sec 1 | single family home | 15,687 | 11,300 | 1,886 | 1957, 1993 |
| 18 9545 SW 182 Street | 33-5033-008-0150 | Rodrigo Cuellar, Bianca Cuellar | Franjo Park Sec 1 | single family home | 15,687 | 11,300 | 1,672 | 1957 |
| 19 9555 SW 182 Street | 33-5033-008-0140 | Robert E Bijur | Franjo Park Sec 1 | single family home | 12,240 | 10,115 | 1,746 | 1957 |
| 20 9601 SW 182 Street | 33-5033-008-0130 | Susan P May | Franjo Park Sec 1 | single family home | 12,240 | 10,115 | 1,690 | 1958 |
| 21 9625 SW 182 Street | 33-5033-008-0120 | Thomas J Snowden, Diane L Snowden | Franjo Park Sec 1 | single family home | 12,240 | 10,115 | 1,862 | 1958 |
| 22 9635 SW 182 Street | 33-5033-008-0110 | Joy P Hew, Rem Jason Desmond Hew, Karina | Franjo Park Sec 1 | single family home | 17,382 | 11,305 | 1,944 | 1958 |
| BLOCK 3 - between SW 182 Street and SW 183 Street, east of Franjo Rd, west of SW 95 Court | | | | | <i>10 homes, 10 lots</i> | <i>3.21</i> | <i>2.43</i> | |
| 23 9630 SW 182 Street | 33-5033-008-0200 | Barbara J Golob | Franjo Park Sec 1 | single family home | 17,382 | 11,305 | 1,876 | 1957 |
| 24 9620 SW 182 Street | 33-5033-008-0190 | Javier Diaz | Franjo Park Sec 1 | single family home | 12,240 | 10,115 | 1,743 | 1958, 1982 |
| 25 9600 SW 182 Street | 33-5033-008-0180 | Barry D Stevenson | Franjo Park Sec 1 | single family home | 12,240 | 10,115 | 1,997 | 1958 |
| 26 9580 SW 182 Street | 33-5033-008-0170 | Elga Lopez | Franjo Park Sec 1 | single family home | 12,240 | 10,115 | 1,896 | 1958 |
| 27 9550 SW 182 Street | 33-5033-008-0160 | Paul John Scholer Trust | Franjo Park Sec 1 | single family home | 15,687 | 11,300 | 1,850 | 1958 |
| 28 9545 SW 183 Street | 33-5033-008-0250 | OM Valuations, Inc. | Franjo Park Sec 1 | single family home | 15,687 | 11,300 | 1,991 | 1958, 2009 |
| 29 9555 SW 183 Street | 33-5033-008-0240 | Wallace A Marlar, Helen R Marlar | Franjo Park Sec 1 | single family home | 12,240 | 10,115 | 1,980 | 1958 |
| 30 9601 SW 183 Street | 33-5033-008-0230 | Anna Della Bello | Franjo Park Sec 1 | single family home | 12,240 | 10,115 | 1,987 | 1958, 1993 |
| 31 9625 SW 183 Street | 33-5033-008-0220 | Andrew Ciuro | Franjo Park Sec 1 | single family home | 12,490 | 10,115 | 1,790 | 1958 |
| 32 9635 SW 182 Street | 33-5033-008-0210 | Luis E Lema, Maria D Lema, Francisco A Lema, Gloria | Franjo Park Sec 1 | single family home | 17,382 | 11,305 | 1,882 | 1958 |

Table 3 *continued*
Affected Properties, Subdivisions, and Land Areas of
the Future Land Use Map Amendment and Zoning Map Amendment

| ADDRESS | FOLIO | OWNER | SUBDIVISION | EXISTING USE | GROSS LOT AREA <small>sq. ft. (total, acres)</small> | NET LOT AREA <small>sq. ft. (total, acres)</small> | BUILDING FLOOR AREA | YEAR BUILT, IMPROVED |
|--|------------------|--|-------------------|--------------------|--|--|---------------------------|----------------------------|
| BLOCK 4 - between SW 183 Street and SW 184 Street, east of Franjo Road, west of SW 95 Cou 10 homes, 10 lots | | | | | 3.21 | 2.43 | | |
| 33 9630 SW 183 Street | 33-5033-008-0300 | Carlos Comas, Margarita Comas | Franjo Park Sec 1 | single family home | 17,382 | 11,305 | 1,632 | 1958, 1993 |
| 34 9620 SW 183 Street | 33-5033-008-0290 | Thomas C Wyss Trust | Franjo Park Sec 1 | single family home | 12,240 | 10,115 | 1,981 | 1958, 72, 93 |
| 35 9600 SW 183 Street | 33-5033-008-0280 | Richard Torres | Franjo Park Sec 1 | single family home | 12,240 | 10,115 | 1,695 | 1958, 1971 |
| 36 9580 SW 183 Street | 33-5033-008-0270 | Luis De Jesus Menendez, Etelvina M Meana | Franjo Park Sec 1 | single family home | 12,240 | 10,115 | 1,862 | 1958, 1973 |
| 37 9550 SW 183 Street | 33-5033-008-0260 | Lisa L Lungaro | Franjo Park Sec 1 | single family home | 15,687 | 11,300 | 1,467 | 1958, 1976 |
| 38 9545 SW 184 Street | 33-5033-008-0350 | Milton Martinez | Franjo Park Sec 1 | single family home | 15,687 | 11,300 | 2,455 | 958, 93, 201 |
| 39 9555 SW 184 Street | 33-5033-008-0340 | Rosibel Martinez | Franjo Park Sec 1 | single family home | 12,240 | 10,115 | 1,401 | 1958 |
| 40 9601 SW 184 Street | 33-5033-008-0330 | Farrell M Sippel, Carol Sippel | Franjo Park Sec 1 | single family home | 12,240 | 10,115 | 1,676 | 1958, 1993 |
| 41 9625 SW 184 Street | 33-5033-008-0320 | Rolando Bocos | Franjo Park Sec 1 | single family home | 12,490 | 10,115 | 1,558 | 1958, 1962 |
| 42 9635 SW 184 Street | 33-5033-008-0310 | Joe W Longwith, Myrtice Longwith | Franjo Park Sec 1 | single family home | 17,382 | 11,305 | 1,843 | 1958, 1969 |
| BLOCK 5 - between SW 181 Terrace and SW 184 Street, east of SW 95 Court, west of SW 94 Cc 21 homes, 21 lots | | | | | 5.53 | 4.35 | | |
| 43 9470 SW 181 Terrace | 33-5033-010-0070 | Camille Gilbreath | Franjo Park Sec 2 | single family home | 25,500 | 19,588 | 3,043 | 1958, 1965 |
| 44 18135 SW 95 Court | 33-5033-010-0080 | Aurelio Baroniel, Susan Alonso | Franjo Park Sec 2 | single family home | 17,848 | 12,811 | 1,528 | 1958 |
| 45 18145 SW 95 Court | 33-5033-010-0090 | Manuel J Faundes, Kelley Callan Faundes | Franjo Park Sec 2 | single family home | 13,177 | 11,052 | 2,042 | 1958, 76, 94 |
| 46 18155 SW 95 Court | 33-5033-010-0100 | Luis B Gonzalez | Franjo Park Sec 2 | single family home | 13,411 | 11,036 | 1,783 | 1958, 1993 |
| 47 18201 SW 95 Court | 33-5033-010-0110 | Andrzej Nowak, Krstyna Nowak | Franjo Park Sec 2 | single family home | 13,139 | 11,014 | 2,434 | 1985 |
| 48 18211 SW 95 Court | 33-5033-010-0120 | Karen Robbins, James Robbins | Franjo Park Sec 2 | single family home | 13,368 | 10,993 | 2,747 | 1962, 1993 |
| 49 18221 SW 95 Court | 33-5033-010-0130 | Angela R Berry | Franjo Park Sec 2 | single family home | 13,221 | 10,971 | 3,107 | 1994 |
| 50 18301 SW 95 Court | 33-5033-010-0140 | Elizabeth M Webster Trust | Franjo Park Sec 2 | single family home | 13,199 | 10,949 | 2,411 | 1971 |
| 51 18311 SW 95 Court | 33-5033-010-0150 | Maria Del Pilar Ulloa | Franjo Park Sec 2 | single family home | 13,177 | 10,927 | 2,411 | 1971 |
| 52 18321 SW 95 Court | 33-5033-010-0160 | Patience Eboeime, Mamille Felix | Franjo Park Sec 2 | single family home | 18,353 | 12,116 | 1,696 | 1969 |
| 53 18342 SW 94 Court | 33-5033-052-0010 | IH3 Property Florida LP | Emerald Oaks | single family home | 10,400 | 5,863 | 1,892 | 2000 |
| 54 18332 SW 94 Court | 33-5033-052-0020 | Allen Eagle, Mary Eagle | Emerald Oaks | single family home | 7,511 | 6,011 | 1,506 | 2000 |
| 55 18322 SW 94 Court | 33-5033-052-0030 | CPF Properties, LLC | Emerald Oaks | single family home | 7,516 | 6,016 | 1,992 | 2000 |
| 56 18312 SW 94 Court | 33-5033-052-0040 | Radames Marrero, Nancy Marrero | Emerald Oaks | single family home | 7,522 | 6,022 | 1,506 | 2000 |
| 57 18302 SW 94 Court | 33-5033-052-0050 | Eric E Arneson, Tenaye Arneson | Emerald Oaks | single family home | 7,526 | 6,026 | 2,305 | 2000 |
| 58 18252 SW 94 Court | 33-5033-052-0060 | Frederic T Friedman | Emerald Oaks | single family home | 7,531 | 6,031 | 1,520 | 2000 |
| 59 18242 SW 94 Court | 33-5033-052-0070 | Gecheng Zha | Emerald Oaks | single family home | 7,537 | 6,037 | 1,892 | 1999 |
| 60 18232 SW 94 Court | 33-5033-052-0080 | Alexey Titov, Julia Titov | Emerald Oaks | single family home | 7,540 | 6,040 | 1,892 | 1999 |
| 61 18222 SW 94 Court | 33-5033-052-0090 | Fuad Shakeer, Vidya Shakeer | Emerald Oaks | single family home | 7,545 | 6,045 | 2,305 | 1999 |
| 62 18212 SW 94 Court | 33-5033-052-0100 | 18212 Investments, LLC | Emerald Oaks | single family home | 7,566 | 6,066 | 1,892 | 2000 |
| 63 18202 SW 94 Court | 33-5033-052-0110 | Firoze M Nizam | Emerald Oaks | single family home | 8,446 | 7,739 | 1,892 | 2001 |
| TOTAL FOR ALL 5 BLOCKS | | | | | 19.21 | 14.89 | | |

Legal Description

A parcel of land being a portion of Sections 28, 32 and 33 all of Township 55 South, Range 40 East, said parcel of land being more particularly described as follows:

BEGIN at the intersection of the centerline of Southbound Dixie Highway (S.R. 5) and the South line of the Southeast One-Quarter (SE 1/4) of said Section 32, said South line being the centerline of SW 184th Street;

THENCE Northeasterly along the said centerline of Southbound Dixie Highway (S.R. 5) to the intersection of the centerline of Northbound Dixie Highway (S.R. 5);

THENCE Southerly along the centerline of Northbound Dixie Highway (S.R. 5) to the intersection with the North line of the Northwest One-Quarter (NW 1/4) of said Section 33, said North line being the centerline of SW 168th Street;

THENCE Easterly along said North line of the Northwest One-Quarter (NW 1/4) of Section 33 to the intersection with the East line of the Northwest One-Quarter (NW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33, said East line being the centerline of SW 94th Avenue;

THENCE Southerly along the said East line of the Northwest One-Quarter (NW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33 and along the East line of the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33 to the intersection with the North line of the South One-Half (S 1/2) of the Southeast One-Quarter (SE 1/4) of the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33;

THENCE Westerly along the said North line of the South One-Half (S 1/2) of the Southeast One-Quarter (SE 1/4) of the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33 to the West line of the South One-Half (S 1/2) of the Southeast One-Quarter (SE 1/4) of the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33;

THENCE Southerly along the said West line of the South One-Half (S 1/2) of the Southeast One-Quarter (SE 1/4) of the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33 and continue Southerly along the West line of the East One-Half (E 1/2) of the Northwest One-Quarter (NW 1/4) of the Southwest One-Quarter (SW 1/4) of Section 33, said line being the centerline of Park Drive (SW 95th Avenue) to the intersection with the North line of the Northwest One-Quarter (NW 1/4) of the Southwest One-Quarter (SW 1/4) of the Southwest One-Quarter (SW 1/4) of Section 33;

THENCE continue Southerly along the East line of the Northwest One-Quarter (NW 1/4) of the Southwest One-Quarter (SW 1/4) of the Southwest One-Quarter (SW 1/4) of Section 33 to the North line of Lot 9, Block 1, FRANJO PARK SECTION TWO, Plat Book 65, Page 84, Public Records of Miami-Dade County Florida,

THENCE Westerly along the Westerly prolongation of the said North line of Lot 9, Block 1, to a line being 30 feet West of and parallel with the East line of the Northwest One-Quarter (NW 1/4) of the Southwest One-Quarter (SW 1/4) of the Southwest One-Quarter (SW 1/4) of Section 33;

THENCE Southerly along said parallel line to the intersection with a line 30 feet North of and parallel with the South line of the North One-Half (N 1/2) of the Northwest One-Quarter (NW 1/4) of the Southwest One-Quarter (SW 1/4) of the Southwest One-Quarter (SW 1/4) of Section 33;

THENCE Westerly along the said parallel line to the intersection with the East line of the Southeast One-Quarter (SE 1/4) of said Section 32, said East line being the centerline of SW 97th Avenue;

THENCE Southerly along the said East line of the Southeast One-Quarter (SE 1/4) of Section 32 to the intersection with the South line of the said Southeast One-Quarter (SE 1/4) of said Section 32, said South line being the centerline of SW 184th Street;

THENCE Westerly along the said South line of the Southeast One-Quarter (SE 1/4) of Section 32 to the POINT OF BEGINNING.

**LOCATION OF
 FUTURE LAND USE ELEMENT POLICY 1.1.1 & ZONING TEXT AMENDMENT
 REQUEST 1a AND 2a:**

Subject Area: Village of Palmetto Bay

Downtown Urban Village (DUV) zoning district
 Franjo Activity Center (FAC) FLUM designation

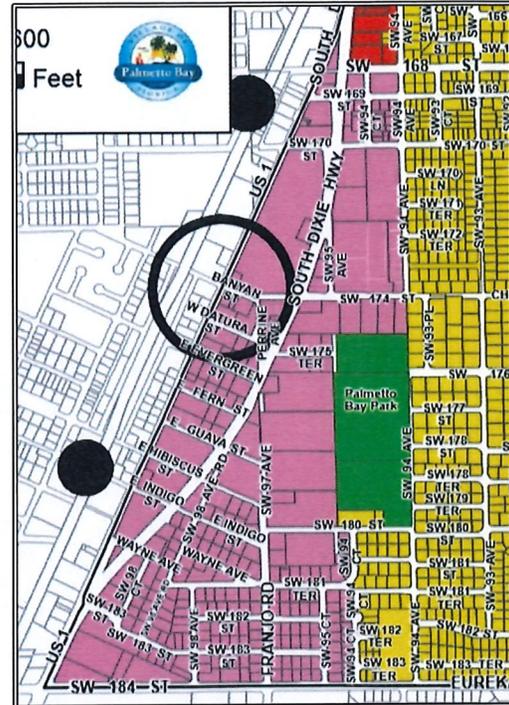
East: Village of Palmetto Bay
 Single-Family Residential Area
 Low Density Residential (LDR) FLUM designation

West: Village of Palmetto Bay
 Mixed-use downtown redevelopment area
 Franjo Activity Center (FAC) FLUM designation

North: Village of Palmetto Bay
 Mixed-use downtown redevelopment area
 Franjo Activity Center (FAC) FLUM designation

South: Town of Cutler Bay
 Retail and office, multi-family residential, single-family residential, private school
 Mixed Use (MU) FLUM designation

There are thirty-six (36) blocks that the proposed Future Land Use Map amendment and the companion zoning redistricting will affect. In total, the gross area including rights-of-way (up to centerline where a street is a boundary) is approximately 195 acres.



*Excerpt of Village of Palmetto Bay adopted
 Future Land Use Map*



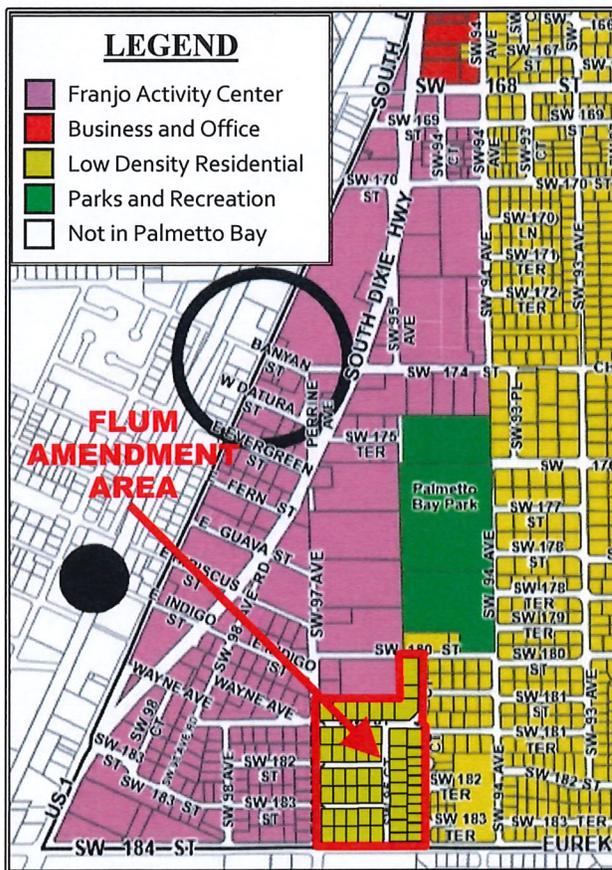
*Excerpt of Village of Palmetto Bay adopted
 Zoning Map*

REQUEST 1. – COMPREHENSIVE PLAN AMENDMENT

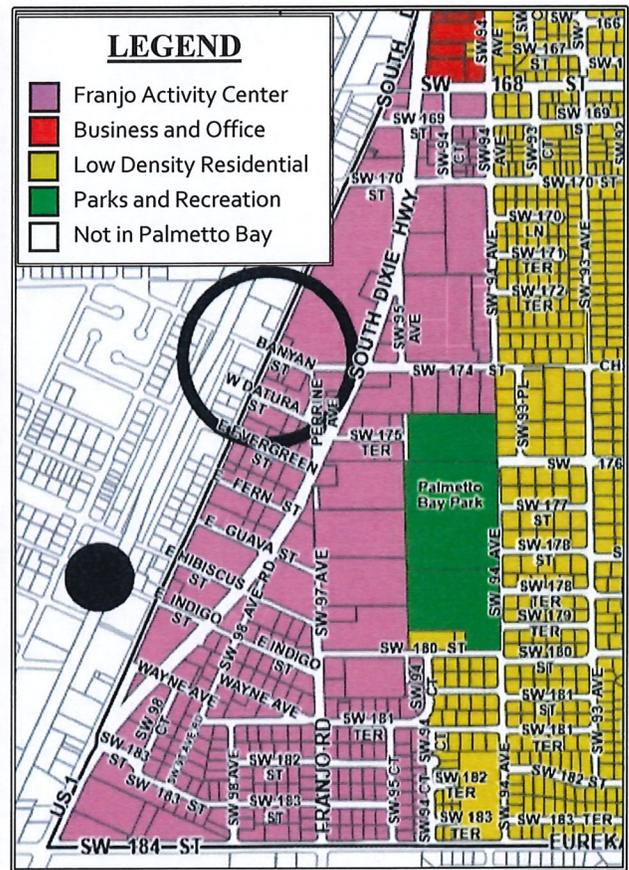
PROPOSED ORDINANCE – COMPREHENSIVE PLAN AMENDMENT

An ordinance of the Mayor and Village Council of Palmetto Bay, Florida, relating to the Village of Palmetto Bay’s adopted Comprehensive Plan and adopted Future Land Use Map, by amending the text of Policy 1.1.1. of the Comprehensive Plan Future Land Use Element as per attachment “A” (p. 9); and amending the Future Land Use Map from Franjo Activity Center (FAC) to Low Density Residential on the southeastern portion of the “FAC” perimeter from SW 97th Avenue to SW 94th Court in the west to east direction and SW 181st Street to SW 184th Street in the north to south direction as per attachment “B” (legal description, p. 6; maps, p.8); and providing for an effective date.

Future Land Use Map Amendment



Excerpt of Proposed
 Village of Palmetto Bay Future Land Use Map



Excerpt of Adopted (current)
 Village of Palmetto Bay Future Land Use Map

Village of Palmetto Bay Comprehensive Plan Future Land Use Element Policy 1.1.1
*(Policy 1.1.1. in blue italics. Proposed deletions to Policy 1.1.1 shown in red strike-through format.
Proposed additions shown in underline highlight format.)*

Policy 1.1.1 Estate Density Residential (EDR): The residential densities allowed in this category shall not exceed 2.5 dwelling units per gross acre. This density category is characterized solely by detached single family homes on relatively large lots.

Low Density Residential (LDR): The residential densities allowed in this category shall range from a minimum of 2.5 to a maximum of 6.0 dwelling units per gross acre. This density category is generally characterized by detached single family housing. It could also include large fee-simple townhomes with extensive surrounding open space or a mixture of both housing types, provided that the maximum gross density is not exceeded.

Low-Medium Density Residential (LMDR): This category allows a range in density from a minimum of 5.0 to a maximum of 13.0 dwelling units per gross acre. The types of housing typically found in areas designated as low-medium density include single-family homes, townhouses, and low-rise condominiums /apartments. Zero-lot line single-family developments in this category shall not exceed a density of 7.0 units per gross acre.

Medium Density Residential (MDR): This category allows a range in density from a minimum of 14.0 to 23.0 dwelling units per gross acre. The types of housing typically found in areas designated as medium density include townhouses, low-rise condominiums/apartments, and high-rise condominiums/apartments.

Medium-High Density Residential (MHDR): This category allows a range in density from a minimum of 24.0 to 40.0 dwelling units per gross acre and/or up to 70.0 hotel units, including townhouses, low and high-rise condominiums/apartments and hotel units. Ancillary or auxiliary uses associated with high density use, including common area sport use, tennis courts, pool, gymnasium, and/or restaurant bar are provided under this district.

Office and Residential (OR): Uses allowed in this category include both professional and clerical offices, hotels, motels, and residential uses. Developments under this category must be compatible with any existing, zoned or Plan-designated adjacent and nearby land uses. The maximum scale and intensity of development shall be based on, and compatible with, the proximity and scale of adjacent and nearby residential uses. Points of ingress and egress, including service drives, for office and hotel uses must be located away from adjacent and nearby residential uses. The residential portions of OR sites must also be designed to transition to adjacent existing residential parcels with substantial and effective visual and acoustic buffering. Residential density may be approved up to one density category higher than the average land use density of adjacent parcels. If no residentially-designated parcels exist adjacent to an OR parcel or no higher density categories exist on the Village FLUM, the maximum density allowed shall be 13.0 units per gross acre.

When residential uses are mixed with office uses, the overall scale and intensity shall be no greater than that which would be approved if the parcel was in either office only or residential use only, whichever is higher. Within the OR category, business uses ancillary and to serve the on-site uses may be integrated in an amount not to exceed 15.0 percent of the total floor area. The maximum floor area ratio (FAR) permitted is 0.4 for a one-story building and 0.6 for a two-story building.

Business and Office (BO): This category accommodates the full range of sales service activities including retail, wholesale, personal and professional services, commercial and professional offices, hotels, motels, hospitals, theaters, medical buildings, nursing homes, entertainment and cultural facilities, amusement and commercial recreation establishments (such as private commercial marinas). These uses may occur in self-contained centers, high rise structures, campus parks and municipal centers business districts. The specific range and intensity of uses appropriate in BO areas vary by location as a function of such factors as availability of public services, roadway access and neighborhood compatibility. Special limitations may be imposed on uses in BO where necessary to protect environmental resources including wellfield protection areas. Through the assignment of zoning districts and special conditions, the specific range and intensity of uses appropriate for a specific site will be determined. Strip commercial shopping centers with inadequate lot depth, which allow only a single row of commercial structures and parking in front, are discouraged in this designation. The floor area ratio (FAR) is 0.4 for the first story, plus 0.11 for each additional story up to six (6) stories.

Mixing of residential use with commercial, office, and hotels is also permitted in BO areas provided that the scale and intensity is not out of character with adjacent nearby development, and the project does not negatively affect any area neighborhoods. Where these conditions are met, residential density may be approved up to one density category higher than the average land use density of adjacent parcels. If no residentially-designated parcels exist adjacent to a BO parcel or no higher density categories exist on the Village FLUM, the maximum density allowed shall be 13.0 units per gross acre.

Institutional Use (IU): The IU category allows hospitals, non-profit medical facilities, fire-rescue stations, cemeteries, libraries, solid waste transfer stations, private and public utility plants and facilities, government offices and facilities, and military installations. Offices are allowed in this category. Internally integrated business areas, up to 10 percent of the total IU development floor area, may also be approved in this category. Major utility facilities allowed in the IU should generally be located away from residential areas. The Business and Office land use category intensity requirements are applied to all development in this category.

Civic Use (CU): This land use designation allows primarily universities and colleges, cemeteries, churches, public and private schools. Offices are allowed in this category. Internally integrated business areas, up to 10 percent of the total CU development floor area, may also be approved.

Village Mixed Use (VMU): The land use designation is designed to encourage compact, mixed-use development comprised of business, office, residential, civic, institutional, recreation, open space, and hotel. Development must emphasize the efficient reuse of existing infrastructure, preservation of natural systems, integration of pedestrian and bicycle facilities, and an urban form characterized by close-knit neighborhoods and sense of community. The minimum VMU parcel size is 25.0 gross acres. Each parcel must also adhere to a unified "Development Plan" established through a public charrette process to specify the permitted uses, densities/intensities, building scale and types, and design features and controls. Residential density shall range from a minimum of 5.0 to a maximum of 10.0 dwelling units per gross acre, subject to the approved Development Plan. Non-residential intensities should average a floor area ratio (FAR) of 0.5; subject to limits adopted as part of an approved "Master Plan".

The mix of uses proposed in any "Master Plan" accepted by the Village Council for a VMU site will be adopted into the Future Land Use Element of this Comprehensive Plan during the next regularly scheduled amendment cycle.

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

Development within the Franjo Activity Center shall:

1. Focus on the effective mix of office, service, retail, entertainment, residential, community facilities, open space and transportation uses that will promote a lively, livable, and successful downtown area;
2. Encourage a pedestrian oriented core;
3. Promote mass transit and other forms of transportation as an alternative to the automobile that will link to the Miami-Dade mass transit system and the Village's local I-bus service or any predecessor service thereto;
4. Encourage the integration of transportation and transit systems with land use;
5. Allow for development and redevelopment activities at varying density and intensity ranges, ~~and allow for the transfer of densities and intensities for properties within the boundaries of the FAC, as may be permitted by the Village;~~
6. Promote compact, innovative land development;
7. Promote creative 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 – 2,500 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.~~

Environmental Protection (EP): Parcels designated EP are environmentally-sensitive lands under the ownership of government or non-profit entities. No development except low intensity, passive recreational uses are permitted. Limited administrative office, retail, and storage uses incidental to protection use are allowed.

Parks and Recreation (PR): The Future Land Use Map (FLUM) specifically illustrates larger park and recreation areas, as well as, golf courses. Compatible parks are encouraged in all residential land use categories. The siting and use of future parks and recreation areas shall be guided by the Recreation and Open Space Element and the Capital Improvements Element of this plan, and by other applicable goals, objectives, and policies of the Comprehensive Plan. Certain commercial activities ancillary to recreational uses and related to resources of the park, such as boat supply stores, fuel docks, or tennis and golf clubhouses are also permitted and may be considered for approval in the PR category. Other commercial recreation, entertainment or cultural uses may also be considered for approval in the PR category if they would enhance the quality, utility, or enjoyment of the site and its natural, historical, or archeological resources and facilities.

Environmentally Protected Parks (EPP): This category includes existing lands that are environmentally sensitive and/or exhibit unique archeological features. All EPP areas shall be managed consistent with the goals, objectives, and policies for development of the applicable environmental resources or protection area.

Accordingly, resource-enhancing facilities including boardwalks, nature trails, canoe trails and launches, and interpretive facilities may be provided in these areas.

Agricultural Use (AU): This FLUM category is applied to existing lands in active agricultural use. Agricultural land uses include crops, groves, and other types of typical agricultural activities. Residential density is limited to no more than one (1) dwelling unit per five (5) gross acres.

Water Bodies (WB): Major existing inland canals, lakes, and other water bodies are shown on the FLUM. No residential or non-residential development is permitted. Access and usage facilities such as docks and boat ramps are permitted subject to the approval of the jurisdiction with authority over the water body, the Village Council, and the Miami-Dade County Department of Regulatory and Economic Resources.

REQUEST 2. – ZONING AMENDMENT

PROPOSED ORDINANCE – ZONING AMENDMENT

An ordinance of the Mayor and Village Council of Palmetto Bay, Florida, relating to the Downtown Urban Village (DUV) zoning district; providing for a new downtown zoning code map as per Attachment "A"; providing for maximum residential density of fifty-four (54) residential units per gross acre for the Downtown General (DG1) Sector, forty-three (43) residential units per gross acre for the Downtown General Two (DG2) Sector, thirty-two (32) residential units per gross acre for the Downtown Village (DV) Sector, and twenty-four (24) residential units per gross acre for the Neighborhood Village (NV) sector and the Urban Village (UV) sector; providing for maximum building height of five (5) stories for "residential-only" buildings and seven (7) stories for "mixed-use" buildings and (8) stories for "all-commercial" buildings in the Downtown General (DG1) Sector, five (5) stories for the Downtown General Two (DG2) sector, four (4) stories for "residential-only" buildings and five (5) stories if "mixed-use" for the Downtown Village (DV) Sector, and three (3) stories for the Neighborhood Village (NV) and the Urban Village (UV) Sectors; amending the sector boundaries in the DUV to change from DUV to Single-Family Residential District (R-1), the south eastern portion of the (DUV) perimeter from SW 97th Avenue to SW 94th Court in the west-to-east direction and from SW 181st Street to SW 184th Street in the north-to-south direction; providing for amending the (DUV) parking requirements as per Attachment "B" (*maps, p.15*); and providing for ordinances in conflict, codification, severability and an effective date.

The proposed zoning text amendment is a companion request to implement the proposed amendment of the Comprehensive Plan Future Land Use Element Policy 1.1.1 per §163.3194 F.S., "Legal status of the comprehensive plan", §163.3201 F.S. "Relationship of comprehensive plan to exercise of land development regulatory authority", and §163.3202 F.S. "Land development regulations"; and has the effect to change the development regulations for the entirety of land zoned as Downtown Urban Village (DUV) and designated as Franjo Activity Center (FAC).

Sector Names Note:

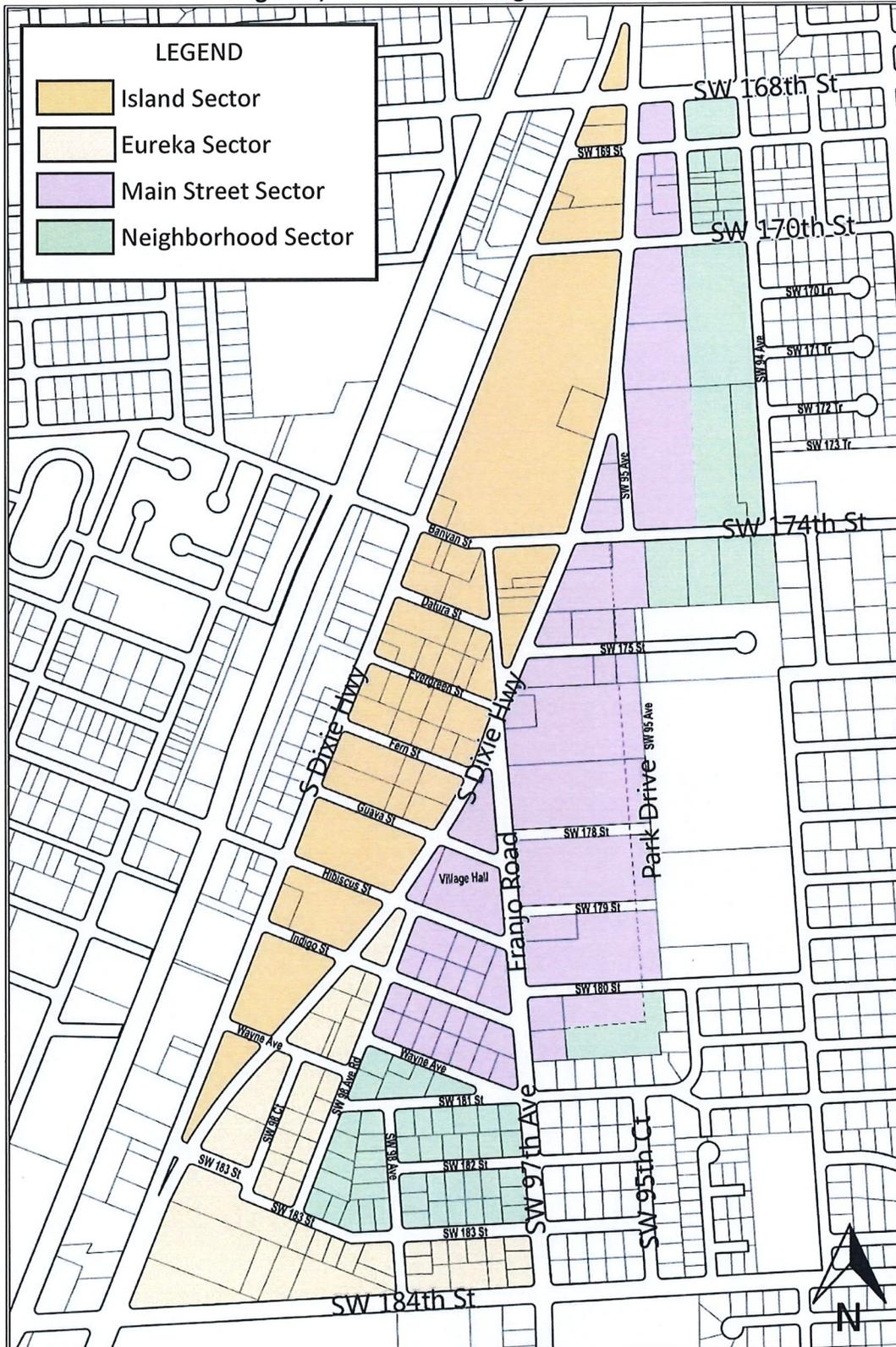
The amendment for first reading includes the same sectors and proposed regulations with renamed sectors. The equivalent sectors names are:

| | | |
|---|------------|-----------------------------------|
| Downtown General (DG1) Sector | is renamed | <i>Island Sector</i> |
| Downtown General 2 Sector | is renamed | <i>Eureka Sector</i> |
| Downtown Village Sector | is renamed | <i>Main Street Sector</i> |
| Neighborhood Village / Urban Village Sector | is renamed | <i>Neighborhood Sector</i> |

The proposed DUV Sector Map which is excerpted from and is a part of the text amendment is exhibited on page 15.

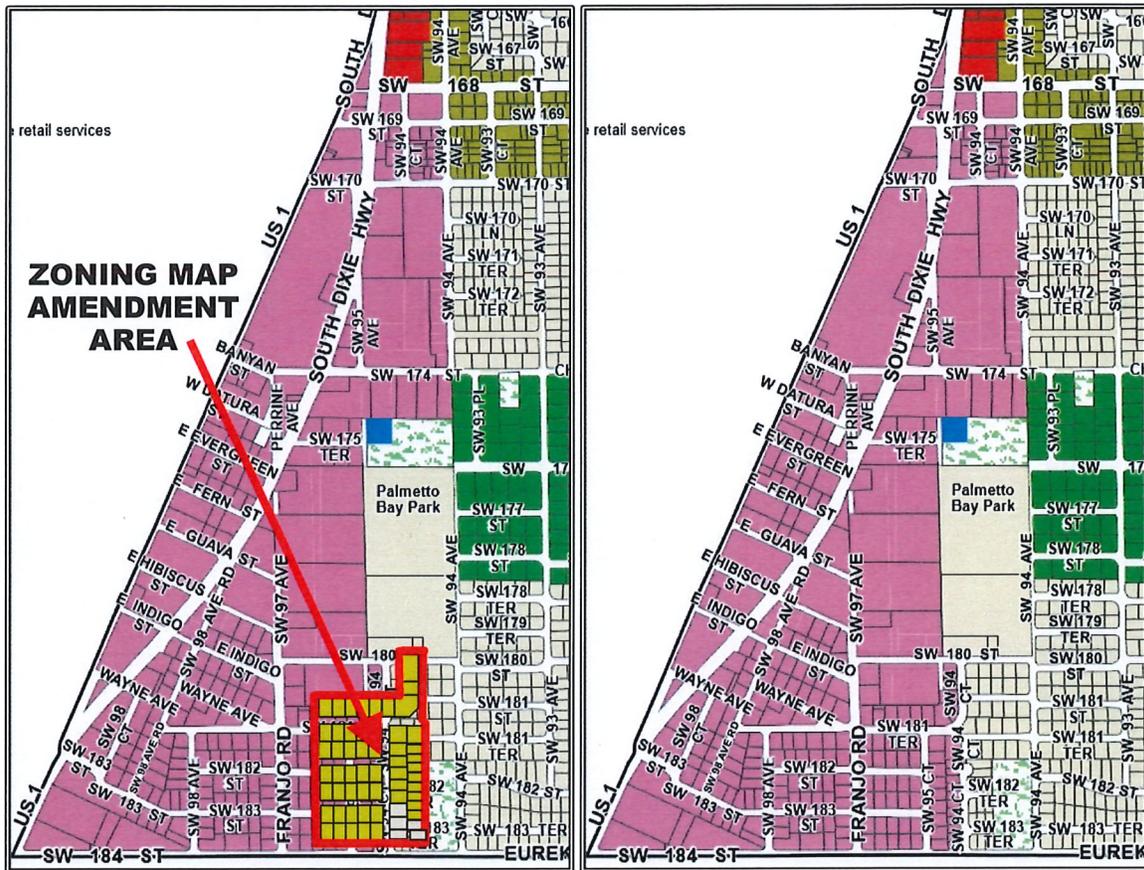
(excerpt from page 9 of proposed text amendment)

Figure 1, Downtown Zoning District Limits



Zoning Map Amendment

The proposed zoning map amendment is a companion request to implement the proposed Comprehensive Plan Future Land Use Map Amendment per §163.3201 F.S. "Relationship of comprehensive plan to exercise of land development regulatory authority" and §163.3202 F.S. "Land development regulations"; and has the effect to change the boundary of the overall DUV Zoning District, removing the described land and properties, and rezoning those properties to R-1 as shown below.



Excerpt of Proposed
 Village of Palmetto Bay Zoning Map

Excerpt of Adopted (current)
 Village of Palmetto Bay Zoning Map

| LEGEND | | | |
|---|---|---|---|
|  | Downtown Urban Village (DUV) |  | Two-Family District (R-2) (1 DU per 7,500 s.f.) |
|  | Business – Limited (B-1) |  | Agricultural/Residential (AG) (5 gross acre min.) |
|  | Single Family Residential (R-1) (7,500 s.f. min. lot) |  | Interim |
|  | Estate Modified Single Family (E-M) (15,000 s.f. min lot) |  | Not In Palmetto Bay |

BACKGROUND

The hearing is held pursuant to the requirements of the State of Florida Growth Management Act, Ch. 163.3174 Florida Statutes, with the criteria for the expedited amendment process governed by Ch. 163.3184. Both are excerpted and contained in Appendix A. in addressing the criteria for each request, which are contained in the Village of Palmetto Bay code, §30-30.8, "Amendment to the Comprehensive Plan"; §30-30.7 "Amendment to the Official Zoning Map of Text of the Land Development Code"; and in Florida Statutes §163.3184, "Process for Adoption of Comprehensive Plan or Plan Amendment." The pertinent sections of the Growth Management Act (Florida Statutes) are excerpted in Attachment C.

The FAC Comprehensive Plan amendment decision criteria are provided by the Village of Palmetto Bay land development regulations contained in §30-30.8 of the Village of Palmetto Bay code. The section is excerpted below.

The DUV zoning amendment decision criteria are provided by the Village of Palmetto Bay land development regulations contained in §30-30.7 of the Village of Palmetto Bay code, and excerpted below. Where criteria are the same for each amendment, they are addressed and analyzed once.

In addition, the relationship between the proposed FAC Comprehensive Plan amendment and the proposed DUV zoning code amendment are subject to the criteria contained in §163.3194 F.S., "Legal status of the comprehensive plan", §163.3201 F.S. "Relationship of comprehensive plan to exercise of land development regulatory authority", and §163.3202 F.S. "Land development regulations". The pertinent sections of the Growth Management Act (Florida Statutes) are excerpted in Attachment C.

Sec. 30-30.8. - Amendment to the comprehensive plan.

(a) Application. An application for an amendment to the text of the comprehensive plan or to the future land use map of the plan shall follow the general procedures of subsection 30-30.2(a)–(f), except that the village or its representatives shall not be required to submit an application. An amendment to the comprehensive plan shall be by ordinance and comply with the requirements of F.S. § 166.041.

(1) The application shall contain at least the following information:

- a. A statement identifying the section proposed to be amended.*
- b. An explanation of the text of the amendment desired.*
- c. An explanation of the need and justification for the proposed change, including the data and analysis that supports the amendment.*
- d. An explanation of the how the proposed amendment meets the requirements of F.S. § 163.3161, et seq., "The Local Government Comprehensive Planning and Land Development Regulation Act."*

(2) For an amendment to the future land use map, the application shall also include the following information:

- a. A legal description and a description by street address of the property whose land use designation is proposed to be changed.*
- b. Current and proposed future land use map designation for the subject property.*
- c. The existing and proposed zoning designation for the subject property.*

- d. *The existing and proposed use of the subject property, if applicable.*
- (b) *Process and criteria for review. All proposed amendments, regardless of the source, shall be evaluated by the department of planning and zoning, the local planning agency and the village council. If the amendment is proposed by the village, the village shall prepare the necessary information for the amendment to be reviewed pursuant to the requirements of F.S. § 163.3161. In evaluating proposed amendments, the village council shall consider the following criteria:*
- (1) *Whether the proposal is internally consistent with the comprehensive plan, including the adopted infrastructure minimum levels of service standards and the concurrency management program.*
 - (2) *Whether, and the extent to which, land use and development conditions have changed since the effective date of the existing comprehensive plan, and whether the changes support or work against the proposed amendment.*
 - (3) *Whether, and the extent to which, the proposal would result in any incompatible land uses, considering the type and location of uses involved, the impact on adjacent or neighboring properties, consistency with existing development, as well as compatibility with existing and proposed neighboring property land use.*
 - (4) *Whether, and the extent to which, the proposal would adversely affect the property values in the affected area, or adversely affect the general welfare.*
 - (5) *Whether the proposal would result in an orderly and compatible land use pattern. Any positive and negative effects on such pattern shall be identified.*
 - (6) *Whether the proposal would be in conflict with the public interest, and whether it is in harmony with the purpose and interest of the comprehensive plan.*
 - (7) *Whether the proposed amendment meets the requirements of F.S. § 163.3161, entitled "The Local Government Comprehensive Planning and Land Development Regulation Act."*
 - (8) *Other matters which the local planning agency or the village council, in its legislative discretion, may deem appropriate.*
- (c) *Final action by the village council. The applicant shall be advised of the time and place of the village council meetings. The notice and hearings on the proposed amendment shall comply with the requirements of this chapter, F.S. Ch. 163 and § 166.041. After the necessary public hearing(s), the village council shall take action to deny or approve the application, or approve it with modifications or conditions for purposes of transmittal to the Florida Department of Community Affairs (DCA) pursuant to F.S. § 163.3161.*
- (1) *If denied, the applicant may resubmit the application as provided under section 30-30.2.*
 - (2) *If approved for purposes of transmittal, the village shall thereafter provide the necessary administrative support for the department of community affair's review process required under F.S. § 163.3161 et seq., the village council shall have the legislative discretion to adopt, adopt with conditions, or not adopt the amendment once the state review process has been completed.*

(Ord. No. 09-28, § 1, 12-7-2009)

Sec. 30-30.7. - Amendment to the official zoning map or the text of the Land Development Code.

(a) *Application. Application for an amendment to the text of this chapter or to the official zoning map shall follow the general procedures of section 30-30.2, except that the village or its representatives shall not be required to submit an application. The application shall be approved by the adoption of an ordinance reflecting the map or code change and comply with F.S. § 166.041. The application shall contain at least the following information:*

- (1) *A statement identifying the text or map area proposed to be amended.*
- (2) *An explanation of the text of the amendment desired.*
- (3) *An explanation of the need and justification for the proposed change.*
- (4) *For an amendment to the official zoning map, the application shall also include the following information:*
 - a. *A legal description and a description by street address of the property whose zoning designation is proposed to be changed.*
 - b. *Current and proposed comprehensive plan land use map designation for the subject property.*
 - c. *The existing and proposed zoning designation for the subject property.*
 - d. *The existing and proposed use of the subject property, if applicable.*

(b) *Process and criteria for review. All proposed amendments, regardless of the source, shall be evaluated by the department of planning and zoning, the local planning agency and the village council. In evaluating proposed amendments, the village council shall consider the following criteria:*

- (1) *Whether the proposal is consistent with the comprehensive plan, including the adopted infrastructure minimum levels of service standards and the village's concurrency management program.*
- (2) *Whether the proposal is in conformance with all applicable requirements of Chapter 30.*
- (3) *Whether, and the extent to which, land use and development conditions have changed since the effective date of the existing regulations, and whether the changes support or work against the proposed change in land use policy.*
- (4) *Whether, and the extent to which, the proposal would result in any incompatible land uses, considering the type and location of uses involved, the impact on adjacent or neighboring properties, consistency with existing development, as well as compatibility with existing and proposed land uses.*
- (5) *Whether, and the extent to which, the proposal would result in demands on transportation systems, public facilities and services; would exceed the capacity of the facilities and services, existing or programmed, including: transportation, water and wastewater services, solid waste disposal, drainage, recreation, education, emergency services, and similar necessary facilities and services.*
- (6) *Whether, and to the extent to which, the proposal would result in adverse impacts on the natural environment, including consideration of wetland protection, preservation of groundwater aquifer, wildlife habitats, and vegetative communities.*
- (7) *Whether, and the extent to which, the proposal would adversely affect the property values in the affected area, or adversely affect the general welfare.*

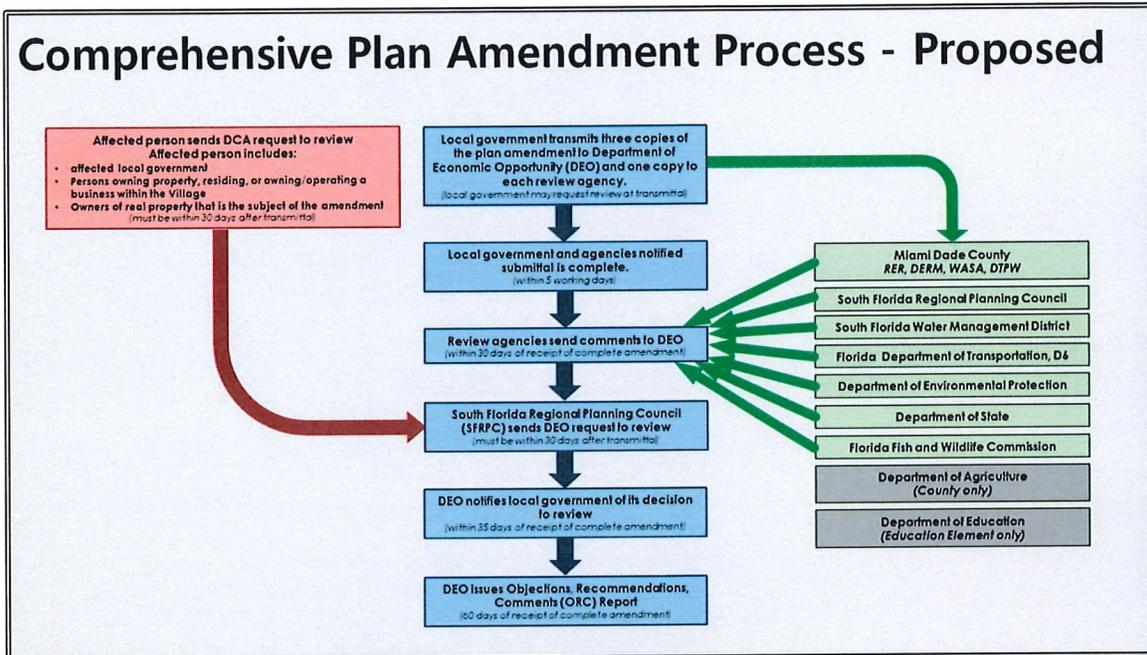
- (8) Whether the proposal would result in an orderly and compatible land use pattern. Any positive and negative effects on land use pattern shall be identified.*
- (9) Whether the proposal would be in conflict with the public interest, and whether it is in harmony with the purpose and intent of Chapter 30.*
- (10) Other matters which the local planning agency or the village council in its legislative discretion may deem appropriate.*
- (c) Final action by the village council. The applicant shall be advised of the time and place of the village council meeting. The notice and hearings on the proposed amendment shall be provided pursuant to this chapter, F.S. Ch. 163 and F.S. § 166.041. After the necessary public hearing(s), the village council shall take action to deny, approve the application, or approve it with modifications or conditions. If denied, the applicant may re-submit the application as provided for under section 30-30.2.*
- (d) Official zoning map. Each amendment to zoning district boundaries or other zoning requirement as portrayed on the official zoning map shall be entered promptly on the official zoning map after the amendment has been approved by the village council. The village shall be responsible for assuring that the physical updating and amendment of the official zoning district map is carried out in a timely manner.*
- (e) Zoning in progress, hold on permits or certificate of uses. When an amendment to Chapter 30 or a rezoning of a parcel of land has been approved on first reading by the village council, no development application pending before the village with respect to the area or text which is the subject of the proposed amendment shall be approved unless the development application would be in conformity with both the existing legislation and the proposed legislation for a period of six months from the date of the approval on first reading by the village council. This period may be extended one time for an additional three months by resolution of the village council.*

(Ord. No. 09-28, § 1, 12-7-2009)

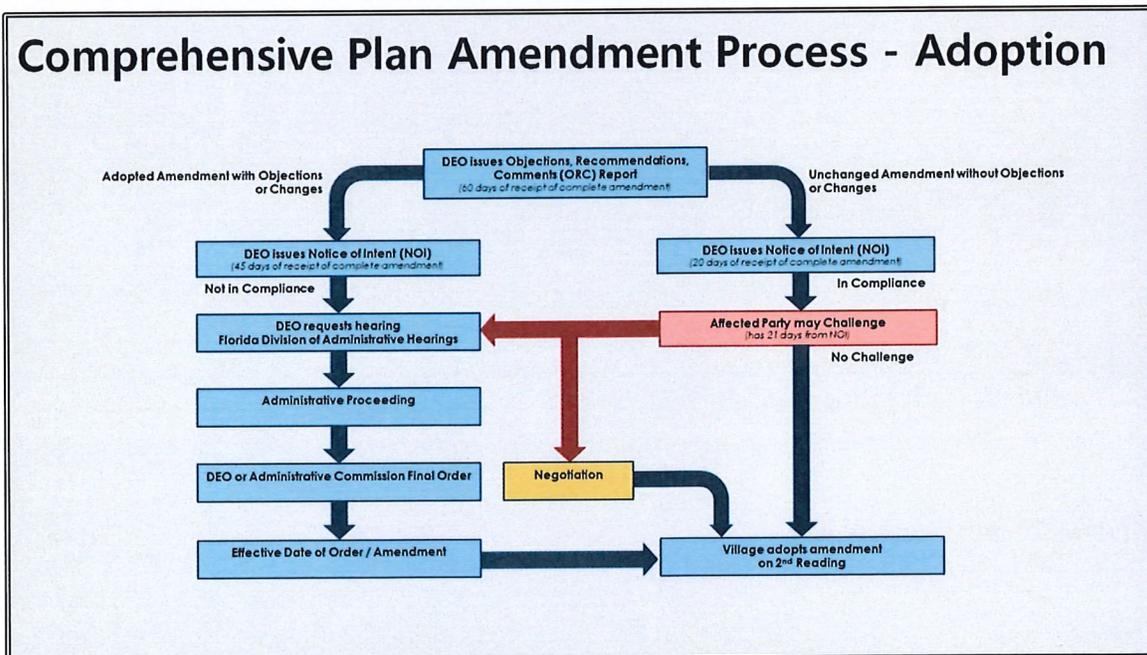
The Village of Palmetto Bay Local Planning Agency (LPA) referred the amendment to the Village Council on January 13, 2020. The first reading for the ordinances to amend the Village of Palmetto Bay Comprehensive Plan, the DUV zoning ordinance and the Village of Palmetto Bay Zoning Map is being held on January 27, 2020. At the first reading of the Future Land Use Element and Future Land Use Plan amendment to transmit for State and intergovernmental review, the companion amendment to the Downtown Urban Village (DUV) zoning code in §30-50.23, the amendment to the Village Zoning Map contained in §30-10.5, and the deletion of the Franjo Triangle & Island (FTI) code in §30-50.18 will also be brought before the Village Council for its decision on first reading based on the criteria contained in §30-30.7 of the Village of Palmetto Bay code. The transmittal of the proposed Comprehensive Plan amendment is summarized by the exhibit on page 21.

After transmittal, the proposed comprehensive plan amendment will be reviewed by the DEO and other state and local agencies, governments and other jurisdictions. Within 60 days of transmittal, the DEO will determine the results of its review, incorporating the review of other agencies, and issue its Objections, Recommendations and Comments (ORC) Report. After receiving the ORC Report, the Village will respond to the objections, recommendations and comments contained therein and continue with the process of adoption. If there are no objections from affected parties (resulting in an administrative hearing process), then 31 days

after adoption, the amendment becomes effective. At the time of or subsequent to 31 days after adoption, the companion zoning text and map amendments if approved will also become effective. The process for adoption of the transmitted amendment is summarized by the exhibit below. On page 22, Table 4 provides a comparison of the criteria for the approval and adoption of the Comprehensive Plan amendments and the zoning ordinance with zoning map amendment.



Comprehensive Plan Amendment Process, Expedited Review –after transmittal on first reading



Comprehensive Plan Amendment Process, Expedited Review –adoption process for second reading after receipt of State Department of Economic Opportunity (DEO) and intergovernmental agency comments

Table 4
Comparison of Village Criteria for
Comprehensive Plan Amendments and Zoning Amendments

| CRITERIA | COMPRE- HENSIVE PLAN AMENDMENT | ZONING AMENDMENT | LPA report |
|---|---|---------------------|---------------|
| Whether the proposal is internally consistent with the comprehensive plan, including the adopted infrastructure minimum levels of service standards and the concurrency management program. | 30-30.8(b)(1) | 30-30.7(b)(1) | p. 34 |
| Whether, and the extent to which, land use and development conditions have changed since the effective date of the existing comprehensive plan, and whether the changes support or work against the proposed amendment | 30-30.8(b)(2) | 30-30.7(b)(3) | p. 53 |
| Whether, and the extent to which, the proposal would result in any incompatible land uses, considering the type and location of uses involved, the impact on adjacent or neighboring properties, consistency with existing development, as well as compatibility with existing and proposed neighboring property land use. | 30-30.8(b)(3) | 30-30.7(b)(4) | p. 53 |
| Whether, and the extent to which, the proposal would adversely affect the property values in the affected area, or adversely affect the general welfare. | 30-30.8(b)(4) | 30-30.7(b)(7) | p. 54 |
| Whether the proposal would result in an orderly and compatible land use pattern. Any positive and negative effects on such pattern shall be identified. | 30-30.8(b)(5) | 30-30.7(b)(8) | p. 59 |
| Whether the proposal would be in conflict with the public interest, and whether it is in harmony with the purpose and interest of the comprehensive plan. | 30-30.8(b)(6) | 30-30.7(b)(9) | p. 60 |
| Whether the proposed amendment meets the requirements of F.S. § 163.3161, entitled "The Local Government Comprehensive Planning and Land Development Regulation Act. | 30-30.8(b)(7) | Not Applicable | p. 60 |
| Whether the proposal is in conformance with all applicable requirements of Chapter 30. | Not Applicable | 30-30.7(b)(2) | p.61 |
| Other matters which the local planning agency or the village council, in its legislative discretion, may deem appropriate. | 30-30.8(b)(8) | 30-30.7(b)(10) | p. 62 |
| Whether, and the extent to which, the proposal would result in demands on transportation systems, public facilities and services; would exceed the capacity of the facilities and services, existing or programmed, including: transportation, water and wastewater services, solid waste disposal, drainage, recreation, education, emergency services, and similar necessary facilities and services. | Not Applicable | 30-30.7(b)(5) | p. 61 |
| Whether, and to the extent to which, the proposal would result in adverse impacts on the natural environment, including consideration of wetland protection, preservation of groundwater aquifer, wildlife habitats, and vegetative communities. | Not Applicable | 30-30.7(b)(6) | p. 62 |

ZONING HEARING HISTORY

The following is a review of the zoning history as it applies to the area pertaining to the Future Land Use Map Amendment and the Franjo Activity Center in general. The history is separated by subdivision for zoning histories prior to enactment of the Franjo Activity Center land use category in September 2015. The 61 properties are each part of one of three subdivisions that are illustrated on the map below. The red line is the boundary of the Future Land Use Map amendment. The yellow dashed lines are the boundaries of the subdivisions within the amendment area.



Area of proposed FLUM redesignation and subdivision boundaries within

Franjo Park, Section 1 and Section 2

On November 11, 1956, an application by Franjo Road Corporation was filed with Dade County to rezone the land from AU (Agricultural) to RU-1 (single-family residential) in order to plat and develop for single family residential homes on the site. The application was withdrawn.

On January 24, 1957, an application by Porter-Wagor-Russell, Inc. was filed with Dade County to rezone approximately 30 acres of land that include the parts within this FLUM amendment from AU (Agricultural) to RU-1 (single-family residential) in order to plat and develop for single family residential homes on the site. The application also included a special permit request to construct a community water system including wellfields, pumphouse, and water treatment and storage plant in specific areas of the site. By Resolution 11060, the application for rezoning and the community water system was approved with conditions. The conditions do not affect the amendment. Homes were constructed in the Franjo Park, Section 1 and Section 2 Subdivision in 1957 and 1958.

Emerald Oaks Subdivision

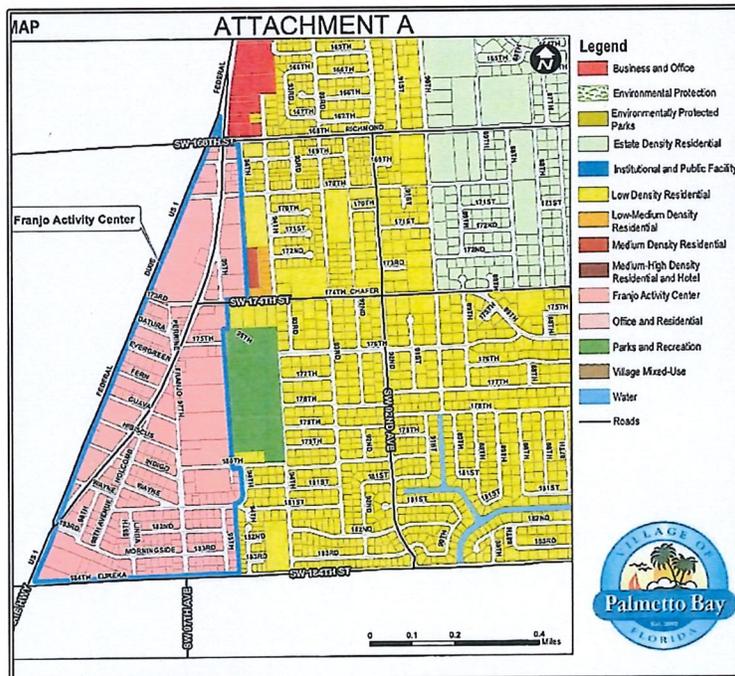
On November 11, 1956, an application by Estate Builders was filed with the Miami-Dade County Board of County Commissioners that was approved on July 27, 1972 by Resolution Z18272. There are no records available at this time that provide additional detail.

On April 30, 1986, the Miami-Dade County Board of County Commissioners approved and appeal of administrative decision, with the overrule and reversal permitting plans entitled "The Salvation Army South Dade Corps", dated January 15, 1985 were in accord with the permitted plans approved by the Board under Resolution Z-295-74, adopted October 8, 1974.

Homes were constructed in the Emerald Oaks Subdivision between 1999 and 2001.

Franjo Activity Center (FAC) Designation

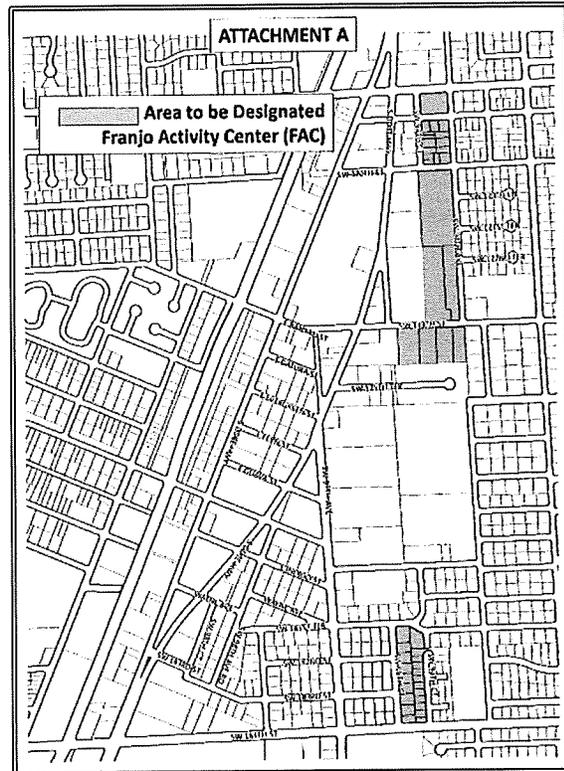
On December 14, 2015, the Village of Palmetto Bay Council approved Ordinance 2015-18, adopting comprehensive plan amendment to change the Future Land Use Map and corresponding text in the Future Land Use Element from: Low-Density Residential, Low-Medium Density Residential, Medium-Density Residential, 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.



The area encompassed by the re-designation is shown in the Attachment A, excerpted from Ordinance 2015-18.

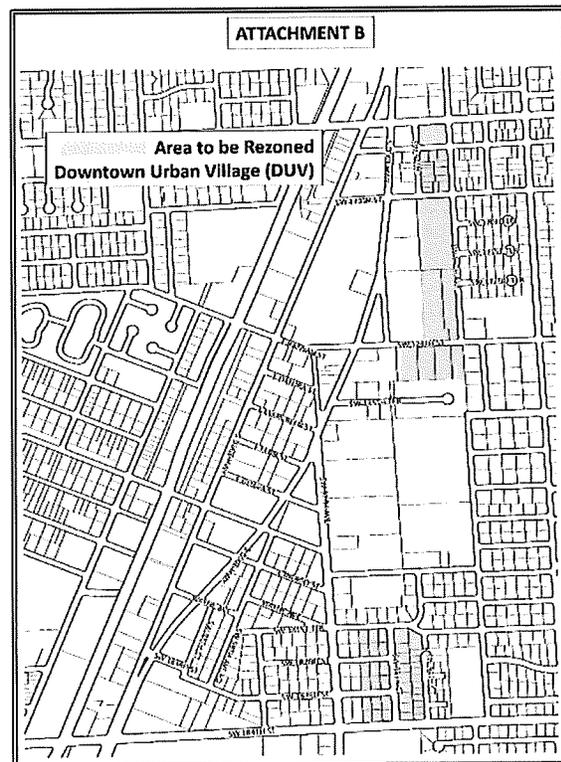
Franjo Activity Center Designation - Addition

On May 2, 2016, the Village of Palmetto Bay Mayor and Council approved Ordinance 2016-11 that amended the Village of Palmetto Bay FLUM to add to the FAC multiple parcels near the Franjo Triangle, between SW 184th Street and SW 181st Terrace and between SW 94th Court and SW 95th Court; and also parcels between SW 168th Street and SW 175th Terrace, and between SW 94th Avenue and US-1. The areas encompassed by the addition is shown in the exhibit to the right, "Attachment A" from the ordinance.



Down Urban Village (DUV) Rezoning – Second Addition

On January 4, 2016, , the Village of Palmetto Bay Mayor and Council approved Ordinance 2016-12, adopting rezoning of multiple parcels between SW 184th Street and SW 181st Terrace and between SW 94th Court and Franjo Road; and also parcels between SW 168th Street and SW 175th Terrace, and between SW 94th Avenue and US-1. Effectively, the rezoning of various parcels was from: Agriculture District (AG), Single Family Residential District (R-1), Two-Family Residential District (R-2), Apartment District (R-3M), Limited Apartment District (R-4L) and Interim District (I) to Downtown Urban Village (DUV). The area encompassed by the addition is shown in the exhibit to the right, "Attachment B" from the ordinance.



The 2019 assessed values for the 62 homes in this area average \$266,264, with a range from \$217,740 to \$411,132. Based on floor area of the homes, the average value is \$142 per sq. ft., and the average land value is \$14 per sq. ft. Overall, indicators point to a single-family residential area that is stable.

The area is low scale and suburban in character, with predominantly 1-story homes on average size, landscaped single family lots. Average lot size in the area is 10,294 sq. ft., (range is 19,588 sq. ft. to 5,863, lower range in Emerald Oaks sub-division along SW 94th Court) with an average lot coverage of 16% (range is 14% to 18%, higher in Emerald Oaks sub-division along SW 94th Court).

Future Land Use Element Text Amendment Area

There Future Land Use Element Policy 1.1.1 text amendment applies to the entire Franjo Activity Center (FAC). The existing FAC comprises 195 gross acres including all interior rights-of-way and ½ of rights-of-way at the boundaries. If the proposed map amendment is adopted, the area of the FAC will be reduced to 176 acres.

Overall, the existing development in the FAC is characterized by a horizontal mix of residential and commercial uses, and a range of building heights between 1-story and 6-stories. Development in the FAC ranges from structures dating back to the nineteen-fifties to structures that are currently under construction. There is one historic structure, The Perrine House which was built to stimulate economic development under FDR's New Deal, and later served as a meeting place for the Perrine Women's Club and served as city hall in 1948. The structure is not designated.

Since the designation of the Franjo Activity Center in 2015, redevelopment of the area has begun and continues to the present, mostly along the US-1 Corridor and Franjo Road.



Existing Franjo Activity Center area shown in pink and bounded by blue line

Recent development approvals are summarized in Table 5.

Table 5
New Major Development Approvals in the Franjo Activity Center

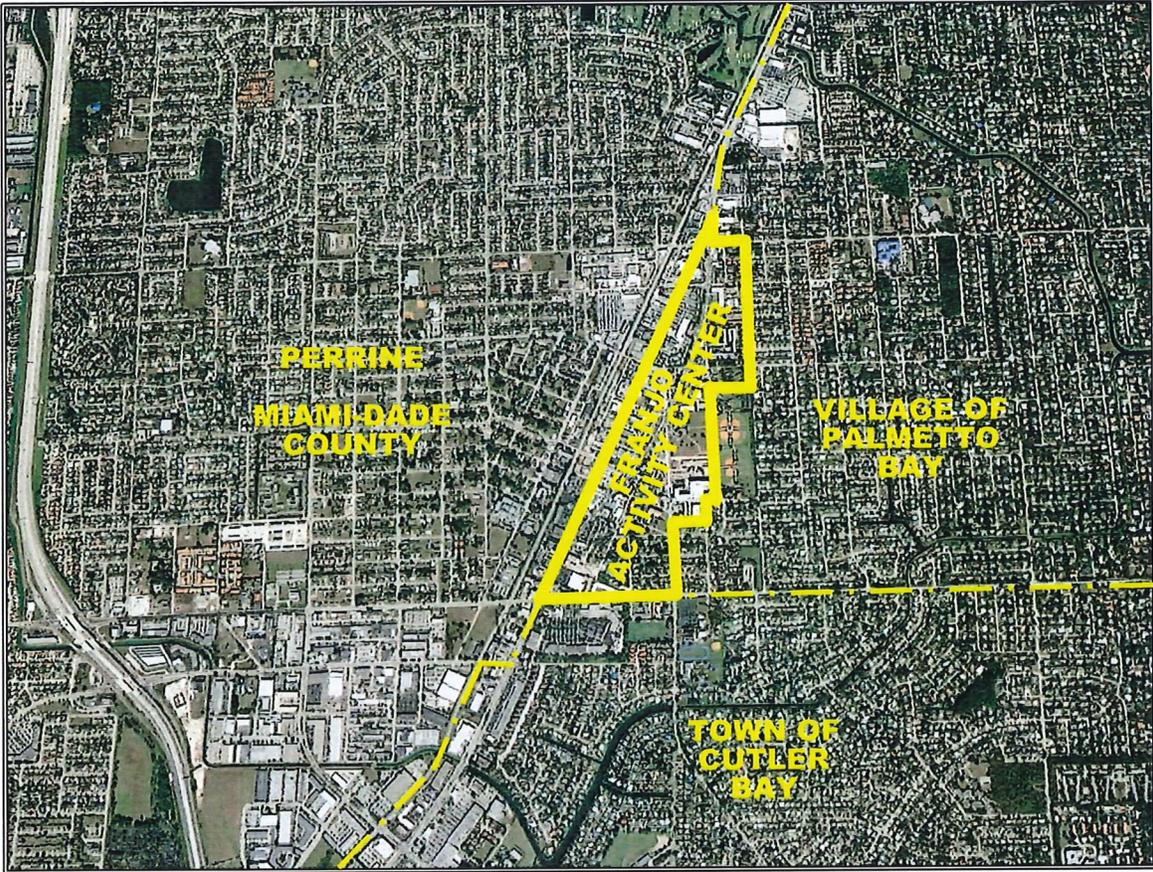
| Project Name | Address | Zone | Date of Approval | Net Acres | Residential | Retail | Office | Live Work | Other Non-Res. | School | Total Commercial |
|------------------------------------|------------------------------------|-----------|------------------|--------------|--------------|---------------|---------------|---------------|----------------|---------------|------------------|
| CONSTRUCTED | | | | | | | | | | | |
| Atlantico | 17945 Franjo Road | DUV DV | 6/20/2016 | 3.98 | 271 | 7,010 | 0 | 0 | 0 | 0 | 7,010 |
| UNDER CONSTRUCTION | | | | | | | | | | | |
| Soleste | 18301 South Dixie Hwy | DUV DV | 10/16/2017 | 1.95 | 200 | 0 | 3,100 | 3,400 | 0 | 0 | 6,500 |
| APPROVED | | | | | | | | | | | |
| Sandpiper | 9700 E. Indigo Stret | DUV DV | 6/19/2017 | 1.33 | 88 | 0 | 0 | 0 | 0 | 0 | 0 |
| Park View | SW 174th Street | DUV UV/NV | 6/19/2017 | 3.50 | 235 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shores | 17800 Franjo Road | DUV DV | 7/23/2018 | 2.75 | 220 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Collection | 17405-13 South Dixie Hwy | DUV DG | 2/12/2018 | 2.74 | 0 | 6,004 | 0 | 0 | 185,255 | 0 | 191,259 |
| South Dade Development | 18300/18320 SW 98 Av / 9810 SW 183 | DUV DG/NV | 11/18/2019 | 0.90 | 50 | 0 | 0 | 8,135 | 0 | 0 | 8,135 |
| PLANNED & NOT COMMITTED | | | | | | | | | | | |
| Dream Starts | 16999 South Dixie Highway | DUV DG | TBD | 0.99 | 31 | 0 | 16,746 | 0 | 0 | 12,304 | 29,050 |
| Franjo Medical Offices | 18320 Franjo Road | DUV UV | TBD | 0.95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTALS | | | | 19.09 | 1,095 | 13,014 | 19,846 | 11,535 | 185,255 | 12,304 | 241,954 |

The Franjo Activity Center was approved in 2015 by Ordinance 2015-18 for 5,389 residential units for the entire area, of which 1,246 were held in reserve to be allocated by the Village Council at the time of site plan approval; and for 1,500,000 sq. ft. of "commercial/office/retail", of which 500,000 sq. ft. was held in reserve to be allocated by the Village Council at the time of site plan. In 2016, the number of residential units permitted within the entire FAC was adjusted to 5,661 by Ordinance 2016-11, with the number of residential reserve units remaining the same. All of the projects with residential units have used reserve units that are proposed to be removed from Policy 1.1.1. In total, the approved projects have used 651 of the Reserve Residential Units, of which 595 remain and will be available based on the densities permitted by the zoning code without Council approval.

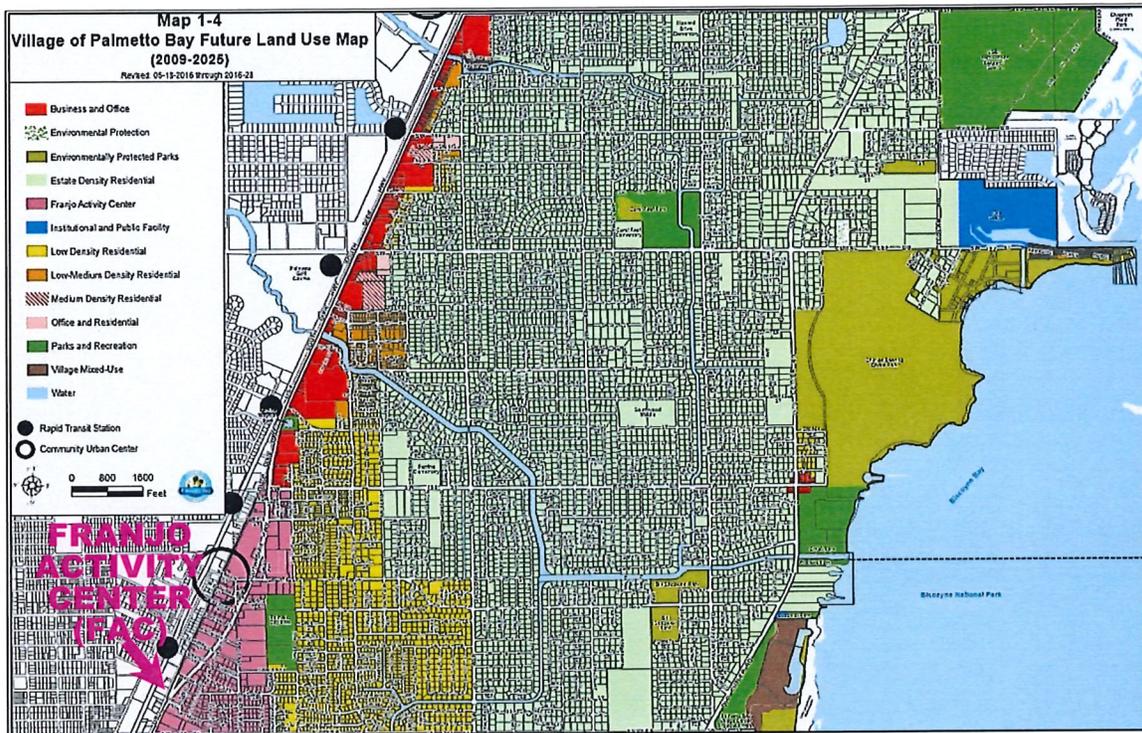
Out of the total of 5,661 residential units permitted for the FAC, 4,566 (81%) are available for future development, and of the 1,500,000 sq. ft. of "commercial/office/retail" space, 1,270,350 sq. ft. (85%) are available for future development.

DEVELOPMENT AND CONTEXT OF SURROUNDING AREAS

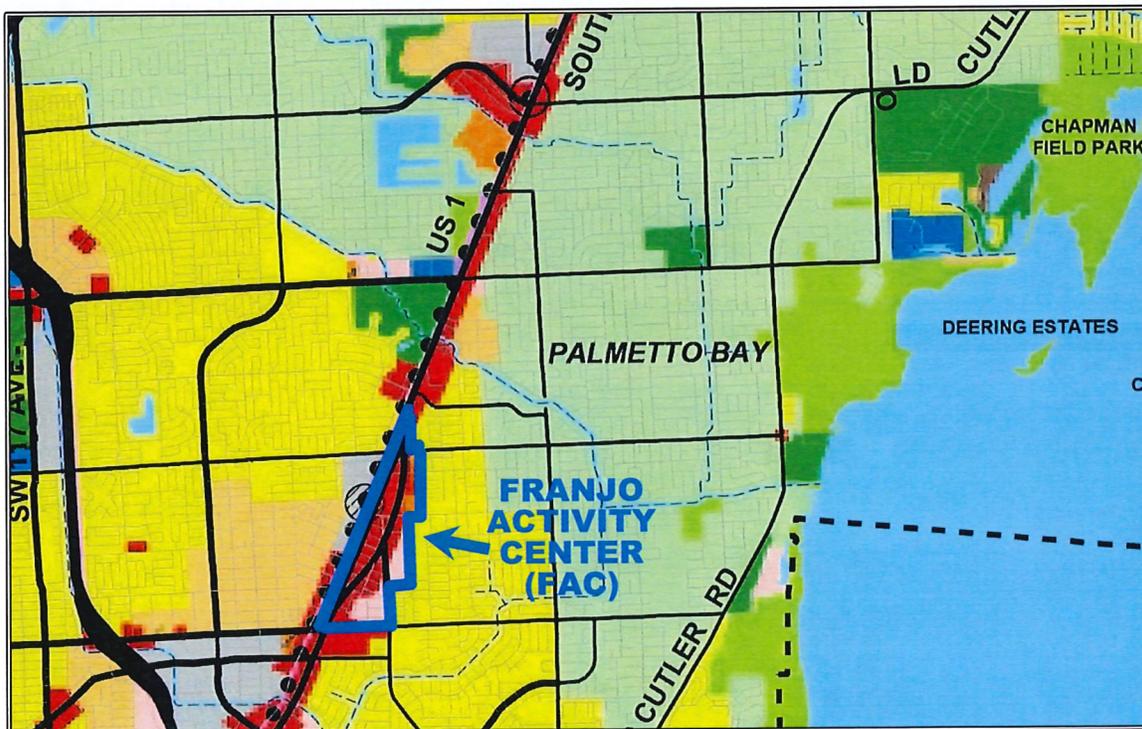
The existing development of the surrounding areas is defined by the Village of Palmetto Bay adopted Future Land Use Map to the North and East, By the Miami-Dade County adopted Comprehensive Development Master Plan (CDMP) Future Land Use Map to the west, and by the Town of Cutler Bay adopted Future Land Use Map to the south. The land develop regulations for each area is summarized in Table 6.



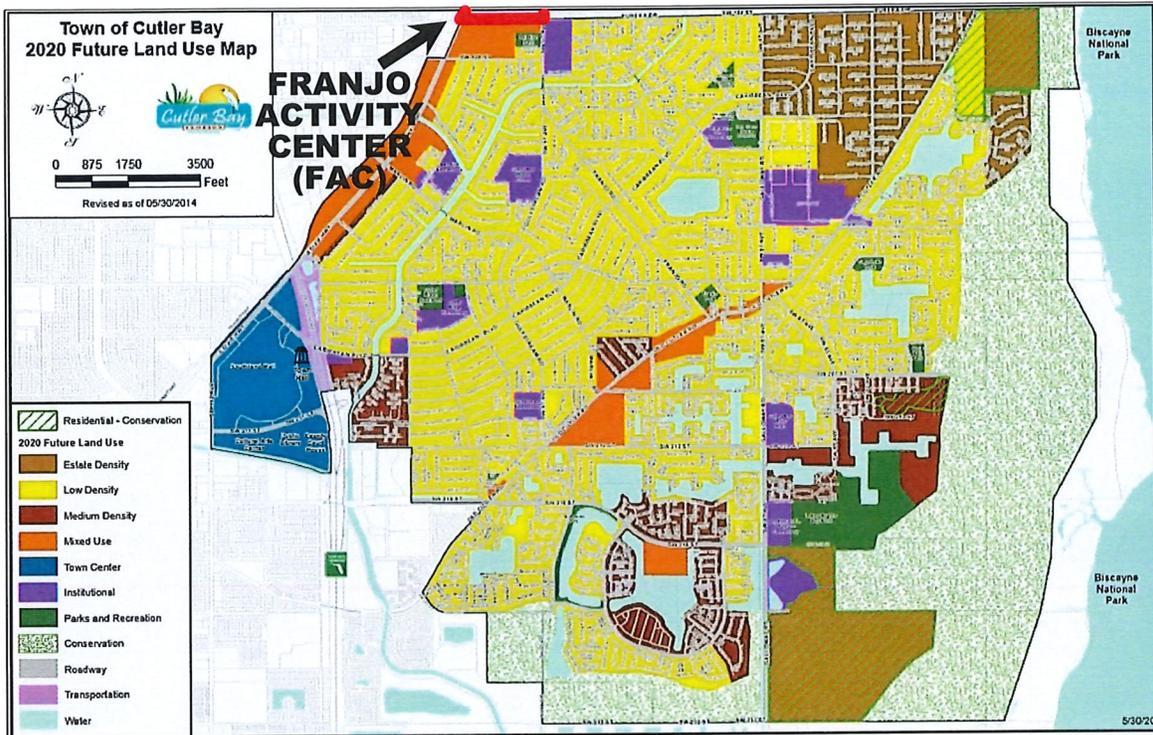
Franjo Activity Center Context



Village of Palmetto Bay adopted Future Land Use Map
Franjo Activity Center (FAC) shown in magenta



Miami-Dade County adopted Comprehensive Development Master Plan (CDMP) Future Land Use Map
Franjo Activity Center (FAC) outlined in blue line



*Town of Cutler Bay Future Land Use Map
South boundary of Franjo Activity Center (FAC) indicated by red lines at top*

Table 6
Summary of Permitted Development by
Existing Land Development Regulations in the Surrounding Areas of
the Franjo Activity Center (FAC) and Downtown Urban Village (DUV)

| | NORTH | EAST | SOUTH | WEST |
|-------------------------------------|--|---|---|---|
| Jurisdiction | Village of Palmetto Bay | Village of Palmetto Bay | Town of Cutler Bay | Miami-Dade County Perrine |
| Future Land Use Designations | <ul style="list-style-type: none"> Business and Office | <ul style="list-style-type: none"> Low-Density Residential Parks & Recreation | <ul style="list-style-type: none"> Mixed Use | <ul style="list-style-type: none"> Industrial and Office Business and Office Low-Medium Density Residential |
| Uses Permitted | range of sales service activities including retail, wholesale, personal and professional services, commercial and professional offices, hotels, motels, hospitals, theaters, medical buildings, nursing homes, entertainment and cultural facilities, amusement and commercial recreation establishments (such as private commercial marinas). | detached single family housing, that could also include large fee-simple townhomes with extensive surrounding open space or a mixture of both housing types | Sales and service activities, professional and clerical offices, hotels, motels, medical buildings and offices, cultural and entertainment uses, community facilities, institutional, parks and open space, and residential uses in a high quality mixed use environment. Vertical mixed use buildings are allowed in all underlying zoning districts in the Mixed Use districts, with the sales and service components being located on the ground floors and residential and office uses being located on higher floors. Horizontal mixed use development (different uses in different buildings on the same site or block face) is allowed, with specific uses determined by the underlying zoning district. Vertical mixed use buildings shall be encouraged on sites that can accommodate the mix of uses under the prescribed parameters, while horizontal mixed use development is encouraged on sites that cannot otherwise accommodate vertical mixed use. | IO: manufacturing operations, maintenance and repair facilities, warehouses, mini-warehouses, office buildings, wholesale showrooms, distribution centers, construction and utility equipment maintenance yards, utility plants, public facilities, hospitals and medical buildings, full range of telecommunication facilities BO: retail, wholesale, personal and professional services, call centers, commercial and professional offices, hotels, motels, hospitals, medical buildings, nursing homes, entertainment and cultural facilities, amusements and commercial recreation establishments such as private commercial marinas, light industrial uses are also permitted in the within an approved Employment Center, and telecommunication facilities LMDR: single-family homes, townhouses and low-rise apartments. Zero-lot-line single-family developments in this category shall not exceed a density of 7.0 dwelling units per gross acre. |
| Residential Density | Not applicable | 2.5 – 6 DU/acre gross | up to 75 DU/acre gross | 6 – 13 DU/acre gross |
| Maximum Intensity (FAR) | 0.95 FAR | FAR not applicable | 2.5 FAR | 1.25 FAR (UIA-UDB) |
| Maximum Height | 6 stories | 2 stories and 35 feet (R-1) | 72 feet 35 feet adjacent to residentially zoned area | per zoning district |

ANALYSIS

The following is a review of the request pursuant to the criteria found at §30-30.8(b) of the Land Development Code for reviewing the amendment to the Comprehensive Plan and to the criteria found at §30-30.7(b) of the Land Development Code for reviewing the amendment the zoning map or text. The citations for each review criteria are given to both sections of code.

§30-30.8(b) Comprehensive Plan Amendment Criterion 1

§30-30.7(b) Zoning Text and Map Amendment Criterion 1

Criterion: Whether the proposal is consistent with the Comprehensive Plan, including the adopted infrastructure minimum levels of service standards and the Village's concurrency management program.

Analysis: The proposed Future Land Use Plan Map amendment would redesignate 62 private single-family lots and 1 vacant government owned lot from the *Franjo Activity Center (FAC)* land use designation to the *Low Density Residential (LDR)* land use designation. The uses and density / intensity for the changes are provided below.

**Table 6
 Future Land Use Category Comparison for Map Amendment**

| Future Land Use Category | FAC | LDR |
|--|--|-------------------------------------|
| Permitted Uses | Mixed uses per DUV zoning code | single-family housing and townhomes |
| Dwelling Units (DU) in Category | up to 5,661 DU total for category | not regulated for category |
| Commercial Space in Category | up to 1,500,000 square feet floor area | commercial uses not permitted |
| Density / Intensity | regulated by DUV zoning district: 47 properties at 14 DU/acre _{gross} 14 properties at 24 to 6 DU/acre _{gross} | 2.5 to 6 DU/acre _{gross} |

Both categories for the FLUM amendment are already in the FLUM, and therefore, there are no internal policy conflicts caused by the map amendment. The redesignation to LDR is for the purposes of:

- To enhance the long term stability of a an already stable and well maintained single family neighborhood by reducing the potential for development within the neighborhood by mixed use structures of incompatible scale and uses that are permitted in the FAC category
- As a stable neighborhood, there is no basis of economic development needed for stimulating reinvestment. The neighborhood is stable in its current use, density and form.

- The redesignation to LRD is consistent with the LDR designation to the east, and the transition area between the LDR-designated area moves from the middle of the neighborhood to Franjo Road which is a section-line road and creates a more logical pattern for future development.

The proposed text amendment changes Future Land Use Element Policy 1.1.1. concerning the Franjo Activity Center, retaining existing FAC policy, and also:

- 1) removes its eligibility for transfer of development rights (TDR);
- 2) removes the allocation of floating Reserve Residential Units (RRU) and Commercial Reserve Units (CRU); and
- 3) removes applicability of development bonus programs

The text changes do not impact use, density or intensity in the FAC, and serve to stabilize development expectations by removing decisions by Village Council on the specific allocation of development benefits which are on a first-come-first-serve basis until they reserve units run out. By removing these floating units, the pattern and distribution of densities and intensities is more predictable and more equitable.

Neither the map amendment nor the text amendment will on the whole impact minimum levels of service standards with regard to water, sewer, school and roadway infrastructure because the number of residential development units and the number of non-residential development units is not changed.

The DUV Zoning District is the only zoning district that implements the Franjo Activity Center, consistent with the requirements of Florida's Growth Management Act, §163.3201 and §163.3202. Referencing the Village's zoning map and FLUM, the land included in the Franjo Activity Center (FAC) FLUM designation and the Downtown Urban Village (DUV) Zoning District is exactly congruent. The DUV is the consistent zoning designation for the FAC. Regarding the map amendment, the rezoning to R-1 is also consistent with the redesignation of this land to the Low Density Residential (LDR) Land Use Category. Tables 7 and 8 provide a comparison of the consistency of the major tenets of each respective land use designation and implementing zoning district pertinent to the proposed amendments.

It should be noted, that while the proposed reduction of the total number of dwelling units in the Franjo Activity Center to 2,500 does not affect the consistency of the FAC and the DUV per §163.3201 and §163.3202, F.S., it does reduce the viability of the FAC as a long term planning instrument to guide the land development regulations and the DUV zoning code as intended by §163.3177, F.S., *Required and optional elements of comprehensive plan; studies and surveys*. The intent for the comprehensive plan with regard to population growth and housing needs is that the Comprehensive Plan, and for this amendment, specifically the Future Land Use Element, Policy 1.1.1 provide a time horizon of 10 years. By reducing the cap for the number of housing units from 5,661 to 2,500, where as of this date, 1,095 are allocated, there is a remainder of 1,405. The Village's Comprehensive Plan was adopted in 2015, and should guide development until 2025. With a remainder of 1,095 dwelling units allocable to the FAC, and with the Sector-specific densities permitted by the proposed DUV

text amendment, it is possible that residential development units may be completely absorbed by or before 2025. Careful monitoring of the number of allocable units will be required, along with the possibility of amendment to Policy 1.1.1. The Village may in 2022, perform a Comprehensive Plan Evaluation and Appraisal Report (EAR)-based amendment in which the EAR process will afford an opportunity to re-assess housing and other land use demands, update the Village's demand projections and update its market study for the consumption of residential and commercial development units.

Table 7
Future Land Use Category Comparison for Map Amendment
Existing

| EXISTING FAC and DUV Land Development Controls | Existing FAC Future Land Use | Existing DUV Zoning District |
|--|---|--|
| Permitted Uses | Mixed Uses, Commercial, Residential | Mixed Uses, Commercial, Residential |
| Dwelling Units (DU) in Category | <ul style="list-style-type: none"> • up to 5,661 DU total for the FAC • 4,415 are allocated by density and sum of development areas • 1,246 are in reserve | <ol style="list-style-type: none"> 1) Total number of dwelling units is not regulated by zoning code 2) 4,415 are the sum of base densities 3) 1,246 allocated by public hearing above base density |
| Residential Density | Residential density is not regulated by the FAC | <ol style="list-style-type: none"> 1) Regulated by the Density Plan. All properties are either: 24 DU/acre^{gross} 14 DU/acre^{gross} 2) Residential Reserve Units and TDR may be used to allocate more units to a development site. |
| Commercial Space in Category | Up to 1,500,000 square feet floor area for the FAC | Total floor area for the District is not regulated by zoning. |
| Non-Residential Intensity | Non-Residential intensity is not regulated by the FAC | <ol style="list-style-type: none"> 1) Commercial uses regulated by form-based regulations. 2) FAR is not directly regulated for each development site. |
| Height | Height is not regulated by the FAC | <ol style="list-style-type: none"> 1) Height is regulated by subsectors within the zoning district 2) Bonus floors may be allocated at a public hearing |
| Building Form | Building form is not regulated by the FAC | <ol style="list-style-type: none"> 1) Form standards are regulated by subsectors within the zoning district 2) Design consideration may be granted at a public hearing |
| Parking Requirements | Parking is not regulated by the FAC | <ol style="list-style-type: none"> 1) Parking standards are regulated by the zoning district 2) Parking incentive reductions may be granted at a public hearing. |

Table 8
Future Land Use Category Comparison for Map Amendment
Proposed Amendments

| PROPOSED FAC and DUV Land Development Controls | Existing FAC Future Land Use | Existing DUV Zoning District | | | | | | | | |
|--|---|--|--------|--------|--------|----|-------------|---------|--------------|----|
| Permitted Uses | Mixed Uses, Commercial, Residential | Mixed Uses, Commercial, Residential | | | | | | | | |
| Dwelling Units (DU) in Category | <ul style="list-style-type: none"> • up to 2,500 DU total for the FAC • 2,500 are allocated by density and but do not accommodate the total sum of development areas • none are in reserve | 1) Total number of dwelling units is not regulated by zoning code | | | | | | | | |
| Residential Density | Residential density is not regulated by the FAC | 1) Regulated by sub-sector, with all densities as DU/acre ^{gross} <table style="margin-left: 20px; border: none;"> <tr> <td>Island</td> <td>54</td> </tr> <tr> <td>Eureka</td> <td>43</td> </tr> <tr> <td>Main Street</td> <td>32</td> </tr> <tr> <td>Neighborhood</td> <td>24</td> </tr> </table> | Island | 54 | Eureka | 43 | Main Street | 32 | Neighborhood | 24 |
| Island | 54 | | | | | | | | | |
| Eureka | 43 | | | | | | | | | |
| Main Street | 32 | | | | | | | | | |
| Neighborhood | 24 | | | | | | | | | |
| Commercial Space in Category | Up to 1,500,000 square feet floor area for the FAC | Total floor area for the District is not regulated by zoning. | | | | | | | | |
| Non-Residential Intensity | Non-Residential intensity is not regulated by the FAC | 1) Commercial uses regulated by form-based regulations. 2) FAR is not directly regulated for each development site. | | | | | | | | |
| Height | Height is not regulated by the FAC | Height (maximum) is regulated by subsectors and by building use within the subsectors, with all heights provided by floors, and an overall height limit. <table style="margin-left: 20px; border: none;"> <tr> <td>Island</td> <td>5 to 8</td> </tr> <tr> <td>Eureka</td> <td>5</td> </tr> <tr> <td>Main Street</td> <td>4 and 5</td> </tr> <tr> <td>Neighborhood</td> <td>3</td> </tr> </table> | Island | 5 to 8 | Eureka | 5 | Main Street | 4 and 5 | Neighborhood | 3 |
| Island | 5 to 8 | | | | | | | | | |
| Eureka | 5 | | | | | | | | | |
| Main Street | 4 and 5 | | | | | | | | | |
| Neighborhood | 3 | | | | | | | | | |
| Building Form | Building form is not regulated by the FAC | 1) Form standards are regulated by the 4 subsectors within the zoning district 2) Non-use variances may be granted per §30-30.6 | | | | | | | | |
| Parking Requirements | Parking is not regulated by the FAC | 1) Parking standards are regulated by the zoning district 2) Shared parking and off-site parking are included in with standards. | | | | | | | | |

Consistency with the Comprehensive Plan Policy

The specific goals, objectives and policies of the Village of Palmetto Bay adopted Comprehensive Plan that are relevant to the proposed amendment supports are listed below (in navy blue, italicized typeface), with an evaluation for each policy in red typeface. As broader aspirational statements of intent, the Goals and Objectives are not directly evaluated, but provided for reference to the intent of policies. Each policy is evaluated as:

- Supportive: the proposed amendment directly furthers the policy in a measurable or otherwise material way
- Consistent: the proposed amendment does not further the policy as above and does not countervail or reduce it.
- Not Consistent: the proposed amendment directly countervails the policy.

1 Future Land Use Element

Goal 1 *To guide the Village of Palmetto Bay from birth to early maturity as an outstanding and truly livable community in southeast Florida by building on, and improving, the existing land use blueprint through visionary planning and place-making, cost efficient provision of high quality facilities and services, quality neighborhood protection, and enhancement of its unique and beautiful coastal environmental resources.*

Objective 1.1 *Future Land Use Map: Adoption and implementation of the Future Land Use Map (FLUM), including the land use amendments to individual parcels as referenced in the supporting Data, Inventory, and Analysis, and presented in Exhibit 1 and the element goals, objectives, and policies herein as the official and primary standard governing land use density and intensity in the Village of Palmetto Bay.*

Policy 1.1.1 Low Density Residential (LDR): *The residential densities allowed in this category shall range from a minimum of 2.5 to a maximum of 6.0 dwelling units per gross acre. This density category is generally characterized by detached single family housing. It could also include large fee-simple townhomes with extensive surrounding open space or a mixture of both housing types, provided that the maximum gross density is not exceeded.*

Supportive: The LDR land use designation is consistent with the larger residential area to the east and within which the neighborhood is a part of.

Franjo Activity Center (FAC): *This designation encourages development or redevelopment that seeks to facilitate multi-use and mixed-use projects that encourage mass transit, reduce the need for automobile travel, provide incentives for quality development, provide for the efficient use of land and infrastructure, provide for*

urban civic open space, and give definition to a pedestrian urban form. The Franjo Activity Center is intended to support the achievement of a residential to non-residential balance that increases the opportunities for transportation demand management alternatives including but not limited to walking and transit, reduced vehicle miles traveled, and reduced single use trips. The Franjo Activity Center shall serve as a significant, multifamily, employment, office and commercial center of the Village.

Supportive: The FAC designation is not applicable to this area, as it is a stable single-family neighborhood that is viable in the long term, and could be destabilized by FAC development that could be out of scale to the neighborhood

Objective 1.2 Land Development Code: Maintain, and revise as necessary, an effective Land Development Code (LDC), which clearly implements the goal, objectives, and policies of this Element, and the adopted Comprehensive Plan as a whole, and regulate development quality and impacts.

Policy 1.2.1 Continue to update the Village Land Development Code so that it is consistent with this Future Land Use Element and other applicable elements of the adopted Comprehensive Plan, and provides Village businesses, residents and developers with a clear and concise set of zoning and other regulations for implementing Palmetto Bay's future vision.

Supportive: The Future Land Use Element map and text amendment are to be considered with a corresponding amendment to the Downtown Urban Village (DUV) zoning code.

Policy 1.2.2 Utilize creative, yet proven, land development techniques in the new Land Development Code that will allow developers to generate the unique mixed-use character expressed in the community charrettes and the future land use designations for the Franjo Road/U.S. 1 Commercial Area and Palmetto Bay Village Center focus areas.

Supportive: The Future Land Use Element map and text amendment are to be considered with a corresponding amendment to the Downtown Urban Village (DUV) zoning code which is being modified to improve certainty of development rights, and improve the distribution and equity of development in the DUV zoning district and thereby the FAC future land use designated area. This amendment is a resulting recommendation of a series of 10 public Council workshops held in 2019 to amend the Downtown Urban Village and Franjo Activity Center land development regulations.

Objective 1.3 Public Facility Levels-of-Service: Make sure suitable land is available for roads and infrastructure needed to support proposed development and redevelopment, and the expansion of necessary

public facility capacity and service concurrent with the impacts of development.

Consistent: Overall development maximums are lowered by the proposed amendment. Roads and infrastructure needed to support proposed development and redevelopment, and the expansion of necessary public facility capacity and service concurrent with the overall impacts of development is reduced.

Policy 1.3.1 The adopted level-of-service standards in this Plan shall be required to be maintained throughout the planning, design, and construction phases of development approvals in the Village.

Consistent: Overall development maximums are lowered by the proposed amendment. Roads and infrastructure needed to support proposed development and redevelopment is reduced.

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.

Consistent: Overall development maximums are lowered by the proposed amendment. Trip generation and trip assignment maximums for the District are reduced. The adopted level-of-service will remain consistent with the 2019 update of the *Franjo Activity Center Traffic Impact Analysis*.

2 Transportation Element

Goal 2A Provide for a safe, convenient, effective, and efficient motorized and non-motorized transportation system that is intricately related to the land use pattern and improves the level of mobility of all residents and visitors within the Village.

Objective 2A.1 Transportation Level of Service: To the maximum extent controllable by the Village of Palmetto Bay, all roadways within the Village shall operate at or above the roadway level of service standards contained in this element.

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

Consistent: Overall development maximums are lowered by the proposed amendment. Trip generation and assignment maximums for the District are reduced. The adopted level-of-service will remain consistent with the 2019 update of the Franjo Activity Center Traffic Impact Analysis.

Policy 2A.1.4 The minimum acceptable p.m. peak period operating level of service for all Village maintained streets within Palmetto Bay shall be Level of Service E.

Consistent: See response to Policy 2A.1.1

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.

Supportive: The Downtown Urban Village (DUV) zoning code amendment contains provisions to assure roadway, transit, bicycle and/or pedestrian improvements shall be built by respective developer(s).

Objective 2A.4 Community and neighborhood Protection: Development and expansion of the transportation system within Palmetto Bay should be done in a way that does not adversely impact community and neighborhood integrity.

Supportive: See response to Policy 2A.1.1. Also, the FLUM amendment will help to reduce traffic intrusion into the single-family neighborhood to the east of the FAC and Franjo Road.

Policy 2A.4.2 The Village will continue to preserve and protect the integrity of its existing transportation system from the avoidable intrusion of roadway widening and request that appropriate state and county agencies consider all other capacity improvements, including public transit, bicycle, and pedestrian enhancements, prior to moving forward with any road widening projects that impacts the character of Palmetto Bay.

To this end, the Village strongly opposes any recommended roadway widening, now or in the future, to SW 136th Street, SW 144th Street, SW 152nd Street, or SW 168th Street east of US 1 or the widening of SW 67th Avenue, SW 72nd Avenue, SW 77th Avenue, SW 82nd Avenue, SW 87th Avenue, SW 92nd Avenue,

and SW 97th Avenue between northbound lanes of US 1 and SW 184th Street.

Consistent: See response to Policy 2A.1.1. The FAC includes part of SW 168th Street, and SW 97th Avenue (Franjo Road). Franjo Road and SW 168th Street, and will not be widened or expanded to provide additional capacity for the proposed map or text amendment. Overall development maximums are lowered by the proposed amendment, and is not expected to result in a capacity deficit to these facilities.

Goal 2C Preserve and enhance desirable development patterns that support Palmettos Bay's vision to provide for a safe, convenient, and efficient motorized and non-motorized transportation system to satisfy the transportation needs of the residents and visitors of the residents.

Objective 2C.1 Future Land Use Coordination: The transportation system shall be coordinated with the Future Land Use Map (FLUM) and the goals, objectives, and policies of the Future Land Use Element to ensure that transportation facilities and services are available to adequately serve existing and proposed population densities, land uses, and housing and employment patterns.

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

Supportive: The Downtown Urban Village zoning code amendment contains provisions to 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.

3 Housing Element

Objective 3.1 Village Housing Activities Protect the existing housing stock and neighborhoods, and address affordable housing needs to the maximum extent feasible.

Policy 3.1.1 Increase and improve affordable housing supply and minimize potential blight of existing residential neighborhoods through the use of good land use planning, urban design, landscaping in development review, and proactive code enforcement.

Consistent: The proposed amendments to the Future Land Use Policy 1.1.1 text and the DUV zoning code include provisions such as multi-family uses, smaller unit sizes, and live-work units

with development incentives to allow market forces to provide quality affordable and workforce housing.

Policy 3.1.4 Support the provision of affordable housing in close proximity to regional transit corridors and nearby shopping opportunities.

Consistent: The proposed amendments to the Future Land Use Policy 1.1.1 text and the DUV zoning code include provisions such as multi-family uses, smaller unit sizes, and live-work units with development incentives to allow market forces to provide quality affordable and workforce housing. The land area for the FAC Future Land Use designation and the DUV zoning district are adjacent on their western side to the South Dade Transitway. As a mixed use district, the area provides commercial opportunities in a walkable distance to residential locations.

Policy 3.1.5 By January 2016 evaluate the feasibility of inclusionary zoning regulations, which requires a certain percentage of units of new development or redevelopment to be set aside for low or moderate income housing.

Consistent: The existing Future Land Use Policy 1.1.1 text for the FAC and the existing DUV zoning code does not include inclusionary zoning regulations. The proposed amendments maintain the direction of the Village to allow market forces to provide quality affordable and workforce housing with smaller rental units than the existing Village housing stock located in the FAC and DUV areas.

Objective 3.3 Private Development Affordable Housing: Maximize opportunities for private sector development of affordable housing.

Policy 3.3.1 Create development regulations and policies to promote and encourage private development of affordable housing in the Village of Palmetto Bay.

Consistent: The proposed amendments to the Future Land Use Policy 1.1.1 text and the DUV zoning code include provisions such as multi-family uses, smaller unit sizes, and live-work units with development incentives to allow market forces to provide quality affordable and workforce housing.

Policy 3.3.5 Continue to provide land use designations and zoning districts on the Future Land Use Map and the Official Zoning Map to ensure that a variety of housing types (e.g., single family, duplex, and multi-family housing units) are allowed in the Village.

Consistent: The proposed amendments to the Future Land Use Policy 1.1.1 text and the DUV zoning code include provisions for a wide variety of housing types in close proximity to commercial and employment locations, transportation facilities and major

transit facilities. Housing types permitted in the mixed-use district include multi-family flats, lofts, town houses, row houses, compact single-family homes, and live-work units.

4 Infrastructure Element

(A) Potable Water Sub-Element

Goal 4A *A quality, dependable potable water supply sufficient to meet the existing and future needs of Village residents and businesses on a timely basis, at a reasonable cost and in compliance with utility regulatory standards*

Objective 4A.1 *Potable Water Level of Service: Coordinate effectively with the Village's water service provider, Miami-Dade County Water and Sewer Department (WASD) to ensure that potable water service to the Village will meet or exceed the adopted level-of-service (LOS) standard throughout the planning period.*

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

- a. *The Regional Treatment: System shall operate with rated maximum daily capacity no less than 2% above the maximum daily flow for the preceding year, and an average daily capacity 2% above the average daily system demand for the preceding five years. The maximum daily flow shall be determined by calculating the average of the highest five single day flows for the previous 12 months.*
- b. *Water shall be delivered to users at a pressure no less than 20 pounds per square inch (psi) and no greater than 100 psi. Unless otherwise approved by the Miami-Dade Fire Rescue Department, minimum fire flows based on the land use served shall be maintained as follows:*

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

- c. *Water Quality: Meet all federal, state, and county primary potable water standards.*
- d. *Countywide Storage: Storage capacity for finished water shall equal no less than 15% of countywide average daily demand.*

Consistent: Overall development maximums are lowered by the proposed amendment. Potable water service infrastructure level-of-service will not be adversely affected.

Policy 4A.2.1 Encourage future development and redevelopment in areas that are already served, or programmed to be served, by Miami-Dade County WASD potable water facilities.

Consistent: The Future Land Use Map amendment further compacts development towards the direction of existing infrastructure facilities. The zoning code increases densities by sub-sector and promotes compact development in an area already served by existing infrastructure. Overall development maximums are lowered by the proposed amendment, and results in a shorter time horizon limit on this development.

(B) Sanitary Sewer Sub Element

Goal 4B Environmentally-sound and cost-effective wastewater treatment and distribution facilities that protect public health and safety and meet the village's current and future needs

Objective 4B.1 Sanitary Sewer level of service: Coordinate effectively with the Villages wastewater service provider (WASD), to ensure that wastewater service to the Village will meet or exceed the adopted level-of-service standard thorough the planning period.

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

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

Consistent: Overall development maximums are lowered by the proposed amendment. Potable water service infrastructure level-of-service will not be adversely affected.

Policy 4B.1.3 All Village development order approvals must ensure the Village's adopted sanitary sewer LOS standard will be maintained from planning through to construction and operation.

Consistent: The companion Downtown Urban Village zoning code amendment contains provisions to require that the LOS standard be maintained.

Objective 4B.2 Existing Wastewater Facilities and Efficient Expansion: Coordinate with the Miami-Dade Water and Sewer Department (WASD) to help ensure the cost-efficient use of existing facilities and coordinate prudent future expansion plans consistent with projected needs to accommodate development at the densities and intensities prescribed in the Future Land Use Element.

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

Consistent: The Future Land Use Map amendment further compacts development towards the direction of existing infrastructure facilities. The zoning code increases densities by sub-sector and promotes compact development in an area already served by existing infrastructure. Overall development maximums are lowered by the proposed amendment, and results in a shorter time horizon limit on this development.

Policy 4B.2.3 Coordinate Village population projections, commercial growth, land use changes, and development approvals with the Miami-Dade County Water and Sewer Department (WASD) to assist that agency in effectively planning Palmetto Bay's future wastewater needs.

Consistent: Overall development maximums are lowered by the proposed amendment. Wastewater service infrastructure level-of-service will not be adversely affected.

(C) Stormwater Management (Drainage) Sub-Element

Goal 4C Protect the health and safety of the public by ensuring storm water management facilities and services are properly maintained, environmentally-sound, cost-effective, and meet the community's present and future demands.

Objective 4C.1 Maintain Adopted Level-of-Service Standards: Coordinate with the Federal Emergency Management Agency (FEMA), South Florida Water Management District (SFWMD), and Miami-Dade County to ensure the Village's storm water management system meets or exceeds adopted LOS design standards over the planning period.

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

- a. Post development runoff shall not exceed the pre-development runoff rate for a 25-year storm event, up to and including an event with a 24-hour duration.*
- b. Treatment of the runoff from the first one (1) inch of rainfall onsite or the first 0.5 inch of runoff, whichever is greater.*

Supportive: Stormwater LOS standards will be maintained as required through the site plan approval that is consistent with zoning code requirements. The amendment to the Downtown Urban Village zoning district will enhance the provision of green space and other permeable space, as well as promote rooftop rainwater harvesting.

(D) Solid Waste Sub-Element

Goal 4D Promote the efficient and economical balance of public and private solid waste collection and disposal services for the Village of Palmetto Bay that will meet established requirements in a manner that will protect the public health, safety, and environmental resources of the community.

Objective 4D.1 Existing and Future Needs: Coordinate with Miami-Dade County Department of Public Works Waste Management (PWWM), the entity responsible for solid waste collection and disposal, to help ensure maintenance of a safe, dependable, and efficient solid waste collection and disposal system for Village of Palmetto Bay residents and businesses and in compliance with the adopted level of service.

Policy 4D.1.1 The adopted Level of Service standards maintained by the Miami-Dade County Department of Public Works Waste Management (PWWM), for solid waste services within Village of Palmetto Bay are 9.9 pounds/capita/day to maintain solid waste disposal capacity sufficient to accommodate waste flows committed to the system through long-term interlocal agreements or contracts along with anticipated non-committed waste flows for a period of five (5) years in accordance with the County's Comprehensive Development Master Plan.

Consistent: Overall development maximums are lowered by the proposed amendment. Solid waste collection system and capacity will not be adversely affected.

5 Coastal Element

The land area for which the amendment pertains to is not in a Coastal High Hazard Area. There are no policies in the Coastal Element for which the proposed amendment is supportive, consistent, or not consistent.

6 Conservation Element

There are no policies in the Conservation Element for which the proposed amendment is supportive, consistent, or not consistent.

7 Recreation and Open Space Element

Goal 7 Provide a balanced, multi-purpose system of excellent parks, greenways, and trails that meet and exceed the needs of Palmetto Bay's residents, Businesses, and Visitors.

Objective 7.1 Parks and Recreational System Needs: Maintain and enhance Village parks and open space lands and facilities consistent with the adopted level-of-service (LOS) standard.

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

Consistent: Overall development maximums are lowered by the proposed amendment. The capacity and level-of-service of the Village's parks and recreation facilities will not be adversely affected.

8 Intergovernmental Coordination Element

Goal 8 Establish and improve intergovernmental relationships with public, quasi-public, private and non-profit entities involved in planning and development activities. Resource protection and allocation, and utility and infrastructure provision, including coordination of plans and programs affecting the Village of Palmetto Bay and its neighboring communities.

Objective 8.1 Non-Transportation Coordination Activities and Participation: Maintain and greatly enhance, where possible, intergovernmental coordination initiatives and activities with governmental agencies,

quasi-public companies, local service providers and non-profits, such as Miami-Dade County, South Florida Water Management District, and Miami-Dade County School Board, to maximize the capital improvement, service and financial benefits from those entities to the residents and businesses of Palmetto Bay.

Policy 8.1.4 The Village Manager and his designee shall disseminate information on proposed comprehensive plan and/or land development regulation amendments by the Village, neighboring cities, Miami-Dade County, and other governmental agencies which will have potentially significant impacts.

Consistent: Village staff will provide notification prior to the transmittal and adoption hearings to planning staff of Miami Dade County, the City of Coral Gables, the Village of Pinecrest, and the Town of Cutler Bay. Further, consistent with the requirements of §163.3184, F.S.

Policy 8.1.7 The Village's Comprehensive Plan will be consistent, where feasible, with the State of Florida Comprehensive Plan, the South Florida Strategic Regional Policy Plan, the Miami-Dade County Comprehensive Development Master Plan, the Comprehensive Plans of adjacent governments, and applicable regional water supply plan(s).

Consistent: Village staff will include the agencies and governments that maintain these plans as part of the intergovernmental coordination process in transmitting the proposed amendment.

Policy 8.1.8 Effectively coordinate with South Florida Regional Planning Council on socioeconomic data projections, comprehensive plan amendments, affordable housing, and other regional issues.

Consistent: Village staff will provide notification prior to the transmittal and adoption hearings to the Executive Director of the South Florida Regional Planning Council (SFRPC), and consistent with the requirement of §163.3184, F.S.

Objective 8.3 Communicate Village Plans to Affected Outside Entities: Village of Palmetto Bay's plans and programs proposed in the Comprehensive Plan or through other approved policy documents that impact adjacent communities, Miami-Dade County, the region and the State shall be fully communicated and considered through effective coordination mechanisms.

Consistent: Village staff has provided notification by newspaper ad, Village website and 2,854 letters prior to the transmittal and adoption hearings, to all property owners within a 2,500-ft. radius of the borders of the subject property, including the subject amendment properties.

Policy 8.3.1 Review of proposed development within the Village of Palmetto Bay shall include findings, where appropriate, indicating any significant impacts on adjacent communities, including unincorporated Miami-Dade County, and their comprehensive plans. Special attention will be given to proposed development on the Village borders.

Consistent: Overall development maximums are lowered by the proposed amendment. Traffic impacts to adjacent communities will not be adversely affected.

9 Capital Improvements Element

Goal 9 Provision of High-Quality road, utility and infrastructure facilities and services and public education facilities necessary to correct current deficiencies and accommodate new development and redevelopment for the residents and businesses for palmetto bay consistent with the level-of-service standards establish in this comprehensive plan.

Objective 9.3 Concurrency and Level-of-Service Standards (LOS) Standards: Make the availability of high-quality public facilities at adopted LOS standards concurrent with the impacts of development, an important basis for future land planning and capital decisions.

Policy 9.3.3 Evaluate proposed Plan amendments and requests for new development or redevelopment according to the following guidelines:

- 1. Will the action contribute to condition of public hazard as described in the Infrastructure Element?*
- 2. Will the action exacerbate any existing public facility capacity deficiency, as described in the Transportation Element, Infrastructure, and recreation and Open Space, Public Educational Facilities Elements, and Water Supply Elements?*
- 3. Will the action generate public facility demands that may be accommodated by capacity increases, which will maintain adopted level-of-service standards either planned in the Five-Year Schedule of Capital Improvements or by developer commitment?*
- 4. Is the action consistent with the goals, objectives, and policies of the Future Land Use Element, including the Future Land Use Map?*
- 5. If the Village provides public facilities, in part or while, is the action financially feasible pursuant to this Element?*

Consistent: Overall development maximums are lowered by the proposed amendment. Village infrastructure for transportation, recreation and open space, public educational facilities, potable water and wastewater will not be adversely affected.

10 Educational Facilities Element

Goal 10 Develop, operate, and maintain a system of public education by Miami-Dade County Public Schools, in cooperation with the county and other appropriate governmental agencies, which will strive to improve the quality and quantity of public educational facilities available to the citizenry of Miami-Dade County, Florida.

Objective 10.1 Work with Miami-Dade: County Public Schools towards the reduction of the overcrowding which currently exist in Miami-Dade County Public Schools, while striving to attain an optimum level of service pursuant to Objective 2. Provide additional solutions to overcrowding so that county-wide enrollment in Miami-Dade County's public schools meet state adopted requirements for class size.

Policy 10.1.6 Miami-Dade County Public Schools comments shall be sought and considered on comprehensive growth management plan amendments and other land use and zoning decisions, or Development of Regional Impact with the terms of the state mandated Interlocal Agreement pursuant to Sections 1013.33 and 163.31777 Florida Statutes.

Consistent: Overall development maximums are lowered by the proposed amendment. Public school infrastructure will not be adversely affected; however, Village staff will seek comments from Miami-Dade County Public Schools.

Policy 10.1.7 In accordance with Section 163.3174(1), Florida Statutes the School Board of Miami-Dade County shall be invited to appoint a non-voting member to the Village's Local Planning Agency in order to receive comment on applications which could impact the school district.

Consistent: Village staff will notified Miami-Dade Public Schools (MDPS) of the proposed amendment, entered pertinent data regarding the amendment into the MDPS concurrency Management System, and requested participation and/or verification of available capacity for the proposed Future Land Use Plan amendment.

11 Water Supply Facility Plan

There are no policies in the Water Supply Facility Plan for which the proposed amendment is supportive, consistent, or not consistent.

Finding: The proposal is Consistent with Criterion 1

§30-30.8(b) Comprehensive Plan Amendment Criterion 2

§30-30.7(b) Zoning Text and Map Amendment Criterion 3

Criterion: Whether, and the extent to which, land use and development conditions have changed since the effective date of the existing comprehensive plan, and whether the changes support or work against the proposed amendment.

Analysis: Land development conditions have changed to the extent of new development since the effective date of the existing comprehensive plan designation. New development in the Franjo Activity Center, as summarized in Table 5 on page 29, has stimulated vigorous public interest and comment to refine the FAC map designation and to create greater predictability of development densities and intensities in the FAC. These comments led to a series of 11 Village Council workshops in 2019, and to amendment of the DUV zoning code, the Village Zoning Map, and amendment of the text and map of the Franjo Activity Center Future Land Use designation.

Finding: **Consistent**

§30-30.8(b) Comprehensive Plan Amendment Criterion 3

§30-30.7(b) Zoning Text and Map Amendment Criterion 4

Criterion: Whether, and the extent to which, the proposal would result in any incompatible land uses, considering the type and location of uses involved, the impact on adjacent or neighboring properties, consistency with existing development, as well as compatibility with existing and proposed land uses.

Analysis: The proposed Future Land Use Plan Map amendment and companion zoning map amendment redesignates 62 private single-family lots and 1 vacant government owned lot from the *Franjo Activity Center (FAC)* land use designation to the *Low Density Residential (LDR)* land use designation. Both categories for the FLUM amendment are already in the FLUM, and therefore, there are no internal policy conflicts caused by the map amendment. The redesignation to LDR is for the purposes of:

- To enhance the long term stability of an already stable and well maintained single family neighborhood by reducing the potential for development within the neighborhood by mixed use structures of incompatible scale and uses that are permitted in the FAC category
- As a stable neighborhood, there is no basis of economic development needed for stimulating reinvestment. The area is stable in its current use, density and form.
- The redesignation to LRD is consistent with the LDR designation to the east, and the transition area between the LDR-designated area moves

from the middle of the neighborhood to Franjo Road which is a section-line road and creates a more logical pattern for future development.

The proposed text amendment changes Future Land Use Element Policy 1.1.1. concerning the Franjo Activity Center, retaining existing FAC policy, and also: 1) removes its eligibility for transfer of development rights (TDR); 2) removes the allocation of floating Reserve Residential Units (RRU) and Commercial Reserve Units (CRU); and 3) removes applicability of development bonus programs.

The proposed amendment of the Downtown Urban Village (DUV) zoning code, which regulates land area that is exactly congruent to the FAC, implements the FAC with specific densities, intensities, building heights, form-based regulations, parking regulations and incentives. The DUV amendment removes bonuses, transferrable development rights (TDR) eligibility, reserve residential units (RRU) and reserve commercial units (RCU) and replaces the floating development allocations with base entitlements in through stated densities and height regulations by sub-sector.

The text changes serve to stabilize development expectations by removing decisions by Village Council on the specific allocation of development benefits which are on a first-come-first-serve basis until the reserve units are exhausted. By removing these floating units, the pattern and distribution of densities and intensities is more predictable and more equitable.

Both the proposed map amendment and the text amendment would result in a lessening of the possibility for incompatible land uses, and a lessening of the impact on adjacent or neighboring properties, greater consistency with existing development, and greater compatibility with existing and proposed land uses.

Finding: Consistent

§30-30.8(b) Comprehensive Plan Amendment Criterion 4

§30-30.7(b) Zoning Text and Map Amendment Criterion 7

Criterion: **Whether, and the extent to which, the proposal would adversely affect the property values in the affected area, or adversely affect the general welfare.**

While the FAC text amendment reduces the maximum available development units in the Franjo Activity Center, property values are specifically tied to the DUV zoning regulations. The proposed DUV amendment, removes Council - allocated units of density and replaces it with increased base residential densities. With an increase in densities, property rights are not adversely affected. Further, by removing the variability of public hearings on the allocation of development units to specific properties, the distribution of development in the FAC is enhanced in terms of certainty and equity, both which would positively affect property values and the general welfare.

The Future Land Use Plan Amendment may adversely affect property values by reducing theoretical development potential based only on residential density on a per lot basis. In practice, the as-of-right development potential of these

properties is also affect by many other factors, some related to land development regulations regarding height, setbacks, other form standards, parking requirements, open space requirements and others regulations. Further, the as-of-right development potential for a property is also affected by the actions of the property owner, not the least of which is assemblage of adjacent properties.

Table 9 summarizes for each property the theoretical development potential based only on residential density, without consideration to other factors that variously contribute to and/or affect as-of-right development potential for a property.

Table 9
Future Land Use Plan Amendment Residential Density Criteria

| ADDRESS | FOLIO | AS-BUILT DENSITY <i>as built, DU/gross acre</i> | CURRENT DENSITY <i>permitted, DU/gross acre</i> | PROPOSED DENSITY <i>permitted, DU/net acre</i> | CURRENT PERMITTED RESIDENCES | PROPOSED PERMITTED RESIDENCES | Muni Zoning Basis on DCPA Record | |
|--|------------------------|--|--|---|------------------------------|-------------------------------|----------------------------------|-----|
| BLOCK 1 - partial block north of SW 181 Terrace and west of SW 94 Court | | | | | 65 | 28 | | |
| 1 | 9555 SW 181 Terrace | 33-5033-008-0040 | 2.0 | 24 | 8.5 | 12 | 3 | R-1 |
| 2 | 9625 SW 181 Terrace | 33-5033-008-0020 | 3.4 | 24 | 8.5 | 7 | 2 | R-1 |
| 3 | behind 9625 SW 181 Tr. | 33-5033-000-0931 | 0.0 | 24 | 8.5 | 1 | 1 | R-1 |
| 4 | 9601 SW 181 Terrace | 33-5033-008-0030 | 2.8 | 14 | 8.5 | 5 | 3 | R-1 |
| 5 | 9555 SW 181 Terrace | 33-5033-008-0040 | 2.8 | 14 | 8.5 | 5 | 3 | R-1 |
| 6 | 9545 SW 181 Terrace | 33-5033-008-0050 | 2.8 | 14 | 8.5 | 5 | 3 | R-1 |
| 7 | 9525 SW 181 Terrace | 33-5033-010-0010 | 2.8 | 14 | 8.5 | 5 | 3 | R-1 |
| 8 | 9501 SW 181 Terrace | 33-5033-010-0020 | 2.4 | 14 | 8.5 | 6 | 3 | R-1 |
| 9 | 18100 SW 94 Court | 33-5033-010-0030 | 2.7 | 14 | 8.5 | 5 | 2 | R-1 |
| 10 | 18040 SW 94 Court | 33-5033-010-0040 | 2.9 | 14 | 8.5 | 5 | 2 | R-1 |
| 11 | 18020 SW 94 Court | 33-5033-010-0050 | 3.6 | 14 | 8.5 | 4 | 2 | R-1 |
| 12 | 18000 SW 94 Court | 33-5033-010-0060 | 2.8 | 14 | 8.5 | 5 | 2 | R-1 |
| BLOCK 2 - between SW 181 Terrace and SW 182 Street, east of Franjo Road, west of SW 95 Cour | | | | | 58 | 21 | | |
| 13 | 9630 SW 181 Terrace | 33-5033-008-0100 | 2.5 | 24 | 8.5 | 10 | 2 | R-1 |
| 14 | 9620 SW 181 Terrace | 33-5033-008-0090 | 3.6 | 24 | 8.5 | 7 | 2 | R-1 |
| 15 | 9600 SW 181 Terrace | 33-5033-008-0090 | 3.6 | 14 | 8.5 | 4 | 2 | R-1 |
| 16 | 9560 SW 181 Terrace | 33-5033-008-0070 | 3.6 | 14 | 8.5 | 4 | 2 | R-1 |
| 17 | 9550 SW 181 Terrace | 33-5033-008-0080 | 2.8 | 14 | 8.5 | 5 | 2 | R-1 |
| 18 | 9545 SW 182 Street | 33-5033-008-0150 | 2.8 | 14 | 8.5 | 5 | 2 | R-1 |
| 19 | 9555 SW 182 Street | 33-5033-008-0140 | 3.6 | 14 | 8.5 | 4 | 2 | R-1 |
| 20 | 9601 SW 182 Street | 33-5033-008-0130 | 3.6 | 14 | 8.5 | 4 | 2 | R-1 |
| 21 | 9625 SW 182 Street | 33-5033-008-0120 | 3.6 | 24 | 8.5 | 7 | 2 | R-1 |
| 22 | 9635 SW 182 Street | 33-5033-008-0110 | 2.5 | 24 | 8.5 | 10 | 2 | R-1 |

Table 7 (continued)
Future Land Use Plan Amendment Residential Density Criteria

| ADDRESS | FOLIO | AS-BUILT DENSITY <i>as built, DU/gross acre</i> | CURRENT DENSITY <i>permitted, DU/gross acre</i> | PROPOSED DENSITY <i>permitted, DU/net acre</i> | CURRENT PERMITTED RESIDENCES | PROPOSED PERMITTED RESIDENCES | Muni Zoning Basis on DCPA Record | |
|--|--------------------|---|---|--|------------------------------------|-------------------------------------|---|-----|
| BLOCK 3 - between SW 182 Street and SW 183 Street, east of Franjo Road, west of SW 95 Court | | | | | 59 | 21 | | |
| 23 | 9630 SW 182 Street | 33-5033-008-0200 | 2.5 | 24 | 8.5 | 10 | 2 | R-1 |
| 24 | 9620 SW 182 Street | 33-5033-008-0190 | 3.6 | 24 | 8.5 | 7 | 2 | R-1 |
| 25 | 9600 SW 182 Street | 33-5033-008-0180 | 3.6 | 14 | 8.5 | 4 | 2 | R-1 |
| 26 | 9580 SW 182 Street | 33-5033-008-0170 | 3.6 | 14 | 8.5 | 4 | 2 | R-1 |
| 27 | 9550 SW 182 Street | 33-5033-008-0160 | 2.8 | 14 | 8.5 | 5 | 2 | R-1 |
| 28 | 9545 SW 183 Street | 33-5033-008-0250 | 2.8 | 14 | 8.5 | 5 | 2 | R-1 |
| 29 | 9555 SW 183 Street | 33-5033-008-0240 | 3.6 | 14 | 8.5 | 4 | 2 | R-1 |
| 29 | 9601 SW 183 Street | 33-5033-008-0230 | 3.6 | 14 | 8.5 | 4 | 2 | R-1 |
| 30 | 9625 SW 183 Street | 33-5033-008-0220 | 3.5 | 24 | 8.5 | 7 | 2 | R-1 |
| 31 | 9635 SW 182 Street | 33-5033-008-0210 | 2.5 | 24 | 8.5 | 10 | 2 | R-1 |
| BLOCK 4 - between SW 183 Street and SW 184 Street, east of Franjo Road, west of SW 95 Court | | | | | 59 | 21 | | |
| 32 | 9630 SW 183 Street | 33-5033-008-0300 | 2.5 | 24 | 8.5 | 10 | 2 | R-1 |
| 33 | 9620 SW 183 Street | 33-5033-008-0290 | 3.6 | 24 | 8.5 | 7 | 2 | R-1 |
| 34 | 9600 SW 183 Street | 33-5033-008-0280 | 3.6 | 14 | 8.5 | 4 | 2 | R-1 |
| 35 | 9580 SW 183 Street | 33-5033-008-0270 | 3.6 | 14 | 8.5 | 4 | 2 | R-1 |
| 36 | 9550 SW 183 Street | 33-5033-008-0260 | 2.8 | 14 | 8.5 | 5 | 2 | R-1 |
| 37 | 9545 SW 184 Street | 33-5033-008-0350 | 2.8 | 14 | 8.5 | 5 | 2 | R-1 |
| 38 | 9555 SW 184 Street | 33-5033-008-0340 | 3.6 | 14 | 8.5 | 4 | 2 | R-1 |
| 38 | 9601 SW 184 Street | 33-5033-008-0330 | 3.6 | 14 | 8.5 | 4 | 2 | R-1 |
| 39 | 9625 SW 184 Street | 33-5033-008-0320 | 3.5 | 24 | 8.5 | 7 | 2 | R-1 |
| 40 | 9635 SW 184 Street | 33-5033-008-0310 | 2.5 | 24 | 8.5 | 10 | 2 | R-1 |

Table 7 (continued)
Future Land Use Plan Amendment Residential Density Criteria

| ADDRESS | FOLIO | AS-BUILT DENSITY <i>as built, DU/gross acre</i> | CURRENT DENSITY <i>permitted, DU/gross acre</i> | PROPOSED DENSITY <i>permitted, DU/net acre</i> | CURRENT PERMITTED RESIDENCES | PROPOSED PERMITTED RESIDENCES | Muni Zoning Basis on DCPA Record | |
|--|---------------------|---|---|--|------------------------------------|-------------------------------------|---|-----|
| BLOCK 5 - between SW 181 Terrace and SW 184 Street, east of SW 95 Court, west of SW 94 Coui | | | | | 77 | 37 | | |
| 41 | 9470 SW 181 Terrace | 33-5033-010-0070 | 1.7 | 14 | 8.5 | 8 | 4 | R-1 |
| 42 | 18135 SW 95 Court | 33-5033-010-0080 | 2.4 | 14 | 8.5 | 6 | 2 | R-1 |
| 43 | 18145 SW 95 Court | 33-5033-010-0090 | 3.3 | 14 | 8.5 | 4 | 2 | R-1 |
| 44 | 18155 SW 95 Court | 33-5033-010-0100 | 3.2 | 14 | 8.5 | 4 | 2 | R-1 |
| 45 | 18201 SW 95 Court | 33-5033-010-0110 | 3.3 | 14 | 8.5 | 4 | 2 | R-1 |
| 46 | 18211 SW 95 Court | 33-5033-010-0120 | 3.3 | 14 | 8.5 | 4 | 2 | R-1 |
| 47 | 18221 SW 95 Court | 33-5033-010-0130 | 3.3 | 14 | 8.5 | 4 | 2 | R-1 |
| 48 | 18301 SW 95 Court | 33-5033-010-0140 | 3.3 | 14 | 8.5 | 4 | 2 | R-1 |
| 49 | 18311 SW 95 Court | 33-5033-010-0150 | 3.3 | 14 | 8.5 | 4 | 2 | R-1 |
| 50 | 18321 SW 95 Court | 33-5033-010-0160 | 2.4 | 14 | 8.5 | 6 | 2 | R-1 |
| 51 | 18342 SW 94 Court | 33-5033-052-0010 | 4.2 | 14 | 8.5 | 3 | 1 | R-1 |
| 52 | 18332 SW 94 Court | 33-5033-052-0020 | 5.8 | 14 | 8.5 | 2 | 1 | R-1 |
| 53 | 18322 SW 94 Court | 33-5033-052-0030 | 5.8 | 14 | 8.5 | 2 | 1 | R-1 |
| 54 | 18312 SW 94 Court | 33-5033-052-0040 | 5.8 | 14 | 8.5 | 2 | 1 | R-1 |
| 55 | 18302 SW 94 Court | 33-5033-052-0050 | 5.8 | 14 | 8.5 | 2 | 1 | R-1 |
| 56 | 18252 SW 94 Court | 33-5033-052-0060 | 5.8 | 14 | 8.5 | 2 | 1 | R-1 |
| 57 | 18242 SW 94 Court | 33-5033-052-0070 | 5.8 | 14 | 8.5 | 2 | 1 | R-1 |
| 58 | 18232 SW 94 Court | 33-5033-052-0080 | 5.8 | 14 | 8.5 | 2 | 1 | R-1 |
| 59 | 18222 SW 94 Court | 33-5033-052-0090 | 5.8 | 14 | 8.5 | 2 | 1 | R-1 |
| 60 | 18212 SW 94 Court | 33-5033-052-0100 | 5.8 | 14 | 8.5 | 2 | 1 | R-1 |
| 61 | 18202 SW 94 Court | 33-5033-052-0110 | 5.2 | 14 | 8.5 | 3 | 2 | R-1 |
| TOTAL FOR ALL 5 BLOCKS | | | 3.1 | 16.6 | 6.6 | 318 | 127 | |

§30-30.8(b) Comprehensive Plan Amendment Criterion 5

§30-30.7(b) Zoning Text and Map Amendment Criterion 8

Criterion: Whether the proposal would result in an orderly and compatible land use pattern. Any positive and negative effects on such pattern shall be identified.

Analysis The proposed Future Land Use Plan Map amendment and companion amendment to the Village Zoning Map would redesignate 62 private single-family lots and 1 vacant government owned lot from the *Franjo Activity Center (FAC)* land use designation to the *Low Density Residential (LDR)* land use designation. Both categories for the FLUM amendment are already in the FLUM, and therefore, there are no internal policy conflicts caused by the map amendment. Both categories for the Village Zoning Map amendment are already in the zoning map; and therefore, there are no internal policy conflicts caused by the map amendment. The redesignation to the Low Density Residential Land Use Category and the R-1 zoning District is for the purposes of:

- To enhance the long term stability of an already stable and well maintained single family neighborhood by reducing the potential for development within the neighborhood by mixed use structures of incompatible scale and uses that are permitted in the FAC category
- As a stable neighborhood, there is no basis of economic development needed for stimulating reinvestment. The area is stable in its current use, density and form.
- The redesignation to LRD is consistent with the LDR designation to the east, and the transition area between the LDR-designated area moves from the middle of the neighborhood to Franjo Road which is a section-line road and creates a more logical pattern for future development.

The proposed text amendment changes Future Land Use Element Policy 1.1.1. concerning the Franjo Activity Center, retaining existing FAC policy, and also: 1) removes its eligibility for transfer of development rights (TDR); 2) removes the allocation of floating Reserve Residential Units (RRU) and Commercial Reserve Units (CRU); and 3) removes applicability of development bonus programs.

The proposed amendment of the Downtown Urban Village (DUV) zoning code, which regulates land area that is exactly congruent to the FAC, implements the FAC with specific densities, intensities, building heights, form-based regulations, parking regulations and incentives. The DUV amendment removes bonuses, transferrable development rights (TDR) eligibility, reserve residential units (RRU) and reserve commercial units (RCU) and replaces the floating development allocations with base entitlements in through stated densities and height regulations by sub-sector.

The text changes serve to stabilize development expectations by removing decisions by Village Council on the specific allocation of development benefits which are on a first-come-first-serve basis until they reserve units run out. By removing these floating units, the pattern and distribution of densities and

intensities is more predictable, more equitable. As such, the text amendment allows for a more orderly, and compatible land use pattern.

Both the proposed map amendment and the text amendment would result in a more orderly and compatible land use pattern.

Finding: Consistent.

§30-30.8(b) Comprehensive Plan Amendment Criterion 6

§30-30.7(b) Zoning Text and Map Amendment Criterion 9

Criterion: Whether the proposal would be in conflict with the public interest, and whether it is in harmony with the purpose and interest of the comprehensive plan.

Analysis: The proposed amendment is not in conflict with the public interest, as expressed by the Goal of the adopted Village of Palmetto Bay Future Land Use Element, which is:

Future Land Use Element Goal 1

"To guide the Village of Palmetto Bay from birth to early maturity as an outstanding and truly livable community in Southeast Florida by building on, and improving, the existing land use blueprint through visionary planning and place-making, cost efficient provision of high quality facilities and services, quality neighborhood protection, and enhancement of its unique and beautiful coastal environmental resources."

The text amendment to Policy 1.1.1 of the Future Land Use Element of the Village Comprehensive Plan together with amendment of the Downtown Urban Village (DUV) zoning code, §30-50.23 of the Village code, and deletion of the Franjo Triangle & Island (FT&I) zoning code, §30-50.18 promotes a more predictable development in the downtown area of Palmetto Bay that will provide high quality facilities and services, and by drawing development demand into a compact area served directly by roadway and transit infrastructure, helps to protect neighborhoods and coastal area in the long term from ever-increasing development pressures.

Finding: Consistent.

§30-30.8(b) Comprehensive Plan Amendment Criterion 7

Criterion: Whether the proposed amendment meets the requirements of F.S. §163.3161, entitled "The Local Government Comprehensive Planning and Land Development Regulation Act.

Analysis: The comprehensive plan amendment process included extensive notice (2,854 mailed letters to notice the LPA meeting), public participation, opportunity for intervention by affected parties, application of required criteria and response

with data and analysis assure that the proposed amendment meets the spirit, intent and law of § 163.3161, F.S. entitled "The Local Government Comprehensive Planning and Land Development Regulation Act; § 163.3174 F.S., entitled "Local Planning Agency Requirements"; and § 163.3184 F.S, entitled "Criteria For Expedited Amendment Process'

Finding: Consistent

§30-30.7(b) Zoning Text and Map Amendment Criterion 2

Criterion: Whether the proposal is in conformance with all applicable requirements of Chapter 30.

Analysis: The zoning amendment process included extensive notice (2,854 mailed letters to notice the LPA meeting), public participation, opportunity for intervention by affected parties, application of required criteria and response with data and analysis assure that the proposed amendment meets all requirements of Division 30-30 Development Approval Procedures, specifically §30-30.7, §30-30.8, and §30-30.11. the proposed zoning amendment also conforms with Division 30-10, specifically §30-10.2, §30-10.3, and §30-10.5. The proposed zoning amendment also has no conflicts with other zoning district provisions contained in Division 30-50 of the Village zoning code

Finding: Consistent

§30-30.7(b) Zoning Text and Map Amendment Criterion 5

Criterion: Whether, and the extent to which, the proposal would result in demands on transportation systems, public facilities and services; would exceed the capacity of the facilities and services, existing or programmed, including: transportation, water and wastewater services, solid waste disposal, drainage, recreation, education, emergency services, and similar necessary facilities and services.

Analysis: Overall development maximums are lowered by the companion Future Land Use Element Policy 1.1.1 amendment. While the proposed zoning text amendment increases the residential densities, the district-wide demands on infrastructure that were evaluated in 2015 as part of the designation of the FAC Land Use Category and DUV Zoning District, are reduced. The impact on transportation systems, public facilities and services, water and wastewater services, solid waste disposal, drainage, recreation, education, emergency services, and similar necessary facilities and services was evaluated in 2015 to not be exceeded with 5,661 residential units and 1,500,000 square feet of commercial uses. At the proposed 2,500 residential units and 1,500,000 square feet of commercial uses, demands will be less; and therefore will not be exceeded.

Amendment of the Village Zoning Map changes the designation of 63 properties from the mixed use DUV Zoning District to R-1. The amendment to this 19.21 gross acre area will remove all non-residential development potential and reduce residential density from 24 DU/acre_{gross} and 14 DU/acre_{gross} to 5.8 DU/acre_{net}; thereby, reducing the potential residential development by 191 units (based only on permitted residential density; not accounting for form, height, parking, and lot size regulations and for assemblage potential) from 318 residential units to 127 residential units (62 are existing). The lowered potential for development results in lower demand for transportation systems, public facilities and services, water and wastewater services, solid waste disposal, drainage, recreation, education, emergency services, and similar necessary facilities and services. Capacities will not be exceeded.

Finding: Consistent

§30-30.7(b) Zoning Text and Map Amendment Criterion 6

Criterion: Whether, and to the extent to which, the proposal would result in adverse impacts on the natural environment, including consideration of wetland protection, preservation of groundwater aquifer, wildlife habitats, and vegetative communities.

Analysis: There are no protected wetlands, groundwater aquifers, wildlife habitats, or vegetative communities that are designated for preservation in the proposed Downtown Urban Village Zoning District. The proposed DUV code amendment includes regulations to address open space and permeable space, and to promote roof-top and garage-top gardens, rainwater collection systems and renewable energy systems. The proposed amended code contains a new section to promote and regulate sustainability systems to: lower the downtown carbon footprint, protect assets and people from sea level rise and storm floods, and provide urban green space and tree canopy that may serve to enhance nearby wild life habitats and protect nearby vegetative communities from invasive species.

Finding: Consistent

§30-30.8(b) Comprehensive Plan Amendment Criterion 8

§30-30.7(b) Zoning Text and Map Amendment Criterion 10

Criterion: Other matters which the Local Planning Agency or the Village Council in its legislative discretion may deem appropriate.

Analysis: The Local Planning Agency may consider other appropriate factors to determine whether the proposed amendment is appropriate and consistent with the public interest.

Finding: Decision for the Village Council.

FISCAL/BUDGETARY IMPACT

Overall fiscal and budgetary impacts will not result by altering the tax base strictly in terms of the maximum number of development units in the Franjo Activity Center; however, to the extent that the proposed Village of Palmetto Bay Comprehensive Plan amendment stimulates compatible and quality development through greater certainty of land development code requirements, certainty and equity in the distribution of development units, and community harmony about the nature, form and intensity of development in the FAC, then the Village should expect positive fiscal and budgetary impacts through a more timely increase in tax base.

RECOMMENDATION

Comprehensive Plan: Future Land Use Element Policy Amendment (text)

Regarding the proposed amendment to the adopted Village of Palmetto Bay Comprehensive Plan, Future Land Use Element Policy 1.1.1, concerning the Franjo Activity Center (FAC), the Village of Palmetto Bay Planning and Zoning Division Staff recommend approval on first reading as an ordinance, and to transmit the amendment for State of Florida Department of Economic Opportunity review and intergovernmental review.

Comprehensive Plan: Future Land Use Map Amendment

Regarding the proposed amendment to the Village of Palmetto Bay Future Land Use Map (FLUM) for the land area and properties as described changing land use designation from *Franjo Activity Center (FAC)* to *Low Density Residential (LDR)*, the Village of Palmetto Bay Planning and Zoning Division Staff recommend approval on first reading as an ordinance, and to transmit the amendment for State of Florida Department of Economic Opportunity review and intergovernmental review.

Zoning Amendment: Zoning Code (text)

Regarding the proposed amendment to the adopted Village of Palmetto Bay Zoning Ordinance to amend by replacement, all of the Downtown Urban Village (DUV) Zoning Code §30-50.23 with the proposed code contained in Attachment A of this package, and to delete all of the Franjo Triangle & Island Zoning Code (§30-50.18), the Village of Palmetto Bay Planning and Zoning Division Staff recommend approval on first reading as an ordinance.

Zoning Amendment: Zoning Map

Regarding the proposed amendment to the adopted Village of Palmetto Bay Zoning Map redesignate the area as described in this report and the attached legal description from *Downtown Urban Village (DUV)* to *Single Family Residential (R-1)*, the Village of Palmetto Bay Planning and Zoning Division Staff recommend approval on first reading as an ordinance.

Mark Alvarez 
Interim Planning & Zoning Director
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APPENDIX A

STATE OF FLORIDA GROWTH MANAGEMENT ACT

SHORT TITLE; INTENT AND PURPOSE Ch. 163.3161 F.S.

(referred to by Criteria 7)

LOCAL PLANNING AGENCY REQUIREMENTS Ch. 163.3174 F.S.

CRITERIA FOR EXPEDITED AMENDMENT PROCESS Ch. 163.3184 F.S.

163.3161 Short title; intent and purpose.—

- (1) *This part shall be known and may be cited as the "Community Planning Act."*
- (2) *It is the purpose of this act to utilize and strengthen the existing role, processes, and powers of local governments in the establishment and implementation of comprehensive planning programs to guide and manage future development consistent with the proper role of local government.*
- (3) *It is the intent of this act to focus the state role in managing growth under this act to protecting the functions of important state resources and facilities.*
- (4) *It is the intent of this act that local governments have the ability to preserve and enhance present advantages; encourage the most appropriate use of land, water, and resources, consistent with the public interest; overcome present handicaps; and deal effectively with future problems that may result from the use and development of land within their jurisdictions. Through the process of comprehensive planning, it is intended that units of local government can preserve, promote, protect, and improve the public health, safety, comfort, good order, appearance, convenience, law enforcement and fire prevention, and general welfare; facilitate the adequate and efficient provision of transportation, water, sewerage, schools, parks, recreational facilities, housing, and other requirements and services; and conserve, develop, utilize, and protect natural resources within their jurisdictions.*
- (5) *It is the intent of this act to encourage and ensure cooperation between and among municipalities and counties and to encourage and ensure coordination of planning and development activities of units of local government with the planning activities of regional agencies and state government in accord with applicable provisions of law.*
- (6) *It is the intent of this act that adopted comprehensive plans shall have the legal status set out in this act and that no public or private development shall be permitted except in conformity with comprehensive plans, or elements or portions thereof, prepared and adopted in conformity with this act.*

- (7) *It is the intent of this act that the activities of units of local government in the preparation and adoption of comprehensive plans, or elements or portions therefor, shall be conducted in conformity with this act.*
- (8) *The provisions of this act in their interpretation and application are declared to be the minimum requirements necessary to accomplish the stated intent, purposes, and objectives of this act; to protect human, environmental, social, and economic resources; and to maintain, through orderly growth and development, the character and stability of present and future land use and development in this state.*
- (9) *It is the intent of the Legislature that the repeal of ss. 163.160 through 163.315 by s. 19 of chapter 85-55, Laws of Florida, and amendments to this part by this chapter law, not be interpreted to limit or restrict the powers of municipal or county officials, but be interpreted as a recognition of their broad statutory and constitutional powers to plan for and regulate the use of land. It is, further, the intent of the Legislature to reconfirm that ss. 163.3161-163.3248 have provided and do provide the necessary statutory direction and basis for municipal and county officials to carry out their comprehensive planning and land development regulation powers, duties, and responsibilities.*
- (10) *It is the intent of the Legislature that all governmental entities in this state recognize and respect judicially acknowledged or constitutionally protected private property rights. It is the intent of the Legislature that all rules, ordinances, regulations, comprehensive plans and amendments thereto, and programs adopted under the authority of this act must be developed, promulgated, implemented, and applied with sensitivity for private property rights and not be unduly restrictive, and property owners must be free from actions by others which would harm their property or which would constitute an inordinate burden on property rights as those terms are defined in s. 70.001(3)(e) and (f). Full and just compensation or other appropriate relief must be provided to any property owner for a governmental action that is determined to be an invalid exercise of the police power which constitutes a taking, as provided by law. Any such relief must ultimately be determined in a judicial action.*
- (11) *It is the intent of this part that the traditional economic base of this state, agriculture, tourism, and military presence, be recognized and protected. Further, it is the intent of this part to encourage economic diversification, workforce development, and community planning.*
- (12) *It is the intent of this part that new statutory requirements created by the Legislature will not require a local government whose plan has been found to be in compliance with this part to adopt amendments implementing the new statutory requirements until the evaluation and appraisal period provided in s. 163.3191, unless otherwise specified in law. However, any new amendments must comply with the requirements of this part.*

History.—ss. 1, 2, ch. 75-257; ss. 1, 20, ch. 85-55; s. 1, ch. 93-206; s. 4, ch. 2011-139

163.3174 Local planning agency.—

- (1) *The governing body of each local government, individually or in combination as provided in s. 163.3171, shall designate and by ordinance establish a "local planning agency," unless the agency is otherwise established by law. Notwithstanding any special act to the contrary, all local planning agencies or equivalent agencies that first review rezoning and comprehensive plan amendments in each municipality and county shall include a representative of the school district appointed by the school board as a nonvoting member of the local planning agency or equivalent agency to attend those meetings at which the agency considers comprehensive plan amendments and rezonings that would, if approved, increase residential density on the property that is the subject of the application. However, this subsection does not prevent the governing body of the local government from granting voting status to the school board member. The governing body may designate itself as the local planning agency pursuant to this subsection with the addition of a nonvoting school board representative. All local planning agencies shall provide opportunities for involvement by applicable community college boards, which may be accomplished by formal representation, membership on technical advisory committees, or other appropriate means. The local planning agency shall prepare the comprehensive plan or plan amendment after hearings to be held after public notice and shall make recommendations to the governing body regarding the adoption or amendment of the plan. The agency may be a local planning commission, the planning department of the local government, or other instrumentality, including a countywide planning entity established by special act or a council of local government officials created pursuant to s. 163.02, provided the composition of the council is fairly representative of all the governing bodies in the county or planning area; however:*
 - (a) *If a joint planning entity is in existence on the effective date of this act which authorizes the governing bodies to adopt and enforce a land use plan effective throughout the joint planning area, that entity shall be the agency for those local governments until such time as the authority of the joint planning entity is modified by law.*
 - (b) *In the case of chartered counties, the planning responsibility between the county and the several municipalities therein shall be as stipulated in the charter.*
- (2) *Nothing in this act shall prevent the governing body of a local government that participates in creating a local planning agency serving two or more jurisdictions from continuing or creating its own local planning agency. Any such governing body which continues or creates its own local planning agency may designate which local planning agency functions, powers, and duties will be performed by each such local planning agency.*
- (3) *The governing body or bodies shall appropriate funds for salaries, fees, and expenses necessary in the conduct of the work of the local planning agency and shall also establish a schedule of fees to be charged by the agency. To accomplish the purposes and activities authorized by this act, the local planning agency, with the approval of the governing body or bodies and in accord with the fiscal practices thereof, may expend all sums so appropriated and other sums made available for use from fees, gifts, state or federal grants, state or federal loans, and other sources; however, acceptance of loans must be approved by the governing bodies involved.*
- (4) *The local planning agency shall have the general responsibility for the conduct of the comprehensive planning program. Specifically, the local planning agency shall:*
 - (a) *Be the agency responsible for the preparation of the comprehensive plan or plan amendment and shall make recommendations to the governing body regarding the*

adoption or amendment of such plan. During the preparation of the plan or plan amendment and prior to any recommendation to the governing body, the local planning agency shall hold at least one public hearing, with public notice, on the proposed plan or plan amendment. The governing body in cooperation with the local planning agency may designate any agency, committee, department, or person to prepare the comprehensive plan or plan amendment, but final recommendation of the adoption of such plan or plan amendment to the governing body shall be the responsibility of the local planning agency.

- (b) Monitor and oversee the effectiveness and status of the comprehensive plan and recommend to the governing body such changes in the comprehensive plan as may from time to time be required, including the periodic evaluation and appraisal of the comprehensive plan required by s. 163.3191.*
- (c) Review proposed land development regulations, land development codes, or amendments thereto, and make recommendations to the governing body as to the consistency of the proposal with the adopted comprehensive plan, or element or portion thereof, when the local planning agency is serving as the land development regulation commission or the local government requires review by both the local planning agency and the land development regulation commission.*
- (d) Perform any other functions, duties, and responsibilities assigned to it by the governing body or by general or special law.*
- (5) All meetings of the local planning agency shall be public meetings, and agency records shall be public records.*

History.—s. 6, ch. 75-257; s. 1, ch. 77-223; s. 5, ch. 85-55; s. 2, ch. 92-129; s. 9, ch. 95-310; s. 9, ch. 95-341; s. 1, ch. 2002-296; s. 10, ch. 2011-139; s. 2, ch. 2012-99.

163.3184 Process for adoption of comprehensive plan or plan amendment.—

(1) **DEFINITIONS.**—As used in this section, the term:

- (a) "Affected person" includes the affected local government; persons owning property, residing, or owning or operating a business within the boundaries of the local government whose plan is the subject of the review; owners of real property abutting real property that is the subject of a proposed change to a future land use map; and adjoining local governments that can demonstrate that the plan or plan amendment will produce substantial impacts on the increased need for publicly funded infrastructure or substantial impacts on areas designated for protection or special treatment within their jurisdiction. Each person, other than an adjoining local government, in order to qualify under this definition, shall also have submitted oral or written comments, recommendations, or objections to the local government during the period of time beginning with the transmittal hearing for the plan or plan amendment and ending with the adoption of the plan or plan amendment.
- (b) "In compliance" means consistent with the requirements of ss. 163.3177, 163.3178, 163.3180, 163.3191, 163.3245, and 163.3248, with the appropriate strategic regional policy plan, and with the principles for guiding development in designated areas of critical state concern and with part III of chapter 369, where applicable.
- (c) "Reviewing agencies" means:
 - 1. The state land planning agency;
 - 2. The appropriate regional planning council;
 - 3. The appropriate water management district;
 - 4. The Department of Environmental Protection;
 - 5. The Department of State;
 - 6. The Department of Transportation;
 - 7. In the case of plan amendments relating to public schools, the Department of Education;
 - 8. In the case of plans or plan amendments that affect a military installation listed in s. 163.3175, the commanding officer of the affected military installation;
 - 9. In the case of county plans and plan amendments, the Fish and Wildlife Conservation Commission and the Department of Agriculture and Consumer Services; and
 - 10. In the case of municipal plans and plan amendments, the county in which the municipality is located.

(2) **COMPREHENSIVE PLANS AND PLAN AMENDMENTS.**—

- (a) Plan amendments adopted by local governments shall follow the expedited state review process in subsection (3), except as set forth in paragraphs (b) and (c).
- (b) Plan amendments that qualify as small-scale development amendments may follow the small-scale review process in s. 163.3187.
- (c) Plan amendments that are in an area of critical state concern designated pursuant to s. 380.05; propose a rural land stewardship area pursuant to s. 163.3248; propose a sector plan pursuant to s. 163.3245 or an amendment to an adopted sector plan; update a comprehensive plan based on an evaluation and appraisal pursuant to s. 163.3191; propose

a development that is subject to the state coordinated review process pursuant to s. 380.06; or are new plans for newly incorporated municipalities adopted pursuant to s. 163.3167, must follow the state coordinated review process in subsection (4).

(3) EXPEDITED STATE REVIEW PROCESS FOR ADOPTION OF COMPREHENSIVE PLAN AMENDMENTS.—

- (a) The process for amending a comprehensive plan described in this subsection shall apply to all amendments except as provided in paragraphs (2)(b) and (c) and shall be applicable statewide.*
- (b) 1. The local government, after the initial public hearing held pursuant to subsection (11), shall transmit within 10 working days the amendment or amendments and appropriate supporting data and analyses to the reviewing agencies. The local governing body shall also transmit a copy of the amendments and supporting data and analyses to any other local government or governmental agency that has filed a written request with the governing body.*
- 2. The reviewing agencies and any other local government or governmental agency specified in subparagraph 1. may provide comments regarding the amendment or amendments to the local government. State agencies shall only comment on important state resources and facilities that will be adversely impacted by the amendment if adopted. Comments provided by state agencies shall state with specificity how the plan amendment will adversely impact an important state resource or facility and shall identify measures the local government may take to eliminate, reduce, or mitigate the adverse impacts. Such comments, if not resolved, may result in a challenge by the state land planning agency to the plan amendment. Agencies and local governments must transmit their comments to the affected local government such that they are received by the local government not later than 30 days after the date on which the agency or government received the amendment or amendments. Reviewing agencies shall also send a copy of their comments to the state land planning agency.*
- 3. Comments to the local government from a regional planning council, county, or municipality shall be limited as follows:*
 - a. The regional planning council review and comments shall be limited to adverse effects on regional resources or facilities identified in the strategic regional policy plan and extrajurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the region. A regional planning council may not review and comment on a proposed comprehensive plan amendment prepared by such council unless the plan amendment has been changed by the local government subsequent to the preparation of the plan amendment by the regional planning council.*
 - b. County comments shall be in the context of the relationship and effect of the proposed plan amendments on the county plan.*
 - c. Municipal comments shall be in the context of the relationship and effect of the proposed plan amendments on the municipal plan.*
 - d. Military installation comments shall be provided in accordance with s. 163.3175.*

4. *Comments to the local government from state agencies shall be limited to the following subjects as they relate to important state resources and facilities that will be adversely impacted by the amendment if adopted:*
 - a. *The Department of Environmental Protection shall limit its comments to the subjects of air and water pollution; wetlands and other surface waters of the state; federal and state-owned lands and interest in lands, including state parks, greenways and trails, and conservation easements; solid waste; water and wastewater treatment; and the Everglades ecosystem restoration.*
 - b. *The Department of State shall limit its comments to the subjects of historic and archaeological resources.*
 - c. *The Department of Transportation shall limit its comments to issues within the agency's jurisdiction as it relates to transportation resources and facilities of state importance.*
 - d. *The Fish and Wildlife Conservation Commission shall limit its comments to subjects relating to fish and wildlife habitat and listed species and their habitat.*
 - e. *The Department of Agriculture and Consumer Services shall limit its comments to the subjects of agriculture, forestry, and aquaculture issues.*
 - f. *The Department of Education shall limit its comments to the subject of public school facilities.*
 - g. *The appropriate water management district shall limit its comments to flood protection and floodplain management, wetlands and other surface waters, and regional water supply.*
 - h. *The state land planning agency shall limit its comments to important state resources and facilities outside the jurisdiction of other commenting state agencies and may include comments on countervailing planning policies and objectives served by the plan amendment that should be balanced against potential adverse impacts to important state resources and facilities.*
- (c)
 1. *The local government shall hold its second public hearing, which shall be a hearing on whether to adopt one or more comprehensive plan amendments pursuant to subsection (11). If the local government fails, within 180 days after receipt of agency comments, to hold the second public hearing, the amendments shall be deemed withdrawn unless extended by agreement with notice to the state land planning agency and any affected person that provided comments on the amendment. The 180-day limitation does not apply to amendments processed pursuant to s. 380.06.*
 2. *All comprehensive plan amendments adopted by the governing body, along with the supporting data and analysis, shall be transmitted within 10 working days after the second public hearing to the state land planning agency and any other agency or local government that provided timely comments under subparagraph (b)2.*
 3. *The state land planning agency shall notify the local government of any deficiencies within 5 working days after receipt of an amendment package. For purposes of completeness, an amendment shall be deemed complete if it contains a full, executed copy of the adoption ordinance or ordinances; in the case of a text amendment, a full copy of the amended language in legislative format with new words inserted in the text underlined, and words deleted stricken with hyphens; in the case of a future land use map amendment, a copy of the future land use map clearly depicting the parcel, its*

existing future land use designation, and its adopted designation; and a copy of any data and analyses the local government deems appropriate.

4. *An amendment adopted under this paragraph does not become effective until 31 days after the state land planning agency notifies the local government that the plan amendment package is complete. If timely challenged, an amendment does not become effective until the state land planning agency or the Administration Commission enters a final order determining the adopted amendment to be in compliance.*

(4) STATE COORDINATED REVIEW PROCESS.—

- (a) *Coordination.—The state land planning agency shall only use the state coordinated review process described in this subsection for review of comprehensive plans and plan amendments described in paragraph (2)(c). Each comprehensive plan or plan amendment proposed to be adopted pursuant to this subsection shall be transmitted, adopted, and reviewed in the manner prescribed in this subsection. The state land planning agency shall have responsibility for plan review, coordination, and the preparation and transmission of comments, pursuant to this subsection, to the local governing body responsible for the comprehensive plan or plan amendment.*
- (b) *Local government transmittal of proposed plan or amendment.—Each local governing body proposing a plan or plan amendment specified in paragraph (2)(c) shall transmit the complete proposed comprehensive plan or plan amendment to the reviewing agencies within 10 working days after the first public hearing pursuant to subsection (11). The transmitted document shall clearly indicate on the cover sheet that this plan amendment is subject to the state coordinated review process of this subsection. The local governing body shall also transmit a copy of the complete proposed comprehensive plan or plan amendment to any other unit of local government or government agency in the state that has filed a written request with the governing body for the plan or plan amendment.*
- (c) *Reviewing agency comments.—The agencies specified in paragraph (b) may provide comments regarding the plan or plan amendments in accordance with subparagraphs (3)(b)2.-4. However, comments on plans or plan amendments required to be reviewed under the state coordinated review process shall be sent to the state land planning agency within 30 days after receipt by the state land planning agency of the complete proposed plan or plan amendment from the local government. If the state land planning agency comments on a plan or plan amendment adopted under the state coordinated review process, it shall provide comments according to paragraph (d). Any other unit of local government or government agency specified in paragraph (b) may provide comments to the state land planning agency in accordance with subparagraphs (3)(b)2.-4. within 30 days after receipt by the state land planning agency of the complete proposed plan or plan amendment. Written comments submitted by the public shall be sent directly to the local government.*
- (d) *State land planning agency review.—*
 1. *If the state land planning agency elects to review a plan or plan amendment specified in paragraph (2)(c), the agency shall issue a report giving its objections, recommendations, and comments regarding the proposed plan or plan amendment within 60 days after receipt of the proposed plan or plan amendment. Notwithstanding the limitation on comments in sub-subparagraph (3)(b)4.g., the state land planning agency may make objections, recommendations, and comments in its report regarding*

whether the plan or plan amendment is in compliance and whether the plan or plan amendment will adversely impact important state resources and facilities. Any objection regarding an important state resource or facility that will be adversely impacted by the adopted plan or plan amendment shall also state with specificity how the plan or plan amendment will adversely impact the important state resource or facility and shall identify measures the local government may take to eliminate, reduce, or mitigate the adverse impacts. When a federal, state, or regional agency has implemented a permitting program, a local government is not required to duplicate or exceed that permitting program in its comprehensive plan or to implement such a permitting program in its land development regulations. This subparagraph does not prohibit the state land planning agency in conducting its review of local plans or plan amendments from making objections, recommendations, and comments regarding densities and intensities consistent with this part. In preparing its comments, the state land planning agency shall only base its considerations on written, and not oral, comments.

2. *The state land planning agency review shall identify all written communications with the agency regarding the proposed plan amendment. The written identification must include a list of all documents received or generated by the agency, which list must be of sufficient specificity to enable the documents to be identified and copies requested, if desired, and the name of the person to be contacted to request copies of any identified document.*
- (e) *Local government review of comments; adoption of plan or amendments and transmittal.—*
1. *The local government shall review the report submitted to it by the state land planning agency, if any, and written comments submitted to it by any other person, agency, or government. The local government, upon receipt of the report from the state land planning agency, shall hold its second public hearing, which shall be a hearing to determine whether to adopt the comprehensive plan or one or more comprehensive plan amendments pursuant to subsection (11). If the local government fails to hold the second hearing within 180 days after receipt of the state land planning agency's report, the amendments shall be deemed withdrawn unless extended by agreement with notice to the state land planning agency and any affected person that provided comments on the amendment. The 180-day limitation does not apply to amendments processed pursuant to s. 380.06.*
 2. *All comprehensive plan amendments adopted by the governing body, along with the supporting data and analysis, shall be transmitted within 10 working days after the second public hearing to the state land planning agency and any other agency or local government that provided timely comments under paragraph (c).*
 3. *The state land planning agency shall notify the local government of any deficiencies within 5 working days after receipt of a plan or plan amendment package. For purposes of completeness, a plan or plan amendment shall be deemed complete if it contains a full, executed copy of the adoption ordinance or ordinances; in the case of a text amendment, a full copy of the amended language in legislative format with new words inserted in the text underlined, and words deleted stricken with hyphens; in the case of a future land use map amendment, a copy of the future land use map clearly depicting*

the parcel, its existing future land use designation, and its adopted designation; and a copy of any data and analyses the local government deems appropriate.

4. *After the state land planning agency makes a determination of completeness regarding the adopted plan or plan amendment, the state land planning agency shall have 45 days to determine if the plan or plan amendment is in compliance with this act. Unless the plan or plan amendment is substantially changed from the one commented on, the state land planning agency's compliance determination shall be limited to objections raised in the objections, recommendations, and comments report. During the period provided for in this subparagraph, the state land planning agency shall issue, through a senior administrator or the secretary, a notice of intent to find that the plan or plan amendment is in compliance or not in compliance. The state land planning agency shall post a copy of the notice of intent on the agency's Internet website. Publication by the state land planning agency of the notice of intent on the state land planning agency's Internet site shall be prima facie evidence of compliance with the publication requirements of this subparagraph.*
5. *A plan or plan amendment adopted under the state coordinated review process shall go into effect pursuant to the state land planning agency's notice of intent. If timely challenged, an amendment does not become effective until the state land planning agency or the Administration Commission enters a final order determining the adopted amendment to be in compliance.*

(5) ADMINISTRATIVE CHALLENGES TO PLANS AND PLAN AMENDMENTS.—

- (a) *Any affected person as defined in paragraph (1)(a) may file a petition with the Division of Administrative Hearings pursuant to ss. 120.569 and 120.57, with a copy served on the affected local government, to request a formal hearing to challenge whether the plan or plan amendments are in compliance as defined in paragraph (1)(b). This petition must be filed with the division within 30 days after the local government adopts the amendment. The state land planning agency may not intervene in a proceeding initiated by an affected person.*
- (b) *The state land planning agency may file a petition with the Division of Administrative Hearings pursuant to ss. 120.569 and 120.57, with a copy served on the affected local government, to request a formal hearing to challenge whether the plan or plan amendment is in compliance as defined in paragraph (1)(b). The state land planning agency's petition must clearly state the reasons for the challenge. Under the expedited state review process, this petition must be filed with the division within 30 days after the state land planning agency notifies the local government that the plan amendment package is complete according to subparagraph (3)(c)3. Under the state coordinated review process, this petition must be filed with the division within 45 days after the state land planning agency notifies the local government that the plan amendment package is complete according to subparagraph (4)(e)3.*
 1. *The state land planning agency's challenge to plan amendments adopted under the expedited state review process shall be limited to the comments provided by the reviewing agencies pursuant to subparagraphs (3)(b)2.-4., upon a determination by the state land planning agency that an important state resource or facility will be adversely impacted by the adopted plan amendment. The state land planning agency's petition*

- shall state with specificity how the plan amendment will adversely impact the important state resource or facility. The state land planning agency may challenge a plan amendment that has substantially changed from the version on which the agencies provided comments but only upon a determination by the state land planning agency that an important state resource or facility will be adversely impacted.*
2. *If the state land planning agency issues a notice of intent to find the comprehensive plan or plan amendment not in compliance with this act, the notice of intent shall be forwarded to the Division of Administrative Hearings of the Department of Management Services, which shall conduct a proceeding under ss. 120.569 and 120.57 in the county of and convenient to the affected local jurisdiction. The parties to the proceeding shall be the state land planning agency, the affected local government, and any affected person who intervenes. No new issue may be alleged as a reason to find a plan or plan amendment not in compliance in an administrative pleading filed more than 21 days after publication of notice unless the party seeking that issue establishes good cause for not alleging the issue within that time period. Good cause does not include excusable neglect.*
- (c) *An administrative law judge shall hold a hearing in the affected local jurisdiction on whether the plan or plan amendment is in compliance.*
1. *In challenges filed by an affected person, the comprehensive plan or plan amendment shall be determined to be in compliance if the local government's determination of compliance is fairly debatable.*
 2.
 - a. *In challenges filed by the state land planning agency, the local government's determination that the comprehensive plan or plan amendment is in compliance is presumed to be correct, and the local government's determination shall be sustained unless it is shown by a preponderance of the evidence that the comprehensive plan or plan amendment is not in compliance.*
 - b. *In challenges filed by the state land planning agency, the local government's determination that elements of its plan are related to and consistent with each other shall be sustained if the determination is fairly debatable.*
 3. *In challenges filed by the state land planning agency that require a determination by the agency that an important state resource or facility will be adversely impacted by the adopted plan or plan amendment, the local government may contest the agency's determination of an important state resource or facility. The state land planning agency shall prove its determination by clear and convincing evidence.*
- (d) *If the administrative law judge recommends that the amendment be found not in compliance, the judge shall submit the recommended order to the Administration Commission for final agency action. The Administration Commission shall make every effort to enter a final order expeditiously, but at a minimum within the time period provided by s. 120.569.*
- (e) *If the administrative law judge recommends that the amendment be found in compliance, the judge shall submit the recommended order to the state land planning agency.*
1. *If the state land planning agency determines that the plan amendment should be found not in compliance, the agency shall make every effort to refer the recommended order and its determination expeditiously to the Administration Commission for final agency action, but at a minimum within the time period provided by s. 120.569.*

2. *If the state land planning agency determines that the plan amendment should be found in compliance, the agency shall make every effort to enter its final order expeditiously, but at a minimum within the time period provided by s. 120.569.*
 3. *The recommended order submitted under this paragraph becomes a final order 90 days after issuance unless the state land planning agency acts as provided in subparagraph 1. or subparagraph 2. or all parties consent in writing to an extension of the 90-day period.*
- (f) *Parties to a proceeding under this subsection may enter into compliance agreements using the process in subsection (6).*

(6) **COMPLIANCE AGREEMENT.—**

- (a) *At any time after the filing of a challenge, the state land planning agency and the local government may voluntarily enter into a compliance agreement to resolve one or more of the issues raised in the proceedings. Affected persons who have initiated a formal proceeding or have intervened in a formal proceeding may also enter into a compliance agreement with the local government. All parties granted intervenor status shall be provided reasonable notice of the commencement of a compliance agreement negotiation process and a reasonable opportunity to participate in such negotiation process. Negotiation meetings with local governments or intervenors shall be open to the public. The state land planning agency shall provide each party granted intervenor status with a copy of the compliance agreement within 10 days after the agreement is executed. The compliance agreement shall list each portion of the plan or plan amendment that has been challenged, and shall specify remedial actions that the local government has agreed to complete within a specified time in order to resolve the challenge, including adoption of all necessary plan amendments. The compliance agreement may also establish monitoring requirements and incentives to ensure that the conditions of the compliance agreement are met.*
- (b) *Upon the filing of a compliance agreement executed by the parties to a challenge and the local government with the Division of Administrative Hearings, any administrative proceeding under ss. 120.569 and 120.57 regarding the plan or plan amendment covered by the compliance agreement shall be stayed.*
- (c) *Before its execution of a compliance agreement, the local government must approve the compliance agreement at a public hearing advertised at least 10 days before the public hearing in a newspaper of general circulation in the area in accordance with the advertisement requirements of chapter 125 or chapter 166, as applicable.*
- (d) *The local government shall hold a single public hearing for adopting remedial amendments.*
- (e) *For challenges to amendments adopted under the expedited review process, if the local government adopts a comprehensive plan amendment pursuant to a compliance agreement, an affected person or the state land planning agency may file a revised challenge with the Division of Administrative Hearings within 15 days after the adoption of the remedial amendment.*
- (f) *For challenges to amendments adopted under the state coordinated process, the state land planning agency shall issue a cumulative notice of intent addressing both the remedial amendment and the plan or plan amendment that was the subject of the agreement within*

20 days after receiving a complete plan or plan amendment adopted pursuant to a compliance agreement.

- 1. If the local government adopts a comprehensive plan or plan amendment pursuant to a compliance agreement and a notice of intent to find the plan amendment in compliance is issued, the state land planning agency shall forward the notice of intent to the Division of Administrative Hearings and the administrative law judge shall realign the parties in the pending proceeding under ss. 120.569 and 120.57, which shall thereafter be governed by the process contained in paragraph (5)(a) and subparagraph (5)(c)1., including provisions relating to challenges by an affected person, burden of proof, and issues of a recommended order and a final order. Parties to the original proceeding at the time of realignment may continue as parties without being required to file additional pleadings to initiate a proceeding, but may timely amend their pleadings to raise any challenge to the amendment that is the subject of the cumulative notice of intent, and must otherwise conform to the rules of procedure of the Division of Administrative Hearings. Any affected person not a party to the realigned proceeding may challenge the plan amendment that is the subject of the cumulative notice of intent by filing a petition with the agency as provided in subsection (5). The agency shall forward the petition filed by the affected person not a party to the realigned proceeding to the Division of Administrative Hearings for consolidation with the realigned proceeding. If the cumulative notice of intent is not challenged, the state land planning agency shall request that the Division of Administrative Hearings relinquish jurisdiction to the state land planning agency for issuance of a final order.*
 - 2. If the local government adopts a comprehensive plan amendment pursuant to a compliance agreement and a notice of intent is issued that finds the plan amendment not in compliance, the state land planning agency shall forward the notice of intent to the Division of Administrative Hearings, which shall consolidate the proceeding with the pending proceeding and immediately set a date for a hearing in the pending proceeding under ss. 120.569 and 120.57. Affected persons who are not a party to the underlying proceeding under ss. 120.569 and 120.57 may challenge the plan amendment adopted pursuant to the compliance agreement by filing a petition pursuant to paragraph (5)(a).*
- (g) This subsection does not prohibit a local government from amending portions of its comprehensive plan other than those that are the subject of a challenge. However, such amendments to the plan may not be inconsistent with the compliance agreement.*
- (h) This subsection does not require settlement by any party against its will or preclude the use of other informal dispute resolution methods in the course of or in addition to the method described in this subsection.*

(7) MEDIATION AND EXPEDITIOUS RESOLUTION.—

- (a) At any time after the matter has been forwarded to the Division of Administrative Hearings, the local government proposing the amendment may demand formal mediation or the local government proposing the amendment or an affected person who is a party to the proceeding may demand informal mediation or expeditious resolution of the amendment proceedings by serving written notice on the state land planning agency if a party to the proceeding, all other parties to the proceeding, and the administrative law judge.*

- (b) *Upon receipt of a notice pursuant to paragraph (a), the administrative law judge shall set the matter for final hearing no more than 30 days after receipt of the notice. Once a final hearing has been set, no continuance in the hearing, and no additional time for post-hearing submittals, may be granted without the written agreement of the parties absent a finding by the administrative law judge of extraordinary circumstances. Extraordinary circumstances do not include matters relating to workload or need for additional time for preparation, negotiation, or mediation.*
- (c) *Absent a showing of extraordinary circumstances, the administrative law judge shall issue a recommended order, in a case proceeding under subsection (5), within 30 days after filing of the transcript, unless the parties agree in writing to a longer time.*
- (d) *For a case following the procedures under this subsection, absent written consent of the parties or a showing of extraordinary circumstances, if the administrative law judge recommends that the amendment be found not in compliance, the Administration Commission shall issue a final order within 45 days after issuance of the recommended order. If the administrative law judge recommends that the amendment be found in compliance, the state land planning agency shall issue a final order within 45 days after issuance of the recommended order. If the state land planning agency fails to timely issue a final order, the recommended order finding the amendment to be in compliance immediately becomes the final order.*

(8) **ADMINISTRATION COMMISSION.—**

- (a) *If the Administration Commission, upon a hearing pursuant to subsection (5), finds that the comprehensive plan or plan amendment is not in compliance with this act, the commission shall specify remedial actions that would bring the comprehensive plan or plan amendment into compliance.*
- (b) *The commission may specify the sanctions provided in subparagraphs 1. and 2. to which the local government will be subject if it elects to make the amendment effective notwithstanding the determination of noncompliance.*
 - 1. *The commission may direct state agencies not to provide funds to increase the capacity of roads, bridges, or water and sewer systems within the boundaries of those local governmental entities which have comprehensive plans or plan elements that are determined not to be in compliance. The commission order may also specify that the local government is not eligible for grants administered under the following programs:
 - a. *The Florida Small Cities Community Development Block Grant Program, as authorized by ss. 290.0401-290.048.*
 - b. *The Florida Recreation Development Assistance Program, as authorized by chapter 375.*
 - c. *Revenue sharing pursuant to ss. 206.60, 210.20, and 218.61 and chapter 212, to the extent not pledged to pay back bonds.**
 - 2. *If the local government is one which is required to include a coastal management element in its comprehensive plan pursuant to s. 163.3177(6)(g), the commission order may also specify that the local government is not eligible for funding pursuant to s. 161.091. The commission order may also specify that the fact that the coastal management element has been determined to be not in compliance shall be a consideration when the department considers permits under s. 161.053 and when the Board of Trustees of the Internal Improvement Trust Fund considers whether to sell,*

convey any interest in, or lease any sovereignty lands or submerged lands until the element is brought into compliance.

3. *The sanctions provided by subparagraphs 1. and 2. do not apply to a local government regarding any plan amendment, except for plan amendments that amend plans that have not been finally determined to be in compliance with this part, and except as provided in this paragraph.*

(9) *GOOD FAITH FILING.—The signature of an attorney or party constitutes a certificate that he or she has read the pleading, motion, or other paper and that, to the best of his or her knowledge, information, and belief formed after reasonable inquiry, it is not interposed for any improper purpose, such as to harass or to cause unnecessary delay, or for economic advantage, competitive reasons, or frivolous purposes or needless increase in the cost of litigation. If a pleading, motion, or other paper is signed in violation of these requirements, the administrative law judge, upon motion or his or her own initiative, shall impose upon the person who signed it, a represented party, or both, an appropriate sanction, which may include an order to pay to the other party or parties the amount of reasonable expenses incurred because of the filing of the pleading, motion, or other paper, including a reasonable attorney's fee.*

(10) *EXCLUSIVE PROCEEDINGS.—The proceedings under this section shall be the sole proceeding or action for a determination of whether a local government's plan, element, or amendment is in compliance with this act.*

(11) *PUBLIC HEARINGS.—*

(a) *The procedure for transmittal of a complete proposed comprehensive plan or plan amendment pursuant to subparagraph (3)(b)1. and paragraph (4)(b) and for adoption of a comprehensive plan or plan amendment pursuant to subparagraphs (3)(c)1. and (4)(e)1. shall be by affirmative vote of not less than a majority of the members of the governing body present at the hearing. The adoption of a comprehensive plan or plan amendment shall be by ordinance. For the purposes of transmitting or adopting a comprehensive plan or plan amendment, the notice requirements in chapters 125 and 166 are superseded by this subsection, except as provided in this part.*

(b) *The local governing body shall hold at least two advertised public hearings on the proposed comprehensive plan or plan amendment as follows:*

1. *The first public hearing shall be held at the transmittal stage. It shall be held on a weekday at least 7 days after the day that the first advertisement is published pursuant to the requirements of chapter 125 or chapter 166.*
2. *The second public hearing shall be held at the adoption stage. It shall be held on a weekday at least 5 days after the day that the second advertisement is published pursuant to the requirements of chapter 125 or chapter 166.*

(c) *Nothing in this part is intended to prohibit or limit the authority of local governments to require a person requesting an amendment to pay some or all of the cost of the public notice.*

(12) *CONCURRENT ZONING.—At the request of an applicant, a local government shall consider an application for zoning changes that would be required to properly enact any proposed plan*

amendment transmitted pursuant to this section. Zoning changes approved by the local government are contingent upon the comprehensive plan or plan amendment transmitted becoming effective.

(13) AREAS OF CRITICAL STATE CONCERN.—No proposed local government comprehensive plan or plan amendment that is applicable to a designated area of critical state concern shall be effective until a final order is issued finding the plan or amendment to be in compliance as defined in paragraph (1)(b).

History.—s. 9, ch. 75-257; s. 1, ch. 77-174; s. 4, ch. 77-331; s. 7, ch. 83-308; s. 8, ch. 84-254; s. 8, ch. 85-55; s. 9, ch. 86-191; s. 7, ch. 92-129; s. 77, ch. 92-279; s. 55, ch. 92-326; s. 10, ch. 93-206; s. 34, ch. 94-356; s. 1445, ch. 95-147; s. 5, ch. 95-181; s. 11, ch. 95-310; s. 2, ch. 95-322; s. 26, ch. 96-410; s. 16, ch. 97-99; s. 2, ch. 97-253; s. 3, ch. 98-146; s. 12, ch. 98-176; s. 15, ch. 2000-158; s. 34, ch. 2001-254; s. 7, ch. 2002-296; s. 2, ch. 2004-384; s. 6, ch. 2005-290; s. 19, ch. 2006-1; s. 3, ch. 2007-198; s. 7, ch. 2009-96; s. 6, ch. 2011-14; s. 17, ch. 2011-139; s. 15, ch. 2012-5; s. 1, ch. 2012-75; s. 8, ch. 2012-99; s. 3, ch. 2015-30; s. 3, ch. 2016-148.

NOTICE



VILLAGE OF PALMETTO BAY NOTICE OF LOCAL PLANNING AGENCY MEETING FOR A COMPREHENSIVE PLAN AMENDMENT

The Village of Palmetto Bay shall conduct a Local Planning Agency Meeting on Monday, January 13, 2020 at 7:00 p.m. (*prior to the Zoning Hearing*). The Local Planning Agency Meeting shall be held at Village Hall, 9705 East Hibiscus Street, Council Chambers, Palmetto Bay, Florida. Discussion and public input will be welcomed concerning the following item:

Location: Downtown Palmetto Bay
Legal Description: See Attachment C, and map, Attachment B
Applicant: Village of Palmetto Bay
Request: Referral to the Village Council for an Ordinance for First Reading

- AN ORDINANCE OF THE MAYOR AND VILLAGE COUNCIL OF PALMETTO BAY, FLORIDA, RELATING TO THE VILLAGE OF PALMETTO BAY'S ADOPTED COMPREHENSIVE PLAN AND ADOPTED FUTURE LAND USE MAP, BY AMENDING THE TEXT OF POLICY 1.1.1. OF THE COMPREHENSIVE PLAN FUTURE LAND USE ELEMENT AS PER ATTACHMENT "A"; AND AMENDING THE FUTURE LAND USE MAP FROM FRANJO ACTIVITY CENTER (FAC) TO LOW DENSITY RESIDENTIAL ON THE SOUTH EASTERN PORTION OF THE "FAC" PERIMETER FROM SW 97TH AVENUE TO SW 95TH COURT IN THE WEST TO EAST DIRECTION AND SW 181ST STREET TO SW 184TH STREET IN THE NORTH TO SOUTH DIRECTION AS PER ATTACHMENT "B"; AND PROVIDING FOR AN EFFECTIVE DATE.

Upon the Land Planning Agency issuing a recommendation for adoption of the amendment, the Village Council shall hold a public hearing and publish a Notice for the adoption of the Ordinance on First Reading.

All persons are invited to examine the documents and to appear and be heard at the hearing. The documents pertaining to this Hearing may be inspected at the Department of Planning & Zoning at Village Hall, 9705 East Hibiscus Street, Palmetto Bay, Florida, (305) 259.1234, 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.

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 Clerk for assistance at (305) 259-1234 no later than seven (7) days prior to the proceedings.

www.palmettbay-fl.gov

Attachment A

(deletions to Policy 1.1.1 shown in red strike-through format. Additions shown in navy blue underline format.)

- Policy 1.1.1 Estate Density Residential (EDR): The residential densities allowed in this category shall not exceed 2.5 dwelling units per gross acre. This density category is characterized solely by detached single family homes on relatively large lots.
- Low Density Residential (LDR): The residential densities allowed in this category shall range from a minimum of 2.5 to a maximum of 6.0 dwelling units per gross acre. This density category is generally characterized by detached single family housing. It could also include large fee-simple townhomes with extensive surrounding open space or a mixture of both housing types, provided that the maximum gross density is not exceeded.
- Low-Medium Density Residential (LMDR): This category allows a range in density from a minimum of 5.0 to a maximum of 13.0 dwelling units per gross acre. The types of housing typically found in areas designated as low-medium density include single-family homes, townhouses, and low-rise condominiums /apartments. Zero-lot line single-family developments in this category shall not exceed a density of 7.0 units per gross acre.
- Medium Density Residential (MDR): This category allows a range in density from a minimum of 14.0 to 23.0 dwelling units per gross acre. The types of housing typically found in areas designated as medium density include townhouses, low-rise condominiums/apartments, and high-rise condominiums/apartments.
- Medium-High Density Residential (MHDR): This category allows a range in density from a minimum of 24.0 to 40.0 dwelling units per gross acre and/or up to 70.0 hotel units, including townhouses, **low and high rise** condominiums/apartments and hotel units. Ancillary or auxiliary uses associated with high density use, including common area sport use, tennis courts, pool, gymnasium, and/or restaurant bar are provided under this district.
- Office and Residential (OR): Uses allowed in this category include both professional and clerical offices, hotels, motels, and residential uses. Developments under this category must be compatible with any existing, zoned or Plan-designated adjacent and nearby land uses. The maximum scale and intensity of development shall be based on, and compatible with, the proximity and scale of adjacent and nearby residential uses. Points of ingress and egress, including service drives, for office and hotel uses must be located away from adjacent and nearby residential uses. The residential portions of OR sites must also be designed to transition to adjacent existing residential parcels with substantial and effective visual and acoustic buffering. Residential density may be approved up to one density category higher than the average land use density of adjacent parcels. If no **residentially-designated** parcels exist adjacent to an OR parcel or no higher density categories exist on the Village FLUM, the maximum density allowed shall be 13.0 units per gross acre.

When residential uses are mixed with office uses, the overall scale and intensity shall be no greater than that which would be approved if the parcel was in either office only or residential use only, whichever is higher. Within the OR category, business uses ancillary and to serve the on-site uses may be integrated in an amount not to exceed 15.0 percent of the total floor area. The maximum floor area ratio (FAR) permitted is 0.4 for a one-story building and 0.6 for a two-story building.

Business and Office (BO): This category accommodates the full range of sales service activities including retail, wholesale, personal and professional services, commercial and professional offices, hotels, motels, hospitals, theaters, medical buildings, nursing homes, entertainment and cultural facilities, amusement and commercial recreation establishments (such as private commercial marinas). These uses may occur in self-contained centers, high rise structures, campus parks and municipal centers business districts. The specific range and intensity of uses appropriate in BO areas vary by location as a function of such factors as availability of public services, roadway access and neighborhood compatibility. Special limitations may be imposed on uses in BO where necessary to protect environmental resources including wellfield protection areas. Through the assignment of zoning districts and special conditions, the specific range and intensity of uses appropriate for a specific site will be determined. Strip commercial shopping centers with inadequate lot depth, which allow only a single row of commercial structures and parking in front, are discouraged in this designation. The floor area ratio (FAR) is 0.4 for the first story, plus 0.11 for each additional story up to six (6) stories.

Mixing of residential use with commercial, office, and hotels is also permitted in BO areas provided that the scale and intensity is not out of character with adjacent nearby development, and the project does not negatively affect any area neighborhoods. Where these conditions are met, residential density may be approved up to one density category higher than the average land use density of adjacent parcels. If no **residentially-designated** parcels exist adjacent to a BO parcel or no higher density categories exist on the Village FLUM, the maximum density allowed shall be 13.0 units per gross acre.

Institutional Use (IU): The IU category allows hospitals, non-profit medical facilities, fire-rescue stations, cemeteries, libraries, solid waste transfer stations, private and public utility plants and facilities, government offices and facilities, and military installations. Offices are allowed in this category. Internally integrated business areas, up to 10 percent of the total IU development floor area, may also be approved in this category. Major utility facilities allowed in the IU should generally be located away from residential areas. The Business and Office land use category intensity requirements are applied to all development in this category.

Civic Use (CU): This land use designation allows primarily universities and colleges, cemeteries, churches, public and private schools. Offices are allowed in this category. Internally integrated business areas, up to 10 percent of the total CU development floor area, may also be approved.

Village Mixed Use (VMU): The land use designation is designed to encourage compact, mixed-use development comprised of business, office, residential,

civic, institutional, recreation, open space, and hotel. Development must emphasize the efficient reuse of existing infrastructure, preservation of natural systems, integration of pedestrian and bicycle facilities, and an urban form characterized by close-knit neighborhoods and sense of community. The minimum VMU parcel size is 25.0 gross acres. Each parcel must also adhere to a unified "Development Plan" established through a public charrette process to specify the permitted uses, densities/intensities, building scale and types, and design features and controls. Residential density shall range from a minimum of 5.0 to a maximum of 10.0 dwelling units per gross acre, subject to the approved Development Plan. Non-residential intensities should average a floor area ratio (FAR) of 0.5; subject to limits adopted as part of an approved "Master Plan".

The mix of uses proposed in any "Master Plan" accepted by the Village Council for a VMU site will be adopted into the Future Land Use Element of this Comprehensive Plan during the next regularly scheduled amendment cycle.

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

Development within the Franjo Activity Center shall:

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

civic, institutional, recreation, open space, and hotel. Development must emphasize the efficient reuse of existing infrastructure, preservation of natural systems, integration of pedestrian and bicycle facilities, and an urban form characterized by close-knit neighborhoods and sense of community. The minimum VMU parcel size is 25.0 gross acres. Each parcel must also adhere to a unified "Development Plan" established through a public charrette process to specify the permitted uses, densities/intensities, building scale and types, and design features and controls. Residential density shall range from a minimum of 5.0 to a maximum of 10.0 dwelling units per gross acre, subject to the approved Development Plan. Non-residential intensities should average a floor area ratio (FAR) of 0.5; subject to limits adopted as part of an approved "Master Plan".

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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:

Water Bodies (WB): Major existing inland canals, lakes, and other water bodies are shown on the FLUM. No residential or non-residential development is permitted. Access and usage facilities such as docks and boat ramps are permitted subject to the approval of the jurisdiction with authority over the water body, the Village Council, and the Miami-Dade County Department of Regulatory and Economic Resources.

ATTACHMENT C LEGAL DESCRIPTION

A parcel of land being a portion of Sections 28, 32 and 33 all of Township 55 South, Range 40 East, said parcel of land being more particularly described as follows:

BEGIN at the intersection of the centerline of Southbound Dixie Highway (S.R. 5) and the South line of the Southeast One-Quarter (SE 1/4) of said Section 32, said South line being the centerline of SW 184th Street'

THENCE Northeasterly along the said centerline of Southbound Dixie Highway (S.R. 5) to the intersection of the centerline of Northbound Dixie Highway (S.R. 5);

THENCE Southerly along the centerline of Northbound Dixie Highway (S.R. 5) to the intersection with the North line of the Northwest One-Quarter (NW 1/4) of said Section 33, said North line being the centerline of SW 168th Street;

THENCE Easterly along said North line of the Northwest One-Quarter (NW 1/4) of Section 33 to the intersection with the East line of the Northwest One-Quarter (NW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33, said East line being the centerline of SW 94th Avenue;

THENCE Southerly along the said East line of the Northwest One-Quarter (NW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33 and along the East line of the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33 to the intersection with the North line of the South One-Half (S 1/2) of the Southeast One-Quarter (SE 1/4) of the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33;

THENCE Westerly along the said North line of the South One-Half (S 1/2) of the Southeast One-Quarter (SE 1/4) of the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33 to the West line of the South One-Half (S 1/2) of the Southeast One-Quarter (SE 1/4) of the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33;

THENCE Southerly along the said West line of the South One-Half (S 1/2) of the Southeast One-Quarter (SE 1/4) of the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33 and continue Southerly along the West line of the East One-Half (E 1/2) of the Northwest One-Quarter (NW 1/4) of the Southwest One-Quarter (SW 1/4) of Section 33, said line being the centerline of Park Drive (SW 95th Avenue) to the intersection with the North line of the Northwest One-Quarter (NW 1/4) of the Southwest One-Quarter (SW 1/4) of the Southwest One-Quarter (SW 1/4) of Section 33;

THENCE continue Southerly along the East line of the Northwest One-Quarter (NW 1/4) of the Southwest One-Quarter (SW 1/4) of the Southwest One-Quarter (SW 1/4) of Section 33 to the North line of Lot 9, Block 1, FRANJO PARK SECTION TWO, Plat Book 65, Page 84, Public Records of Miami-Dade County Florida,

THENCE Westerly along the Westerly prolongation of the said North line of Lot 9, Block 1, to a line being 30 feet West of and parallel with the East line of the Northwest One-Quarter (NW 1/4) of the Southwest One-Quarter (SW 1/4) of the Southwest One-Quarter (SW 1/4) of Section 33;

THENCE Southerly along said parallel line to the intersection with a line 30 feet North of and parallel with the South line of the North One-Half (N 1/2) of the Northwest One-Quarter (NW 1/4) of the Southwest One-Quarter (SW 1/4) of the Southwest One-Quarter (SW 1/4) of Section 33;

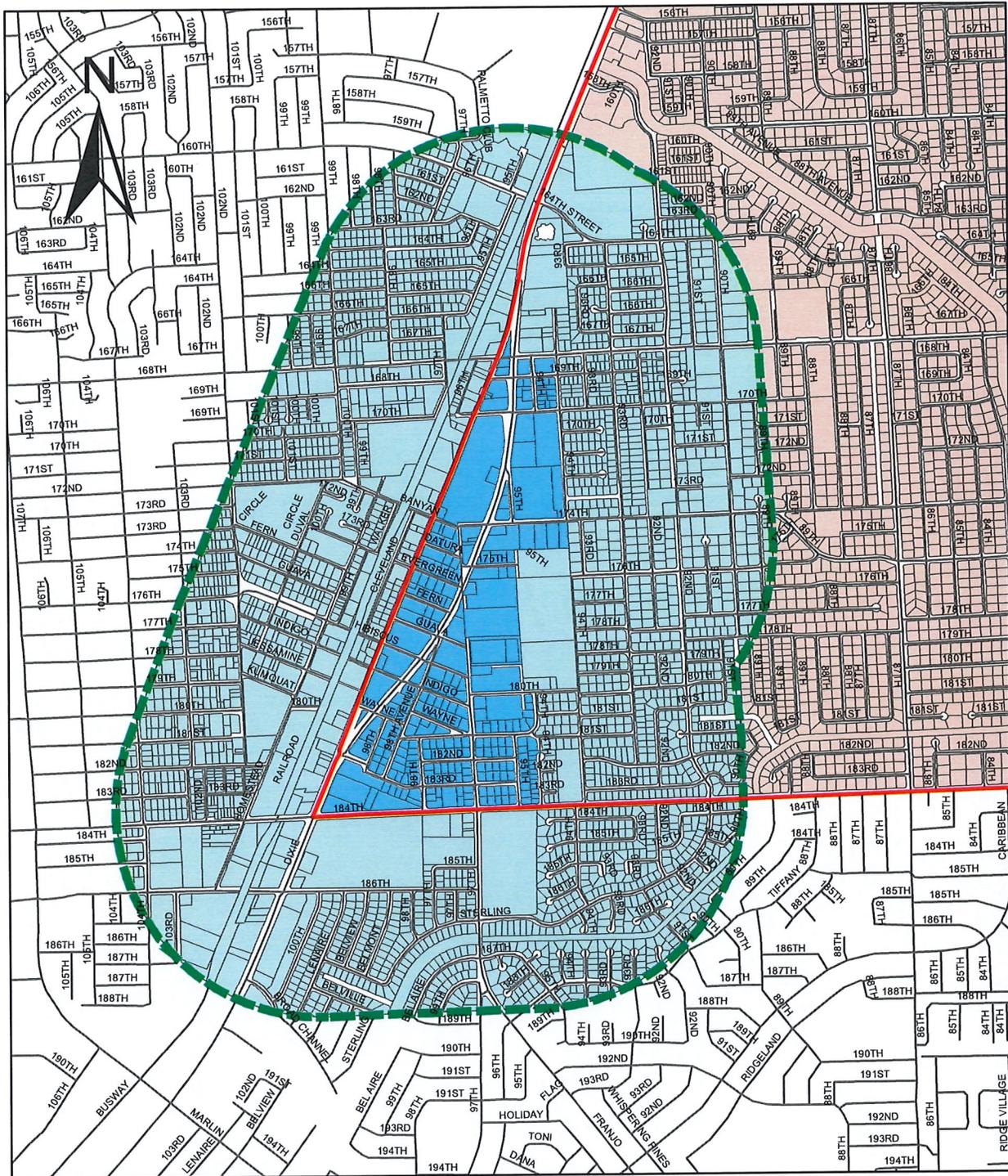
THENCE Westerly along the said parallel line to the intersection with the East line of the Southeast One-Quarter (SE 1/4) of said Section 32, said East line being the centerline of SW 97th Avenue;

THENCE Southerly along the said East line of the Southeast One-Quarter (SE 1/4) of Section 32 to the

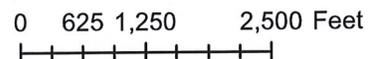
intersection with the South line of the said Southeast One-Quarter (SE 1/4) of said Section 32, said South line being the centerline of SW 184th Street;

THENCE Westerly along the said South line of the Southeast One-Quarter (SE 1/4) of Section 32 to the POINT OF BEGINNING.

Downtown Urban Village 2,500 Foot Notification Boundary



Date: 11/26/2019



Legend

- Palmetto Bay Boundary
- Properties within 2,500 Feet Radius
- DUV 2017 Boundary
- Palmetto Bay
- 2,500 Feet Radius

Mailing radius of 2,500 feet for 2,854 labels

| | | |
|--|---|---|
| WILLIAM LICEA &W CAROL 16112 SW 98 AVE MIAMI FL 33157-3312 | LAWRENCE MIGNOTT 16122 SW 98 AVE MIAMI FL 33157 | FRANCES & LEWIS CHIN CHONG & 16132 SW 98 AVE MIAMI FL 33157-3312 |
| KATRINA FLANAGAN & MORGAN KITCHEN 16202 SW 98 AVE MIAMI FL 33157-3314 | DAVID MIRANDA &W MARLENE 16212 SW 98 AVE MIAMI FL 33157-3314 | MARIO M ROSALES JUNCO 9805 SW 163 STREET MIAMI FL 33157 |
| ISLAND VIBE HOLDINGS LLC 75 SW 18 AVE HOMESTEAD FL 33030 | DIANA NUNEZ 16215 SW 98 CT MIAMI FL 33157 | LORLING M CRUZ 16201 SW 98 CT MIAMI FL 33157 |
| ERNESTO A HELMS 16135 SW 98 CT MIAMI FL 33157 | PETER J SALAS 16125 SW 98 CT MIAMI FL 33157 | ADA DE PAZ 2715 SW 115 AVE MIAMI FL 33165 |
| JOSE O SANCHEZ LOPEZ 16210 SW 98 CT MIAMI FL 33157 | NATASHA MIDDAGH 16220 SW 98 CT MIAMI FL 33157 | MIAMI-DADE COUNTY 3071 SW 38 AVE MIAMI FL 33146-1520 |
| ECW SOUTH DADE LLC 231 NW 42 AVE MIAMI FL 33126 | CHICAGO FINANCIAL BUILDING LLC 8100 SW 81 DR #210 MIAMI FL 33143-6603 | SUNSHINE GASOLINE 1650 NW 87 AVE MIAMI FL 33172 |
| ALAN HOWARD GIBBS JR 15830 PALMETTO CLUB DR MIAMI FL 33157-1746 | ROBERTO MENDEZ 15931 SW 97 AVE MIAMI FL 33157 | |
| SYLVIA E HATFIELD 9620 SW 159 ST MIAMI FL 33157-1739 | EDUARDO LARIOS &W 9610 SW 159 ST MIAMI FL 33157-1739 | JEN REYES 9600 SW 159 ST MIAMI FL 33157-1739 |
| 15831 PALMETTO CLUB LLC 271 NW 151 AVE PEMBROKE PINES FL 33028 | BRIAN RIGG 15841 SW 97 AVE MIAMI FL 33157-1734 | EDITH M TATEM EST OF 15840 SW 97 AVE MIAMI FL 33157-1735 |
| ADVANCE AUTO PARTS PO BOX 2710 ROANOKE VA 24001 | REAL SUB LLC 3300 PUBLIX CORPORATE PARKWAY LAKELAND FL 33815 | PC PROPERTY HOLDINGS LLC 3300 PUBLIX CORPORATE PKWY LAKELAND FL 33815 |

Mailing radius of 2,500 feet for 2,854 labels

| | | |
|---|---|---|
| WAZIR KHAN 13640 SW 92 AVE MIAMI FL 33175 | COUNTRY CLUB SOUTH APARTMENTS LTD 9095 SW 87 AVE STE 777 MIAMI FL 33176-2310 | SORKINS PALMETTO GOLF CLUB LLC 1981 JN PEASE PL 101 CHARLOTTE NC 28262 |
| ROGER BULLOCK &W 17101 SW 204 ST MIAMI FL 33187 | COLONIAL DRIVE SHOPPING PLAZA LLC 9587 COLONIAL DR MIAMI FL 33157-3350 | COLONIAL DRIVE SHOPPING 7840 SW 129 TERR PINECREST FL 33156 |
| PANE FAMILY ENTERPRISES LLC 9501 SW 160 ST MIAMI FL 33157 | REFERENCE ONLY | CAR WAR FL LRSD LLC 8484 WESTPARK DR SUITE 200 MC LEAN VA 22102 |
| ELIM MISSIONARY COMM 10139 RICHMOND DR MIAMI FL 33157 | MARIA LUISA EKERT 9895 SW 168 ST MIAMI FL 33157-4317 | LAZARO AMARANTE 9877 SW 168 ST MIAMI FL 33157 |
| HINDU SOCIETY OF AMERICA INC 9851 SW 168 ST MIAMI FL 33157-4317 | DELJIS R GUEVARA 9865 SW 168 ST MIAMI FL 33157-4317 | KONSTANTIN OULIANOV 9530 SW 166 TER MIAMI FL 33157 |
| DOROTHY V ANDERSEN 9510 SW 166 TERR MIAMI FL 33157-3429 | KUMARIE LACHMAN TRS 10803 SW 158 LN MIAMI FL 33157 | MAHADEO TULSIE 16030 SW 108 AVE MIAMI FL 33157-2917 |
| DIOVEL HERNANDEZ 16545 SW 95 AVE MIAMI FL 33157 | PATRICK DIAZ 16535 SW 95 AVE MIAMI FL 33157-3423 | EMPERATRIZ GONZALEZ &H FRANCISCO 16525 SW 95 AVE MIAMI FL 33157-3423 |
| MARIE C LAUTURE 16515 SW 95 AVE MIAMI FL 33157-3423 | CESAR C DUMARAN &W MAY B 16501 SW 95 AVE MIAMI FL 33157-3423 | FIDEL REMON PEREZ 16425 SW 95 AVE MIAMI FL 33157 |
| REYNA REYES 16415 SW 95 AVE MIAMI FL 33157-3421 | VICTOR MANUEL CARMONA 16401 SW 95 AVE MIAMI FL 33157-3421 | MAURICIO ROLANDO FIGUEROA 16325 SW 95 AVE MIAMI FL 33157 |
| ENRIQUETA PALACIOS 16315 SW 95 AVE MIAMI FL 33157-3419 | LUCILLE CUMMINGS EST OF 9700 SW 167 ST MIAMI FL 33157-3343 | NEREYDA MIRANDA 9720 SW 167 ST MIAMI FL 33157-3343 |

Mailing radius of 2,500 feet for 2,854 labels

JULIO QUINTANA &W CARMEN
9730 SW 167 ST
MIAMI FL 33157-3343

BLANCA NIEVES FUGATE
9740 SW 167 ST
MIAMI FL 33157-3343

ROBERTO A OSEJO &W ROSARIO E
9750 SW 167 ST
MIAMI FL 33157-3343

EVELYN ANDERSON &
9760 SW 167 ST
MIAMI FL 33157-3343

EDWARD ALEXANDER JR &W DELORIS F
15841 SW 102 CT
MIAMI FL 33157-1523

JONATHON N BROOKS
6255 SW 126 ST
MIAMI FL 33156

JONATHAN N BROOKS
6255 SW 126 ST
MIAMI FL 33156

AMED VALLE TURRO
9720 SW 166 TER
MIAMI FL 33157

ROBERTO A MONTIEL &W INDIANA
9730 SW 166 TERR
MIAMI FL 33157-3341

JEFFREY W OLESON &W DEBRA A
9740 SW166 TERR
MIAMI FL 33157-3341

JANET ESPINO YOUNG
9750 SW 166 TERR
MIAMI FL 33157-3341

ERNESTO P GONZALEZ
9760 SW 166 TER
MIAMI FL 33157

SIBYL ADAMS
9780 SW 166 TERR
MIAMI FL 33157-3341

JOEL CORBEA
9781 SW 167 ST
MIAMI FL 33157

PAUL M MAZZACANE
9761 SW 167 ST
MIAMI FL 33157-3342

FAY BATSON-MILLER
9751 SW 167 ST
MIAMI FL 33157-3342

CHARLES JOHNSON &W BARBARA
9741 SW 167 ST
MIAMI FL 33157-3342

RAUL FUNDORA
9731 SW 167 ST
MIAMI FL 33157

LIZETTE MAILLO
9721 SW 167 ST
MIAMI FL 33157-3342

LEONEL A GONZALEZ
570 NW 49th St
Miami FL 33127-2149

IGNACIO R YARTU
9500 SW 165 TERR
MIAMI FL 33157-3302

RCM CONTRACTOR CORPORATION
9520 SW 165 TER
MIAMI FL 33157

ABDOLSAMAD YADKOURI
9540 165 TER SW
MIAMI FL 33157

SERGIO MAURI
9560 SW 165 TER
MIAMI FL 33157

ROLANDO GONZALEZ
9700 SW 165 TERR
MIAMI FL 33157-3335

TARAMATIE BUDRAJ
9710 SW 165 TERR
MIAMI FL 33157

STENNARD KING
9720 SW 165 TER
MIAMI FL 33157

RALPH MORALES
9471 SW 15 ST
MIAMI FL 33174-3033

ALTHEA BESS
9740 SW 165 TERR
MIAMI FL 33157-3335

ANGEL C COLLS
9760 SW 165 TER
MIAMI FL 33157

Mailing radius of 2,500 feet for 2,854 labels

LINDA DALRYMPLE
9770 SW 165 TERR
MIAMI FL 33157-3335

MARINA MORENO
9775 SW 166 TERR
MIAMI FL 33157-3340

MARTA MARTINEZ &
9755 SW 166 TERR
MIAMI FL 33157-3340

ROMAN NOA
9745 SW 166 TERR
MIAMI FL 33157-3340

HAMMOND NORIEGA & NIGEL
NORIEGA
9735 SW 166 TERR
MIAMI FL 33157-3340

JOSE BARBOSA
9725 SW 166 TER
MIAMI FL 33157

DORIS I RAMIREZ & H ANTHONY L
9545 SW 166 TERR
MIAMI FL 33157-3428

PAUL C PADGETT JR
9525 SW 166 TERR
MIAMI FL 33157-3428

JOAN ALONSO ARTALEJO
9501 SW 166 TER
MIAMI FL 33157

LAZARO J DIAZ
9502 SW 165 ST
MIAMI FL 33157

GABRIEL DE JESUS SERRANO
9522 SW 165 ST
MIAMI FL 33157-3355

165 ST PROPERTY LLC
11767 S DIXIE HWY 155
PINECREST FL 33156

ADAM I BROWNSTEIN
9542 SW 165 ST
MIAMI FL 33157

CARMEN ALVAREZ
9552 SW 165 ST
MIAMI FL 33157-3355

LYDIA DIAZ PEREZ
9562 SW 165 ST
MIAMI FL 33156

CHARLES HARRY
19115-17 SW 114 AVE
MIAMI FL 33157-7522

DERRICK O HANES
13270 SW 280TH ST
HOMESTEAD FL 33032-8574

TIMOTHY S READON
9732 SW 165 ST
MIAMI FL 33157-3333

TERESITA GARCIA & HECTOR
GONZALEZ
9742 SW 165 ST
MIAMI FL 33157-3333

ALIX CEDRAS & W SOLANGES CEDRAS
9752 SW 165 ST
MIAMI FL 33157-3333

LESLIE A ROLLE
9772 SW 165 ST
MIAMI FL 33157-3333

WAYNE A COWART
9775 SW 165 TERR
MIAMI FL 33157-3334

ANNAMARIA SALLEY
9755 SW 165 TERR
MIAMI FL 33157-3334

ALEXANDER SUAREZ
9745 SW 165 TER
MIAMI FL 33157

MARIA CAAMANO
9735 SW 165 TER
MIAMI FL 33157

EARL E MASSIE & W ELIZABETH M
9725 SW 165 TERR
MIAMI FL 33157-3334

DAVID R STARKEY
9715 SW 165 TERR
MIAMI FL 33157-3334

JOSE GALVEZ & JESUS GALVEZ
7021 SW 129 AVE #7
MIAMI FL 33183-5296

SIGIFREDO LEAL & W MIRIAM
9565 SW 165 TERR
MIAMI FL 33157-3367

IRMA M THARP
9525 SW 165 TERR
MIAMI FL 33157-3367

Mailing radius of 2,500 feet for 2,854 labels

GERARDO A PEREZ-CEA &W NANCY C
9515 SW 165 TERR
MIAMI FL 33157-3367

YASSER TARAJANO
11741 SW 181 TER
MIAMI FL 33177

MARTHA DELAROSA
9771 SW 165 ST
MIAMI FL 33157-3332

MERCEDES HUAMAN CASTILLA
9751 SW 165 ST
MIAMI FL 33157

MARIE LINA PIERCE LE
9741 SW 165 ST
MIAMI FL 33157

GREGORIO SAEZ &W ELODINA F
9731 SW 165 ST
MIAMI FL 33157-3332

RED HAWK HAMMOCK LLC
PO BOX 0210
S MIAMI FL 33243

MICHAEL ANTHONY ALMEIDA
9711 SW 165 ST
MIAMI FL 33157

LAURA ENILDA DIEGUES GONZALEZ
9701 SW 165 ST
MIAMI FL 33157

MARIO RAFAEL GOMEZ RODRIGUEZ
9561 SW 165 ST
PALMETTO BAY FL 33157

BARBARA J COCKRELL
9551 SW 165 ST
MIAMI FL 33157

JOSE F SOULARY
9541 SW 165 ST
MIAMI FL 33157

ROSARIO DEL CARMEN OCHOA
9531 SW 165 ST
MIAMI FL 33157-3354

MABEL RODRIGUEZ GARCIA
9521 SW 165 ST
MIAMI FL 33157

HAYDEN DAVIS
9501 SW 165 ST
MIAMI FL 33157-3354

HAFEEZ UD DEEN HACK &W SHAN
16420 SW 95 AVE
MIAMI FL 33157-3422

CARLOS FERNANDEZ
16400 SW 95 AVE
MIAMI FL 33157-3422

MICHELLE GABRIELLE SIMON LE
16320 SW 95 AVE
MIAMI FL 33157

EZEQUIEL ACOSTA &W RAQUEL
16300 SW 95 AVE
MIAMI FL 33157-3420

DERRICK ANTHONY WILLIAMS
9870 SW 167 ST
MIAMI FL 33157

JOSE ANGEL BARRERA &W SANDRA R
9860 SW 167 ST
MIAMI FL 33157-3345

OSCAR I AGUILA
9850 SW 167 ST
MIAMI FL 33157-3345

MAXIMO EDUARDO FUENTES
9840 SW 167 ST
MIAMI FL 33157

ARMANDO V FREIJOSO
9830 SW 167 STREET
MIAMI FL 33157

MARIO RODRIGUEZ &W YAMELYS C
9820 SW 167 ST
MIAMI FL 33157-3345

YOSBEL DIAZ MORENO
9810 SW 167 ST
MIAMI FL 33157

CARROL VELEZ & JOCELYN E GULLEN &
9800 SW 167 ST
MIAMI FL 33157-3345

JONAS BALDEON
10778 SW 88 ST #E-19
MIAMI FL 33176-1435

IYAD SULEIMAN
9860 SW 166 ST
MIAMI FL 33157-3339

JOHN DAVIS &W DOLORES A
9850 SW 166 ST
MIAMI FL 33157-3339

Mailing radius of 2,500 feet for 2,854 labels

MARINO E MARCELINO
7240 SW 166 ST
PALMETTO BAY FL 33157

MAXIMO REYES
9830 SW 166 ST
MIAMI FL 33157-3339

SAGRARIO DIAZ
9820 SW 166 ST
MIAMI FL 33157-3339

IDALMA C LLANOS
9810 SW 166 ST
MIAMI FL 33157

CORELL L LUNDY
9800 SW 166 ST
MIAMI FL 33157-3339

CARLOS VIQUEZ
9801 SW 167 ST
MIAMI FL 33157

DANIEL HERNANDEZ
9811 SW 167 ST
MIAMI FL 33157

FRANK GARCES &W DORA
9821 SW 167 ST
MIAMI FL 33157-3344

MANUEL GONZALES &W
9831 SW 167 ST
MIAMI FL 33157-3344

MONICA P RENTERIA
9841 SW 167 ST
MIAMI FL 33157

CHRISTOPHER R BULLEN
9851 SW 167 ST
MIAMI FL 33157-3344

EPIFANIO SUAREZ-RIVERA
16901 SW 276 ST
HOMESTEAD FL 33031

GLORIA ZULETA
9871 SW 167 ST
MIAMI FL 33157-3344

CELIA O PINEDA
16621 SW 99 AVE
MIAMI FL 33157

LAWRENCE B JOHNSON
9870 SW 165 TERR
MIAMI FL 33157-3337

NATALIA GOMEZ
9860 SW 165 TERR
MIAMI FL 33157

A & B REAL ESTATE HOLDINGS LLC
318 ALHAMBRA CIR
CORAL GABLES FL 33134

EMERSON J KING
9840 SW 165 TERR
MIAMI FL 33157-3337

REGLA D PEREZ
9830 SW 165 TER
MIAMI FL 33157

MAYRA ROSA ALLEN
9820 SW 165 TERR
MIAMI FL 33157-3337

LUIS GARCIA
12001 SW 79 TER
MIAMI FL 33183

MILDRED S CABRAL EST OF
9800 SW 165 TERR
MIAMI FL 33157-3337

GARY COOPER &W ANDREA
9805 SW 166 ST
MIAMI FL 33157-3338

AGUSTIN MONTANER &W PEGGY
9815 SW 166 ST
MIAMI FL 33157-3338

ELIA AMARILY ACOSTA
9825 SW 166 ST
MIAMI FL 33157

JESUS PADRON
9835 SW 166 ST
MIAMI FL 33157-3338

ROLANDO F ROBLETO FERNANDEZ
12445 SW 188 TER
MIAMI FL 33177

DIANA HERNANDEZ
9855 SW 166 ST
MIAMI FL 33157

EZEQUIEL ANTUNEZ &W REYNA
9865 SW 166 ST
MIAMI FL 33157-3338

DELVYS GARCIA
9875 SW 166 ST
MIAMI FL 33157

Mailing radius of 2,500 feet for 2,854 labels

AISLINN M QUINN
9870 SW 164 TER
MIAMI FL 33157

TYLER S KLINGSPORN
9860 SW 164 TER
MIAMI FL 33176

ROSANA PINEIRO
9850 SW 164 TER
MIAMI FL 33157

SANTOS N REYES &W ROXANA RIVAS
9840 SW 164 TERR
MIAMI FL 33157-3331

CERBERUS SFR HOLDINGS II LP
1850 PARKWAY PL STE 900
MARIETTA GA 30067-8261

EDWARD CHARLES BRELAND
9820 SW 164 TER
MIAMI FL 33157

ROSENDO GALO
9810 SW 164 TER
MIAMI FL 33157

PATRICK ALEXANDER &W SUSAN
9800 SW 164 TERR
MIAMI FL 33157-3331

CATHERINE HAYNES
9801 SW 165 TERR
MIAMI FL 33157-3336

MIGUEL A ALFONSO
9811 SW 165 TER
MIAMI FL 33157

PABLO CID VALDES EST OF
9821 SW 165 TERR
MIAMI FL 33157-3336

ANA G MELIAN
9831 SW 165 TERR
MIAMI FL 33157

ELIZABETH CUESTA &
9841 SW 165 TERR
MIAMI FL 33157-3336

DAVID ABEL LEYVA
9851 SW 165 TER
MIAMI FL 33157

SUSAN MATA & FRANK M HARTMAN &
9861 SW 165 TERR
MIAMI FL 33157-3336

MARTA E PEREZ
10895 SW 87 AVE
MIAMI FL 33176

MAZELIA PIERRE EST OF
9870 SW 164 ST
MIAMI FL 33157-3366

HERMIN MALLETT
9860 SW 164 ST
MIAMI FL 33157-3366

YOEL HERNANDEZ
11501 SW 186 ST
MIAMI FL 33157

DELIA SANCHEZ
9840 SW 164 ST
MIAMI FL 33157-3366

LEONARD N ROSENBERG &W
9830 SW 164 ST
MIAMI FL 33157-3366

R MICHAEL BIRD &W VANESSA
9820 SW 164 ST
MIAMI FL 33157-3366

JORGE E MENDEZ
9810 SW 164 ST
MIAMI FL 33157-3366

JULIO E LLANES &W RAQUEL A
9800 SW 164 ST
MIAMI FL 33157-3366

LUIS ALBERTO BARRERO
9805 SW 164 TER
MIAMI FL 33157

KENNETH R MAUST
9815 SW 164 TERR
MIAMI FL 33157-3330

ASHLEY I MURGA
9825 SW 164 TER
MIAMI FL 33157

JORGE SIERRA PEREZ
9835 SW 164 TER
MIAMI FL 33157-3330

JAVIER GONZALEZ
9845 SW 164 TERR
MIAMI FL 33157-3330

EMMA JANE SHELLEY LE
9855 SW 164 TER
MIAMI FL 33157

Mailing radius of 2,500 feet for 2,854 labels

ANTONETTE BARRETT
9865 SW 164 TER
MIAMI FL 33157

ADRIEN FRANGUEL &W MARIE
9875 SW 164 TERR
MIAMI FL 33157-3330

GENARO MOSCOSO
9870 SW 163 ST
MIAMI FL 33157-3324

ALFREDO EXPOSITO
9860 SW 163 ST
MIAMI FL 33157

SURINDRANATH BALLY
9850 SW 163 ST
MIAMI FL 33157

VALDAN INVESTMENT LLC
11767 S DIXIE HGWY # 155
PINECREST FL 33156

CESAR E GUZMAN &W
9830 SW 163 ST
MIAMI FL 33157-3324

MAXIMO VASQUEZ JR
9820 SW 163 ST
MIAMI FL 33157

EDUARDO PINO MILLAN
9810 SW 163 ST
MIAMI FL 33157

EDUARDO PORRAS
9800 SW 163 STREET
MIAMI FL 33157

MARCO A QUIROGA
9801 SW 164 ST
MIAMI FL 33157

MAYBET FALCON
9811 SW 164 ST
MIAMI FL 33157-3329

JAVIER MARTINEZ
9821 SW 164 ST
MIAMI FL 33157

DOUGLAS VALDIVIA &W LUCRECIA M
9831 SW 164 ST
MIAMI FL 33157-3329

YORDANKA PEREZ
9841 SW 164 ST
MIAMI FL 33157

CRISTINA MARIE BUZNEGO
9851 SW 164 ST
MIAMI FL 33157

VALENTINA REYES
9861 SW 164 ST
MIAMI FL 33157

JULE WOODEN &W ALICE
9871 SW 164 ST
MIAMI FL 33157-3329

MARTA J WONG
243 NE 36 TER
MIAMI FL 33033

JUAN BARRANCO
16400 SW 99 AVE
MIAMI FL 33157

VICTOR SEGOVIA
3218 SW 25 TER
MIAMI FL 33133

CAMILO ARANZADO &W ROSALIE
16420 SW 99 AVE
MIAMI FL 33157

ALEX R LOPEZ
16421 SW 99 CT
MIAMI FL 33157

CEDRIC DALLAS
16411 SW 99 CT
MIAMI FL 33157-3252

RUBEN COLON &W DARLING
9920 SW 164 TERR
MIAMI FL 33157-3282

OLIVE EDWARDS
9910 SW 164 TERR
MIAMI FL 33157-3282

RAMDOOLARIE R RAMDASS & C VILA &
9900 SW 164 TERR
MIAMI FL 33157-3282

GEORGE BENELLI &W SANDRA
9901 SW 165 TERR
MIAMI FL 33157-3264

JUAN BARRIOS &W MERCEDES
9911 SW 165 TERR
MIAMI FL 33157-3264

GERALD RADCLIFF &W IRENE
9921 SW 165 TERR
MIAMI FL 33157-3264

Mailing radius of 2,500 feet for 2,854 labels

MARCOS JESUS HERNANDEZ GARCIA
9931 SW 165 TER
MIAMI FL 33157

RALPH A BAPTISTE & CAROLYN SMALL
9945 SW 166 ST
MIAMI FL 33157-3266

MANASES A SOTO & W ZARA A
9700 SW 159 ST
MIAMI FL 33157-1726

RICKESH SEEREERAM
9710 SW 159 ST
MIAMI FL 33157-1726

TELMA AGUILAR
9720 SW 159 ST
MIAMI FL 33157

SCOTT HILLERY BERNAY
9730 SW 159 ST
MIAMI FL 33157-1726

MICHAEL KEVIN CIPOLATO & W
9741 SW 160 ST
MIAMI FL 33157

CARL A BLACKMAN
9731 COLONIAL DR
MIAMI FL 33157-3346

GERARDO LEAL EST OF
9721 COLONIAL DR
MIAMI FL 33157

GILMA I ROJAS
9711 COLONIAL DR
MIAMI FL 33157-3346

ANTONIO TORRES JR
9701 COLONIAL DR
MIAMI FL 33157

SANTOS C REYES
9930 SW 165 TERR
MIAMI FL 33157-3265

ROBERT A ALSOPP
9920 SW 165 TERR
MIAMI FL 33157-3265

ROBERTO SECAIRA
9935 SW 166 ST
MIAMI FL 33157-3266

ELLIS SUMPTER JR
9925 SW 166 ST
MIAMI FL 33157-3266

KENNETH B JONES
9910 SW 165 TERR
MIAMI FL 33157-3265

MICHELLE LISCOMBE
9900 SW 165 TERR
MIAMI FL 33157-3265

OTA IRE AYE LLC
188 NW 15 ST
HOMESTEAD FL 33033

SHANMATIE ASHA MARAJH
9901 SW 166 ST
MIAMI FL 33157

16590 SOUTH DIXIE LLC
2298 S DIXIE HWY
MIAMI FL 33133

U HAUL CO OF FLA 905 LLC
PO BOX 29046
PHOENIX AZ 85038

JONG SUH LLC
1442 ALTON RD
MIAMI BCH FL 33139-3828

PUMA MANAGEMENT INC
10455 NW 12 ST
MIAMI FL 33172-2736

BINDOR COLONIAL LLC
8500 SW 8 ST 228
MIAMI FL 33144

MIAMI DADE COUNTY
701 NW 1 CT 17TH FL
MIAMI FL 33136

AMEDEO FALGIATORE
6619 SW 116 PL UNIT A
MIAMI FL 33173-1745

CENTAURUS OASIS VI LLC
1001 BRICKELL BAY DR 1200
MIAMI FL 33131

FERNE CREARY
16301 SW 96 AVE
MIAMI FL 33157

LUIS A LORA
16311 SW 96 AVE
MIAMI FL 33157

FELIPE J FRANCISCO
16321 SW 96 AVE
MIAMI FL 33157

Mailing radius of 2,500 feet for 2,854 labels

JORGE L PEREZ
9600 SW 164 ST
MIAMI FL 33157-3326

VIRIGINIA D BORRAS &H
9610 SW 164 ST
MIAMI FL 33157-3326

MARIE V PILET & CAROLE PILET &
9620 SW 164 ST
MIAMI FL 33157-3326

VIOLET M STEPHENSON
9630 SW 164 ST
MIAMI FL 33157-3326

ANN W BRITTAIN
9640 SW 164 ST
MIAMI FL 33157-3326

KEITH NATION
9700 SW 164 ST
MIAMI FL 33157

WALTER STANLEY &W FREDRICA
9710 SW 164 ST
MIAMI FL 33157-3328

SIMON CHAN
9720 SW 164 ST
MIAMI FL 33157

JORGE LUIS BERMUDEZ
9730 SW 164 ST
MIAMI FL 33157

JULIETTE R ESTEVEZ
9740 SW 164 ST
MIAMI FL 33157

HECTOR MENDOZA
9750 SW 164 ST
MIAMI FL 33157

ANNA CASEY TRS
9760 SW 164 ST
MIAMI FL 33157

SERGIO G GALLUCCI
9610 SW 163 ST
MIAMI FL 33157

MARIA E PINO ORTEGA
9620 SW 163 ST
MIAMI FL 33157

JOSE R MARTINEZ &W DAYSI
9630 SW 163 ST
MIAMI FL 33157-3320

MARGARITA FOTINE
9640 SW 163 ST
MIAMI FL 33157

PASTORA EMELI MEJIA AVILA
9650 SW 163 ST
MIAMI FL 33157

IRMA YUPANQUI
9700 SW 163 ST
MIAMI FL 33157

LUZ A MARTIR
9710 SW 163 ST
MIAMI FL 33157-3322

JOSE J RODRIGUEZ &W CARMEN
9720 SW 163 ST
MIAMI FL 33157-3322

HERNANDO AVELLANEDA VEGA
9730 SW 163 ST
MIAMI FL 33157

GERMAN ALFARO
9740 SW 163 ST
MIAMI FL 33157

LILLO J DIAZ
9750 SW 163 ST
MIAMI FL 33157-3322

RAMON A CHIMA &W
9765 SW 164 ST
MIAMI FL 33157-3327

MARTHA GONZALEZ
9755 SW 164 ST
MIAMI FL 33157

LUISA F GONZALEZ
9745 SW 164 ST
MIAMI FL 33157-3327

LIDIA C VELAZQUES
9735 SW 164 ST
MIAMI FL 33157-3327

RUTH P CASTILLO
9725 SW 164 ST
MIAMI FL 33157-3327

JUAN A CUADRA &W OLINDA H
9715 SW 164 ST
MIAMI FL 33157-3327

ARNALDO IVAN MIRABAL CORRALES
9701 SW 164 ST
MIAMI FL 33157

Mailing radius of 2,500 feet for 2,854 labels

| | | |
|---|---|---|
| IDA SMITH 9635 SW 164 ST MIAMI FL 33157-3325 | RAMCHARRAN PERSAUD &W CHANDROUTIE 9625 SW 164 ST MIAMI FL 33157-3325 | BARRINGTON LAIDLAW &W DAPHNE 9615 SW 164 ST MIAMI FL 33157-3325 |
| GEORGELYNN ALONSO 18538 SW 132 PL MIAMI FL 33177 | MILAGROS GUTIERREZ 16300 SW 96 AVE MIAMI FL 33157-3304 | DORIS M SEMIDEY 16015 SW 97 AVE MIAMI FL 33157-3305 |
| LAURA VAN DER VEEN 16025 SW 97 AVE MIAMI FL 33157 | JULIA L LAFEVRE 16035 SW 97 AVE MIAMI FL 33157-3305 | LENNIN PRAVIA 16101 SW 97 AVE MIAMI FL 33157 |
| LINDA PLAZA &H JULIO 16115 SW 97 AVE MIAMI FL 33157-3306 | JAIME VERDECIA 16125 SW 97 AVE MIAMI FL 33157 | EDNA M WATT 16201 SW 97 AVE MIAMI FL 33157-3307 |
| PEDRO S MADERA &W LAURA A & 16200 SW 97 AVE MIAMI FL 33157-3308 | ALAIN CZAYKOWSKY 1770 SEVER ROAD LAWRENCEVILLE GA 30043 | LOURDES NUNEZ 9720 SW 162 ST MIAMI FL 33157 |
| WALTER GRADY JORDAN TRS 9730 SW 162 ST MIAMI FL 33157-3318 | CESAR MEJIA 16221 SW 97 CT MIAMI FL 33157 | MARCO CHIFFONI 9725 SW 163 ST MIAMI FL 33157 |
| 9715 LLC PO BOX 972566 MIAMI FL 33197 | MANUEL CEBALLOS 9700 SW 161 ST MIAMI FL 33157 | NESTOR MORALES 9710 SW 161 ST MIAMI FL 33157-3316 |
| IONA SMITH REYES 9720 SW 161 ST MIAMI FL 33157-3316 | FRAZER GRAUDISON 9730 SW 161 ST MIAMI FL 33157-3316 | JUNE C PINTO LE 15425 SW 99 AVE MIAMI FL 33157 |
| ROSALBA GALVAN 9750 SW 161 ST MIAMI FL 33157-3316 | KATHERINE E AMEZOLA 7787 SW 86 ST E308 MIAMI FL 33143 | ALEXEI MATEO 9731 SW 162 ST MIAMI LAKES FL 33016 |
| MANUELA HERNANDEZ 9721 SW 162 ST MIAMI FL 33157-3317 | ANDRES F CARMENATY FRANCO 9711 SW 162 ST MIAMI FL 33157 | AMZAD ALLI INSHANALLY 9701 SW 162 ST MIAMI FL 33157-3317 |

Mailing radius of 2,500 feet for 2,854 labels

CATHLEEN S LARSON
9700 SW 160 ST
MIAMI FL 33157-3347

FASME AGUADO
9710 COLONIAL DR
MIAMI FL 33157

MANUEL VALDES ARMADA
9720 COLONIAL DR
MIAMI FL 33157

BRIGETTE GOLL
9730 COLONIAL DR
MIAMI FL 33157-3347

RAFAEL DOTEI &W GRISELDA
9740 COLONIAL DR
MIAMI FL 33157-3347

CARLOS TINOCO &W MARLIN
16440 SW 102 PL
MIAMI FL 33157-3140

YOLANDA NAVARRETE
9755 SW 161 ST
CUTLER BAY FL 33157

ROBERT WATSON &W SHEILA SIMMS
9745 SW 161 ST
MIAMI FL 33157-3315

FRAZIER GRANDISON
9735 SW 161 ST
MIAMI FL 33157

HARRY SARIOL
9725 SW 161 ST
MIAMI FL 33157

MARVA BEZABEH & IONA RAHMING
2251 NW 128 AVE
PEMBROKE PINES FL 33028

JUAN C MOLINA
9701 SW 161 ST
MIAMI FL 33157

IGNACIO MONTES DE OCA
16010 SW 97 CT
MIAMI FL 33196

MARILYN GRAHAM TRS
16020 SW 97 CT
PERRINE FL 33157

NORMAN POWELL &W SUSAN
16100 SW 97 CT
MIAMI FL 33157-3358

ANDREA AGUDELO
16110 SW 97 CT
MIAMI FL 33157

VIVIAN CALZADILLA
4180 EL PRADO BLVD
MIAMI FL 33133

GREGORY ARMAND FIAD
16130 SW 97 CT
MIAMI FL 33157

ERICK GONZALEZ
16200 SW 97 CT
MIAMI FL 33157

OSVALDO ALCORTA
16210 SW 97 CT
MIAMI FL 33157

ANN M REEVES
16220 SW 97 CT
MIAMI FL 33157-3357

RONALD VON PAULUS
16221 SW 98 AVE
MIAMI FL 33157-3313

FRANKLIN JESUS URROZ
16211 SW 98 AVE
MIAMI FL 33157

RICARDO FERNANDEZ
16201 SW 98 AVE
MIAMI FL 33157-3313

MILAN KRALIK &W JOANNE A
16131 SW 98 AVE
MIAMI FL 33157-3311

JORGE J SALAZAR &W EDITH
16121 SW 98 AVE
MIAMI FL 33157-3311

MARLENE R GALLARDO RIOS
16111 SW 98 AVE
MIAMI FL 33157

KURZIM GROUP 2 LLC TRS
16101 SW 98 AVE
MIAMI FL 33157

GREGORY G LATIMER &W LORETTA
16702 SW 99 PL
MIAMI FL 33157-3270

MARY STROWBRIDGE
16712 SW 99 PL
MIAMI FL 33157-3270

Mailing radius of 2,500 feet for 2,854 labels

VALENCIA D DAWKINS
16732 SW 99 PL
MIAMI FL 33157-3270

LISA NEWKIRK
16742 SW 99 PL
MIAMI FL 33157-3270

VIRGIL DUNLAP JR &W ANGELA J
16703 SW 99 PL
MIAMI FL 33157-3269

ROBERTO D BERMUDEZ
16713 SW 99 PL
MIAMI FL 33157

TARA SMITH &
16723 SW 99 PL
MIAMI FL 33157

SELVON VILLAFANA
16733 SW 99 PL
MIAMI FL 33157

RUBIEL RODRIGUEZ
16743 SW 99 PL
MIAMI FL 33157

CARLOS ALBERTO JERONIMO
16744 SW 99 CT
MIAMI FL 33157

JULIA FLORES
16734 SW 99 CT
MIAMI FL 33157-3257

NANDOO POORAN &W INDIRA
16724 SW 99 CT
MIAMI FL 33157

CARMEN D MORALES
16714 SW 99 CT
MIAMI FL 33157-3257

HERMAN A SKEETE TRS
13168 SW 31 ST
MIRAMAR FL 33027

PATRIAN SMITH
16614 SW 99 CT
MIAMI FL 33157-3255

JUAN C DIAZ
16605 SW 99 CT
MIAMI FL 33157

BEVERLEY J HAYNES
16615 SW 99 CT
MIAMI FL 33157-3254

LARRY L HOLLADAY &W JASMINE W
16625 SW 99 CT
MIAMI FL 33157-3254

WAYNE ARMORER &W
16705 SW 99 CT
MIAMI FL 33157

ALZIE F ALEXANDER
16715 SW 99 CT
MIAMI FL 33157-3256

ANDREW ELLISTON
9047 SW 215 TER
CUTLER BAY FL 33189

PAVEL REINALDO DOMINGUEZ
16735 SW 99 CT
CUTLER BAY FL 33157

ZONIA ROUNDTREE
16745 SW 99 CT
MIAMI FL 33157-3256

KIMBERLY ANNETTE DANIELS
16740 SW 99 AVE
MIAMI FL 33157-3247

GRACE E BLOOM
16730 SW 99 AVE
MIAMI FL 33157-3247

LISANDRA JIMENEZ FERNANDEZ
16720 SW 99 AVE
MIAMI FL 33157

LOLA C SMALL
16710 SW 99 AVE
MIAMI FL 33157

EUGENIA FILS-AIME
16700 SW 99 AVE
MIAMI FL 33157

KWAI HING WOC
16620 SW 99 AVE
MIAMI FL 33157-3246

EDLY DUARTE
14971 SW 30TH TER
MIAMI FL 33185-4842

MICHELLE REBOZO
16600 SW 99 AVE
MIAMI FL 33157

96 PROPERTIES LLC
8964 SW 176 TER
MIAMI FL 33157

Mailing radius of 2,500 feet for 2,854 labels

GHANA KIRKSEY
17620 SW 102 AVE
MIAMI FL 33157

ORLANDO GARCIA MANCEBO
17031 SW 100 AVE
MIAMI FL 33157

ALEXANDER HARRIS &W
17025 SW 99 CT
MIAMI FL 33157-4370

MAGGIE HARRIS
14641 SW 105 CT
MIAMI FL 33176-7729

WILBUR B BELL TRS
18271 SW 109 AVE
MIAMI FL 33157-5045

WEST PERRINE LAND TR INC
18271 SW 109 AVE
MIAMI FL 33157-5045

MARY F BAILEY & LISA A BAILEY
17061 SW 100 AVE
MIAMI FL 33157-4312

ARAEI DIAZ PENA
17019 SW 100 AVE
CUTLER BAY FL 33157

ROBERT DUPONT
17101 SW 100 AVE
MIAMI FL 33157

CLARENCE THOMAS &
17045 SW 99 CT
MIAMI FL 33157-4370

WILBUR B BELL TR
18271 SW 109 AVE
MIAMI FL 33157-5045

ALEXANDER HARRIS
17025 SW 99 CT
MIAMI FL 33157

WILBUR B BELL
18271 SW 109 AVE
MIAMI FL 33157-5045

KAY BERTHA COLLINS
14741 FILLMORE ST
MIAMI FL 33176

MADISON HOLMES JR
8441 SW 180TH ST
PALMETTO BAY FL 33157-6039

LEARY M DAVIS EST OF
17051 SW 99 CT
MIAMI FL 33157-4370

SO MOTOR COMP OF DADE COUNTY
16165 S DIXIE HWY
MIAMI FL 33157-1840

SOUTH DADE DEALERSHIP IIB LLC
29330 SOUTH DIXIE HWY
HOMESTEAD FL 33033

LAKEISHA FIGUEROA
11000 SW 138 ST
MIAMI FL 33176

ROLAND RIVERS JR
3160 CAITLYNN DR
SUMTER SC 29154

FYR SFR BORROWER LLC
3505 KOGER BLVD STE 400
DULUTH GA 30096

ROBERT CARTER &W LINDA
10265 SW 177 ST
MIAMI FL 33157-5237

HENRY LEE MCNAIR
10260 SW 176 ST
MIAMI FL 33157

HENRY SMITH & SA FRANCES SMITH
10230 SW 176 ST
PERRINE FL 33157-5202

MADISON HOLMES
8441 SW 180TH ST
PALMETTO BAY FL 33157-6039

EDDIE L SMITH
17520 SW 104 AVE
MIAMI FL 33157-4250

HOLY FAITH TABERNACLE INC
10372 SW 151 TERR
MIAMI FL 33176-7773

MADISON HOLMES &W LILLIE B
7851 SW 144 ST
MIAMI FL 33158-1564

MY GREEN LIGHT INC TRS
PO BOX 490915
KEY BISCAYNE FL 33149

VISIONARY INVESTOR LLC TRS
8400 SW 37 ST
MIAMI FL 33155

Mailing radius of 2,500 feet for 2,854 labels

AR PROPERTY INVESTMENTS LLC
18495 S DIXIE HWY 260
MIAMI FL 33157

ANNIE LOU SMITH
10262 SW 177 ST
MIAMI FL 33157-5238

MADISON HOLMES & W LILLIE
7851 SW 144 ST
MIAMI FL 33158-1564

HAROLD FRANCIS
10275 SW 178th St
Miami FL 33157-5239

BUILDING BETTER COMMUNITIES
12750 SW 218 TERR
MIAMI FL 33170

ERIC A MARTINEZ
10230 SW 177 ST
MIAMI FL 33157

W B H INVESTMENTS LLC
4829 NW 108 PL
DORAL FL 33178

DONALD REID
10231 SW 178 ST
MIAMI FL 33157-5239

CAZO CONSTRUCTION CORP
3461 SW 8 ST
MIAMI FL 33135

SHEDERICK WILLIAMS
10407 SW 171 ST
MIAMI FL 33157

EMILY FORTENBERRY
10224 SW 174 TERR
MIAMI FL 33157-4236

ARTHUR MILLER & W MARY LEE
% 10651 SW 172 ST
MIAMI FL 33157-4141

MAEBELL WILLIAMSON
17720 SW 102 AVE
PERRINE FL 33157-5215

EFFIE MC DOWELL EST OF
17710 SW 102 AVE
PERRINE FL 33157-5215

FREDDIE WILSON JTRS
17614 SW 103 AVE
MIAMI FL 33157

OLIVEIRA INVESTMENT LLC
14730 NW 22 AVE
OPA LOCKA FL 33054

RALPH EDWIN WILSON
17330 NW 67 PL UNIT G
HIALEAH FL 33015

MARIA D ROJAS
10315 SW 177 ST
MIAMI FL 33157

NIKKA LESTER &
10332 SW 177 ST
MIAMI FL 33157

MASVIDAL FINANCIAL SERVICES INC
815 NW 57 AVE 200
MIAMI FL 33126

ORLANDO DIAZ
1310 SW 93 CT
MIAMI FL 33174-3008

LESTER C DIEGO
10325 SW 178 ST
MIAMI FL 33157

GINO GIORDANO
11230 SW 231 LN
MIAMI FL 33170

CENTER OF HOPE CHURCH OF GOD
10331 SW 179 ST
MIAMI FL 33157-5265

SIMEON KEMP & W YVONNE
12725 SW 218 ST
MIAMI FL 33170-2621

HAMILTON REAL ESTATE
CORPORATION
14205 SW 68 AVE
PALMETTO BAY FL 33158

RPB HOLDINGS LLC
12705 CYPRUS RD
NORTH MIAMI BEACH FL 33181

DREAM PROPERTY INVESTMENT LLC
18495 SO DIXIE HWY UNIT 260
CUTLER BAY FL 33157

HABITAT FOR HUMANITY OF
3800 NW 22 AVE
MIAMI FL 33142

ETHEL MAE DAMES
10237 SW 179 ST
MIAMI FL 33157-5241

Mailing radius of 2,500 feet for 2,854 labels

RED SQUARE WEAL LLC
1400 SOUTH OCEAN DR APT 406
HOLLYWOOD FL 33019

US BANK NATIONAL ASSOC TRS
PO BOX 619080
DALLAS TX 75261

BRIAN E DOMINECK
17880 SW 102 AVE
MIAMI FL 33157

HABITAT FOR HUMANITY
3800 NW 22 AVE
MIAMI FL 33142

JACQUELINE MATOS
10251 SW 179 ST
MIAMI FL 33157

MAURICIO NIETO
15390 SW 22 TERR
MIAMI FL 33185-5732

L & M ENTERP GRP INC
9890 SW 213 ST
CUTLER BAY FL 33189

KIMBERLY L FOSTER
10280 SW 178 ST
MIAMI FL 33157-5240

GREAT AIM INVESTMENTS LLC
7543 NW 70 ST
MIAMI FL 33166

CHARLES W BROWN JR &W DOROTHY L
10840 SW 128 ST
MIAMI FL 33176-5443

EMMA J BOUIE
10295 SW 182 ST
MIAMI FL 33157

DEANA GHOLAR
10285 SW 180 ST
MIAMI FL 33157-5243

SHEILA HARRY
9702 SW 165 ST
MIAMI FL 33157-3333

BETH WEINSTEIN & LEON EFRONSON &
10245 SW 60 AVE
MIAMI FL 33156-4148

ELLEN A INGRAHM
10200 SW 171 ST
MIAMI FL 33157-4228

PENTECOSTAL CHURCH OF OUR LORD
&
10223 SW 180 ST
MIAMI FL 33157-5243

BLANCHE DAVIS
10240 SW 179 ST
MIAMI FL 33157

TRACY WILLIAMS
10231 SW 180 ST
MIAMI FL 33157-5243

PI NU INCORPORATED
16325 SW 89 COURT VILLAGE
PALMETTO BAY FL 33157

COMMUNITY CHURCH OF PRAISE
10530 SW 162 TER
MIAMI FL 33157

YADEL RODRIGUEZ
10225 SW 180 ST
MIAMI FL 33157

TAGE SINGH
10100 SW 124 AVE
MIAMI FL 33186-2515

BRENDA C TENSLEY
10288 SW 180 ST
MIAMI FL 33157-5244

CAROLYN R RUTLEDGE
10278 SW 180 ST
MIAMI FL 33157

DEDRA REAL ESTATE HOUSES LLC
23660 SW 120 AVE
PRINCETON FL 33032

ERICK L VARGAS
9434 STERLING DR
CUTLER BAY FL 33157

ALEXIAS L KINSEY
18025 SW 103 AVE
MIAMI FL 33157

TASHIBA DEAN
18055 SW 103 AVE
MIAMI FL 33157

EMMA JANE MATHIS BOUIE
10295 SW 182 ST
MIAMI FL 33157

EMMA JEAN MATHIS BOUIE
10295 SW 182 ST
MIAMI FL 33157-5248

Mailing radius of 2,500 feet for 2,854 labels

PERRINE 51 LLC
6080 SW 40 ST STE 4
MIAMI FL 33155

FAITH IN ACTION DELIVERANCE
18190 SW 102 AVE
MIAMI FL 33157

AD HOMES LLC
6625 MIAMI LAKES DR STE 474
MIAMI LAKES FL 33014

GIA A FERGUSON
18110 SW 102 AVE
MIAMI FL 33157

GWENDOLYN STROUD-GIBSON
12791 SW 187 TERR
MIAMI FL 33177-3031

FREDERICK BELL
10322 SW 180 ST
MIAMI FL 33157

LATOYA GIBBONS
10320 SW 180 ST
MIAMI FL 33157

TEDDRICK WADLEY
10325 SW 181 ST
MIAMI FL 33157

ROLONDA S WALLAE
10329 SW 181 ST
MIAMI FL 33157

C G T J INVESTMENTS LLC
13446 SW 104 CT
MIAMI FL 33176

ELIAS TAFT JR
18095 SW 104 AVE
MIAMI FL 33157-5200

OSVALDO YAISEL VAZQUEZ
CASTELLANO
10380 SW 180 ST
MIAMI FL 33157

EMANUEL R DOBSON
10385 SW 181 ST
MIAMI FL 33157

BEATRIZ COMESANAS
14459 SW 122 PL
MIAMI FL 33186

JUAN CARLOS DEL TORO
10345-10347 SW 181 ST
MIAMI FL 33157

TONY MCCRAY
10370 SW 180 ST
MIAMI FL 33157

LUZ P USATORRES
3310 SW 96 AVE
MIAMI FL 33165

RICHARD VILLEGAS ENTERPRISES INC
14719 BRECKNESS PL
MIAMI FL 33016

MAR ROSSO GROUP LLC
16200 GOLF CLUB RD #309
WESTON FL 33326

OSCAR HERNANDEZ FUNES
10350 SW 181 ST
MIAMI FL 33157

THE BIBLE MIRACLE DELIVERANCE CH
12200 SW 190 TER
Miami FL 33177

MARVIN J MENESES
10320 SW 181 ST
MIAMI FL 33157

BIBLE MIRACLE DELIVERANCE CH
12200 SW 190 TER
Miami FL 33177

RUMELL TURNER
12200 SW 190 TER
Miami FL 33177

SULEMAN JIVANI JTRS
PO BOX 652339
MIAMI FL 33265

CAROLYN BOUIE
18110 SW 103 AVE
PERRINE FL 33157-5236

EUREKA SERVICE STATION LLC
9701 NW 89 AVE
MEDLEY FL 33178

SOUTH MOTOR CO OF DADE COUNTY
18040 S DIXIE HWY
MIAMI FL 33157-5522

18200 DIXIE LLC
2460 E COMMERCIAL BLVD 202
FORT LAUDERDALE FL 33308

AEI NATIONAL INCOME FUND VIII LP
30 E 7 ST
ST PAUL MN 55101

Mailing radius of 2,500 feet for 2,854 labels

SCHOOL BOARD OF MIAMI-DADE
COUNTY
1450 NE 2 AVE
MIAMI FL 33132-1308

CURTIS HENRY LAWRENCE
17451 SW 109 AVE
MIAMI FL 33157

KINGDOM BUILDERS MINISTRIES OF
10190 SW 168 ST
MIAMI FL 33157

UNITED MUSLIM ORGANIZATION
10180 SW 168 ST
MIAMI FL 33157

PALMER PROPERTY HOLDINGS LLC
3612 BAYVIEW RD.
MIAMI FL 33133

C-VETTE PROPERTIES LC
9621 S DIXIE HWY
MIAMI FL 33156-2804

JOANNE J JAMES TR
10711 SW 72 CT
MIAMI FL 33156-3819

EMMANUEL APOSTOLIC UNITED
CHURCH
16809 SW 100 AVE
MIAMI FL 33157-4371

WARREN HENRY REAL ESTATE LLC
20800 NW 2 AVE
MIAMI FL 33169

GIMENEZ REAL EST INVESTMENTS LLC
7960 SW 13 TER
MIAMI FL 33144

SONNENKLAR LTD PARTNERSHIP
2390 NW 107 AVE
MIAMI FL 33172-2103

GROUPEL FEC LLC
2980 MCFARLANE RD # 12
MIAMI FL 33133

SOUTHEASTERN CONFERENCE ASSOC
1701 ROBIE AVE
MOUNT DORA FL 32757

UNITED MUSLIM ORGANIZATION OF S
F
10180 SW 168 ST
MIAMI FL 33157-4324

KHALED SALMAN &
18203 SW 149 PL
MIAMI FL 33187-6292

C VETTE TWO LLC
9621 S DIXIE HWY
MIAMI FL 33156

DUSTINS REAL ESTATE LLC
9900 SW 168 ST
MIAMI FL 33157

SOUTH MOTOR CO OF DADE CTY
16165 SO DIXIE HWY
MIAMI FL 33157-1840

FREDERICK HUGH
7701 SW 173 ST
MIAMI FL 33157

LAWRENCE ADENUGA & W HELEN
15434 SW 146 ST
MIAMI FL 33196-4631

CONSTANCE GILBERT &
3348 WILLIAMS AVE
MIAMI FL 33133-5834

STEPHEN SMUTNY
18530 SW 87 CT
MIAMI FL 33157-7228

PERRINE 7 DAY ADVENTIST CHURCH
PO BOX 528
MIAMI FL 33197-0000

MT MORIAH BAPTIST CHURCH INC
16900 SW 100 AVE
MIAMI FL 33157-4311

A & C CONCRETE PRODUCTS INC
9741 SW 168 TERR
MIAMI FL 33157-4325

RAVI SHANKAR RAMJIT
6845 SW 59 PL
MIAMI FL 33143

CARIBBEAN DRY CLEANERS INC
9920 SW 168 ST
MIAMI FL 33157-4320

D & H PARTNERSHIP
16165 S DIXIE HWY
MIAMI FL 33157-1840

MASTER EXCAVATORS INC
9950 SW 168 TERR
MIAMI FL 33157-4329

JAVIER & ANGELA BERMUDEZ
16925 SW 100 AVE
MIAMI FL 33157-4310

Mailing radius of 2,500 feet for 2,854 labels

| | | |
|--|--|--|
| B AND SONS INVESTMENT GROUP LLC 7175 SW 47 ST MIAMI FL 33155 | SOUTH MOTOR COMP OF DADE COUNTY 16165 S DIXIE HWY MIAMI FL 33157-1840 | RICHARD FORREST LARKINS 23995 SW 142 AVE MIAMI FL 33032 |
| SW 170 STREET PROPERTIES LLC 1685 CHARLES LN MERRITT ISLAND FL 32952 | BRACUSA LLC 4300 SW 74 AVE MIAMI FL 33155-4406 | GEONOSTRA LLC 1830 SW 93 PL MIAMI FL 33165 |
| LOUIS E POGUE 200 E ROBINSON ST STE 500 ORLANDO FL 32801 | PRESTON JOYNER 10055 SW 170 TERR MIAMI FL 33157-4335 | ESMERALDA NOEMI BASILE 27051 SW 134 PL HOMESTEAD FL 33032 |
| 002 INVESTMENT CORPORATION 3300 NW 112 AVE # 11 DORAL FL 33172 | ANA ALFONSO 17010 SW 100 AVE MIAMI FL 33157 | YADER URBINA 15210 SHERMAN WAY LOS ANGELES CA 91405 |
| N M S INVESTMENTS INC 7400 NW 7 ST #111 MIAMI FL 33126 | HAROLD FERGUSON 10040 SW 170 TER MIAMI FL 33157 | RAFAEL MORELL &W 10030 SW 170 TERR MIAMI FL 33157-4336 |
| JAMES R GILMORE SR 10020 SW 170 TER MIAMI FL 33157 | 10010 SW 170 TER LLC 13223 SW 11 TERR MIAMI FL 33184 | MOHAMED S ALI 9335 SW 170 LN PALMETTO BAY FL 33157 |
| CUTLER BAY 10521 LLC 12721 SW 99 AVE MIAMI FL 33176 | HARRELL BROWN &W EARLENE 347 NE 30 AVE HOMESTEAD FL 33033 | FAUSTO GUERRERO 17082 SW 91 AVE MIAMI FL 33157-4599 |
| NAPOLEAN MCNAIR 10035 SW 171 ST MIAMI FL 33157-4339 | MEDEROS INVESTMENTS LLC 13873 SW 41 TER MIAMI FL 33175 | RODOLFO ROMERO 10201 SW 171 ST MIAMI FL 33157 |
| GPR HOLDINGS LLC 18495 SOUTH DIXIE HIGHWAY # 317 MIAMI FL 33157 | JOANN CAIN 9382 SW 184 TERR MIAMI FL 33157-7032 | YVONNE TILLMAN 15254 SW 111 ST MIAMI FL 33196 |
| CLYDE THOMAS 10050 SW 171 ST MIAMI FL 33157-4340 | FAMILY FIRST INVESTORS LLC 19211 NW 57 PLACE HIALEAH FL 33015 | COOKIES & CRAKERS CORP 15907 NW 52 AVENUE MIAMI GARDENS FL 33014 |

Mailing radius of 2,500 feet for 2,854 labels

G AND R INVESTORS LLC
12517 SOUTH DIXIE HWY
MIAMI FL 33156

DREGADO PROPERTIES LLC
10010 SW 171ST ST
MIAMI FL 33157

J A INVEST LLC
2370 SW 67 AVE
MIAMI FL 33155

STEPHEN LITKE
9826 SW 77 AVE
MIAMI FL 33146

EUGENIO A ACEVEDO
18500 NW 53 AVE
MIAMI GARDENS FL 33055

SIMEON LOPEZ GUEVARA
12224 SW 217 ST
DORAL FL 33126

JULIUS L TURNER &W SHARON G
10711 SW 153 ST
MIAMI FL 33157-1328

CARRIE LEE THOMAS
10065 SW 172 ST
MIAMI FL 33157-4343

ANDREA BASSA
10075 SW 172 ST
MIAMI FL 33157

BARBARA OLIVER
17355 SW 102 AVE
MIAMI FL 33157-4204

ARNOLD T JOHNSON
12940 SW 185 TERR
MIAMI FL 33177-3025

ANTHONY INFANTOLINO
PO BOX 560250
MIAMI FL 33256

RUBY M GRANT JTRS
10151 W GUAVA ST
PERRINE FL 33157

MARY BROWN COLLIER
10141 W GUAVA ST
PERRINE FL 33157-5327

SHIRLEY M EDGE &
10121 W GUAVA ST
MIAMI FL 33157-5327

WILLIE J EDGE LE
10121 W GUAVA ST
MIAMI FL 33157

WILLIE LEE REED
14341 SW 159 CT
MIAMI FL 33196

PALMETTO BAY REAL ESTATE INC
9431 SW 192ND DR
CUTLER BAY FL 33157-7933

HARVEY REED
14341 SW 159 CT
MIAMI FL 33196

CARLOS HYCERT
1074 NW 47 ST
MIAMI FL 33127

DIXIE WOODARD
10130 W FERN ST
PERRINE FL 33157-5324

ELIZABETH GATLIN WRIGHT EST OF
10140 W FERN ST
MIAMI FL 33157-5324

MATTIE LORRAINE GATLIN EST OF
10142 WEST FERN ST
MIAMI FL 33157-5324

MARILYN GATLIN
10150 W FERN ST
MIAMI FL 33157-5324

AMMIE R LEVATTE
368 NE 28 TERR
HOMESTEAD FL 33033

REOTIE BRIDGEWATER
8753 SW 206 LN
CUTLER BAY FL 33189

CELESTIAL MANAGEMENT LLC
1360 NE 115 ST
MIAMI FL 33161

26231 SW 135 PL LLC
13223 SW 11 TER
MIAMI FL 33184

MARRIAGE & FAMILY
3954 NE 182 LN
MIAMI GARDENS FL 33055

NATHANIEL HARRIS
9841 SW 148 TER
MIAMI FL 33176

Mailing radius of 2,500 feet for 2,854 labels

REYME CORP
10830 NW 52 ST
DORAL FL 33178

ALEXANDRE OLIVE GARCIA
10135 W HIBISCUS ST
MIAMI FL 33157

ARTHUR L COOPER JR
10101 HIBISCUS ST
MIAMI FL 33157

GREGORY JACKSON
17516 DUVAL AVE
MIAMI FL 33157

DIMASPA LLC
2500 PARK VIEW DR 1217
HALLANDALE BEACH FL 33009

TRIUMPH THE CH &
10150 W GUAVA ST
MIAMI FL 33157-5328

SOLOMON SANCHEZ
7943 NW 188 LN
MIAMI FL 33015

WILLIE MILTON
10743 SW 142 LN
MIAMI FL 33176-6538

CERBERUS SFR HOLDINGS LP
1850 PARKWAY PL STE 900
MARIETTA GA 30067-8261

PAUL MARTIN
10145 W INDIGO ST
MIAMI FL 33157

MICHELLE GARDNER
14741 FILLMORE ST
MIAMI FL 33176

ALFONSO A MUXO
10101 W INDIGO ST
MIAMI FL 33157

THEODORE ROOSEVELT GIBSON
3634 GRAND AVE
MIAMI FL 33134

OTIS COLLIER & W HAZEL W
10800 SW 167 ST
MIAMI FL 33157-2946

8801 HOLDINGS LLC
7665 SW 88 CT
MIAMI FL 33173

JAMES LEWIS
10140 W HIBISCUS ST
PALMETTO BAY FL 33157

JEAN TOWNSEND
10150 SW 176 ST
MIAMI FL 33157-5334

AUSTIN B CHISHOLM
10121 JASSIMINE ST
PERRINE FL 33157-5353

DAWNELL MOSELY
10465 SW 174 TERR
MIAMI FL 33157-4157

FANNIE MAE CONLEY
17715 SW 102 AVE
PERRINE FL 33157-5214

CLIFFORD MARTIN
24420 SANDLAKE RD
CLOVERDALE OR 97112

FELINO PLASENCIA
11324 SW 169 ST
MIAMI FL 33157

LUTISHA BELL
10110 W INDIGO ST
MIAMI FL 33157-5350

ANGELA LANE
14650 SW 104 AVE
MIAMI FL 33176-7716

GLORIA JOSEPH
16600 SW 102 CT
MIAMI FL 33157-3131

KPI EQUITY HOLDINGS I LLC
8950 SW 74 CT # 2201 A 57
MIAMI FL 33156

HURST CHAPEL A M E CHURCH
10080 W JESSAMINE ST
PERRINE FL 33157-5362

EDELBERTO GONZALEZ
13690 SW 142 AVE BAY 28
MIAMI FL 33186

OWN A HOME 5 LLC
7901 4TH STREET NORTH STE 300
ST PETERSBURG FL 33702

EVANGELIST MISSION CHURCH
10053 KUMQUAT ST
PERRINE FL 33157-5535

Mailing radius of 2,500 feet for 2,854 labels

| | | |
|--|--|--|
| MARYNELL HORTON & SYBIL ROLLINS & 10041 W GUAVA ST MIAMI FL 33157-5325 | HURST CHAPEL AME CHURCH 10080 W JESSAMINE ST PERRINE FL 33157-5362 | A M E CHURCH OF PERRINE 10080 W JESSAMINE ST MIAMI FL 33157-5362 |
| MERVIN BASTIAN 10075 W JESSAMINE ST MIAMI FL 33157-5366 | MERRIAM W MILLER 10049 JESSAMINE ST PERRINE FL 33157-5366 | MT SINAI BAPTIST CHURCH 10041 JESSMAINE ST MIAMI FL 33157-5366 |
| HERBERT KING 970 N DAVIS PARKWAY #41 FLORIDA CITY FL 33034 | BARRY SHARPE &W MERRILE 13453 SW 104 CT MIAMI FL 33176-6033 | LOYAL HOLDINGS LLC 717 PONCE DE LEON BLVD STE 305 CORAL GABLES FL 33134 |
| ACIER ENTERPRISES INC 10295 SW 182 ST MIAMI FL 331575248 | KERR MEMORIAL UNITED METH CHURCH 10066 W INDIGO ST MIAMI FL 33157-5348 | HILDA OCHOA 5250 SW 132 AVE MIRAMAR FL 33027 |
| KERR MEMORIAL UNITED METHODIST 10066 W INDIGO ST MIAMI FL 33157-5348 | KERR MEMORIAL UNITED METHODIST CH 10074 W INDIGO ST MIAMI FL 33157-5348 | KERR UNITED METHODIST CHURCH INC 10074 W INDIGO ST PERRINE FL 33157-5348 |
| TIERRA AUSTRAL GROUP LLC 13555 SW 74 AVE PINECREST FL 33156 | GLADYS P GORE 13933 JEFFERSON ST MIAMI FL 33176 | HENRY YOUNG 10760 SW 150 TERR MIAMI FL 33176-7608 |
| CAS PROPERTIES INC 7955 NW 12 ST # 306 DORAL FL 33126 | SHEPHERD PARAMORE &W IRIS 10470 SW 151 TERR MIAMI FL 33176-7775 | KENNETH PARAMORE &W MICHELLE 10470 SW 151 TERR MIAMI FL 33176-7775 |
| JOSE CORONA 17600 HOMESTEAD AVE MIAMI FL 33157 | CAZO CONSRUCTION CORP 3461 SW 8 ST MIAMI FL 33135 | 14931 HOLDINGS LLC 7665 SW 88 CT MIAMI FL 33173 |
| EXECUTIVE PROPERTY 23660 SW 120 AVE PRINCETON FL 33032 | L & M ENTERP GRP LTD 9890 SW 213 ST CUTLER BAY FL 33189 | HERBERT MCCOY 10061 W HIBISCUS ST PERRINE FL 33157 |
| MURO INVESTMENTS INC 1045 SW 64 AVE MIAMI FL 33144 | VLADIMIR ANOKHIN 14092 SW LINDEN DR TIGARD OR 97223 | SIMMER REAL ESTATE INVESTMENTS 8739 BRXFORD ST ORLANDO FL 32836 |

Mailing radius of 2,500 feet for 2,854 labels

JOHN BOHLER EST OF
14123 SW 110 AVE
MIAMI FL 33176

A VICTOR INVESTMENT GROUP LLC
8724 SUNSET DRIVE 262
MIAMI FL 33173

LAWANDA THOMAS
10010 W GUAVA ST
MIAMI FL 33157-5326

KAREN GRIFFIN
10020 W GUAVA ST
MIAMI FL 33157-5326

YISLEY DARIAS
10030 W GUAVA ST
MIAMI FL 33157

MICHAEL HENRY
10040 W GUAVA ST
MIAMI FL 33157-5326

JUAN C GUIFARRO
10050 W GUAVA ST
MIAMI FL 33157

MARTHA HENDERSON
22005 SW 113 PL
GOULDS FL 33170-4749

ARCHIE FINKLEY JR
10060 W GUAVA ST
PERRINE FL 33157-5326

ASIA A COX LEWIS
10725 CARLOWAYHILLS DR
WIMAUMA FL 33598

WILBERT NELSON
17511 DUVAL AVE
MIAMI FL 33157-5321

E M INVESTMENTS HOLDINGS LLC
7665 SW 88 CT
MIAMI FL 33173

BRIAN ALBERT CACERES
17465 DUVAL AVE
MIAMI FL 33157

DUVAL SOUTH LLC
8461 SW 179 ST
MIAMI FL 33157

HAMILTON REAL ESTATE CORP
14205 SW 68 AVE
PALMETTO BAY FL 33158

EMMA B HARRIS
10041 W GUAVA ST
PERRINE FL 33157-5325

LEMANO INVESTMENTS LLC
407 LINCOLN RD PH-NE
MIAMI BEACH FL 33139

LAMONE JAY
17420 HOMESTEAD AVE
MIAMI FL 33157

LOLITHA HEAD
10151 UNIVERSITY BLVD #149
ORLANDO FL 32817

AL SMILEY
18000 SW 104 AVE
MIAMI FL 33157

GROVER JACKSON
10561 SW 141 DR
MIAMI FL 33176-7057

RUBY CARTER
10066 W FERN ST
MIAMI FL 33157

JOHN H WEBB LE
17415 DUVAL AVE
MIAMI FL 33157

ROBERT MENA COUTO
10090 W FERN ST
MIAMI FL 33157

YACSOMI GUZMAN
17421 DUVAL AVE
MIAMI FL 33157

MARY FAYE TERRY
10091 W FERN ST
MIAMI FL 33157-5371

ITURRALDE INVESTMENTS INC
9959 BANYAN ST
MIAMI FL 33157-5300

STEPHEN P SMUTNY TR
18530 SW 87 CT
MIAMI FL 33157-7228

SOUTHERN VILLA CONDOS LLC
8299 CORAL WAY
MIAMI FL 33155

GARSAA HOLDING COMP
17501 SW 99 RD
MIAMI FL 33157-5313

Mailing radius of 2,500 feet for 2,854 labels

E & J ENTERPRISE OF PERRINE INC
10203 SW 184 ST
CUTLER BAY FL 33157

E AND J ENTERPRISES OF
10203 SW 184 ST
MIAMI FL 33157

OAK AVENUE INVESTMENTS GROUP
LLC
11150 SW 93 ST
MIAMI FL 33176

JOHN TIMMONS &W CARRIE L
17347 HOMESTEAD AVE
MIAMI FL 33157-5335

ALTHEA GEORGES & GLORIA ADAMS
3301 SPANISH MOSS TER #402
FORT LAUDERDALE FL 33319

VELORIE BROWN
14460 SW 160 TERR
MIAMI FL 33177-1700

FRED ROYAL JR
2821 EAST MEYER BLVD
KANSAS CITY MO 64132

FRED ROYAL &W CARLOTTA
15213 SW 107 CT
MIAMI FL 33157-1346

SEJSVR LLC
17511 SW 99 RD
MIAMI FL 33157

HENRY LAWRENCE
9945 N HIBISCUS ST
MIAMI FL 33157-5329

MADRID EXCLUSIVE CONTRACTORS
CORP
15240 SW 169 LN
MIAMI FL 33187

EKHLAS MUSTAFA
1510 KATHLEEN RD
LAKELAND FL 33805

WIZ KIDZ LEARNING 2 INC
9942 HIBISCUS ST
MIAMI FL 33157

WEST INDIGO HOLDINGS LLC
9961 W INDIGO ST
MIAMI FL 33157

PEGASUS HOLDING LLC
9941 WEST JESSAMINE ST
MIAMI FL 33157-5374

HOWARD TENDRICH TRS
17840 S DIXIE HWY
MIAMI FL 33157

AAPUSHANA INVESTMENT LLC
8433 NW 68 ST
MIAMI FL 33166

JAIME GROSS (TR)
4080 WOODRIDGE RD
COCONUT GROVE FL 33133-6618

AUTOZONE STORES LLC
123 S FRONT STREET 3 FL
MEMPHIS TN 38103

AUTOZONE INC
PO BOX 2198
MEMPHIS TN 38101

TILZER RETAIL CENTER
12976 SW 89 AVE
MIAMI FL 33176

TILZER RETAIL CENTER LLC
12976 SW 89 AVE
MIAMI FL 33176

GROUPER PARK LLC
2980 MCFARLANE RD, SECOND FLOOR
MIAMI FL 33133

GROUPER OZONE LLC
2980 MCFARLANE RD 2ND FL
MIAMI FL 33133

PINGREE 2000 REAL EST HOLDINGS
600 CORPORATE PARK DR
ST LOUIS MO 63105

PERRINE 9911 INC
PO BOX 55 8365
MIAMI FL 33255

SOUTH MIAMI AUTOMOTIVE
16501 S DIXIE HWY
MIAMI FL 33157

AS & J HOLDINGS LLC
943 SW 87 AVE
MIAMI FL 33174

FLYING EAGLE INC
943 SW 87 AVE
MIAMI FL 33174-3206

ITR INVESTMENTS INC
17460 SW 73 CT
PALMETTO BAY FL 33157-6348

Mailing radius of 2,500 feet for 2,854 labels

PERRINE SERV STATION LLC
 9701 NW 89 AVENUE
 MEDLEY FL 33178-1435

EDDY BECERRA
 10145 SW 170 TER
 MIAMI FL 33157

CATHERINE BOYNTON EST
 10115 SW 170 TERR
 MIAMI FL 33057

ARETHA COX
 10150 SW 170 TERR
 MIAMI FL 33157-4338

JOSE R DEL RIO
 10110 SW 170 TER
 MIAMI FL 33157

JORGE O MENDEZ CUERVO &
 10115 SW 171 ST
 MIAMI FL 33157

DOROTHY MOSELY AKINS
 10145 SW 171 ST
 PERRINE FL 33157

MARGARITA TORRES
 10201 SW 171 ST
 MIAMI FL 33157

WILLIE B SPIVEY
 10150 SW 171 ST
 PERRINE FL 33157-4342

HARRELL & EARLENE BROWN
 347 NE 30 AVE
 HOMESTEAD FL 33033

SOUTH MIAMI AUTOMOTIVE GROUP
 LLC
 16501 SOUTH DIXIE HWY
 MIAMI FL 33157

CONDA PARKER
 3515 GRAYCLIFF RD
 SNELLVILLE GA 30039-8650

MICHEL QUINONES SUAREZ
 6200 FALCONS GATE AVE
 DAVIE FL 33331

MYIRDIS STRAUGHTER
 10130 SW 170 TERR
 MIAMI FL 33157-4338

MUNGEN A ELDRIDGE
 511 NO BROOKSIDE AVE
 FREEPORT NEW NY 11520-0000

HENRY HICKS JR & W ROSE M
 10125 SW 171 ST
 PERRINE FL 33157-4341

GLORIA & NATHANIEL WEBB &
 10155 SW 171 ST
 MIAMI FL 33157-4341

MARY BENNETT
 10170 SW 171 ST
 MIAMI FL 33157-4342

ESSIE MAE HARRISON
 10140 SW 171 ST
 PERRINE FL 33157-4342

FANNIE A NASON
 10330 SW 145 ST
 MIAMI FL 33176

CHRISTINE E BENNETT
 10155 SW 170 TERR
 MIAMI FL 33157-4337

EMMA LEE MILLER LE
 10125 SW 170 TER
 MIAMI FL 33157

JAMES SUTTON II
 17885 SW 111 AVE
 MIAMI FL 33157

LUIS E MIDENCE
 10120 SW 170 TER
 MIAMI FL 33157

NORTHWEST 16 LLC
 1740 SW 86 AVE
 MIAMI FL 33155

SHERMAIN RIDGEWAY
 10135 SW 171 ST
 MIAMI FL 33157

JORGE PEREZ
 10169 SW 171 ST
 MIAMI FL 33157

LAWRENCE KING & VIOLA KING (EST)
 10160 SW 171 ST
 PERRINE FL 33157-4342

MARVINE ORTIZ
 10130 SW 171 ST
 MIAMI FL 33157

MARIA INES CASTILLO
 10100 SW 171 ST
 MIAMI FL 33157

Mailing radius of 2,500 feet for 2,854 labels

| | | |
|---|---|--|
| LONNIE C JONES 8412 LINECREST DRIVE JACKSONVILLE FL 32208 | ESTEBAN G DELGADO MEDINA 10115 SW 172 ST MIAMI FL 33157 | ALICHER GRAVE DE PERALTA 10125 SW 172 ST MIAMI FL 33157 |
| OLA MITCHELL 10135 SW 172 ST MIAMI FL 33157-4344 | ELVIN DAVIS &W ELLAWEEN 10145 SW 172 ST PERRINE FL 33157-4344 | WILLIAM CURE &W DAISY B 10155 SW 172 ST PERRINE FL 33157-4344 |
| RONALD L JOHNSON 10165 SW 172 ST MIAMI FL 33157-4344 | WILLIE J ROBERTS II &W 10175 SW 172 ST MIAMI FL 33157-4344 | MIAMI DADE CTY 275 NW 2ND ST 4TH FLOOR MIAMI FL 33128-1794 |
| CLEOTHA BROWN 10212 SW 172 ST MIAMI FL 33157 | VANESSA L SANDERS 10215 SW 173 ST MIAMI FL 33157-4231 | ROBERT SANTANA 10211 SW 173 ST MIAMI FL 33157 |
| USA SERVICES AND INVESTMENT 19784 SW 177 AVE MIAMI FL 33187 | MISAEAL A MELGAR 10204 SW 173 ST MIAMI FL 33157 | SHAREN P C CURRY & 1224 GOLDEN CLUB CT ORLANDO FL 32825 |
| ANGEL CALO 10228 SW 173 ST MIAMI FL 33157 | RAFAEL V MORALES 10231 SW 173 TER MIAMI FL 33157 | CAMILO CAMPUZANO 18495 S DIXIE HWY # 289 MIAMI FL 33157 |
| E C SLATON &W GLEN D 17621 SW 107 AVE MIAMI FL 33157-5102 | YASHODA CORPORATION 10213 SW 173 TERR MIAMI FL 33157-4233 | OWN A HOME 2 LLC 3030 N ROCKY POINT DR STE 150A TAMPA FL 33607 |
| GEANETTE JACKSON PO BOX 570361 MIAMI FL 33257-0361 | BETLA CORP 8567 CORAL WAY #473 MIAMI FL 33155 | ALLENEEKA S BAILEY 10230 SW 173 TER MIAMI FL 33157-4234 |
| NOMARY LLC PO BOX 960745 MIAMI FL 33296 | MICHELLE A CHANG 10260 SW 173 TERR MIAMI FL 33157-4234 | MADISON HOLMES JR &W LILLIE 7851 SW 144 ST MIAMI FL 33158-1564 |
| FREDDIE STINSON 10241 SW 174 TERR MIAMI FL 33157-4235 | GUILLERMO D CASTILLO 10227 SW 174 TER MIAMI FL 33157 | REFUGE CHURCH OF PERRINE 10217 SW 174 TERR PERRINE FL 33157-4235 |

Mailing radius of 2,500 feet for 2,854 labels

TRUSTEES OF REFUGE CHURCH
10217 SW 174 TERR
MIAMI FL 33157-4235

FERNANDO LORA
8300 W FLAGER ST # 175
MIAMI FL 33144

FERNANDO NAVEIRO
10206 SW 174 TER
MIAMI FL 33157

MARIELIN BRITO
10218 SW 174 TER
MIAMI FL 33157

BRADDOCK HEIGHTS LLC
10222 SW 174 TER
MIAMI FL 33157

SINGH PROPERTIES LLC
10100 SW 124 AVE
MIAMI FL 33186

DWAYNE S ROBINSON &
10252 SW 174 TERR
MIAMI FL 33157-4236

GATHA A JOHNSON
10531 SW 141 DR
MIAMI FL 33176

SHALANA N JACKSON
10285 SW 175 ST
MIAMI FL 33157

TREY M IRWIN
430 M ST N W #7
WASHINGTON DC 20001

ALEXANDRA D L C ESCALONA
CAPARROS
8601 SW 94 ST 316W
MIAMI FL 33156

REGINA JOHNSON SIMPSON &
10255 SW 175 ST
MIAMI FL 33157-4237

EM INVESTMENTS HOLDINGS LLC
7665 SW 88 CT
MIAMI FL 33173

ALEJANDRO LUCIANO ALGUEA
MIRANDA
12286 SW 131 AVE
MIAMI FL 33186

GUSTAVO GONZALEZ
10201 SW 175 ST
MIAMI FL 33157

VIOLA CAREY
10210 SW 175 ST
PERRINE FL 33157-4238

VIOLA & JAMES & KEITH CAREY &
10210 SW 175 ST
MIAMI FL 33157-4238

BRADDOCKS HEIGHTS LLC
10214 SW 175 ST
MIAMI FL 33157

ASHA KAHM PLACIDE
10232 SW 175 ST
MIAMI FL 33157

BELINDA THOMAS
10234-36 SW 175 ST
MIAMI FL 33157-4238

O&A PROPERTY INVESTMENTS LLC
4210 SW 107 AVE
MIAMI FL 33165

O & A PROPERTY INVESTMENTS LLC
4210 SW 107 AVE
MIAMI FL 33165

L J F CORPORATION
12780 SW 132 TER
MIAMI FL 33186

DNOLAN LLC
2370 NE 184 TERR
MIAMI BEACH FL 33160

MADISON HOLMES JR & W LILLIE B
7851 SW 144 ST
MIAMI FL 33158-1564

DEBORAH MERRITT
8950 SW 186 TERR
MIAMI FL 33157-7125

VIVIAN ELDRIDGE
10285 SW 176 ST
MIAMI FL 33157-5201

MARY JACKSON LE
10275 SW 176 ST
MIAMI FL 33157-5201

DOROTHY BETSEY
10251 SW 176 ST
PERRINE FL 33157-5201

ERNESTO NUNEZ AMARO
10245 SW 176 ST
MIAMI FL 33157

Mailing radius of 2,500 feet for 2,854 labels

EARLINE CHAPPELL
10462 SW 178 ST
MIAMI FL 33157-5139

VITA LUZMIRA LLC
820 NW 7 AVE UNIT 206
MIAMI FL 33136

EARTHA MAYS
18901 SW 106 AVE # A 111
MIAMI FL 33157

LYDIE ENATO GUEDEGBE
8240 SW 210 ST 303
CUTLER BAY FL 33189

ALLEN J SMILEY &W MARY ANN
18000 SW 104 AVE
MIAMI FL 33157-5257

ALLEN SMILEY &W MARY
18000 SW 104 AVE
MIAMI FL 33157-5257

ALLEN JAMES SMILEY
18000 SW 104 AVE
MIAMI FL 33157-5257

BUCHIE MC CRAY
18040 SW 104 AVE
PERRINE FL 33157-5257

DAVID SANDERS &W MARY LEE
10360 SW 183 ST
PERRINE FL 33157-5274

NORMAN TABORA
10401 SW 182 ST
MIAMI FL 33157

MATTIE COLE
18102 SW 104 AVE
MIAMI FL 33157-5258

GLADYS TUCKER TRUSTEE &
10420 SW 181 ST
PERRINE FL 33157-5208

CARRIE LWASHINGTON
10425 SW 182 ST
PERRINE FL 33157-5209

LOUISE BAKER
13731 VAN BUREN ST
MIAMI FL 33176-6248

OTIS ARMSTRONG
18214 HOMESTEAD AVE
MIAMI FL 33157

OTIS ARMSTRONG JR
18214 HOMESTEAD AVE
MIAMI FL 33157-5532

ELIZABETH A CRYER
14200 SW 72 AVE
PALMETTO BAY FL 33158

A M A DEVELOPMENT GROUP LLC
20900 NE 30 AVE
AVENTURA FL 33180

MOSES WORD &W SARAH
18215 SW 102 AVE
MIAMI FL 33157-5218

RICARDO CEDENO OLIVA
18211 SW 102 AVE
MIAMI FL 33157

MATTCO FLORIDA LLC
10181 NW 58 ST UNIT 2
DORAL FL 33178

BEVERLY A HARRISON &H CARL A
11904 SW 99 AVE
MIAMI FL 33176-4170

APRIL D TATE
3221 NW 213 ST
MIAMI GARDENS FL 33056

ROBERTO MORALES &W MELANIA
18240 SW 102 AVE
MIAMI FL 33157-5219

WILLIE & GLORIA ADAMS
14285 SW 108 CT
MIAMI FL 33176-6512

BIBLEWAY CH OF THE APOS FAITH INC
18290 SW 102 AVE
MIAMI FL 33157-5219

BIBLEWAY CHURCH OF THE APOSTOLIC
18290 SW 102 AVE
PERRINE FL 33157-5219

LEONA HILL
18235 SW 102 CT
MIAMI FL 33157

LEONA HILL & HARVEY LANGSTON
11720 SW 199 ST
Miami FL 33177

VERONICA MILLER &H JAMES CRUSE
18215 SW 102 CT
MIAMI FL 33157-5221

Mailing radius of 2,500 feet for 2,854 labels

HELEN GAGE
10203 SW 169 TERR
MIAMI FL 33157-4223

MZ GOOSE INC
10203 SW 169 TERR
MIAMI FL 33157-4223

WEST PERRINE COMMUNITY
111 NW FIRST ST 17 202
MIAMI FL 33128

SHAWNTAI GUNN
18204 SW 102 CT
MIAMI FL 33157

EARL FORE &W FRONDA
10365 SW 173 TERR
MIAMI FL 33157-4259

YOEL GIL ACHIN
18216 SW 102 CT
MIAMI FL 33157

VIVIAN LOVONE SMITH
15433 SW 102 PL
MIAMI FL 33157

YUNIOR SERRANO CASTILLO
18225 SW 102 PL
MIAMI FL 33157

MASVIDAL FINANCIAL HOLDINGS CORP
8835 SW 107 AVE
MIAMI FL 33150

JAMES A LEWIS
18215 SW 102 PL
MIAMI FL 33157-5223

CARLOS RENE QUINONES
18200 SW 102 PLACE
MIAMI FL 33157

LILLIE SANDERS (TRUST)
18212 SW 102 PL
MIAMI FL 33157-5224

EDUARDO GUTIERREZ DE PINERES
15846 SW 143 CT
MIAMI FL 33177

MATILDA WAUGH
10462 SW 178 ST
MIAMI FL 33157-5224

YAMILE GONZALEZ DELGADO
12890 SW 62 TER
MIAMI FL 33183

SYED WAJID
7 STONE ROAD
CHAPPAQUA NY 10514

CHIMI GROUP INVESTMENT LLC
28000 SW 157 AVE
HOMESTEAD FL 33033

CHARLES HARRY & SHEILA HARRY
9702 SW 165 ST
MIAMI FL 33157-3333

GILBERTO SANTIAGO
18326 SW 102 PL
MIAMI FL 33157

BRIAN TRUJILLO
18330 SW 102 PL
MIAMI FL 33157

RODNEY MILLER
10049 W JESSAMINE ST
MIAMI FL 33157-5366

C & A CREDIT FUNDING CORP
140 NE 2 AVE
MIAMI FL 33132

E & J ENTERP OF PERRINE INC
10203 SW 184 ST
CUTLER BAY FL 33157

EMMA JANE BOUIE
10295 SW 182 ST
MIAMI FL 33157-5248

DON QUIJOTE INVESTMENT GROUP LLC
5255 COLLINS AVE APT 4-A
MIAMI FL 33140

FRANCISCO J BRIZUELA
7915 SW 201 TERR
MIAMI FL 33189-2117

RONALD D FERGUSON
3081 NW 70 TERR
MIAMI FL 33147-6740

NANCY LOPEZ
18361 SW 102 PL
MIAMI FL 33157

MIRIAM SOLIS
18331 SW 102 PL
MIAMI FL 33157-5225

SINDY NOGUERA
11235 SW 173 TER
MIAMI FL 33157

Mailing radius of 2,500 feet for 2,854 labels

MARY SANDERS
10360 SW 183 ST
PERRINE FL 33157-5274

MARY ALDRIDGE
10350 SW 183 ST
MIAMI FL 33157-5274

JAMES L DUKES
10340 SW 183 ST
MIAMI FL 33157

MARTHA IRENE LEON
10330 SW 183 ST
MIAMI FL 33157

MAX FLORES
10320 SW 183 ST
MIAMI FL 33157-5274

WILBUR BELL
PO BOX 570021
MIAMI FL 33157

BHURLINE TOUSSAINT
771 NW 197 TER
MIAMI FL 33169

YOLIS VELASQUEZ
10301 SW 184 ST
MIAMI FL 33157-6822

JANICE V CAIL & VALUDA J HARRIS
325 NW 19 ST
MIAMI FL 33136

ADRIAN MELO BARRIOS
10321 SW 184 ST
CUTLER BAY FL 33157

HALE M BARRETT JTRS
9345 SW 173 TER
PALMETTO BAY FL 33157

RALPH WINKFIELD LE
10341 SW 184 ST
MIAMI FL 33157

LAURA A NESS
17860 SW 89TH AVE
MIAMI FL 33157

EMILIA R MOLINA
10361 SW 184 ST
MIAMI FL 33157

F AND E INVESTMENTS LLC
8950 SW 74 CT SUITE 1804
MIAMI FL 33156

VEC HOMES AT PERRINE LLC
13050 SW 82 CT
MIAMI FL 33156

ROSEHAVEN LOTS LLC
4701 WILLARD AVE APT 1608
CHEVY CHASE MD 20815

MIGUEL A CONSUEGRA &
17702 SW 103 AVE
MIAMI FL 33157

LOURDES FIGUEROA
3382 SW 152 PL
MIAMI FL 33185

LEONORA JOHNSON
17760 SW 103 AVE
MIAMI FL 33157-5250

ANDREA E WALKER
17780 SW 103 AVE
MIAMI FL 33157-5250

GWENDOLYN LOVE & H LESEL LOVE
28252 SW 158 CT
HOMESTEAD FL 33033-1118

AVICE D WARREN
10265 SW 180 ST
MIAMI FL 33157-5243

OTIS BLACKWELL
10262 SW 179 ST
MIAMI FL 33157-5232

PAUL FANCE & W JACQUELYN FANCE
10250 SW 179 ST
MIAMI FL 33157-5232

CLINTON & EISENHOWER LLC
19370 COLLINS AVE CU1
SUUNY ISLES BEACH FL 33160

S J M PERRINE LLC
7425 BROOKSTONE CIRCLE
FLOWERY BRANCH GA 30542

JAMES H MULHOLLAND
18210 S DIXIE HWY
MIAMI FL 33157-5525

LESTER A ARMAS RICARDO
18101 SW 104 AVE
MIAMI FL 33157

MARIA ELENA LOPEZ
18141 SW 104 AVE
MIAMI FL 33157

Mailing radius of 2,500 feet for 2,854 labels

HAROLD ROBINSON
14610 SW 103 AVE
MIAMI FL 33176

ALLICIA ELLICK
18191 SW 104 AVE
MIAMI FL 33157

JOSE MIRABAL
18160 SW 103 AVE
MIAMI FL 33157

LONNIE G WASHINGTON
10305 SW 182 ST
MIAMI FL 33157-5271

SRP SUB LLC
8665 EAST HARTFORD DRIVE STE 200
SCOTTSDALE AZ 85255

QUEEN E ATKINS
16951 SW 101 PL
MIAMI FL 33157-4377

JEANETTE RUIZ
16931 SW 101 PL
MIAMI FL 33157-4377

CHRISTINE HALL
16910 SW 101 CT
MIAMI FL 33157-4376

JONATHAN ROSS
16930 SW 101 CT
MIAMI FL 33157

GONZALO BERMUDEZ
16950 SW 101 CT
MIAMI FL 33157

ROSA MALDONADO ORTIZ
16970 SW 101 CT
MIAMI FL 33157

ALLAN J GARCIA JTRS
16973 SW 101 COURT
MIAMI FL 33157

HOWARD HEMINGWAY
16953 SW 101 CT
MIAMI FL 33157-4376

FELIX RAMIREZ &W
16913 SW 101 CT
MIAMI FL 33157-4376

RAFAEL T RODRIGUEZ
16912 SW 100 PL
MIAMI FL 33157

MINNIE L GREEN
16932 SW 100 PL
MIAMI FL 33157-4375

HARRIETT J BROWN
16952 SW 100 PL
MIAMI FL 33157-4375

GERALDINE E SMITH
16972 SW 100 PL
MIAMI FL 33157-4375

RUDY PEREZ
16971 SW 100 PL
MIAMI FL 33157

CLEMENTINE KILLIEBREW WARNER
16951 SW 100 PL
MIAMI FL 33157-4375

ERIC KRIGGER &W
19450 SW 125 AVE
MIAMI FL 33177

MARY F JOHNSON
16911 SW 100 PL
MIAMI FL 33157-4375

JUAN P TINOCO
16910 SW 100 CT
MIAMI FL 33157-4359

FELICIA N SOTO
16930 SW 100 CT
MIAMI FL 33157

ROBIN L LIVELY
16950 SW 100 CT
MIAMI FL 33157-4359

SYDNEY HERBERTH SATHLER
16970 SW 100 CT
MIAMI FL 33157

SOUTH MOTOR DADE COUNTY
16165 S DIXIE HWY
MIAMI FL 33157

ISABEL R MULHOLLAND TR &
14621 SW 65 AVE
MIAMI FL 33158-1821

RJ'S INTERNATIONAL TRADING LLC
5322 NORTH SPRINGS WAY
CORAL SPRING FL 33157

RJS INTERNATIONAL TRADING LLC
5322 N SPRINGSWAY
CORAL SPRINGS FL 33076

Mailing radius of 2,500 feet for 2,854 labels

HIDDEN VALLEY CORP
21150 POINT PL #1903
AVENTURA FL 33180

VIJAY P RAMPERSAD
14111 SW 146 TERR
MIAMI FL 33186

JM MOTORSPORTS LLC
17600 COLLINS AVE
SUNNY ISLES BEACH FL 33160

MMIA 16896 LLC
7931 SW 104 ST E113
MIAMI FL 33156

PB AND E ENTERPRISES LLC
16890 S DIXIE HWY
MIAMI FL 33157

RAFOL LLC
16920 SW 96 CT
MIAMI FL 33157

L & M PERRINE LLC
1114 GRAND ST
KEY LARGO FL 33037

SONIA MENDEZ TRS
2525 SW 65 AVE
MIAMI FL 33155

SILVERSTEIN INVEST HOLDINGS LLC
17110 S DIXIE HWY
MIAMI FL 33157

TALWAG INVESTMENTS LIMITED
104 WILMOT RD
DEERFIELD IL 60015

OAKLAND PARK ESTATES LLC
2900 W 84 ST
HIALEAH FL 33018

JEANNE BARBER GODWIN TRS
3109 GRANDE AVE #345
MIAMI FL 33133

FRIEDMAN-MARCUS-GARNET PTNR
18430 S DIXIE HWY
MIAMI FL 33157-6816

EUREKA 184 LLC
1450 MADRUGA AVE #209
MIAMI FL 33146

GEORGIA BELLE THOMPSON (EST OF)
18408 HOMESTEAD AVE
MIAMI FL 33157-6820

SOUTHERN BELL
PO BOX 7207
BEDMINSTER NJ 07921

POMBAL INC
1845 NW 112 AVE UNIT 199
MIAMI FL 33172

BELLSOUTH TELECOMMUNICATIONS
INC
PO BOX 7207
BEDMINSTER NJ 07921

QUAIL ROOST BUILDING VENTURES LLC
1157 SWEETWATER RD
SPRING VALLEY CA 91977

C AND T ASSOCIATES LLC
5280 NW 165 ST
HIALEAH FL 33014

MRM QUAIL HOLDINGS INC
6301 SW 56 ST
MIAMI FL 33155-6420

ROBERT ALLEN WALKER
PO BOX 971697
MIAMI FL 33197

T AND C INVESTORS LLC
5280 NW 165 ST
HIALEAH FL 33014

SEPRIN MANAGEMENT CORP
2997 DAY AVE
MIAMI FL 33133-7203

MARJORIE 22 LLC
1540 NW 16 AVE
HOMESTEAD FL 33030

ROBERT A WALKER
PO BOX 971697
MIAMI FL 33197

JOHNIE E CHADWELL
10423 SW 185 TER
MIAMI FL 33157

MARIO RIZZETTO &W GENNY B
18506 SW 104 AVE
MIAMI FL 33197

10400 EUREKA PARK LLC
5601 W FLAGLER ST
MIAMI FL 33134

HANSONS PROPERTY LLC
10411 SW 184 TER
CUTLER BAY FL 33157

Mailing radius of 2,500 feet for 2,854 labels

GAIL EDWARDS BROWN TR
PO BOX 970571
MIAMI FL 33197

DARWIN JOSUE CANTILLANO
10240 SW 183 ST
MIAMI FL 33157

MARIE VIRGIL EST OF
10220 SW 183 ST
MIAMI FL 33157-5249

DOROTHY HOLMES
10430 SW 183 ST
MIAMI FL 33157

YURIDIA MENDOZA
10420 SW 183 ST
MIAMI FL 33157

GERARDO C CZETYRKO
7660 SW 83 CT
MIAMI FL 33143

LEWIS ELZIE JR & W ALMA J
10401 SW 184 ST
PERRINE FL 33157-6712

HORACE TAYLOR
10411 SW 184 ST
PERRINE FL 33157-6712

LULA BELL GILMORE LE
10421 SW 184 ST
MIAMI FL 33157

ANTONIO M TORRES
10431 SW 184 ST
MIAMI FL 33157-6712

PATRICIA J DANIELS
11766 SEA MARSH LN
FAYETTEVILLE GA 30215

LEROY BAKER EST OF
10410 SW 182 ST
MIAMI FL 33157-5210

SHAWNA & ELAINE MANGAROO
10401 SW 183 ST
MIAMI FL 33157-5211

DEVONNE WATERS
10411 SW 183 ST
MIAMI FL 33157-5211

OSMOND & SHELLY ANN COMMOCK
10421 SW 183 ST
MIAMI FL 33157-5211

IVAN ALEAGA CHACON
10431 SW 183RD ST
MIAMI FL 33157

WILLIE J JR & LILARITA BROMELL &
5760 SW 62 TERR
MIAMI FL 33143-2354

ALIET ENTERPRISES INC
PO BOX 3206
MIAMI FL 33265

LINDA BOWENS
10370 SW 182 ST
MIAMI FL 33157

KIMBERLY CURE
10320 SW 182 ST
MIAMI FL 33157-5272

CLARA R BARROS
17140 SW 92 AVE
MIAMI FL 33157-4598

LASHAWN D COOPER
10308 SW 182 ST
MIAMI FL 33157

ALYEN LLC
9110 NW 158 ST
MIAMI LAKES FL 33018

SHEILA BUTLER LE
10311 SW 183 ST
MIAMI FL 33157-5273

RANDALL R MEJIA
10321 SW 183 STREET
MIAMI FL 33157

ROSETTA CLARINGTON &
11200 SW 187 ST
MIAMI FL 33157-7525

PATRICK ROSS COLE
10341 SW 183 ST
MIAMI FL 33157

SHATAVIA C WEST
10349 SW 183 ST
MIAMI FL 33157

JIMMIE JONES
10351 SW 183 ST
MIAMI FL 33157-5273

JEAN CARLO CHAVEZ
10361 SW 183 ST
MIAMI FL 33157

Mailing radius of 2,500 feet for 2,854 labels

SANDRA INVESTMENTS GROUP INC
10741 SW 31 ST
MIAMI FL 33165-2419

FRENCHTEX INC
15715 S Dixie Hwy Ste 414
Miami FL 33157-1884

PAN GROUP INC
2823 MCKINLEY ST
HOLLYWOOD FL 33020

UNITED STATE POSTAL SERV
PO BOX 22725
TAMPA FL 33622-2725

GTR INVEST LLC
10451 SW 184 TERR
MIAMI FL 33157-6761

QUASAR COMMUNICATIONS INC
9771 WAYNE AVE
PERRINE FL 33157-5540

10195 LLC
11745 SW 102 AVE
MIAMI FL 33176

VILLAGE OF PALMETTO BAY
9705 E HIBISCUS ST
PALMETTO BAY FL 33157-5606

MST CORPORATION TRS
1741 NW 20 ST
MIAMI FL 33142

VAN ORSDEL FAMILY
11240 N KENDALL DR
MIAMI FL 33176

AMERICAN LEGION POST/33
16401 SW 90 AVE
PERRINE FL 33157-3509

CHRIST FELLOWSHIP RES PROP LLC
8900 SW 168 ST
PALMETTO BAY FL 33157

SHEILA PURYEAR
16455 SW 91 AVE
PALMETTO BAY FL 33157

TAREK CHEBBI
16450 SW 90 AVE
PALMETTO BAY FL 33157

ADOLFO DANILO LOPEZ
149 SWARM LN
FORT MILL SC 29707-7533

JAMES A GOSSETT &W CARLA S
16501 SW 91 AVE
MIAMI FL 33157-3516

THR FLORIDA LP
1717 MAIN ST 2000
DALLAS TX 75201

FRANTZ JEAN-JOSEPH
9030 SW 164 ST
MIAMI FL 33157-3527

RUSSELL T MORRISON
16555 SW 91 AVE
MIAMI FL 33157

AMY SENA
16550 SW 90 AVE
PALMETTO BAY FL 33157

PEDRO PABLO RODRIGUEZ TRS
16525 SW 91 AVE
PALMETTO BAY FL 33157

CHRIST FELLOWSHIP RESID PROP LLC
8900 SW 168 ST
PALMETTO BAY FL 33157

CHRIST FELLOWSHIP BAPTIST CHURCH
8900 SW 168 ST
MIAMI FL 33157-4569

SOUTH MOTOR COMPANY OF DADE CO
16165 S DIXIE HWY
MIAMI FL 33157-1840

JELD CORPORATION
177 OCEAN LANE DR # 1004
KEY BISCAVNE FL 33149-1428

VOLKSWAGEN SOUTH INC
16165 SO DIXIE HWY
MIAMI FL 33157-1840

NICE PROPERTIES INC
10701 SW 104 ST #C38
MIAMI FL 33176

D P REAL ESTATE HOLDINGS LLC
2700 SW 8 STREET
MIAMI FL 33135

JUAN V MENDEZ
8030 SW 122 ST
MIAMI FL 33156

JUAN V MENDEZ TRS
8030 SW 122 ST
MIAMI FL 33156

Mailing radius of 2,500 feet for 2,854 labels

STAR PROP III LLC
3750 WEST FLAGER ST
MIAMI FL 33134-1602

ACADEMIC PROPERTIES LLC
3749 PARADISO CIR
KISSIMMEE FL 34746

SO BELL TEL & TEL CO
PO BOX 7207
BEDMINSTER NJ 07921

JAREM INVESTMENTS LLC
6801 NW 111 AVE
DORAL FL 33178

MS THREE LLC
15912 SW 92 AVE
PALMETTO BAY FL 33157-1842

MARGARET ANN BATES LE
9036 SW 112 PL
MIAMI FL 33176

JUAN MENDEZ
8030 SW 122 ST
MIAMI FL 33156

JUAN V MENDEZ TR &W
8030 SW 122 ST
MIAMI FL 33156

JAMES P BODINE &W LAURIE
9200 SW 166 ST
MIAMI FL 33157-3447

ROBERT M MITCHELL III
11826 S Mitchell Manor Cir
Miami FL 33156-4877

SCOTT MCKINLEY &W LESLIE M
8430 SW 148 DR
MIAMI FL 33158-1940

GILBERTO JAVIER LLERENA COLLAZO
16400 SW 91 AVE
MIAMI FL 33157

ANDY RIVERA &W DOLORES
16420 SW 91 AVE
MIAMI FL 33157-3517

ANA SUYAPA MENDIETA
554 PARKWOOD LN
NAPLES FL 34103-8535

ROBIN R BARSON
16520 SW 91 AVE
MIAMI FL 33157

LEANDRO GUZMAN
16600 SW 91 AVE
PALMETTO BAY FL 33157

CARL CHRISTIAN HOECHNER
16620 SW 91 AVE
MIAMI FL 33157

JAMES F GRAY &W MARIA C
16640 SW 91 AVE
MIAMI FL 33157-3519

ATIYA KUHA
16700 SW 91 AVE
PALMETTO BAY FL 33157-3578

STEVEN SCHWARTZMAN &W
16720 SW 91 AVE
MIAMI FL 33157-3578

FERDINAND ROBLES &W LINDA &
16740 SW 91 AVE
MIAMI FL 33157-3578

LEONARDO HERNANDEZ
16761 SW 92 AVE
MIAMI FL 33157-3410

LANCELOT CHUNG &W JOYCE
16741 SW 92 AVE
MIAMI FL 33157-3410

EURELL C HALL &W OLGA
16721 SW 92 AVE
MIAMI FL 33157-3410

JACQUELINE STRAZIUSO
16701 SW 92 AVE
PALMETTO BAY FL 33157

ERIK A EMANUELSON
16641 SW 92 AVE
MIAMI FL 33157

PHILIP H MAGIN
16621 SW 92 AVENUE
PALMETTO BAY FL 33157

DAVID BLOOM &W PATRICIA
7342 NE 11 ST
OKEECHOBEE FL 34974

RICHARD MANUEL PORRAS
16541 SW 92 AVE
PALMETTO BAY FL 33157

ALEXIS DEL VALLE
16521 SW 92 AVE
PALMETTO BAY FL 33157

Mailing radius of 2,500 feet for 2,854 labels

CHRISTOPHER GUY ESTEVEZ
16501 SW 92 AVE
MIAMI FL 33157

CARLOS PENAFIEL
16421 SW 92 AVE
PALMETTO BAY FL 33157

EST OF O PAUL ROMITO
16401 SW 92 AVE
MIAMI FL 33157-3407

JOHN J PHILLIPS JR
13620 SW 82 CT
MIAMI FL 33157

EARTH MOVERS OF AMERICA LLC
145 HARBOR DR
KEY BISCAYNE FL 33149

JIANWEN YANG
9240 SW 164TH ST
PALMETTO BAY FL 33157

THR FLORIDA L P
1717 MAIN ST 2000
DALLAS TX 75201

GEORGE & EDGAR RINCON
9200 SW 164 ST
MIAMI FL 33157-3455

SHIRLEY S SMART (TRUST)
9201 SW 165 ST
MIAMI FL 33157-3450

ENRIQUE A SAMPAYO
9221 SW 165 ST
MIAMI FL 33157

ARMANDO QUISPE
9241 SW 165 ST
PALMETTO BAY FL 33157

EMIL P RYAN &W ANNA K
9261 SW 165 ST
MIAMI FL 33157-3450

LUIS DANIEL TORRES
9281 SW 165 ST
PALMETTO BAY FL 33157

LENSY LEON
9299 SW 165 ST
PALMETTO BAY FL 33157

URSULA A HARRICHARRAN TRS
9298 SW 165 ST
PALMETTO BAY FL 33157

JEAN BASS GOSSELIN TRS
9280 SW 165 ST
PALMETTO BAY FL 33157

JOHN BURKOWSKI &W SANDRA LE
9260 SW 165 ST
MIAMI FL 33157-3451

JOSE ROSA TRS
9240 SW 165 ST
PALMETTO BAY FL 33157

CARLOS A VERGARA
9220 SW 165 ST
PALMETTO BAY FL 33157

BETSY E ECHEMENDIA
9200 SW 165 ST
MIAMI FL 33157

JOHN RESTUCCIA
9201 SW 166 ST
PALMETTO FL 33157

BRANDON JON MARTINEZ
9221 SW 166 ST
PALMETTO BAY FL 33157

LEROY STEPHEN
9241 SW 166 ST
PALMETTO BAY FL 33157

THOMAS PRESTON CARSEY
9261 SW 166 ST
MIAMI FL 33157-3446

THEODORE I MCFARLAN JR &W VERA
9281 SW 166 ST
MIAMI FL 33157-3446

ANABEL ARGUEZ
9299 SW 166 ST
PALMETTO BAY FL 33157

FRANCISCO FULLANA &W MARIA
9298 SW 166 ST
MIAMI FL 33157-3447

JAMES R DAVIS &W KELLY D
9280 SW 166 ST
MIAMI FL 33157-3447

FRANK BONHEUR &W ANTONIA
9260 SW 166 ST
MIAMI FL 33157-3447

ALAIN MARTINEZ
9240 SW 166 ST
PALMETTO BAY FL 33157

Mailing radius of 2,500 feet for 2,854 labels

MICHAEL HYATT JTRS
9220 SW 166 ST
PALMETTO BAY FL 33157

EDUARDO BENJAMIN CAMPS ROMERO
9200 SW 166 ST
PALMETTO BAY FL 33157

FRANCISCO SANCHEZ &W XIOMARA
9201 SW 166 TERR
MIAMI FL 33157-3425

CHRISTINE IBARRA
9221 SW 166 TER
PALMETTO BAY FL 33157

PEDRO A SEVILLA FEIJOO LE
9241 SW 166 TER
PALMETTO BAY FL 33157

CAROL A STAZILIS
9261 SW 166 TERR
MIAMI FL 33157-3425

EDUARDO GARATEIX JR
9281 SW 166 TER
PALMETTO BAY FL 33157

KERA L RUBIN
9299 SW 166 TERR
MIAMI FL 33157-3425

LISA J GOODKIND
9298 SW 166 TERR
MIAMI FL 33157-3426

ALEXANDRA V TOPOLE
9280 SW 166 TERR
MIAMI FL 33157-3426

ALFRED ABON
9260 SW 166 TERR
MIAMI FL 33157-3426

TIMOTHY I ROHDE
9240 SW 166 TER
PALMETTO BAY FL 33157

FREDRICK P RIVIERE
9220 SW 166 TERR
MIAMI FL 33157

JAMES A MARTELL &W SUSAN M
9200 SW 166 TERR
MIAMI FL 33157-3426

ALEXIS ISRAEL MENA
9201 SW 167 TER
PALMETTO BAY FL 33157

MICHAEL A ESPRIELLA &
9221 SW 167 TERR
MIAMI FL 33157-3433

JOHN M HOUGHTON JR & J M
HOUGHTON
9241 SW 167 TERR
MIAMI FL 33157-3433

SUPORN HNUKAEO
9261 SW 167 TER
MIAMI FL 33156

ROBERT BUITRAGO
9281 SW 167 TER
PALMETTO BAY FL 33157

QI MA
9299 SW 167 TERR
PALMETTO BAY FL 33157

ELIZABETH SHAW
7640 SW 170 ST
PALMETTO BAY FL 33157

DUANE S CARBO
9280 SW 167 TER
MIAMI FL 33157

JAVIER ORREGO &W CLARA
9260 SW 167 TERR
MIAMI FL 33157-3434

KEVIN KAUFMAN &W ALANA
9240 SW 167 TERR
MIAMI FL 33157-3434

RYAN COLON
9220 SW 167 TER
PALMETTO BAY FL 33157

JUAN C GUTIERREZ
9200 SW 167 TER
PALMETTO BAY FL 33157

JOHN W MOORE TRS
16625 SW 91 AVE
PALMETTO BAY FL 33157

JONATHAN ALAN SIMMONS
16645 SW 91 AVE
PALMETTO BAY FL 33157

DEREK N ROBLES &W HEIDI A
16665 SW 91 AVE
MIAMI FL 33157-3518

PHILLIP DAVIS &W
16705 SW 91 AVE
VILLAGE OF PALMETTO BAY FL 33157-

Mailing radius of 2,500 feet for 2,854 labels

JUAN G MORAN
16725 SW 91 AVE
PALMETTO BAY FL 33157-3577

BILLY J WOOD &W MARIA E
16750 SW 90 AVE
MIAMI FL 33157-3532

MARK GLIDDEN
16700 SW 90 AVE
MIAMI FL 33157-3532

ADONIS MENDOZA
16670 SW 90 AVE
MIAMI FL 33157

BRANDSMART USA OF SO DADE INC
3200 SW 42 ST
HOLLYWOOD FL 33312

BRANDSMART USA OF S DADE INC
3200 SW 42 ST
HOLLYWOOD FL 33312

EDWIN RIVERA
9350 SW 164 ST
MIAMI FL 33157-3453

MIGUEL A GUTIERREZ &W MARIA L
9340 SW 164 ST
MIAMI FL 33157-3453

MIGUEL A VALENTIN JTRS
9316 SW 164 STREET
PALMETTO BAY FL 33157

EDDY OMAR MOJICA
9320 SW 164 ST
MIAMI FL 33157-3453

BIBI K PERSAUD
9310 SW 164 ST
PALMETTO BAY FL 33157

MIGUELINA VEGA
9300 SW 164 ST
MIAMI FL 33157-3453

ANDRE DANIEL STERN ARANGO
9301 SW 165 ST
PALMETTO BAY FL 33157

CRISTIANA CERUTTI
9311 SW 165 ST
PALMETTO BAY FL 33157-3448

PRINCE TAYLOR &W SHAWN
9321 SW 165 ST
MIAMI FL 33157-3448

DIANA MENDILUZA
9331 SW 165 ST
PALMETTO BAY FL 33157

PAULO ROGERIO HALA
9341 SW 165 STREET
PALMETTO BAY FL 33157

ALEXANDER IZAGUIRRE
9351 SW 165 ST
CUTLER BAY FL 33157

HAZEL LEWIS
9350 SW 165 ST
MIAMI FL 33157-3449

SCOTT M ZIMMETT
9340 SW 165 ST
MIAMI FL 33157-3449

RAYMOND J PAPICH LE
9330 SW 165 ST
PALMETTO BAY FL 33157

CIANNI DEVELOPMENT LLC
14801 SW 93 CT
MIAMI FL 33176

CARLOS AITA
9310 SW 165 ST
MIAMI FL 33157-3449

MICHA K HAWKINS
9300 SW 165 ST
MIAMI FL 33157-3449

PAMELA K LAWSON
9301 SW 166 ST
MIAMI FL 33157-3444

KIRSTEN LOUTZENHISER
9311 SW 166 ST
MIAMI FL 33157-3444

MICHAEL FITTS
7801 SW 102 LN
MIAMI FL 33156

NALDA R HERRERA
9331 SW 166 ST
PALMETTO BAY FL 33157

RODNEY L KETCHENS &W SHIRLEY A
9341 SW 166 ST
MIAMI FL 33157-3444

SILVIA ROCHA
16604 SW 93 CT
PALMETTO BAY FL 33157

Mailing radius of 2,500 feet for 2,854 labels

| | | |
|---|---|---|
| FERMIN O MUNI & ANTHONY L MUNI & 16614 SW 93 CT MIAMI FL 33157-3402 | ALDWYN C PIERRE &W CHRISTINE 16624 SW 93 CT MIAMI FL 33157-3402 | MARION CORDERY ROBINSON LE 16634 SW 93 CT MIAMI FL 33157 |
| NAUMAN HAMID 16644 SW 93 CT MIAMI FL 33157 | PAUL W LEACH JR &W DOLORES 16654 SW 93 CT MIAMI FL 33157-3402 | JOAQUIN MARTINEZ 16664 SW 93 CT MIAMI FL 33157-3402 |
| STEVE M ANTEEN 16674 SW 93 CT PALMETTO BAY FL 33157 | ZUNILDA MACHADO 9340 SW 167 ST MIAMI FL 33157-3431 | NAGEDA MOORE 9330 SW 167 ST PALMETTO BAY FL 33157 |
| ELIZABETH S OGLESBY 9320 SW 167 ST MIAMI FL 33157-3431 | ZASHA CANFUX 9310 SW 167 ST PALMETTO BAY FL 33157 | ALAN GERALD DOVE 3030 NW 151 TERR OPA LOCKA FL 33054 |
| CHARLES M CONKLING &W ELIZABETH C 8850 SW 112 ST MIAMI FL 33176-3751 | JONATHAN BROOKS &W CHRISTINE 6255 SW 126 ST MIAMI FL 33156-5564 | RAUL HERNANDEZ TRS 1301 BRISTOL AVE DAVIE FL 33325 |
| HYACINTH V WILLIAMS TRS 13111 SW 108 ST CIR MIAMI FL 33186 | RAY HENLEY &W CYNTHIA 7655 SW 142 ST MIAMI FL 33158-1635 | SYNTHIES FERGUSON TRS 10451 SW 177 ST MIAMI FL 33157 |
| ROBERT H PERSOL &W NANCY B 16605 SW 93 CT MIAMI FL 33157-3412 | CHARLES BERRY &W SHIRLEY 16615 SW 93 CT MIAMI FL 33157-3412 | KAREN J MUNI 16625 SW 93 CT MIAMI FL 33157-3412 |
| KAREN J NEHER 16635 SW 93 CT MIAMI FL 33157-3412 | NATALEE LAND JENKS 16645 SW 93 CT MIAMI FL 33157 | CHRISTINE M ALFRE &H 16655 SW 93 CT MIAMI FL 33157-3412 |
| OLINTO A CARDENAS 16665 SW 93 CT MIAMI FL 33157 | DANIEL GOMEZ 9321 SW 167 ST MIAMI FL 33157-3430 | GLORIA MENENDEZ JTRS 9502 SW 218 LN MIAMI FL 33190 |
| ROBERT CHRISTIAN &W KIMBERLY A 9325 SW 166 TERR VILLAGE OF PALEMTTO BAY FL 33157- | RONALD A ROSENBERG 9320 SW 166 ST MIAMI FL 33157-3445 | SWH 2017 1 BORROWER LP 8665 E HARTFORD DR STE 200 SCOTTSDALE AZ 85255 |

Mailing radius of 2,500 feet for 2,854 labels

GENEVA BAZILE
9315 SW 166 TERR
MIAMI FL 33157-3427

TAH MS BORROWER LLC
1508 BROOKHOLLOW DR
SANTA ANA CA 92705

DUANE M REISS &W LINDA K
9311 SW 167 ST
MIAMI FL 33157-3430

MANUEL ROMAN
9301 SW 167 ST
PALMETTO BAY FL 33157

MARY L NOLAN LE
9304 SW 166 TER
MIAMI FL 33157

BRIAN D PUKALL &W
9305 SW 166TH TER
PALMETTO BAY FL 33157

PATRICIA MARIA SABATES TRS
9300 SW 166 ST
PALMETTO BAY FL 33157

MARIA C ALVAREZ
9004 SW 163 TER
MIAMI FL 33157

MICHAEL A HOLMES &W PAMELA A
9014 SW 163 ST
MIAMI FL 33157-3568

ALVARO FIGUEREDO
9024 SW 163 TERR
MIAMI FL 33157-3568

ADEWALE ALONGE &W CHRISTIANAH
17303 SW 80 PL
MIAMI FL 33157

GORDON REDON &W ANNE M
9104 SW 163 TERR
MIAMI FL 33157-3571

BI HSIA CHEN
9114 SW 163 TERR
PALMETTO BAY FL 33157

HANSLATA DASS
9124 SW 163 TERR
MIAMI FL 33157-3571

JUAN CARLOS VARGAS JTRS
9134 SW 163 TER
MIAMI FL 33157

JENNIFER JAGBIR &H HOLLISTER W
9131 SW 164 ST
MIAMI FL 33157-3528

RICARDO D ROBLES &W IVONNE A
9121 SW 164 ST
MIAMI FL 33157-3528

WEBER GUILBAUD
8935 SW 163 TERR
MIAMI FL 33157-3558

RANDY SUE JAMISON TRS
9101 SW 164 ST
PALMETTO BAY FL 33157-3528

RI DONG TAN
9031 SW 164 ST
MIAMI FL 33157-3526

HOPE POWELL
9021 SW 164 ST
MIAMI FL 33157-3526

RAMONA MATURAH
9011 SW 164 ST
MIAMI FL 33157-3526

THIET NGUYEN TRS
9001 SW 164 ST
PALMETTO BAY FL 33157

ALIX J M APOLLON &W JOSAINÉ B
16340 SW 89 PL
MIAMI FL 33157-3554

LEAH C GUZMAN
16370 SW 92 CT
PALMETTO BAY FL 33157

MARIE REGNIER
16360 SW 92 CT
MIAMI FL 33157-3460

XIHUI C NEWMAN
16350 SW 92 CT
MIAMI FL 33157

CARLOS A MENENDEZ &W SUSAN
16351 SW 92 CT
MIAMI FL 33157-3460

OTHNIEL RAMIREZ &W YAMILET
16361 SW 92 CT
VILLAGE OF PALMETTO BAY FL 33157-

PHILLIP J ALMOND &W DEBRA C
16371 SW 92 CT
MIAMI FL 33157-3460

Mailing radius of 2,500 feet for 2,854 labels

HANANIA INVESTMENTS 4 LLC
7200 BLANDING BLVD
JACKSONVILLE FL 32244

DJR RLTY LLC
16501 S DIXIE HWY
MIAMI FL 33157-3443

DANILO E POSADAS &W
16200 SW 91 CT
MIAMI FL 33157-3583

EDGARD J P HENRY MEURRENS TRS
16210 SW 91 CT
PALMETTO BAY FL 33157

FRANK GUOFENG MA &W WEI CHENG
3450 NW 114 AVE
MIAMI FL 33178

LUIS E ZELAYA
16230 SW 91 CT
MIAMI FL 33157-3583

PAOLA USQUELIS
16240 SW 91 CT
PALMETTO BAY FL 33157

KATRA MIA LLC
26 NE 158 ST
MIAMI FL 33162

KIN NING MA
9163 SW 163 TERR
MIAMI FL 33157-3582

XIAODONG CAI
9143 SW 163 TER
MIAMI FL 33157

LEONARDO HERNANDEZ &W
9123 SW 163 TERR
MIAMI FL 33157-3582

YUQI JING
9103 SW 163 TER
MIAMI FL 33157

R E M C INC
14370 SW 31 ST
MIAMI FL 33175

QINGDA YANG &W YUAN LIN
9043 SW 163 TERR
PALMETTO BAY FL 33157-3569

JEFFREY ZAHN
9131 SW 162 LANE
PALMETTO BAY FL 33157

HOWARD HELLER
9121 SW 162 LN
MIAMI FL 33157

OMAR DE JESUS SANCHEZ
9111 SW 162 LN
MIAMI FL 33157-3591

JUAN RUIZ &W MARJORIE CASAS-RUIZ
9120 SW 162 ST
VILLAGE OF PALMETTO BAY FL 33157-3589

DAVID W SCOTT
540 N STATE ST APT 1407
CHICAGO IL 60654-7232

CASA DE CAMPO HOA ASSC INC
18001 OLD CUTLER ROAD STE 643
PALMETTO BAY FL 33157

MAHESH JOSHI
9061 SW 162 LN
VILLAGE OF PALMETTO FL 33157

LUDOVICI BLDG ONE INC
9000 SW 152 ST #106
PALMETTO BAY FL 33157

SOUTH DADE IMPORTS LLC
1550 BISCAYNE BLVD STE 300
MIAMI FL 33132-1464

CONSUMERS ALLIANCE CORP
PO BOX 7058
HOLLYWOOD FL 33081

SOUTHEASTERN CONFASSN OF
1701 ROBIE AVE
MT DORA FL 32757

DENISE KUFELDT
9851 SW 175 ST
PERRINE FL 33157-5441

VILCHES PROPERTY MANAGEMENT LLC
9831 E EVERGREEN ST
PALMETTO BAY FL 33157

PERRINE CUTLER PRESS INC
990 PERRINE AVE
MIAMI FL 33157-5433

SOUTHERN CONFERENCE ASSOC
1701 ROBIE AVE
MT ROBIE FL 32757

SOUTHEASTERN CONFERENCE ASSOC
OF
1701 ROBIE AVE

Mailing radius of 2,500 feet for 2,854 labels

FERN STREET PROPERTIES LLC
12080 SW 127 AVE STE B1 149
MIAMI FL 33186

WP PROPERTIES LLC
15622 SW 74 PL
MIAMI FL 33157

9735 E FERN INC
9735 E FERN ST
MIAMI FL 33157

021 INC
17690 S DIXIE HWY
PALMETTO BAY FL 33157

GRACE PENTECOSTAL CHURCH
17510 SOUTH DIXIE HIGHWAY
MIAMI FL 33157

JOSE CARLOS SEGARRA &W
9740 E EVERGREEN ST
CUTLER BAY FL 33157

W P PROPERTIES LLC
17505 SO DIXIE HWY
MIAMI FL 33157-5435

BANNER TIRE SOUTH INC
17635 S DIXIE HWY
MIAMI FL 33157-5423

RALPH W THIELE
17300 SW 90 AVE
MIAMI FL 33157-4511

9730 FERN HOLDINGS LLC
1150 NW 72 AVE PH
MIAMI FL 33126

D & D REALTY LLC
19400 NW 2 AVE
MIAMI FL 33169-3315

GROUPER HIBISCUS LLC
2980 MCFARLANE RD #12
MIAMI FL 33133

KELLY O ENTERPRISES INC
1121 CRANDON BLVD # F804
KEY BISCAYNE FL 33149

INDIGO ST PROP INC
9777 E INDIGO ST
MIAMI FL 33157-5643

VIC NIC HOLDINGS LLC
17996 SW 97 AVE
PALMETTO BAY FL 33157-5641

RFG 62 LLC
9757 E INDIGO ST
MIAMI FL 33143

AMAR JYOTI MANDIR OF FLA INC
9720 E HIBISCUS ST
PALMETTO BAY FL 33157

DANDER LLC
1845 SW 86 AVE
MIAMI FL 33155

HAGAN PROPERTIES LLC
17637 S DIXIE HWY
MIAMI FL 33157

DIXIE 176 CORPORATION
8255 SW 78 ST
MIAMI FL 33143

SOUTH CUMBERLAND CORP
18101 S DIXIE HWY
MIAMI FL 33157-5521

D H PARTNERSHIP
16165 S DIXIE HWY
MIAMI FL 33157-1840

17911 PROPERTY LLC
9351 SW 148 ST
MIAMI FL 33176

NAMA DEVELOPMENT LLC
7657 NW 50 ST
MIAMI FL 33166

WAYNE STREET LLC
PO BOX 700513
MIAMI FL 33170

JEN F YAVITZ
9781 WAYNE AVE
MIAMI FL 33157-5540

ROBERT GLAZEBROOK JR &W DONNA
9775 WAYNE AVE
MIAMI FL 33157-5540

ROBERT E GLAZE BROOK &W DONNA
9771 WAYNE AVE
MIAMI FL 33157-5540

INDIGO AT PALMETTO BAY LLC
10281 SW 72 ST STE 106
MIAMI FL 33173

INDIGO STREET LLC
18495 S DIXIE HWY # 107
CUTLER BAY FL 33157

Mailing radius of 2,500 feet for 2,854 labels

| | | |
|---|---|---|
| JJS INDIGO STREET LLC 13727 SW 152 ST #233 MIAMI FL 33177 | ALV9780 LLC 501 NW 37 AVE MIAMI FL 33125 | ALPHONSE F MASSO & 15501 SW 88 AVE MIAMI FL 33157-2017 |
| MORNINGSIDE APARTMENTS LLC 1401 BAY RD #310 MIAMI BEACH FL 33139 | ANGELA H RUSSELL 18433 SW 87 PL MIAMI FL 33157-7268 | BEN NWADIKE &W ORBY 8960 SW 163 TER PALMETTO BAY FL 33157 |
| ELI E GORDON &W SESCELL 19832 SW 117 CT MIAMI FL 33177-4431 | 9799 SW 182 STREET LLC 9500 THANKSGIVING DR CUTLER BAY FL 33157 | CHARLES PRESTON NESS 9755 SW 182 ST PERRINE FL 33157-5515 |
| 9745SW182ST LLC 13800 SW 82 AVE PALMETTO BAY FL 33158 | CHARLES NESS 27340 S DIXIE HWY HOMESTEAD FL 33032 | MEHDI AJABSHIR 9725 SW 182 ST MIAMI FL 33157-5515 |
| 18140 LLC 18140 SW 97 AVE MIAMI FL 33137 | GUERRERO INVESTMENT GROUP LLC 13727 SW 152 ST #233 MIAMI FL 33177 | LAUREL M KETTLE TRS 9720 SW 181 TER PALMETTO BAY FL 33157 |
| CHARLES P NESS & 27340 S DIXIE HWY NARANJA FL 33032-8211 | CHARLES P NESS 7500 SW 173 ST PALMETTO BAY FL 33157 | NADINE GILLES PO BOX 925030 HOMESTEAD FL 33092 |
| 9780 SW 181 TERRACE LLC 9500 THANKSGIVING DR CUTLER BAY FL 33157 | CARLOS ROSELL 18245 SW 98 AVE MIAMI FL 33157-5505 | STEPHEN A KREISHER 18201 SW 98 AVE PALMETTO BAY FL 33157-5505 |
| DHANA MOORE &W CLAIRE MOORE 9747 SW 183 ST MIAMI FL 33157-5517 | MARIA J LLERENA MOLINA 9731 SW 183 ST MIAMI FL 33157-5517 | ELLIOTT LEE NESS & CHARLES P NESS 27340 S DIXIE HWY NARANJA FL 33032-8211 |
| JAMES V & ANGELICA ATKINSON (TRS) 14350 SW 232 ST MIAMI FL 33170-7107 | JUAN P DUARTE &W 8350 SW 184 ST MIAMI FL 33157-7317 | JEFFERY C OUSLEY 9748 SW 182 ST PERRINE FL 33157-5516 |
| JEFFREY C OUSLEY 9760 SW 182 ST MIAMI FL 33157-5516 | JULES G MINKES &W LINDA 9765 SW 184 ST MIAMI FL 33157-6932 | EUREKA DRIVE HOLDINGS INC 2920 COLUMBUS BLVD CORAL GABLES FL 33134 |

Mailing radius of 2,500 feet for 2,854 labels

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

FRANJO MEDICAL OFFICES LLC
18320 FRANJO RD
CUTLER BAY FL 33157

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

JULES G MINKES
11760 SW 72 PL
PINECREST FL 33156

HERNAN LOPEZ
PO BOX 83-5481
MIAMI FL 33255-5481

HAIHE LLC
9710 E INDIGO ST 201
PALMETTO BAY FL 33157

RICHARD MARTINEZ
9825 SW 183 ST
PALMETTO BAY FL 33157

VICTOR M DE JESUS JR
27840 SW 160 AVE
HOMESTEAD FL 33031

JORGE A QUINTANILLA &W ANA
18170 SW 98 AVE
MIAMI FL 33157-5504

CAPITAL HOMES LENDING LLC
18180 SW 98 AVE
MIAMI FL 33157

SCOTT NESS&
18200 SW 98 AVE
MIAMI FL 33165

REMBERTO FERIA
18220 SW 98 AVE
MIAMI FL 33157-5506

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

SERGIO AMADOR
9815 SW 183 ST
PALMETTO BAY FL 33157

ERROL D JAMES &W OLIVE V
19348 SW 79 PL
CUTLER BAY FL 33157

ANTHONY VAN SMITH &W DIANE
18161 SW 98 CT
MIAMI FL 33157-5509

SW 98TH CT HOLDING LLC
169 E FLAGLER ST #PH
MIAMI FL 33131

BARRY T MITZNER &W SHELLEY
9721 SW 148 ST
MIAMI FL 33176-7838

MADJAM LLC
13900 SW 86 CT
PALMETTO BAY FL 33158

DP REAL ESTATE HOLDINGS LLC
2700 SW 8 STREET
MIAMI FL 33135

ELIZABETH M LOPEZ
7951 SW 35 TERRACE
MIAMI FL 33155

VICTOR M DE JESUS SR
18150 SW 98 AVE RD
MIAMI FL 33157

183 PALMETTO HOLDINGS LLC
4949 SW 75 AVE
MIAMI FL 33155

STEVEN MICHAEL SPAYD
9840 MORNINGSIDE AVE
MIAMI FL 33157-5520

DERRICK SHIM
9830 SW 183 ST
PERRINE FL 33157-5520

SOUTHERN 7645 LLC
7072 SW 10 ST
MIAMI FL 33144

SOUTH DADE DEVELOPMENT INC
9041 SW 57 TER
MIAMI FL 33173

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

HIBISCUS LAND INVEST LLC
1501 VENERA AVE STE 217
CORAL GABLES FL 33146

MCDONALDS CORP 009/0119
13349 SW 131 ST
MIAMI FL 33186

Mailing radius of 2,500 feet for 2,854 labels

JORGAR CORP
169 E FLAGLER STREET STE 300
MIAMI FL 33131

PNS STORES INC
300 PHILLIPI RD PO BOX 28512
COLUMBUS OH 43228-0512

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

BARNETT BANK OF HOMESTEAD
101 N TRYON ST
CHARLOTTE NC 28255

AUTONATION USA PERRINE INC
200 SW 1 AVE 14 FLOOR
FORT LAUDERDALE FL 33301

EASY OIL CHANGE CORP
13507 SW 137 AVE
MIAMI FL 33186-5315

HEMISPHERE ENTERP LLC
2601 S BAYSHORE DR #1110
COCONUT GROVE FL 33133

CHRIST FELLOWSHIP BAPTIST
8900 SW 168 ST
MIAMI FL 33157-4569

DAVID HAMEL &W MARY
16950 SW 90 AVE
MIAMI FL 33157-4503

GIS PROPERTY MANAGEMENT INC
27410 SW 153 AVE
HOMESTEAD FL 33032

C L HINSON
17300 SW 90 AVE
MIAMI FL 33157-4511

JESUS COURET &W IDELENA
17230 SW 90 AVE
MIAMI FL 33157-4509

CIRA M CUETO
17200 SW 90 AVE
MIAMI FL 33157-4509

JOSE M HERNANDEZ &W LAURA C
9175 SW 173 ST
MIAMI FL 33157-4526

THOMAS R PRESTON &W TAMMY
9125 SW 173 ST
PALMETTO BAY FL 33157-4526

ANDREW PARCHMENT &W GAIL
17201 SW 92 AVE
MIAMI FL 33157-4512

RAYMOND H GORMAN ETALS (TRUST)
17203 SW 92 AVE
PALMETTO BAY FL 33157

JAINARINE APARBAL
8990 SW 174 ST
PALMETTO BAY FL 33157-5836

C H THIELE
17300 SW 90 AVE
MIAMI FL 33157-4511

CONATEGI LLC
6903 NW 109 AVE
DORAL FL 33173

MARIA TERESA GASPARD
9231 SW 170 LN
PALMETTO BAY FL 33157

VAN T VO
9201 SW 170 LN
MIAMI FL 33157-4561

CORAL GABLES FED SAVING & LOAN
PO BOX 2609
CARLSBAD CA 92018

FOOTHOLD INVESTMENTS LLC
17425 SW 97 AVE
PALMETTO BAY FL 33157

CORAL GABLES FEDL SVGS& LOAN ASS
PO BOX 2609
CARLSBAD CA 92018

ISAACS DIXIE HOLDINGS LLC
17225 SO DIXIE HWY #200
MIAMI FL 33157

SOUTH FLA EDUCATIONAL
7800 SW 117 AVE
MIAMI FL 33183-3825

MIGUEL CANDA &W LISA
15621 SW 46 LN
MIAMI FL 33185-4287

SMK III ENTERPRISES LLC
10810 NW 138 ST UNIT 3
HIALEAH GARDENS FL 33018

PALMETTO BAY PK CENTER LLC
320 SEVILLA AVENUE SUITE 202
CORAL GABLES FL 33134-6615

Mailing radius of 2,500 feet for 2,854 labels

VARIETY CHILDRENS HOSPITAL
3100 SW 62 AVE
MIAMI FL 33155-3009

ASN AND N INVESTMENT GROUP LLC
7408 SW 168 TER
PALMETTO BAY FL 33157

PARKVIEW AT PALMETTO BAY LLC
101 PUGLIESE WAY 2FL
DELRAY BEACH FL 33444

GENTLE DOVE REALTY INC
9400 SW 174 STREET
PALMETTO BAY FL 33157

RAMIRO PALMA &W TATIANA
17391 SW 92 CT
MIAMI FL 33157-4520

JOHN P WELLONS
9241 SW 174 ST
MIAMI FL 33157-5714

LUIS F ROCA
19 EMERY ST
HOLBROOK MA 02343

VARIETY CHILDRENS HOSPITAL
3100 SW 62 AVE
MIAMI FL 33155-3009

SHORES AT PALMETTO BAY LLC
888 KINGMAN RD
HOMESTEAD FL 33035

SOUTH DADE REALTY INC
17917 SW 97 AVE
MIAMI FL 33157-5640

9485 ROMERO LLC
17140 SW 92 AVE
PALMETTO BAY FL 33157

SHAG DIXIE LLC
9225 SW 158 LN UNIT C
PALMETTO BAY FL 33157

PALMETTO BAY LAW CENTER LLC
17345 SOUTH DIXIE HWY
MIAMI FL 33157

JESUS S CASANOVA TRS
8745 SW 182 TER
PALMETTO BAY FL 33157

E & L 168 STREET CO LLC
11231 SW 69 CT
MIAMI FL 33156

MARVIN S ROBBINS LE
4627 BRAESGATE CT
LAND OLAKES FL 34639

JONATHAN N BROOKS &W CHRISTINE C
6255 SW 126 ST
MIAMI FL 33156-5564

JONATHON N BROOKS &W CHRISTINE C
6255 SW 126 ST
MIAMI FL 33156-5564

LAWRENCE J ROBBINS TRS
11231 SW 69 CT
MIAMI FL 33156

ALEX SARDINAS TRS
20031 SW 204 ST
MIAMI FL 33187

LAZARO GARCIA &W MERCEDES
11711 SW 168 TER
Miami FL 33177

RICARDO ELIAS IMUL
9330 SW 168 ST
PALMETTO BAY FL 33157

AGLIKA K ARROYO
11304 SW 165 TERR
MIAMI FL 33157-2724

MICHAEL LUCAS
7860 SW 182 TERR
MIAMI FL 33157-6239

9319 LLC
11255 SW 234 TER
MIAMI FL 33032

ISABEL C ASCENCIO &W MARIA B
9311 SW 169 ST
MIAMI FL 33157-4436

HECTOR ORTIZ &W
320 ATLANTIC AVE
SUNNY ISLES BEACH FL 33160

JOSE A PEREZ &W ROSARIO
16900 SW 92 CT
MIAMI FL 33157-4517

THERESA R JONES
16902 SW 92 CT
MIAMI FL 33157-4517

16910-20 LLC
1541 SUNSET DRIVE #302
SOUTH MIAMI FL 33143

Mailing radius of 2,500 feet for 2,854 labels

JAMES C WAGGONER &W DONNA JO
16935 SW 93 AVE
MIAMI FL 33157-4412

JOSE F ZARATE
16945 SW 93 AVE
MIAMI FL 33157-4412

EST OF HELEN FORGIONE
9285 SW 170 ST
MIAMI FL 33157-4567

ERNEST G BELLIS &W CRISTINA
9275 SW 170 ST
PERRINE FL 33157-4567

FERNANDO PEREIRA &W CELESTE
9215 SW 170 ST
MIAMI FL 33157-4567

11328 INC
11328 SW 167 ST
MIAMI FL 33157-2716

JONATHON N BROOKS &W
6255 SW 126 ST
MIAMI FL 33156-5564

DOMINICK ILARRAZA
16910 SW 92 CT
MIAMI FL 33157

16910 20 LLC
1541 SUNSET DR # 302
CORAL GABLES FL 33143

JOAN FRYMARK EVANS TRS
7731 SW 53 AVE
MIAMI FL 33143

VICTOR COLEMAN
8340 SW 184 LN
MIAMI FL 33157-7321

GILMOR MANAGEMENT LLC
1172 S DIXIE HWY 569
CORAL GABLES FL 33146

16935 37 PALMETTO BAY INC
16937 SW 93 CT
PALMETTO BAY FL 33157

TED BACHAN
17000 S DIXIE HWY
MIAMI FL 33157

ROBERT DESVALLONS &
9329 SW 170 ST
MIAMI FL 33157-4439

NEW PHASE HOMES LLC
17120 SW 89 CT
MIAMI FL 33157

REYADH A ALRABEAH
16950 SW 93RD AVE
PALMETTO BAY FL 33157

GP PROPERTY RENTALS LLC
1430 S DIXIE HWY #309
CORAL GABLES FL 33146

FRANK PALACIOS
13101 SW 209 ST
MIAMI FL 33177

ALINA ALEA GARCIA
9309 SW 170 ST
PALMETTO BAY FL 33157

ANTOANETA IORDANOVA ANGELOVA
8870 SW 170 ST
MIAMI FL 33157-4552

16910 - 20 LLC
1541 SUNSET DR #302
CORAL GABLES FL 33143

EVERIST BAPTISTE
15305 PAMETTO LAKE DR
MIAMI FL 33157

NIVIA M CARRERA
13304 SW 73 TER
MIAMI FL 33183

NILS MANZIERI
1760 SW 23 TERRACE
MIAMI FL 33145

ROBERT MORRISON
918 S PALMWAY
LAKE WORTH FL 33460-5106

RONALD SPIEGEL
16925 SW 94 AVE
MIAMI FL 33157

MARIA LOUISA ROQUE
9395 SW 170 ST
MIAMI FL 33157

AIDA ALTMAN
9385 SW 170 ST
MIAMI FL 33157-4403

9375 MIAMI INVESTMENT LLC
9500 S DADELAND BLVD #702
MIAMI FL 33156

Mailing radius of 2,500 feet for 2,854 labels

JONATHON BROOKS &W CHRISTINE
6255 SW 126 ST
MIAMI FL 33156-5564

MICHAEL G KELLEY &W
6255 SW 126 ST
MIAMI FL 33156-5564

SCOTT A MCKINLEY &W LESLIE
8430 SW 148 DR
MIAMI FL 33158-1940

SCOTT A MCKINLEY &W LESLIE M
8430 SW 148 DR
MIAMI FL 33158-1940

R & M FABRICS INC
2434 NE MYRTLE ST
JENSEN BEACH FL 34957

JOHN A RUSS &W PATRICIA &
9719 SO DIXIE HWY
MIAMI FL 33156-2834

FORTUNA C LLC
1001 BRICKELL BAY DR STE 2650
MIAMI FL 33131

MERCEDES VALLE
4420 SW 154 CT
MIAMI FL 33185-5529

RITA SCOTT JOHNSON LE
370 GLENRIDGE DR
LEHIGH ACRES FL 33974

PALMETTO BAY DEVELOPMENT LLC
9710 E INDIGO ST STE 201
PALMETTO BAY FL 33157

ALIE REAL EST HOLDING LLC
16815 S DIXIE HWY
PERRINE FL 33157-4360

LCA ACQUISITION CORP
16915 S DIXIE HWY
MIAMI FL 33157-4361

RONNY SIRVAS
7738 SW 184 WAY
MIAMI FL 33157

DREAM STARTS INVESTMENT V LLC
16301 NW 2 AVE STE 2
MIAMI FL 33169

RETIREMENT ENTERPRISES LLC
PO BOX 160161
MIAMI FL 33116

FAMILY RETIREMENT FUND LLC
PO BOX 160161
MIAMI FL 33116

SAVINGS FOR RETIREMENT LLC
PO BOX 160161
MIAMI FL 33116

JONATHAN REID EST OF
16930 SW 94 AVE
PALMETTO BAY FL 33157-4421

GERMAN COTRENA &W MIRIAM
TENOREO
14116 SW 155 ST
MIAMI FL 33177-0941

ROSARIO PEREZ
16979 SW 94 CT
MIAMI FL 33157

ERIC PHILIAS
16989 SW 94 CT
PALMETTO BAY FL 33157

STELLA JORDAN
9471 SW 170 ST
MIAMI FL 33157-4402

JONATHAN N BROOKS &W
6255 SW 126 ST
MIAMI FL 33156-5564

FAUSTO ROSALES
1100 BISCAYNE BLVD #5104
MIAMI FL 33132

JOHN B & MERLE S MOORE TRS
876 COUNTRY CLUB DR
NORTH PALM BEACH FL 33408

LEONOR NUNEZ
7591 SW 150 ST
PALMETTO BAY FL 33157

KAREN KROPP
17430 SW 92 AVE
PALMETTO BAY FL 33157-5709

THIRUPANDIYUR S UDAYAKUMAR
17500 SW 92 AVE
PALMETTO BAY FL 33157

SAUL PARDO
9205 SW 176 ST
PALMETTO BAY FL 33157

BARBARA ARTHUR
9225 SW 176 ST
PALMETTO BAY FL 33157

Mailing radius of 2,500 feet for 2,854 labels

SVETLANA SMIRNOVA
17525 SW 92ND CT
PALMETTO BAY FL 33157

KAWANLIT S BAINS &W AMARJIT K
17501 SW 92 CT
MIAMI FL 33157-5710

DANIEL A CROTEAU
17431 SW 92 CT
MIAMI FL 33157

MICHAEL QUIROGA
9220 SW 174 ST
PALMETTO BAY FL 33157

EDUARDO NOGUERA &W ESTRELLA
17400 SW 92 CT
MIAMI FL 33157-5711

DEENA RICHARDSON
17420 SW 92 CT
MIAMI FL 33157

ORLANDO AGUILERA LE
17430 SW 92 CT
MIAMI FL 33157

JASON IBARRA &
17500 SW 92 CT
MIAMI FL 33157-5776

DAVID HEARN &W DEBORAH
17520 SW 92 CT
MIAMI FL 33156-3952

LARS SWEDMAN &W
9235 SW 176 ST
VILLAGE OF PALMETTO BAY FL 33157-
5704

VALENTINO INVESTORS LLC
9825 PALMETTO CLUB DR
MIAMI FL 33157

G SCOTT PRINZ & REBECCA H PRINZ
17501 SW 93 AVE
MIAMI FL 33157-5777

WAYMON W ABERCROMBIE &W
KAREN A
17431 SW 93 AVE
MIAMI FL 33157-5712

ANDREW FUENTES
17421 SW 93 AVE
PALMETTO BAY FL 33157

ADELA DE LA TORRE BARRIOS &H
9290 SW 174 ST
MIAMI FL 33157-5707

JADER DTRINIDAD
9200 SW 176 ST
PALMETTO BAY FL 33157

MICHAEL ZEBOLD &W HEMLATTA
17620 SW 92 AVE
MIAMI FL 33157-5723

EMERSON CARMONA
17700 SW 92 AVE
PALMETTO BAY FL 33157

EDUARDO MALDONADO &W
MARYVETTE
3850 SW 136 AVE
MIRAMAR FL 33027

JAMES GLADIEUX &W PATRICIA
17730 SW 92 AVE
MIAMI FL 33157-5780

PATRICIA TATE
17731 SW 92 CT
PALMETTO BAY FL 33157

WALTER P REPETSKI &W JOANNE
17721 SW 92 CT
MIAMI FL 33157-5729

DAPHNEE EMILIE ALABRE A MINOR
17711 SW 92 CT
MIAMI FL 33157-5729

ADAM BERBRICK
17701 SW 92 CT
PALMETTO BAY FL 33157

SALOME ORELLANA
17625 SW 92 CT
MIAMI FL 33157-5729

RICHARD J SUNDRY &W JANICE A
9220 SW 176 ST
MIAMI FL 33157-5719

MATTHEW J BAUMANN
9230 SW 176 ST
PALMETTO BAY FL 33157

FREDERICK J CHINNI TRS
17700 SW 92 CT
PALMETTO BAY FL 33157

MARYBEL EXPOSITO
17710 SW 92 CT
MIAMI FL 33157

WILLIAM A HAMILTON JR &W ETHELYN
17720 SW 92 CT
MIAMI FL 33157-5781

Mailing radius of 2,500 feet for 2,854 labels

ERICK A DAES &W MARY J
9255 SW 178 ST
MIAMI FL 33157-5744

PATRICK ALLEN CUGNO &W CAROLYN
D
9261 SW 178 ST
MIAMI FL 33157-5744

GEORGE SALONY
17721 SW 93 AVE
MIAMI FL 33157-5737

SANTIAGO OLAGUIBEL &W
17711 SW 93 AVE
PALMETTO BAY FL 33157-5737

PROPERTY MIRACLES INC
21420 SW 97 PL
CUTLER BAY FL 33189

MERCEDES BELLO
17621 SW 93 AVE
PALMETTO BAY FL 33157

PETER MARTINEZ &
9260 SW 176 ST
PALMETTO BAY FL 33157-5705

CLAREMEDICA REAL ESTATE LLC
13550 SW 120 ST # 502
MIAMI FL 33186

ROD E OVERHOLT (EST OF) &
9625 SW 181 TERR
MIAMI FL 33157-5630

ALAIN TURNEZ
9601 SW 181 TER
PALMETTO BAY FL 33157

HSINGCHIH LEE &W
9555 SW 181 TER
MIAMI FL 33157

PABLO L BLANCO
9545 SW 181 TER
PALMETTO BAY FL 33157

JULIE F WESTRICH
15111 SW 69 CT
PALMETTO BAY FL 33158

ZAM KHAN KAM
9560 SW 181 TER
PALMETTO BAY FL 33157

ALEXA SMITH HUGHES
9600 SW 181 TER
MIAMI FL 33157

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

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

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

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

SUSAN P MAY
9601 SW 182 ST
MIAMI FL 33157

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

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

PAUL JOHN SCHOLER TRS
9550 SW 182 ST
MIAMI FL 33157

ELGA LOPEZ
9560 SW 182 ST
MIAMI FL 33157

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

JAVIER DIAZ
20235 HIGHLAND LAKES BLVD
AVENTURA FL 33179

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

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

ANDREW CIURO
9625 SW 183 ST
MIAMI FL 33157-5634

ANA DELLA BELLO
9601 SW 183 ST
PALMETTO BAY FL 33157

Mailing radius of 2,500 feet for 2,854 labels

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

OM VALUATIONS INC
10450 SW 129 CT
MIAMI FL 33186

LISA A LUNGARO
9550 SW 183 ST
CUTLER BAY FL 33157

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

RICHARD TORRES
9600 SW 183 ST
MIAMI FL 33157-5635

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

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

ROLANDO BOCOS
9625 SW 184 ST
MIAMI FL 33157-7020

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

ROSIBEL MARTINEZ
9555 SW 184 ST
MIAMI FL 33157-7018

MILTON MARTINEZ
9545 SW 184 ST
MIAMI FL 33157-7018

ALMUKHTAR DEVELOPERS INC
14205 SW 68 AVE
MIAMI FL 33158

RONALD KUESTER &W BARBARA
8925 SW 171 ST
MIAMI FL 33157-4554

COSME SALAS
8920 SW 171 ST
PALMETTO BAY FL 33157

DAVID EDWARD SODERHOLM
8925 SW 172 ST
MIAMI FL 33157-4556

WAYNE SPIVEY &W LINDA A
8920 SW 172 ST
MIAMI FL 33157-4557

H RAY LINTNER &W MAUREEN P
8925 SW 172 TERR
MIAMI FL 33157-4559

BARBARA C SAWYER &
17000 SW 89 CT
PALMETTO BAY FL 33157-4545

RYNE PHILLIPS
17020 SW 89 CT
CUTLER BAY FL 33157

STEPHEN SNOW
17100 SW 89 CT
MIAMI FL 33157-4546

GABRIEL GONZALEZ
17120 SW 89 CT
PALMETTO BAY FL 33157

ANTONIO CARRERA JR JTRS
17130 SW 89 CT
MIAMI FL 33157

DEANNE MOSES
17200 SW 89 CT
MIAMI FL 33157

GUILLERMO NUNEZ
7591 SW 150 ST
PALMETTO BAY FL 33158

CHRISTIAN RATO
17240 SW 89 CT
PALMETTO BAY FL 33157

NEELAKANTHA M HARRINGTON
17201 SW 90 AVE
PALMETTO BAY FL 33157

FILIPPO MARFISI
17145 SW 90 AVE
MIAMI FL 33157

PETER DAVIN ZCHESAN
17101 SW 90 AVE
MIAMI FL 33157

JAMES H WOODARD &W NICOLE
COFFEY
17001 SW 90 AVE

Mailing radius of 2,500 feet for 2,854 labels

GARDY CONSTANT
9525 SW 181 TERR
MIAMI FL 33157-5628

CHARLES E OUSLEY JR &W MONA
9501 SW 181 TERR
MIAMI FL 33157-5628

MARK G FELDMAN &W JOANN
13020 SAN JOSE ST
CORAL GABLES FL 33156-6436

MARTHA B RIVAS
18040 SW 94 CT
MIAMI FL 33157-5616

AUGUSTO GUELL & GILDA GUELL
18020 SW 94 CT
MIAMI FL 33157-5616

MELANIE LYNN ISIS
837 GIST AVENUE
SILVER SPRING MD 20910

CAMILLE E GILBREATH
9470 SW 181 TERR
MIAMI FL 33157-5645

AURELIO BARONIEL
18135 SW 95 CT
PALMETTO BAY FL 33157-5618

MANUEL J FAUNDES
18145 SW 95 CT
CUTLER BAY FL 33157

LUIS B GONZALEZ
18155 SW 95 CT
MIAMI FL 33157-5618

ANDRZEJ NOWAK &W KRZYSTYNA
18201 SW 95 CT
MIAMI FL 33157-5619

KAREN ROBBINS
18211 SW 95 CT
PALMETTO BAY FL 33157

ANGELA R BERRY
18221 SW 95 CT
PALMETTO BAY FL 33157

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

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

PATIENCE EBOREIME
18321 SW 95 CT
PALMETTO BAY FL 33157

RONALD F SMITH
8293 86 AVENUE N
LARGO FL 33777

CANDYNCE A JACKSON
9420 SW 181 TERR
MIAMI FL 33157-5627

EVENS BIEN AIME
9440 SW 181 TER
MIAMI FL 33157

IDELENA COURET
17230 SW 90 AVE
MIAMI FL 33157

JACQUES MOREAU
9400 SW 181 ST
MIAMI FL 33157-5625

MARITZA G SABLON
9410 SW 181 STREET
MIAMI FL 33157-5625

BRUCE CHASKIN
162 SW 164 AVE
HOLLYWOOD FL 33027

CHARLENE BLAKE
9440 SW 181 ST
PALMETTO BAY FL 33157

HUMBERTO E GARCIA MIRANDA
9450 SW 181 ST
MIAMI FL 33157-5625

GUILLERMO QUINONES &W SARA M
9455 SW 181 TERR
MIAMI FL 33157-5626

JIGANY CARSI GABRENAS TRS
8700 SW 87 AVE
MIAMI FL 33173

ANTONIO HERNANDEZ & TANIA LANDA
9435 SW 181 TERR
MIAMI FL 33157-5626

LARRY KNICKERBOCKER &W SHERYL
9425 SW 181 TERR
MIAMI FL 33157-5626

LEYVI R TITCOMB TRS
400 NUT TREE DR
DELAND FL 32724

Mailing radius of 2,500 feet for 2,854 labels

THE KASKIAN GROUP LLC
911 PLOVER AVE
MIAMI SPRINGS FL 33166

RANDALL C NELSON &W AMY J
9420 SW 180 ST
MIAMI FL 33157-5622

ASPEN PEAK LLC
PO BOX 565871
MIAMI FL 33256

SIMON T SANDERS
9440 SW 180 ST
PALMETTO BAY FL 33157

WALTER C LUND &
8005 SW 89 ST
MIAMI FL 33156-7460

NELSON J REYES
9455 SW 181 ST
MIAMI FL 33157

RUSSELL G THOMPSON &W
9445 SW 181 ST
MIAMI FL 33157-5624

KENNETH SCHMITZ
9435 SW 181 ST
PALMETTO BAY FL 33157

TONY GALARDI
9425 SW 181 ST
MIAMI FL 33157-5624

KASKIAN GROUP LLC
911 PLOVER AVE
MIAMI SPRINGS FL 33166

ARLENE GONZALEZ
9380 SW 176 ST
MIAMI FL 33151

RODRIGUEZ MAURY PROPERTIES LLC
2485 PAPILLION WAY
TALLAHASSEE FL 32309

PABLO D CORDOBA &W KARA J
9340 SW 176 ST
MIAMI FL 33157-5721

DOUGLAS W REESE LE
9320 SW 176 ST
MIAMI FL 33157

TODO ELLENBERG &W CHRISTINE
9300 SW 176 ST
MIAMI FL 33157-5721

VIRGINIA M DELANY
6609 MAYNADA ST
CORAL GABLES FL 33146

SOHEIL SOROUSHIANI
9321 SW 177 ST
PALMETTO BAY FL 33157

BLAIR G DONALDSON
24275 SW 120 AVE
MIAMI FL 33032-4305

MARIA AGUERO
9361 SW 177 ST
MIAMI FL 33157-5742

ENRIQUETA ESCALONA
9381 SW 177 ST
MIAMI FL 33157

MARK M SMITH
9380 SW 177 ST
MIAMI FL 33157-5743

GRAYLAN D FRANKLIN
9360 SW 177 ST
MIAMI FL 33157-5743

DOUBLE O INVESTMENTS GRP INC
2460 SW 137 AVE # 238
MIAMI FL 33175

CHARLES LITTLE IV
9320 SW 177 ST
PALMETTO BAY FL 33157

BRENDA BRAGO
9300 SW 177 ST
PALMETTO BAY FL 33157-5743

BEVERLY BARNETT ALLEN
9301 SW 178 ST
MIAMI FL 33157-5746

GILBERT PASCUAL
9321 SW 178 ST
MIAMI FL 33157-5746

JASON PRUSSING
9341 SW 178 ST
MIAMI FL 33157-5746

LISA GILBERT
9361 SW 178 ST
PALMETTO BAY FL 33157

ROBERT F OLDHAM &W SHERRY L
9381 SW 178 ST
MIAMI FL 33157-5746

Mailing radius of 2,500 feet for 2,854 labels

ROBERT SHINSKY &W MICHELLE S
9388 SW 178 ST
MIAMI FL 33157-5747

MARC LEVY
9300 SW 178 ST
MIAMI FL 33157

CANDICE MOHAMED
9325 SW 178 TERR
MIAMI FL 33157-5750

JASON LAFFREY
9375 SW 178 TER
PALMETTO BAY FL 33157

LUIS CRUZ &W LYNN
9370 SW 178 TERR
MIAMI FL 33157-5751

VALERIE A LEYVA
9300 SW 178 TERR
MIAMI FL 33157-5751

ALLEN D SMITH JR &W MONICA S
9345 SW 179 TERR
MIAMI FL 33157-5752

EDWARD S PIERPOINT &W
9395 SW 179 TERR
MIAMI FL 33157-5752

JENNYFER PUENTES
9360 SW 179 TER
PALMETTO BAY FL 33157-5753

CASE K OKUBO &W DOROTHY
17920 SW 93 AVE
MIAMI FL 33157-5739

ANA M HAYES & DONALD BROWN
9340 SW 178 ST
MIAMI FL 33157-5747

RGCI INVESTMENTS LLC
960 NW 132 AVENUE WEST
MIAMI FL 33182

KEITH C OLIVER SR &W SHIRLEY ANNE
9335 SW 178 TERR
MIAMI FL 33157-5750

DARLING DESTIN
9390 SW 178 TERR
MIAMI FL 33157-5751

KATHERINE MARIE GUTIERREZ
9340 SW 178 TER
PALMETTO BAY FL 33157

ROBERT KING
9305 SW 179 TER
PALMETTO BAY FL 33157

DENNIS MONTERO
9355 SW 179 TER
MIAMI FL 33157

CHRIS M & L LEE MERINKERS TRS
9390 SW 179 TERR
MIAMI FL 33157-5753

ROBERT T TREADWELL
9340 SW 179 TER
CUTLER BAY FL 33157

TIMOTHY B GROLEAU &W
9305 SW 180 ST
MIAMI FL 33157-5755

GIANNI PEROCARPI
9320 SW 178 ST
CUTLER BAY FL 33157

REINALDO GUTIERREZ &W MARTA &
9315 SW 178 TERR
MIAMI FL 33157-5750

HECTOR R PAGAN
9345 SW 178 TERR
MIAMI FL 33157-5750

KENNETH D SANTOS JTRS
9380 SW 178 TERR
MIAMI FL 33157-5751

WOODWARD BAILEY
9320 SW 178 TER
CUTLER BAY FL 33157

NOEL GARCIA
9325 SW 179 TER
PALMETTO BAY FL 33157

ESTHER VICTORIA SANDS MARTINEZ
9365 SW 179 TER
PALMETTO BAY FL 33157

ROSEMARY E CHANG THWAITES
9380 SW 179 TERR
MIAMI FL 33157-5753

RACHEL KAISER
9320 SW 179 TERR
MIAMI FL 33157-5753

GEORGE G WILLIAMS JR
9345 SW 180 ST
MIAMI FL 33157-5755

Mailing radius of 2,500 feet for 2,854 labels

ALEXANDER GONZALEZ
9355 SW 180 ST
PALMETTO BAY FL 33157

WILLIAM A GWYNN TRS
9365 SW 180 ST
PALMETTO BAY FL 33157

ANA M KEMP
9395 SW 180 ST
MIAMI FL 33157-5755

LAVERNE LEE MERINKERS &
9390 SW 180 ST
MIAMI FL 33157-5756

DONNA ADKINS
9370 SW 180 ST
MIAMI FL 33157-5756

HANSRAJ RAMKISHUN &W
RAMWATTIE
9350 SW 180 ST
MIAMI FL 33157-5756

WAYNE G HASSELL &W SHANDRA
9340 SW 180 ST
MIAMI FL 33157-5756

MAURICIO RAMIRO ESCOBAR
9320 SW 180 ST
PALMETTO BAY FL 33157

MARSHA A MATSON TRUSTEE
9300 SW 180 ST
MIAMI FL 33157-5756

SHEILA S FRAZIER
9305 SW 181 ST
MIAMI FL 33157-5759

DANIEL K ULLMAN
9325 SW 181 ST
PALMETTO BAY FL 33157

DAVID GRUEBER
9355 SW 181 ST
PALMETTO BAY FL 33157

WILFRED CRUZ &W GLADYS M
9365 SW 181 ST
MIAMI FL 33157-5759

CARMEN Y YZQUIERDO
9375 SW 181 ST
PALMETTO BAY FL 33157

JUDITH GOERG
9395 SW 181 ST
MIAMI FL 33157-5759

BEAULY LLC
8665 EAST HARTFORD DRIVE STE 200
SCOTTSDALE AZ 85255

ROBERTO STEWART
8900 SW 105 ST
MIAMI FL 33175

WENDY E GRIFFIN
9360 SW 181 ST
MIAMI FL 33157-5760

JEFF A OPPERMAN
9320 SW 181 ST
MIAMI FL 33157-5760

HA THI NGUYEN
9300 SW 181 ST
PALMETTO BAY FL 33157

CAROL J SHEKALUS TRS
9321 SW 181 TER
PALMETTO BAY FL 33157

ALEX G REGALADO
9341 SW 181 TER
PALMETTO BAY FL 33157

PIERRE A JEANTY
9355 SW 181 TERR
PALMETTO FL 33157-5762

JAVIER RODRIGUEZ
9365 SW 181 TER
PALMETTO BAY FL 33157

JOEL RIVERA
9375 SW 181 TER
MIAMI FL 33157

DANAY DIAZ
9370 SW 181 TER
PALMETTO BAY FL 33157

JAVIER SANTACRUZ &W
9360 SW 181 TERR
MIAMI FL 33157-5763

PAUL VEGA
9350 SW 181 TER
PALMETTO BAY FL 33157

WILLIAM B RAMSEY &W SUSAN E
9340 SW 181 TERR
MIAMI FL 33157-5763

JUDY EMERSON
20011 SW 82 PL
CUTLER BAY FL 33189

Mailing radius of 2,500 feet for 2,854 labels

JOHN C BREDER TRS
9300 SW 181 TER
MIAMI FL 33157

MICHAEL A FARRES
9250 SW 178 ST
PALMETTO BAY FL 33157

DEREK RICHARD SIEDER
18821 STERLING DR
CUTLER BAY FL 33157-6928

MARIA ROSA TALESE
9230 SW 178 ST
MIAMI FL 33157

LUCILLE RICHARDSON
9220 SW 178 ST
MIAMI FL 33157-5745

DORIS G VALDES
9200 SW 178 ST
MIAMI FL 33157-5745

HECTOR REGALADO
9201 SW 178 TER
PALMETTO BAY FL 33157

THOMAS E BROWN
8860 SW 174 ST
PALMETTO BAY FL 33157

MATTHEW D ARMSTRONG
9225 SW 178 TER
MIAMI FL 33157

MARTIN C OLSON &W CLARA M
9235 SW 178 TERR
MIAMI FL 33157-5748

CHERYLE L BROOK &H ROBERT B
9245 SW 178 TERR
MIAMI FL 33157-5748

MARIA S HERON
9255 SW 178 TER
MIAMI FL 33157

JAMES LARRY ROBERT
9270 SW 178 TERR
MIAMI FL 33157-5701

CALEF MARTINEZ
9250 SW 178 TER
PALMETTO BAY FL 33157

KRIS RAMOS
9240 SW 178 TER
PALMETTO BAY FL 33157

ELIDER E FERMAN
17900 SW 92 CT
MIAMI FL 33157

JONATHAN A MEJIA
17901 SW 93 AVE
PALMETTO BAY FL 33157

CARLOS DE LA ROCHA
17911 SW 93 AVE
MIAMI FL 33157

KARIM KABIRUDIN
17910 SW 92 CT
PALMETTO BAY FL 33157-5732

ROBERTO YURUBI & ELADIA CHAVEZ
17920 SW 92 CT
MIAMI FL 33157-5732

ROGER SHAPIRO &
9261 SW 180 ST
MIAMI FL 33157-5769

RICHARD B BUCHANAN &W PAMELA S
A
9271 SW 180 ST
MIAMI FL 33157-5769

GERARD C MORALE &W THERESA
17851 SW 92 CT
MIAMI FL 33157-5731

SUZANNE MCELLHINEY PIERCE LE
9220 SW 178 TER
PALMETTO BAY FL 33157

MARIO C NIEVA &W SONITA
9200 SW 178 TERR
MIAMI FL 33157-5749

DAVID F FERNANDEZ JR
17900 SW 92 AVE
PALMETTO BAY FL 33157

ISAIAS DEL SOL
17901 SW 92 CT
PALMETTO BAY FL 33157

JUSTIN LAMONT GREEN EST OF
17911 SW 92 CT
MIAMI FL 33157

WILLIAM B MULLINS &W MARGARET L
17910 SW 92 AVE
MIAMI FL 33157-5725

COLLEEN M FARRELLY
9201 SW 180 ST
PALMETTO BAY FL 33157

Mailing radius of 2,500 feet for 2,854 labels

ARTURO EVANS JTRS
9221 SW 180 ST
PALMETTO BAY FL 33157

MARSHALL FARMER
17921 SW 92 CT
PALMETTO BAY FL 33157

ROMAN I DIGILIO
17400 SW 93 AVE
PALMETTO BAY FL 33157

JOSE M MORALES
17450 SW 93 AVE
MIAMI FL 33157-5713

NED C SCHEER &W JUDITH
17500 SW 93 AVE
MIAMI FL 33157-5778

WILLIAM B SUTTON &W DEBORAH M
17590 SW 93 AVE
MIAMI FL 33157-5778

JACK SWERDLOFF
17435 SW 91 AVE
MIAMI FL 33157-5805

NORA E HENTSCHEL
17505 SW 91 AVE
MIAMI FL 33157-5809

JOHN F FERNBACHER TRS
17535 SW 91 AVE
MIAMI FL 33157

MICHAEL S GORDILS
17530 SW 90 AVE
PALMETTO BAY FL 33157

GEORGE A ALLSMAN &W DEANNA SUE
17430 SW 90 AVE
MIAMI FL 33157-5804

ALEXANDER DIAZ JTRS
17435 SW 92 AVE
PALMETTO BAY FL 33157

AIDA M CRUSAN
17501 SW 92 AVE
MIAMI FL 33157-5708

FREDERICK K DUBERRY JR (MINOR)
17531 SW 92 AVE
MIAMI FL 33157

EDUARDO GARCIA
17530 SW 91 AVE
PALMETTO BAY FL 33157

FRANK SIGL &W CONSTRANCE
17500 SW 91 AVE
MIAMI FL 33157-5855

BINSEN GONZALEZ
17430 SW 91 AVE
PALMETTO BAY FL 33157

ERICA E SOTO &H JAMES
17601 SW 92 AVE
MIAMI FL 33157-5779

ZANA M SCARLETT
17625 SW 92 AVE
PALMETTO BAY FL 33157

WILLIAM F VEBER & JOHN T VEBER
17701 SW 92 AVE
MIAMI FL 33157-5722

JANET S REED
17721 SW 92 AVE
MIAMI FL 33157-5722

MERILE JACKSON
17720 SW 91 AVE
MIAMI FL 33157-5856

ROSE B CROYLE
17700 SW 91 AVE
MIAMI FL 33157-5856

RAFAEL A SARDI &W ERIKA R
17620 SW 91 AVE
MIAMI FL 33157-5818

MARCELLO D DANDREA
17600 SW 91 AVE
MIAMI FL 33157

FARBOD POURJI
2525 JACKSON ST
HOLLYWOOD FL 33020

ROBERTO JAVIER HERNANDEZ
17625 SW 91 AVE
PALMETTO BAY FL 33157

TIMOTHY JURKOVICH
17721 SW 91 AVE
MIAMI FL 33157-5817

CARLOS JIMENEZ
17720 SW 90 AVE
PALMETTO BAY FL 33157

JEANINE KOON
17700 SW 90 AVE
MIAMI FL 33157-5816

Mailing radius of 2,500 feet for 2,854 labels

MICHAEL PATRICK PARKER
17620 SW 90 AVE
PALMETTO BAY FL 33157

ROBERT MUXO &W MARIANELA
9000 SW 176 ST
MIAMI FL 33157-5810

MICHAEL W FEELEY
9130 SW 177 TER
PALMETTO BAY FL 33157

MARISELA CORREOSSO
9120 SW 177 TER
MIAMI FL 33182

ROBERT J DEL TORO &W RACHEL W
9100 SW 177 TERR
MIAMI FL 33157-5826

JOSE M GONZALEZ &W MARILYN
9020 SW 177 TERR
MIAMI FL 33157-5825

ROBERT E WELZ III
9000 SW 177 TER
PALMETTO BAY FL 33157

ALEJANDRO DURAN
17435 SW 90 AVE
MIAMI FL 33157

NICHOLAS KERESTEGIAN
17505 SW 90 AVE
PALMETTO BAY FL 33157

JOSEPH W POLSTER
17531 SW 90 AVE
MIAMI FL 33157-5803

NICOLAS MOROT GAUDRY
17530 SW 89 CT
PALMETTO BAY FL 33157

JACQUELINE DOUGLAS
17500 SW 89 CT
PALMETTO BAY FL 33157

GWEN ELAINE MYERS
17430 SW 89 CT
PALMETTO BAY FL 33157

ALEIN CADALSO
17420 SW 89 CT
MIAMI FL 33157

2017 2 IH BORROWER LP
1717 MAIN ST 2000
DALLAS TX 75201

VALENTIN SANCHEZ
17605 SW 90 AVE
MIAMI FL 33157

JOHN W PENNEY & KATHRYN J KILTIE
17625 SW 90 AVE
MIAMI FL 33157-5813

DANIEL C GIVENS &W BRANDIM
17701 SW 90 AVE
MIAMI FL 33189-0000

TRACY L DREISCH &H PAUL J
17725 SW 90 AVE
MIAMI FL 33157-5815

JEANNE URBAN
17720 SW 89 CT
MIAMI FL 33157-5812

MARK STARINSKY
17700 SW 89 CT
PALMETTO BAY FL 33157

THOMAS A ZELENAK II &W MARIA E
17620 SW 89 CT
MIAMI FL 33157-5811

DANIEL PATRICK WALSH JR
17600 SW 89 CT
PALMETTO BAY FL 33157

ALICIA GARCIA
8990 SW 177 TER
PALMETTO BAY FL 33157

JULIO B CRUZ JR
8980 SW 177 TER
PALMETTO BAY FL 33157

JAMES K SKINNER
16905 SW 93 AVE
MIAMI FL 33157-4412

WENDY CANDIA
16915 SW 93 AVE
MIAMI FL 33157

NELSON ORTEGA
16925 SW 93 AVE
MIAMI FL 33157-4412

SOUTHERN FUEL PETROLEUM CORP
18001 SW 97 AVE
MIAMI FL 33152

CABLE HOLDCO EXCHANGE IV LLC
PO BOX 173838
DENVER CO 80217

Mailing radius of 2,500 feet for 2,854 labels

ANDRES APOLO
8980 SW 172 TER
MIAMI FL 33157

STEPHEN M MORING TRS
8960 SW 172 TER
PALMETTO BAY FL 33157

ANTONIO HIDALGO
8940 SW 172 TER
PALMETTO BAY FL 33157

CLAIRE WARREN
17325 SW 89 CT
MIAMI FL 33157-4548

JASON BILLUPS &W MYKEL MANGRUM
17305 SW 89 CT
MIAMI FL 33157-4548

JOHANNY A THOMAS
17300 SW 89 CT
PALMETTO BAY FL 33157

DAVID MARTINEZ
17320 SW 89 CT
PALMETTO BAY FL 33157

CHRISTOPHER ROMERO
17305 SW 90 AVE
PALMETTO BAY FL 33157

SHARLA RABIN
17255 SW 90 AVE
MIAMI FL 33157-4501

FERNANDO E HOHL
9380 SW 183 TER
PALMETTO BAY FL 33157

JOSEPH RAYMOND RINCONES
9370 SW 183 TER
MIAMI FL 33157

LINDA CUNNINGHAM
9360 SW 183 TER
PALMETTO BAY FL 33157

BARR HOLDINGS LLC
7035 GLENEAGLE DR
MIAMI LAKES FL 33014

JUDY K ELLIOTT
9340 SW 183 TERR
MIAMI FL 33157-5772

AARON A VILLEGAS
9330 SW 183 TER
PALMETTO BAY FL 33157

MKB AND KS LLC
6001 SW 70 ST UNIT 327
SOUTH MIAMI FL 33143

ERIC T MESSERSMITH &W YOKO ITO &
9310 SW 183 TERR
VILLAGE OF PALMETTO BAY FL 33157-
5772

ROBERT T JOHNSTONE &W JOANNE
9300 SW 183 TERR
MIAMI FL 33157-5772

LOGAN A BRAUER
9296 SW 183 TER
MIAMI FL 33157

KARL E REDLHAMMER
9288 SW 183 TERR
MIAMI FL 33157-5774

JULISSA RODRIGUEZ
9280 SW 183 TER
PALMETTO BAY FL 33157

JOHN R LINDSEY
9041 SW 197 ST
MIAMI FL 33157

NORMAN ANGEL
9260 SW 183 TER
PALMETTO BAY FL 33157

RAYMOND TURNER
9250 SW 183 TERR
MIAMI FL 33157-5774

MARTHA GAY
9240 SW 183 TERR
MIAMI FL 33157-5774

RICHARD REYES
9230 SW 183 TER
MIAMI FL 33157

MICHELE C BENZ
9220 SW 183 TERR
PALMETTO BAY FL 33157-5774

MICHELE C BENZ &
9200 SW 183 TERR
MIAMI FL 33157-5774

RICHARD HERNANDEZ
9242 SW 182 ST
MIAMI FL 33157

WALTER B GONZALEZ ROJAS
9232 SW 182 ST
PALMETTO BAY FL 33157

Mailing radius of 2,500 feet for 2,854 labels

ANNE P DELLA CARMERA LE
9222 SW 182 ST
MIAMI FL 33157

FRANK G MAGNANI &W NANCY
18200 SW 92 AVE
MIAMI FL 33157-5727

ANDREW M GONZALEZ
9221 SW 183 TERR
PALMETTO BAY FL 33157-5773

MICHELE LORICE TELLEZ
9231 SW 183 TER
PALMETTO BAY FL 33157

RANDALL DIELEMAN &W MARCIA C
9241 SW 183 TERR
MIAMI FL 33157-5773

JORGE L VALDES &W AMARILYS D
9249 SW 183 TER
MIAMI FL 33157-5980

MICHELLE CAMPBELL
9362 SW 182 ST
MIAMI FL 33157

JORGE L GONZALEZ
9352 SW 182 ST
MIAMI FL 33157

BRIAN PAULA
9342 SW 182 ST
PALMETTO BAY FL 33157

MAYOLIN B ANDERSON
9332 SW 182 ST
MIAMI FL 33157-5767

ROBERTO TORRES FLORES
9322 SW 182 ST
PALMETTO BAY FL 33157

JW INVESTMENT PARTNERS LLC
8821 SW 136 ST 563144
MIAMI FL 33176

FREDERICK P VIENER
9302 SW 182 ST
PALMETTO BAY FL 33157-5767

MICHAEL MARINO
9272 SW 182 ST
PALMETTO BAY FL 33157

RODRIGO FERREIRA
9262 SW 182 ST
MIAMI FL 33157

ALLAN NOEL RAMOS
9252 SW 182 ST
PALMETTO BAY FL 33157

ROBERT S RADIN &W
9255 SW 183 TERR
MIAMI FL 33157-5733

CARIDAD SANDOVAL & LUIS & MELLON
9261 SW 183 TERR
MIAMI FL 33157-5733

ANTHONY S LUBYEWSKI &
9271 SW 183 TERR
MIAMI FL 33157-5733

NELLY SANTANA
9301 SW 183 TERR
MIAMI FL 33157-5771

NIVIA VAZQUEZ LE
9311 SW 183 TER
PALMETTO BAY FL 33157

MELISSA W WOODALL
9331 SW 183 TER
MIAMI FL 33157-5771

MARIA COLLADA & SCOTT LALLY JTRS
9341 SW 183 TERR
MIAMI FL 33157-5771

VICTOR L ISSA
9351 SW 183 TER
PALMETTO BAY FL 33157

ELEONORA MINGAZOVA
9361 SW 183 TER
PALMETTO BAY FL 33157

KRISTIN NICOLE GILBERT
18305 SW 94 AVE
PALMETTO BAY FL 33157

EVA M CONTRERAS
18225 SW 94 AVE
MIAMI FL 33157-5612

TINA INFANTOLINO
18205 SW 94 AVE
PALMETTO BAY FL 33157

MAUREEN R MULCAHY
9383 SW 182 ST
MIAMI FL 33157-5766

CARIDAD OBESO
9373 SW 182 ST
MIAMI FL 33157-5766

Mailing radius of 2,500 feet for 2,854 labels

JASON AQUILA &W NATALIA AQUILA
9363 SW 182 ST
PALMETTO BAY FL 33157-5766

JASON AQUILA
9353 SW 182 ST
PALMETTO BAY FL 33157

TIMOTHY FINLEY &W KAROLE
9343 SW 182 ST
MIAMI FL 33157-5766

NICOLAS J PYBAS
9333 SW 182 ST
MIAMI FL 33157-5766

LARRY GRAY &W TRACEY
9323 SW 182 ST
MIAMI FL 33157-5766

DAVID E ADKINS
9303 SW 182 ST
MIAMI FL 33157-5766

DONALD W PYBAS &W CAROLE
9264 SW 180 ST
MIAMI FL 33157-5754

TOMAS J GONZALEZ &W MILAGROS Y
9254 SW 180 ST
MIAMI FL 33157-5754

HECTOR GOMEZ
9244 SW 180 ST
PALMETTO BAY FL 33157

RICHARD M SMIGLA &W PATRICIA A
9234 SW 180 ST
MIAMI FL 33157-5754

ROBERT LUCAS
9224 SW 180 ST
PALMETTO BAY FL 33157

RALPH S JOHNSON
9204 SW 180 ST
MIAMI FL 33157-5754

ARELYS LILY LOPEZ
9205 SW 181 ST
PALMETTO BAY FL 33157

STEPHEN P FLYNN JR
9225 SW 181 ST
PALMETTO BAY FL 33157

LARRY P WILSON &W AMY M
9235 SW 181 ST
MIAMI FL 33157-5757

BLAS N GONZALEZ
12541 SW 252 TER
PRINCETON FL 33032

MATHEW E REYES
9265 SW 181 ST
PALMETTO BAY FL 33157

IRMINA RODRIGUEZ
18054 SW 92 CT
MIAMI FL 33157

EDWARD CARRASQUILLO
2223 N STEWART ST
KISSIMMEE FL 34746-3046

ALEXANDRA ANA MURGUIDO
18124 SW 92 CT
PALMETTO BAY FL 33157

BARBARA & JAY BARTLETT
18134 SW 92 CT
MIAMI FL 33157-5735

SUZANNE PAPPAS &H
18154 SW 92 CT
MIAMI FL 33157-5735

EDWARD SPELL &
18164 SW 92 CT
MIAMI FL 33157-5735

MARIO DEFREITAS
8240 SW 65 AVE # F4
MIAMI FL 33143

TERESITA SOTO
18163 SW 93 AVE
MIAMI FL 33157

CESAR MEDINA &W ANA RAQUEL
18153 SW 93 AVE
PALMETTO BAY FL 33157-5741

JOHN H BRESLIN
18143 SW 93 AVE
VILLAGE OF PALMETTO BAY FL 33157-5741

DALE B RAYBURN
18133 SW 93 AVENUE
MIAMI FL 33157

BRIAN D KOENIG
18123 SW 93 AVE
MIAMI FL 33157-5741

JACK M HUGHES &W GWEN
18113 SW 93 AVE
MIAMI FL 33157-5741

Mailing radius of 2,500 feet for 2,854 labels

HELEN VILLALOBOS
18103 SW 93 AVE
MIAMI FL 33157

THOMAS LEIFERT
18023 SW 93 AVE
PALMETTO BAY FL 33157

NICK JAMES RIOS
18003 SW 93 AVE
PALMETTO BAY FL 33157-5740

MORGAN L MONGELIA
9240 SW 181 ST
MIAMI FL 33157

CHRISTOPHER GALARRAGA
9230 SW 181 ST
PALMETTO BAY FL 33157

NANCY TREADWELL TRS
9220 SW 181 ST
MIAMI FL 33157

RAMON TOLMOS TRS
9200 SW 181 ST
PALMETTO BAY FL 33157

JIMIE LIST &W JANIS
9205 SW 181 TERR
MIAMI FL 33157-5761

MICHAEL J MOORE &W KELLY A
9225 SW 181 TERR
MIAMI FL 33157-5761

NORMA BURKE
9245 SW 181 TERR
MIAMI FL 33157-5761

STEVEN W SIKES SR &W KAREN L
9222 SW 181 TERR
MIAMI FL 33157-5761

IGAL BERENSHTEIN
9202 SW 181 TER
PALMETTO BAY FL 33157

MARISABEL FORTENBURY &H DANIEL
9203 SW 182 ST
PALMETTO BAY FL 33157-5764

IDA I ALICEA
9223 SW 182 ST
MIAMI FL 33157-5764

ELIZABETH J ABELL
9233 SW 182 ST
MIAMI FL 33157-5764

JOHN B ANDERSON
9243 SW 182 ST
PALMETTO BAY FL 33157

GLENN E BOLDING JR &W DEBORAH
18145 SW 92 CT
MIAMI FL 33157-5734

JOSE R VALDES
18135 SW 92 CT
MIAMI FL 33157

RAFAEL CORTES LE
18125 SW 92 CT
MIAMI FL 33157

LISETTE D ZAMORA
18115 SW 92 CT
MIAMI FL 33157-5734

DAVID P OLSEN
18105 SW 92 CT
MIAMI FL 33157-5734

NOMAR INCOR
9036 SW 112 PL
MIAMI FL 33176-1162

GP PROP RENTALS LLC
1430 S DIXIE HWY #309
CORAL GABLES FL 33146

NOMAR INCORPATION
9036 SW 112 PL
MIAMI FL 33176-1162

GILFORD D MAJOR &W JACQUELINE S
PO BOX 571214
MIAMI FL 33257

ELSA ROMERO
8973 SW 178 TER
PALMETTO BAY FL 33157

DIEGO SIRULNIK
17105 SW 81 CT
PALMETTO BAY FL 33157

ARNOLDO FRANCISCO DIAZ
17854 SW 89 PL
PALMETTO BAY FL 33157

ELIZABETH DO
17864 SW 89 PL
MIAMI FL 33157

JAY SANCHEZ
17904 SW 89 PL
MIAMI FL 33157

Mailing radius of 2,500 feet for 2,854 labels

ALAN J FARQUHARSON
17914 SW 89 PL
MIAMI FL 33157

JADE GIOURGAS &H GEORGE
17881 SW 91 AVE
MIAMI FL 33157-5919

R A N INVESTEMENTS INC
309 E 18 ST
HIALEAH FL 33010

ESTATE OF EILEEN KEENE
18031 SW 91 AVE
MIAMI FL 33157-5921

ALBERT L NANIA
9122 SW 181 ST
MIAMI FL 33157-5934

TERESA REED
18101 SW 92 AVE
MIAMI FL 33157-5726

WANDA SKELT
9151 SW 181 TER
PALMETTO BAY FL 33157

DARLENE RUIZ
9121 SW 181 TER
PALMETTO BAY FL 33157

EVAN APANOVITCH
9061 SW 181 TER
PALMETTO BAY FL 33157

ZORAIDA RAMIREZ CARTER
9070 SW 183 TER
PALMETTO BAY FL 33157

RAMON CRUZ JR TRS
17851 SW 91 AVE
VILLAGE OF PALMETTO BAY FL 33157-5919

CARLY MARIE CELMER
17901 SW 91 AVE
MIAMI FL 33157

RUTH A CHEN
18001 SW 91 AVE
MIAMI FL 33157-5921

GILLIAN C SCOTT
18051 SW 91 AVE
MIAMI FL 33157-5921

JANET Z COLEMAN LE
9132 SW 181 ST
PALMETTO BAY FL 33157

CAROL A JONES
18111 SW 92 AVE
MIAMI FL 33157-5726

ORLANDO BAYONA &W GLORIA A
9141 SW 181 TERR
MIAMI FL 33157-5941

ARLENE A NICHOLSON LE
9101 SW 181 TER
PALMETTO BAY FL 33157

STEVE LUMLEY
18351 SW 90 CT
MIAMI FL 33157-5982

PHILIP D KUNKEL
9100 SW 183 TERR
MIAMI FL 33157-5954

WILLIAM D LINGER &W CAROLYN
17871 SW 91 AVE
MIAMI FL 33157-5919

CAROL KILCOYNE
17921 SW 91 AVE
MIAMI FL 33157-5920

MARIA M VALDES PAGES
18021 SW 91ST AVE
PALMETTO BAY FL 33157-5921

RONALD Z COLEMANJR
9102 SW 181 ST
MIAMI FL 33157-5934

MONIQUE MOREE
9142 SW 181 ST
MIAMI FL 33157-5934

LOURDES GUILLEN
9161 SW 181 TERR
MIAMI FL 33157-5941

JORGE BRITO &W MARIANELA
9131 SW 181 TER
MIAMI FL 33157

LUIS M FERNANDEZ
9071 SW 181 TERR
MIAMI FL 33157-5939

JOSHUA RIVERA
9050 SW 183 TER
PALMETTO BAY FL 33157

COSTA REAL ESTATE INVESTMENTS INC
8835 SW 107 AVE 320
MIAMI FL 33176

Mailing radius of 2,500 feet for 2,854 labels

CORNEL F DOUGLAS &W LEOTTA
9130 SW 183 TERR
MIAMI FL 33157-5954

RICHARD A TAYLOR TRS
5714 HUNTERS RIDGE RD
RIVERSIDE OH 45431

PHILIP J CASARINO &W PATRICIA
9132 SW 182 ST
MIAMI FL 33157-5946

SAMUEL L MOREY &W ROSA
9122 SW 182 ST
MIAMI FL 33157-5946

CARLOS ALFARO &W LEDY
9102 SW 182 ST
MIAMI FL 33157-5946

GAIL MARIE RADER TRS
9072 SW 182 ST
PALMETTO BAY FL 33157

DANIEL I JEANNEAU
9052 SW 182 ST
PALMETTO BAY FL 33157

ANA C REDLINGER
18220 SW 90 COURT
PALMETTO BAY FL 33157

ALEXANDER A ABAROA
18300 SW 90 CT
MIAMI FL 33157-5983

GLENN DAVID ROBER &W JENNIFER
18320 SW 90 CT
MIAMI FL 33157-5983

JOHN L WHITE JR &W KIMBERLEE
9103 SW 183 TERR
MIAMI FL 33157-5953

MICHAEL L YOUNG
9123 SW 183 TERR
MIAMI FL 33157-5953

JEROME F BRYDA &W ONIE L
9133 SW 183 TERR
MIAMI FL 33157-5953

ROBERT P. ROACHE &W CYNTHIA
9143 SW 183 TERR
MIAMI FL 33157-5953

MAE SUSAN RUIZ LE
9153 SW 183 TER
PALMETTO BAY FL 33157

JOSE V DONDONO &W MARCELA L
9164 SW 181 TERR
MIAMI FL 33157-5942

MICHAEL S KLEBACK
14233 SW 142 ST
MIAMI FL 33186

JORGE BRITO &W
9134 SW 181 TERR
PALMETTO BAY FL 33157-5942

JANINE VELAZQUEZ OLMOS
9124 SW 181 TER
PALMETTO BAY FL 33157

BONNIE A KATZ
9104 SW 181 TERR
MIAMI FL 33157-5942

ANA M LOPEZ
9074 SW 181 TER
MIAMI FL 33157

MATTHEW JULIUS ACKEMJACK
9054 SW 181 TER
PALMETTO BAY FL 33157

SAUL M BETANCOURT
9065 SW 182 ST
MIAMI FL 33157-5943

KATHLEEN PHANG
9075 SW 182 ST
PALMETTO BAY FL 33157

JOSEPH CLAY &W KAREN
9105 SW 182 ST
MIAMI FL 33157-5945

ROBERTO E DANAZZO
9125 SW 182 ST
MIAMI FL 33157-5945

JACQUES GURDJIAN
8050 SW 157 ST
PALMETTO BAY FL 33157

PEDRO VIGIL
9145 SW 182 ST
MIAMI FL 33157-5945

CARLOS A ZALDIVAR DE LA MORA
9155 SW 182 ST
PALMETTO BAY FL 33157

TOMMY CRESPO
9165 SW 182 ST
PALMETTO BAY FL 33157

Mailing radius of 2,500 feet for 2,854 labels

CHRISTIAN GONZALEZ
9154 SW 180 ST
PALMETTO BAY FL 33157

ABEL DESVERGUNAT
9144 SW 180 ST
PALMETTO BAY FL 33157

BETH D MURRAY
9134 SW 180 ST
PALMETTO BAY FL 33157

DANIEL GONZALEZ & JOSEFA
GONZALEZ
18610 BELVIEW DR
MIAMI FL 33157-6920

IRVING GONZALEZ
9104 SW 180 ST
PALMETTO BAY FL 33157

BARRY E WINHOLD
9103 SW 181 ST
MIAMI FL 33157-5933

ALFRED J AGON
9123 SW 181 ST
PALMETTO BAY FL 33157

MARIA D FERNANDEZ
9133 SW 181 ST
MIAMI FL 33157-5933

TIMOTHY MUNGOVAN
9143 SW 181 ST
MIAMI FL 33157-5933

MURIEL L SIMRIL
9153 SW 181 ST
PALMETTO BAY FL 33157

VINCENT ROBERT SANDER
9152 SW 179 ST
MIAMI FL 33157-5929

CRAIG A CHAMBERLAIN & W DEBORAH
H
9142 SW 179 ST
MIAMI FL 33157-5929

JAVAD & ANA R AMIRI
8860 SW 170 ST
MIAMI FL 33157-4552

SCARLET LAMBO & H STEFANO ROBERT
9122 SW 179 ST
MIAMI FL 33157-5929

CARLOS RIVERA & REGINA RIVERA
9102 SW 179 ST
MIAMI FL 33157-5929

9101 ROMERO LLC
17140 SW 92 AVE
MIAMI FL 33157

ASTERIO MONTEAGUDO
13456 SW 108 STREET CIR # N
MIAMI FL 33186

DI WANG
9141 SW 180 ST
PALMETTO BAY FL 33157

ERNEST E LEE
9151 SW 180 ST
MIAMI FL 33157

REINALDO GUTIERREZ & W MARTA
9140 SW 178 TERR
MIAMI FL 33157-5927

ELISABETH S PIRES FERNANDES
9130 SW 178 TERR
MIAMI FL 33157

SUSAN I SNAVELY &
9120 SW 178 TERR
MIAMI FL 33157-5927

RENEE M HOLLINGSWORTH
9105 SW 179 ST
MIAMI FL 33157-5928

MARY FEANY & TOMAS MENDEZ
9125 SW 179 ST
MIAMI FL 33157-5928

ELIZABETH POLO
9135 SW 179 ST
PALMETTO BAY FL 33157-5928

FRANCISCO ARROYAVE & W CLAUDIA
9145 SW 179 ST
MIAMI FL 33157-5928

RANDALL L WEAVER
9155 SW 179 ST
MIAMI FL 33157-5928

RICHARD J SMITH JR & W ALLISON B
7525 SW 163 ST
MIAMI FL 33157

COLIN RICHARD ROBERTS
9141 SW 178 TER
PALMETTO BAY FL 33157

XIAOYING TONG
9131 SW 178 TER
PALMETTO BAY FL 33157

Mailing radius of 2,500 feet for 2,854 labels

ROBERT H KELLER
9121 SW 178 TER
MIAMI FL 33157

XIKUI WEI
9101 SW 178 TER
MIAMI FL 33157

MASSON LIANG
9021 SW 178 TER
PALMETTO BAY FL 33157

CARLOS F TOMALA VALAREZO
9001 SW 178 TER
PALMETTO BAY FL 33157

CHAO WEI
17401 SW 89 CT
PALMETTO BAY FL 33157

ERNESTO BUDIER
17421 SW 89 CT
PALMETTO BAY FL 33157

JAMES G TAYLOR TRS
17501 SW 89 CT
MIAMI FL 33157

JOSE F PICOS
8961 SW 176 ST
MIAMI FL 33157-5844

MARTHA W MCMULLEN
8941 SW 176 ST
MIAMI FL 33157-5844

PETER CUCCHIARA
8920 SW 175 TERRACE
PALMETTO BAY FL 33157

CHAITANYA CHANDARLAPATY &W
8921 SW 175 TERR
MIAMI FL 33157-5840

JORGE PAZOS
17420 SW 89 AVE
PALMETTO BAY FL 33157

ROY S TENN
8940 SW 176 ST
MIAMI FL 33157

TERESITA LASTRA
8965 SW 176 TERR
MIAMI FL 33157-5848

DANIEL J CERNOGORSKY
8964 SW 176TH TER
MIAMI FL 33157

MICHAEL MICHENER
8965 SW 177 TER
PALMETTO BAY FL 33157

SCOTT EWERS
9380 SW 174 ST
PALMETTO BAY FL 33157

ADRIAN INVESTMENT AT PALMETTO
2460 SW 137 AVE # 245
MIAMI FL 33175

PILAR ISABEL GALLARDO
17501 SW 93 PL
PALMETTO BAY FL 33157

ERICK I JOLY &W REGINE J
17521 SW 93 PL
MIAMI FL 33157-5768

MARCOS R BECARI
17541 SW 93 PL
PALMETTO BAY FL 33157

BYRON JOSEPH WILLIAMS &W ALICIA
17420 SW 93 PL
VILLAGE OF PALMETTO FL 33157-5775

CHRISTOHER J GRIFFIN &W
KAWANNAH
17440 SW 93 PL
MIAMI FL 33157-5775

LESLY DURET
17500 SW 93 PL
PALMETTO BAY FL 33157

MIGUEL BRAND &W MONICA M
17520 SW 93 PL
MIAMI FL 33157-5782

LISA FIRESTONE
17540 SW 93 PL
PALMETTO BAY FL 33157

CAMACA LLC
305 NW 57 AVE STE 110
MIAMI FL 33126

SAFEGUARD PROPERTIES LLC
3384 PEACHTREE RD STE#400
ATLANTA GA 30326

JACQUELINE BAGLEY
11540 SW 185 TER
MIAMI FL 33157

IOLENE M DERBY &
17220 SW 93 AVE
MIAMI FL 33157-4490

Mailing radius of 2,500 feet for 2,854 labels

VICENTE ORTEGA
17210 SW 93 AVE
MIAMI FL 33157-4490

BETTY-LOU DEANS
17200 SW 93 AVE
MIAMI FL 33157-4490

MANUEL RIOS
17130 SW 93 AVE
PALMETTO BAY FL 33157

HYACINTH E-M DERBY
17120 SW 93 AVE
MIAMI FL 33157-4488

ROBERT P RAMIREZ
17110 SW 93 AVE
PALMETTO BAY FL 33157

JINGYIN YUE
9315 SW 170 LN
PALMETTO BAY FL 33157

PATRICK TAYLOR &W ROSE
17020 SW 93 AVE
MIAMI FL 33157-4486

PATRICK I TAYLOR &W ROSE
17020 SW 93 AVE
MIAMI FL 33157-4486

MARK A BENJAMIN
17000 SW 93 AVE
MIAMI FL 33157-4486

TSANG STEPHEN LIN &W DANA
9310 SW 170 ST
MIAMI FL 33157-4440

WEIHUA ZHANG
9320 SW 170 ST
PALMETTO BAY FL 33157

MARK A PARKER
9330 SW 170 ST
MIAMI FL 33157-4440

ESTHER & SONIA DE LA OSA JTRS
9340 SW 170 ST
MIAMI FL 33157-4440

VASSIE M KYSER
9350 SW 170 ST
MIAMI FL 33157-4440

ALEJANDRO MARTINEZ
9360 SW 170 ST
PALMETTO BAY FL 33157

PREMNATH MAHARAJ
9370 SW 170 ST
PALMETTO BAY FL 33157

JUAN P MEDINA
9375 SW 170TH LN
MIAMI FL 33157

CHRISTOPHER C FOWLER
9365 SW 170 LN
PALMETTO BAY FL 33157

PAIROT RATANAPAIBUL
9345 SW 170 LN
PALMETTO BAY FL 33157

ARMANDO ARMAS &W LETICIA
WILLIAMS
9325 SW 170 LN
MIAMI FL 33157-4448

HILMAR TORRICO
9314 SW 170 LN
MIAMI FL 33157-4448

ISVI PROPERTIES 1 LLC
4011 SW 129 AVE
MIAMI FL 33175

EDUARDO R ROSALES &W NANCY D &
9497 S DIXIE HWY #313
MIAMI FL 33156-2933

JORGE L CASALI
9344 SW 170 LN
PALMETTO BAY FL 33157

KEITH RICHARDSON
9354 SW 170 LN
PALMETTO BAY FL 33157-4448

TAO LIU &W
9364 SW 170 LN
PALMETTO BAY FL 33157-4448

ISSAC COATS JR &W BETTY R
9374 SW 170 LN
MIAMI FL 33157-4448

PAMELA L WHITE
9375 SW 171 TERR
MIAMI FL 33157-4444

THOMAS GEORGE MILLER
9365 SW 171 TER
MIAMI FL 33135

PATRICIA K PAGAN
17020 SW 83 CT
MIAMI FL 33157

Mailing radius of 2,500 feet for 2,854 labels

MAYRA I OLIVA
9345 SW 171 TER
PALMETTO BAY FL 33157

REBECCA SILVERA
9335 SW 171 TER
PALMETTO BAY FL 33157

SUSAN BRUGGEMANN &H
7425 SW 109 TERR
MIAMI FL 33156-3867

DEQIANG ZHOU &W XIUXIAN GUAN
9315 SW 171 TERR
MIAMI FL 33157-4444

BASHIRUNNISA FATIMA
9314 SW 171 TER
MIAMI FL 33157

EDNA J BAILEY & VIOLET BAILEY &
9324 SW 171 TERR
MIAMI FL 33157-4447

MARGARET JANE W PETERSON TRS
9334 SW 171 TERR
PALMETTO BAY FL 33157

JOHNNY C OLIVER
9344 SW 171 TERR
MIAMI FL 33157-4447

BONIFACIO PANTOJA
9354 SW 171 TERR
PALMETTO BAY FL 33157-4447

2018 2 IH BORROWER L P
1717 MAIN ST 2000
DALLAS TX 75201

KRISTINA ALEXANDRA MARTINEZ
9374 SW 171 TER
PALMETTO BAY FL 33157

BORIS R RODRIGUEZ
9375 SW 172 TER
MIAMI FL 33157

DAPHANE A JOBSON
9365 SW 172 TERR
MIAMI FL 33157-4443

PATRICIA MONTES DE OCA
16225 OLD CUTLER RD
PALMETTO BAY FL 33157

WALTER LUND &
8005 SW 89 ST
MIAMI FL 33156-7460

JOSE EVANDRO SANTOS LIMA TUCKER
9335 SW 172 TER
PALMETTO BAY FL 33157

PATRICIA INEZ WILLIAMS TRS
9325 SW 172 TER
PALMETTO BAY FL 33157

MARGARET W PETERSON
9315 SW 172 TER
MIAMI FL 33157

CRISTINA RAMOS
9314 SW 172 TER
PALMETTO BAY FL 33157

LAZARA A NOVAS
9324 SW 172 TER
MIAMI FL 33157

ALAN B YOUNG &W LOURDES
9334 SW 172 TERR
MIAMI FL 33157-4446

MICHAEL J BARNES &W RUTH Q
9344 SW 172 TERR
MIAMI FL 33157-4446

JORGE CANTILLO
9354 SW 172 TERR
PALMETTO BAY FL 33157-4446

LENIN R MERCADO
9364 SW 172 TER
PALMETTO BAY FL 33157

TIMOTHY CAPPS &W LORRIE
9374 SW 172 TERR
MIAMI FL 33157-4446

17450 SW 296 INC
9609 SW 152 AVE
MIAMI FL 33196

DAVID N COX TRS
4440 JACQUELINE MANOR SW
VERO BEACH FL 32968

PEDRO A COLEY
9101 SW 174 ST
PALMETTO BAY FL 33157

JOSE BEATO
9121 SW 174 ST
MIAMI FL 33157-5808

CHRISTIAN ALFREDO CASTILLO
18751 NW 84 PL # 501
HIALEAH FL 33015

Mailing radius of 2,500 feet for 2,854 labels

| | | |
|--|---|---|
| DAVID R MCPECK &W CARMEN C 16821 SW 92 AVE MIAMI FL 33157-4500 | JUAN C P C MARTINEZ BUSTAMANTE 16833 SW 92 AVE MIAMI FL 33157 | ORLANDO MARTINEZ &W CARIDAD 16803 SW 92 AVE MIAMI FL 33157-4500 |
| DELMY Y RUBIO 9160 SW 168 ST MIAMI FL 33157-4563 | MARIO RAMIREZ &W MIGDALIA 9167 SW 169 TERR MIAMI FL 33157-4502 | MIRYAN FERNANDEZ 13841 HEANEY AVE ORLANDO FL 32827 |
| ULVIA M CASTILLO 9121 SW 170 ST MIAMI FL 33157 | JUAN QUIROZ 9131 SW 170 ST MIAMI FL 33157-4595 | FRANCISCA PISFIL 16971 SW 92 AVE MIAMI FL 33157 |
| ERNESTO M GRENIER 1990 SW 33 CT MIAMI FL 33145 | LILA E MUNOZ 16931 SW 92 AVE PALMETTO BAY FL 33157 | LOUIS A SENOFONTE 16961 SW 92 CT PALMETTO BAY FL 33157 |
| GUSTAVO R BUENDIA VILA 16901 SW 92 CT MIAMI FL 33157-4516 | JAMES M ARMSTRONG &W OHK 16891 SW 92 CT MIAMI FL 33157-4514 | FRANK ALONSO 9240 SW 168 ST MIAMI FL 33157 |
| VIVIEN CAMPBELL 16941 SW 92 CT MIAMI FL 33152 | LESLIE MENDOZA 16921 SW 92 CT PALMETTO BAY FL 33157 | MACARIO HUAITALLA 3343 SACRAMENTO WAY NAPLES FL 34105-2815 |
| YADONG LUO &W CUIHUA HUANG 10800 SW 67TH AVE MIAMI FL 33156-3908 | ERIC G KAPLAN 18041 SW 89 AVE PALMETTO BAY FL 33157 | CHRISTIAN A LAUB 9339 SW 176 ST PALMETTO BAY FL 33157 |
| CYNTHIA MARIE STEEN 9335 SW 176 ST PALMETTO BAY FL 33157 | PERRINE 17403 LLC 20 PORTO MAR #702 PALM COAST FL 32137 | 17475 LLC 10800 BISCAYNE BLVD STE 600 MIAMI FL 33161 |
| ALEXANDER DE SANTIS 9145 SW 171 TERR MIAMI FL 33157-4571 | RTZ 188 LLC 3020 SW 25 ST MIAMI FL 33133 | JORGE MEDEROS &W MARTHA 9045 SW 171 TERR MIAMI FL 33157-4577 |
| AHMED RASHEED 9025 SW 171 TER PALMETTO BAY FL 33157 | GUILLERMO E JIMENEZ &W MAIDA 9005 SW 171 TERR MIAMI FL 33157-4577 | BRIAN GLATZER &W 9140 SW 171 TERR PALMETTO BAY FL 33157-4570 |

Mailing radius of 2,500 feet for 2,854 labels

DANIEL EDUARDO SAME
9120 SW 171 TER
PALMETTO BAY FL 33157

DORYS MERY MARTINEZ
9040 SW 171 TER
MIAMI FL 33157

MARIE R DAUREL
9020 SW 171 TER
MIAMI FL 33157

JORGE A FERNANDEZ &W MARIA T
9000 SW 171 TERR
PALMETTO BAY FL 33157-4576

SANTIAGO BUENO
16800 SW 92 AVE
MIAMI FL 33157-4562

DARIA BUENO
16810 SW 92 AVE
MIAMI FL 33157-4562

MONICA BUENO JTRS
16820 SW 92 AVE
PALMETTO BAY FL 33157

DEBORAH V URRACA
16830 SW 92 AVE
MIAMI FL 33157-4562

WENCESLAO ALCALDE &W ALICIA
16840 SW 92 AVE
MIAMI FL 33157-4562

YADONG LUO
10800 SW 67 AVE
MIAMI FL 33156

DAN GRANATOWSKI &W
16900 SW 92 AVE
MIAMI FL 33157

XUDONG YANG
16910 SW 92 AVE
MIAMI FL 33157-4568

OBDUL LLOSA &W MARINA
16920 SW 92 AVE
PALMETTO BAY FL 33157-4568

GOLSTROM VENTURES LLC
16930 SW 92 AVE
PALMETTO BAY FL 33157

ISABEL A FLORES
16971 SW 92 CT
MIAMI FL 33157-4516

LEO W BAUMER &W MERCEDES G
16965 SW 92 CT
MIAMI FL 33157-4516

HOUSE FINDERS LLC
12260 SW 132 CT STE 113
MIAMI FL 33186

HERNAN V VALDEZ LE
16981 SW 92 CT
PALMETTO BAY FL 33157

JUAN C DEL CORRAL &W ADELA I
16940 SW 92 AVE
MIAMI FL 33157-4568

MANUEL LA ROSA LE
16950 SW 92 AVE
VILLAGE OF PALMETTO BAY FL 33157

AIJIN QIU
17080 SW 90 AVE
PALMETTO BAY FL 33157

OSCAR GOMEZ JR JTRS
17050 SW 90 AVE
MIAMI FL 33157

PHU HO
17000 SW 90 AVE
PALMETTO BAY FL 33157

ANDREW GEORGE MANOUILIDIS
17001 SW 91 AVE
PALMETTO BAY FL 33157

YINGCAI WANG
17051 SW 91 AVE
PALMETTO BAY FL 33157

CAROL CHOMETA
17081 SW 91 AVE
PALMETTO BAY FL 33157

JOSEPH GOUSSE
17082 SW 91 AVE
PALMETTO BAY FL 33157

STEFAN K SCHWABE
17052 SW 91 AVE
PALMETTO BAY FL 33157

HUA LI
17002 SW 91 AVE
PALMETTO BAY FL 33157

PEDRO O ARENCIBA &W
17003 SW 92 AVE
MIAMI FL 33157-4507

Mailing radius of 2,500 feet for 2,854 labels

JORGE I LLAPUR
17053 SW 92 AVE
MIAMI FL 33157-4507

JAIRO MANUEL PICO
17083 SW 92 AVE
PALMETTO BAY FL 33157

EVGENIA KIM
17080 SW 92 AVE
MIAMI FL 33157

SAGUN TULI
17120 SW 92 AVE
PALMETTO BAY FL 33157

JUAN L ROMERO & CLARA BARROS
JTRS
17140 SW 92 AVE
MIAMI FL 33157-4598

UNICO PROPERTY MANAGEMENT LLC
4809 AVE N #30
BROOKLYN NY 11234

FREDERICK BOND JR &W DANIELLE
17121 SW 92 CT
MIAMI FL 33156

MARY ANN ESPINOSA
17091 SW 92 CT
MIAMI FL 33158

IH3 PROPERTY FLORIDA LP
1717 MAIN STREET SUITE 2000
DALLAS TX 75201

ALLEN EAGLE &W MARY
18332 SW 94 CT
MIAMI FL 33157-5694

CPF PROPERTIES LLC
8420 SCHOOLHOUSE RD
MIAMI FL 33143

RADAMES MARRERO &W NANCY
18312 SW 94 CT
MIAMI FL 33157-5694

ERIC E ARNESON
2732 E CARRERA CT
GREEN BAY WI 54311

FREDERIC T FRIEDMANN
18252 SW 94 CT
MIAMI FL 33152

GECHENG ZHA
22231 SW 92 PL
CUTLER BAY FL 33190-1217

ALEXEY TITOV &W
18232 SW 94 CT
MIAMI FL 33157-5689

FUAD SHAKEER &W
18222 SW 94 CT
MIAMI FL 33157-5689

18212 INVESTMENTS LLC
3185 SW 114 AVE
MIAMI FL 33165

FIROZE M NIZAM
18202 SW 94 CT
PALMETTO BAY FL 33157

JORDAN FUCHS
18201 SW 94 CT
PALMETTO BAY FL 33157

JESUS CARDENAS &W
9435 SW 182 TERR
MIAMI FL 33158

KET THI LIEN
9425 SW 182 TER
PALMETTO BAY FL 33157

NANCY ESCOBAR
9415 SW 182 TERR
MIAMI FL 33157-5688

LIZAMMA CHEERAMVELIL
9416 SW 182 TER
PALMETTO BAY FL 33157

CAROL I HARRIS TRS
19425 SW 312 ST
HOMESTEAD FL 33030

GREGORY M PICOZZI
9436 SW 182 TERR
MIAMI FL 33157-5688

RICARDO RODRIGUEZ TRS
9437 SW 183 TER
PALMETTO BAY FL 33157

PAK WO WONG & W
9427 SW 183 TERR
MIAMI FL 33157-5699

WEI-YU BAO
9417 SW 183 TERR
MIAMI FL 33157-5699

WILLIAM JUARBE &W LILLIAN
9418 SW 183 TERR
MIAMI FL 33157-5699

Mailing radius of 2,500 feet for 2,854 labels

ARNOLD INTERIANO
9428 SW 183 TERR
MIAMI FL 33157-5699

KATHY SALB
9438 SW 183 TERR
MIAMI FL 33157-5699

NEIL M GONZALEZ JR
17234 SW 92 AVE
PALMETTO BAY FL 33157

YVONNE GRANT
17254 SW 92 AVE
PALMETTO BAY FL 33157-4513

JONATHAN MARMOLEJOS
17265 SW 92 CT
PALMETTO BAY FL 33157

OMAR J COSTA
17261 SW 92 CT
PALMETTO BAY FL 33157

ANGEL R RIVAS &W DEISY
17255 SW 92 CT
PALMETTO BAY FL 33157-4531

MONIKA TAHOUN
9271 SW 174 ST
PALMETTO BAY FL 33157

WILMINGTON SAVING FUND SOC TRS
9990 RICHMOND AVE STE 400 S
HOUSTON TX 77042

TOD R ROY
17301 SW 93 AVE
MIAMI FL 33157-4401

RONALD M BAILY & W DEANNE S
17261 SW 93 AVE
MIAMI FL 33157-4407

MANUEL A & ROSA MARQUES
17241 SW 93 AVE
PALMETTO BAY FL 33157-4407

JOSE A ORTEGA
17221 SW 93 AVE
PALMETTO BAY FL 33157

JED CAYOBIT &
17201 SW 93 AVE
MIAMI FL 33157-4407

REVILO ALEGNA LLC
17200 SW 92 CT
PALMETTO BAY FL 33157

MANUCON 1 17220 LLC
5133 DONATELLO ST
CORAL GABLES FL 33134

EDILIO BRITO
17240 SW 92 CT
PALMETTO BAY FL 33157

KYMBERLY W MCNEILL
17260 SW 92 CT
PALMETTO BAY FL 33157

PALMETTO VIP HOLDINGS LLC
2423 SW 147 AVE STE 179
MIAMI FL 33185

RAFIK ISHAK
17340 SW 92 CT
PALMETTO FL 33157

ALBERTO PERENZUELA &W KARLA
9255 SW 174 ST
PALMETTO BAY FL 33157-5714

MARIA CRISTINA SUAREZ SAAVEDRA
9261 SW 174 ST
PALMETTO BAY FL 33157

JEAN M BELOT
9270 SW 170 ST
PALMETTO BAY FL 33157

BAF 2 TRS LLC
3505 KOGER BLVD STE 400
DULUTH GA 30096

SATESH BAHADURSINGH &W
9230 SW 170 ST
PALMETTO BAY FL 33157

PHILIP C WALSH
17010 SW 92 CT
PALMETTO BAY FL 33157

HECTOR DE LOS RIOS
17020 SW 92 CT
PALMETTO BAY FL 33157

LYNWOOD LLC
PO BOX 565483
MIAMI FL 33256

YIN HA MAK
17080 SW 92 CT
PALMETTO BAY FL 33157

WILLY A MAURER
17100 SW 92 CT
PALMETTO BAY FL 33157

Mailing radius of 2,500 feet for 2,854 labels

XIUZHI WANG
17120 SW 92 CT
PALMETTO BAY FL 33157

NOE M RUIZ
17111 SW 93 AVE
PALMETTO BAY FL 33157

REINALDO NAVARRO
17101 SW 93 AVE
PALMETTO BAY FL 33157-4408

BRIAN MARTIN CORDOVEZ
17085 SW 93 AVE
PALMETTO BAY FL 33157

MANUEL D FERNANDES
17065 SW 93 AVE
MIAMI FL 33157

YE WIN NAING
17045 SW 93 AVE
PALMETTO BAY FL 33157

JAMES J PARTRIDGE
17015 SW 93 AVE
PALMETTO BAY FL 33157

MICHAEL CRUME
17001 SW 93 AVE
MIAMI FL 33157

RAMON GERARDO VARELA MARTINEZ
9375 SW 173 TER
PALMETTO BAY FL 33157

ALBERTO J MARINO LE
9365 SW 173 TER
PALMETTO BAY FL 33157

JUAN ERNESTO KESSRA
9355 SW 173 TER
PALMETTO BAY FL 33157

HALE M MANYOU BARRETT
9345 SW 173 TER
PALMETTO BAY FL 33157

LUIS ALBERTO AVELLA
9335 SW 173 TER
PALMETTO BAY FL 33157

HECTOR I DE LOS RIOS DE LA TORRE
9325 SW 173 TER
PALMETTO BAY FL 33157

EARL GABB
9315 SW 173 TER
PALMETTO BAY FL 33157

WILMER TIRADO
9374 SW 173 TER
PALMETTO BAY FL 33157

DAVID M LEVINE
9364 SW 173 TER
PALMETTO BAY FL 33157

JOSHUA E CLARIN
9354 SW 173 TER
PALMETTO BAY FL 33157

DAVID A SHIFFMAN
9344 SW 173 TER
PALMETTO BAY FL 33157

JOAQUIM F NUNES
17361 SW 290 ST
HOMESTEAD FL 33030

JACK M NUNES
9324 SW 173 TER
PALMETTO BAY FL 33157

JUAN ALFREDO CUIEL
9314 SW 173 TER
PALMETTO BAY FL 33157

LISA J WELSH
9301 SW 174 ST
PALMETTO BAY FL 33157

ROSANA IGLESIAS
9321 SW 174 ST
PALMETTO BAY FL 33157

JOLENE OSCEOLA TABARES
9341 SW 174 ST
PALMETTO BAY FL 33157

CLAYTON OLIVEIRA DA CRUZ
9361 SW 174 ST
PALMETTO BAY FL 33157

CONG LI
9381 SW 174 ST
PALMETTO BAY FL 33157

VITRAN HOMES LLC
11767 S DIXIE HWY #136
MIAMI FL 33156

TIA A SANTORO RICE
9210 SW 170 ST
PALMETTO BAY FL 33157

FCI PALMETTO BAY LLC
2199 PONCE DE LEON BLVD
CORAL GABLES FL 33134

Mailing radius of 2,500 feet for 2,854 labels

SOUTH FLA WATER MANAGEMENT
DIST
3301 GUN CLUB RD
WEST PALM BEACH FL 33406

DWAYNE QUICK
8119 SW 190 ST
MIAMI FL 33157

ALFONSO RAMIREZ &W MARTA M
9040 SW 185 ST
MIAMI FL 33157-7012

ROBERTO COTT
9180 STERLING DR
CUTLER BAY FL 33157

EDUARDO HERNANDEZ
18531 SW 92 AVE
MIAMI FL 33157

ELLEN EBANKS
9200 STERLING DR
CUTLER BAY FL 33157

JANET GALLEGOS &H JOSE LUIS
18521 SW 92 CT
MIAMI FL 33157-7011

DAVID CONNOLLY
18522 SW 92 CT
MIAMI FL 33157

SINIA A LOPEZ
9260 STERLING DR
MIAMI FL 33157

MICHAEL R SHIVELY LE
9241 SW 186 TER
MIAMI FL 33157

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

ALEXANDER SANCHEZ
9020 SW 184 LN
MIAMI FL 33157

PETER CARODDO JR &W BARBARA &
9050 SW 185 ST
MIAMI FL 33157-7012

ANDREW GARCIA
9190 STERLING DR
CUTLER BAY FL 33157

DAVID HOLCOMBE
8935 SW 162 TER
MIAMI FL 33157

J LOREN PECK
9210 STERLING DR
MIAMI FL 33157-7055

MELISSA A TAYLOR
18531 SW 92 CT
MIAMI FL 33157

PAUL JEFFREY MAURIELLO TRS
9230 STERLING DR
CUTLER BAY FL 33157

SANDRA PINDER &H PORTER PINDER
9270 STERLING DR
MIAMI FL 33157-7054

ELOY SAUMELL
9231 SW 186 TERR
MIAMI FL 33157-7069

OLGA RODRIGUEZ
9000 SW 184 LN
MIAMI FL 33157-7066

JAMES C HANSON JR &W CHRISTINE D
9030 SW 184 LN
MIAMI FL 33157-7066

ORESTES RODRIGUEZ PEREZ
9170 STERLING DR
CUTLER BAY FL 33157

JUSTIN JAMES ROBB
18521 SW 92 AVE
CUTLER BAY FL 33157

RIDER SOMARIBA
18520 SW 92 AVE
MIAMI FL 33157-7008

ANA MARIA REGALADO
9220 STERLING DR
CUTLER BAY FL 33157

SANDRA PEREZ
18532 SW 92 CT
CUTLER BAY FL 33157

CATHERINE A GENNA
9250 STERLING DR
MIAMI FL 33157-7054

BRUCE W DE NAPOLI
19610 GULFSTREAM RD
MIAMI FL 33157

MICHAEL W SELF
9230 SW 186 TER
CUTLER BAY FL 33157

Mailing radius of 2,500 feet for 2,854 labels

JENNIFER GALL
9240 SW 186 TERRACE
MIAMI FL 33157

EDUARDO ALEMAN
18401 SW 92 PL
MIAMI FL 33157

JOEL D DAVIS & W VICTORIA A
18421 SW 92 PL
MIAMI FL 33157-7073

RAYMOND M GARCIA
18431 SW 92 PL
MIAMI FL 33157

WILLIAM K LUNDY & W DENISE MARIE
18441 SW 92 PL
MIAMI FL 33157-7073

ISBELA A PEZZINO
18451 SW 92 PL
CUTLER BAY FL 33157

BEATRIZ ROCAMORA HERNANDEZ
18641 SW 92 PL
CUTLER BAY FL 33157

GLENN TOD FRIED
18452 SW 92 CT
MIAMI FL 33157

NIKA MARIE CLEARY
18442 SW 92 CT
MIAMI FL 33157

BRIAN THELEN & REBECCA FREEBY
18432 SW 92 CT
MIAMI FL 33157-7010

MICHAEL MARINOFF & W SAMANTHA
9221 SW 184 TERR
MIAMI FL 33157-7062

ARTHUR L MCDONALD & W LAURIE K
9211 SW 184 TERR
MIAMI FL 33157-7062

MARTHA PENA
9201 SW 184 TERR
MIAMI FL 33157-7062

RUBEN ZAYAS
9121 SW 184 TERR
CUTLER BAY FL 33157

ANDRES J ANZALOTTA
9101 SW 184 TER
CUTLER BAY FL 33157

RICARDO YAU
18582 SW 89 PL
MIAMI FL 33157

SUSAN FRIEDMAN
18578 SW 89 PL
MIAMI FL 33157-7165

ELIZABETH ROSE QUINTERO
18572 SW 89 PL
MIAMI FL 33157

ADRIANA C BONILLA
18568 SW 89 PL
CUTLER BAY FL 33157

MARK L G TRECO & W SANDRA J
18562 SW 89 PL
MIAMI FL 33157-7165

DALE A HAMMON & W DEOBRAH
18558 SW 89 PL
MIAMI FL 33157-7165

ELIESER BELLO
18552 SW 89 PL
CUTLER BAY FL 33157

JENNIFER CONNER
18542 SW 89 PL
MIAMI FL 33157

PEGGY SANDER
18532 SW 89 PL
MIAMI FL 33157-7165

MAUREEN CHURCHILL
18522 SW 89 PL
MIAMI FL 33157-7165

CHAD H PEZOLDT
18512 SW 89 PL
CUTLER BAY FL 33157

JOAN RAMIREZ
18563 SW 89 PLACE
CUTLER BAY FL 33157

KURT J FABIAN & W EMMA
18569 SW 89 PL
MIAMI FL 33157-7164

RICARDO BETANCOURT
8111 NW 33 ST
CUTLER BAY FL 33122

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

Mailing radius of 2,500 feet for 2,854 labels

EDNA M THOMAS
1151 SANDUSKY STREET SE
PALM BAY FL 32909

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

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

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

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

SONY INVESTMENT REAL ESTATE INC
1553 SAN IGNACIO AVE
CORAL GABLES FL 33146-3006

CUTLER BAY TOWN CENTRE LLC
15715 S DIXIE HWY
PALMETTO BAY FL 33157

SUNSHINE DADE INVEST LLC
1650 NW 87 AVE
DORAL FL 33125

COSINUS PROPERTIES INC
1825 PONCE DE LEON BLVD
CORAL GABLES FL 33134

MARIELA A GIL
9981 BELVILLE RD
CUTLER BAY FL 33157

FRANCISCA PORTER
9971 BELVILLE RD
MIAMI FL 33157

JOSE M BERNAL &W
9961 BELVILLE RD
CUTLER BAY FL 33157

MICHAEL KUSHMA &W DOROTHY
9951 BELVILLE RD
MIAMI FL 33157-6924

JANICE DIKE LE
9941 BELVILLE RD
PERRINE FL 33157

GARY C PORTER
9931 BELVILLE RD
MIAMI FL 33157

ARIEL RODRIGUEZ
9921 BELVILLE RD
CUTLER BAY FL 33157

RANDALL G BORUM
9911 BELVILLE RD
MIAMI FL 33157-6924

EDILBERTO PENA
9901 BELVILLE RD
CUTLER BAY FL 33157

HUGH LOWSON
9891 BELVILLE RD
MIAMI FL 33157-6923

DEREK R SIEDER
18821 STERLING DR
CUTLER BAY FL 33157

CHRISTOPHER W POGODZINSKI LE
18811 BELMONT DR
CUTLER BAY FL 33157

ALEJANDRO HERRERA
18820 STERLING DR
CUTLER BAY FL 33167

ALICIA SANCHEZ
18811 BELVIEW DR
MIAMI FL 33157-6921

MARGARITA A SPENCER
PO BOX 971820
MIAMI FL 33197-1820

CHRISTINA G & LUIS UGALDE
18771 BELVIEW DR
MIAMI FL 33157

PEDRO R MORENO
18800 BELMONT DR
CUTLER BAY FL 33157

WILLIAM THEODORE PATON
18810 BELMONT DR
CUTLER BAY FL 33157

ENRIQUE GONZALEZ QUEVEDO &W
18820 BELMONT DR
MIAMI FL 33157-6916

CHARLES H JOSCHER
18811 LENAIRE DR
MIAMI FL 33157-6953

MELINDA SUE SMITH TRS
18801 LENAIRE DR
CUTLER BAY FL 33157

Mailing radius of 2,500 feet for 2,854 labels

AJSM PROPERTIES 91 LLC
PO BOX 570669
MIAMI FL 33257

FRANCINE TEGZES
PO BOX 570669
PERRINE FL 33257

LUIS VILALTA
18771 LENAIRE DR
CUTLER BAY FL 33157

LYNN HOLLAND
18770 BELVIEW DR
CUTLER BAY FL 33157

ADAIS SANTOS
18800 BELVIEW DR
CUTLER BAY FL 33157

RICARDO GONZALEZ
18810 BELVIEW DR
MIAMI FL 33157-6922

FLOYD L COLLINS &W CHRISTA M A
18820 BELVIEW DR
MIAMI FL 33157-6922

ROSSELLA ZACCHI
18810 LENAIRE DR
MIAMI FL 33157

ALEXANDER MOREIRA VELOZ
18800 LENAIRE DR
CUTLER BAY FL 33157

ALEXANDER J SAWCHENCO &W
18790 LENAIRE DR
MIAMI FL 33157-6960

ANDRES E GARCIA
18780 LENAIRE DR
MIAMI FL 33157-6960

CHARLES R ATKINSON
18770 LENAIRE DRIVE
CUTLER BAY FL 33157

SALVADOR J HERNANDEZ
18760 LENAIRE DR
MIAMI FL 33157

GONZALO RAMOS
PO BOX 970614
MIAMI FL 33197

MICHAEL S HANDSCHMANN &W
MARIA E
18730 LENAIRE DR
MIAMI FL 33157-6960

GABRIEL ARANGO &W ARACELLY
11756 SW 117 PL
MIAMI FL 33186

EVAN D MCLEAN & W MARTA
18710 LENAIRE DR
PERRINE FL 33157-6960

CESAREO FERNANDEZ
18700 LENAIRE DR
MIAMI FL 33157-6960

MARIA VICTORIA VERGARA
18680 LENAIRE DR
CUTLER BAY FL 33157

SARA PRENDES
18670 LENAIRE DR
MIAMI FL 33157-6961

GERMANO CARREIRA &W
18660 LENAIRE DR
MIAMI FL 33157-6961

JUAN M FERNANDEZ
18650 LENAIRE DR
CUTLER BAY FL 33157-6961

KEVIN ARMSTRONG
18640 LENAIRE DR
MIAMI FL 33157-6961

RAY B TEACHEY &W EVELYN
18630 LENAIRE DR
MIAMI FL 33157-6961

EDWIN TINOCO
11041 SW 161 ST
MIAMI FL 33157

DOLORES BATKO
18610 LENAIRE DR
CUTLER BAY FL 33157

ALEJANDRO MEDINA
18600 LENAIRE DR
CUTLER BAY FL 33157

BETTY A DUNNING
9970 BELGRADE RD
MIAMI FL 33157-6910

CHRISTIAN G WILSON
130 HICKORY RD
WESTON MA 02493

MURRAY R CHINNERS EST OF
9950 BELGRADE RD
MIAMI FL 33157-6910

Mailing radius of 2,500 feet for 2,854 labels

STEPHEN D CHRISTENSEN
9940 BELGRADE RD
MIAMI FL 33157-6910

MILADYS ALVAREZ LE
9811 SW 16 TER
MIAMI FL 33165

KENNETH W MYERS &W SUE ANN
9920 BELGRADE RD
MIAMI FL 33157-6910

SUSAN KERSHAW
9910 BELGRADE RD
MIAMI FL 33157

JAY A BILLINGS
2580 STONE CREEK LANE
TERRE HAUTE IN 47802

ADRIAN ALEMAN
9890 BELGRADE RD
CUTLER BAY FL 33157

EDUARDO VILLASUSO &W SANDRA
9880 BELGRADE RD
MIAMI FL 33157-6909

ROSA M OLIVA &H
9870 BELGRADE RD
MIAMI FL 33157-6909

JESUS E OCHOA &W NORMA
9860 STERLING DR
MIAMI FL 33157-6950

MARICEY SARAO
9850 STERLING DR
MIAMI FL 33157-6950

ANTONIO TERAN
9844 STERLING DR
MIAMI FL 33157-6950

CUTLER BAY 36 LLC
7101 CORAL WAY
MIAMI FL 33155

LESLIA GARCIA
9830 STERLING DR
MIAMI FL 33157

JUDITH E CLIFFORD LE
9820 STERLING DRIVE
MIAMI FL 33157

JORGE MENDOZA GARCIA
9810 STERLING DR
CUTLER BAY FL 33157

EMERSON M GAITAN
9800 STERLING DR
CUTLER BAY FL 33157

EDUARDO ISMAEL RAMIREZ
9780 STERLING DR
CUTLER BAY FL 33157

ELIZABETH SISSI GARLAND
9770 STERLING DR
CUTLER BAY FL 33157

DANIELLE CHRISTINE DIVO
9760 STERLING DR
CUTLER BAY FL 33157

JENNIFER HOLCOMBE
9750 STERLING DR
CUTLER BAY FL 33157

BI LIAN CHEN LE
9555 TIFFANY DRIVE
MIAMI FL 33157

JOYCE M GROSS
8413 GROVE ST
SILVER SPRING MD 20910

ISMAEL LLERA MENA
9720 STERLING DR
MIAMI FL 33157

EDWIN ORTIZ &W LILIAN
9710 STERLING DR
MIAMI FL 33157-6948

MARIO J PEREZ &W TERESA M
18691 LENAIRE DR
MIAMI FL 33157-6955

JANICE G DIKE LE
9941 BELVILLE RD
PERRINE FL 33157

GALE S NELSON &W SHAUNTELL D
4255 SW 153 TERR
MIRAMAR FL 33027

GERMAN SANCHEZ
18651 Lenaire Dr
Cutler Bay FL 33157-6955

JOAN LOIS REESE
18641 LENAIRE DR
PERRINE FL 33157-6955

EUSEBIO & DANIEL GONZALEZ
18610 BELVIEW DR
MIAMI FL 33157-6920

Mailing radius of 2,500 feet for 2,854 labels

DEBORAH S RICHARDS
18621 LENAIRE DR
MIAMI FL 33157-6955

MILTON J HENRIQUEZ
18611 LENAIRE DR
CUTLER BAY FL 33157

O M D NEW BEGINNINGS INC
11225 SW 95 ST
MIAMI FL 33176

CINDY L DRISKA
18600 BELVIEW DR
MIAMI FL 33157-6920

JOSEFINA GONZALEZ
18610 BELVIEW DR
MIAMI FL 33157-6920

MARTIN ERRAZOLA
18620 BELVIEW DRIVE
CUTLER BAY FL 33157

ROBERT METZLER &W PEGI
18630 BELVIEW DR
MIAMI FL 33157-6920

HECTOR LUIS COLON VELEZ JR
18640 BELVIEW DR
CUTLER BAY FL 33157

JOSE FRAIZ
18650 BELVIEW DR
MIAMI FL 33157-6920

VICTOR R PENA
18660 BELVIEW DR
MIAMI FL 33157

ELVIRA J MOSCOSO
18670 BELVIEW DR
MIAMI FL 33157

GLENDA TREJO
18680 BELVIEW DR
MIAMI FL 33157-6920

LINA URENA
18690 BELVIEW DR
MIAMI FL 33157-6920

STEPHEN T HUNT &
18700 BELVIEW DR
MIAMI FL 33157-6952

CARLOS M DE J PRADO III
18711 BELVIEW DR
MIAMI FL 33157

STUART LONES & DIANE SABO
18701 BELVIEW DR
MIAMI FL 33157-6958

KRISTA MICHELE ANTONCICH
18691 BELVIEW DR
CUTLER BAY FL 33157

JUAN C GARCIA JR
18681 BELVIEW DR
CUTLER BAY FL 33157

WILLIAM J FEUER &W ANNE E
18661 BELVIEW DR
MIAMI FL 33157-6919

ORLANDO V RODRIGUEZ JR
18651 BELVIEW DR
CUTLER BAY FL 33157

JORGE SEPULVEDA
18641 BELVIEW DR
CUTLER BAY FL 33157

JAIME CASTILLO
16922 SW 112 CT #V-3343
MIAMI FL 33157

NELSON GARCIA
18621 BELVIEW DR
CUTLER BAY FL 33157

FELINA PEREZ
18611 BELVIEW DR
MIAMI FL 33189

YENIFER OMAR
18601 BELVIEW DR
CUTLER BAY FL 33157

MICHELLE CORTINA
18600 BELMONT DR
MIAMI FL 33157-6912

DAPHNE I MANN LE
18630 BELMONT DR
MIAMI FL 33157

NURY A CHILMAZA
18640 BELMONT DR
MIAMI FL 33157

JESSICA SANFORD ALVAREZ
18650 BELMONT DR
CUTLER BAY FL 33157

FRANCES T SANSONE TRS
18660 BELMONT DR
CUTLER BAY FL 33157

Mailing radius of 2,500 feet for 2,854 labels

FRANK MARTINEZ
18670 BELMONT DR
CUTLER BAY FL 33157

DANIEL A RIVERO
18680 BELMONT DR
CUTLER BAY FL 33157

CHARLES E BENN II
9720 SW 119 ST
MIAMI FL 33176-4136

RENE RODRIGUEZ
18700 BELMONT DR
CUTLER BAY FL 33157

C P MIGLIACCIO &W MARTHA JEAN
18710 BELMONT DR
MIAMI FL 33157-6914

MICHELLE JACQUELINE DE LA CRUZ
18721 BELMONT DR
CUTLER BAY FL 33157

ANGEL BLANCO
18711 BELMONT DR
CUTLER BAY FL 33157

TABITHA A ARAGON
18701 BELMONT DR
CUTLER BAY FL 33157

MARCO PRATA &W ZORAIDA
18691 BELMONT DR
MIAMI FL 33157-6911

RENE O RAMOS
18681 BELMONT DR
MIAMI FL 33157-6911

FRANCIS T SANSONE &
18660 BELMONT DR
MIAMI FL 33157-6912

YUDITH MAYELIN LEYVA ESCALONA
18661 BELMONT DR
CUTLER BAY FL 33157

STEVEN COPESTICK
18651 BELMONT DR
MIAMI FL 33157-6911

MARTHA D SUAREZ
18641 BELMONT DR
MIAMI FL 33177

ANGELA TATIANA PINZON HALL
18631 BELMONT DR
CUTLER BAY FL 33157

THE REGNA FAMILY TRS
18621 BELMONT DR
MIAMI FL 33157

SAMUEL PINO JR
18611 BELMONT DR
CUTLER BAY FL 33157

JOSEPH W BIANDOLA &W CHERIE L
18601 BELMONT DR
MIAMI FL 33157-6911

AGUSTIN A LAFONT CASTELLON
18600 SW 98 AVE
CUTLER BAY FL 33157

BRIDGETTE M DESOUZA
18610 SW 98 AVE
CUTLER BAY FL 33157

RICARDO CAMPOS MUNOZ
18620 SW 98 AVE
CUTLER BAY FL 33157-6947

YAMILKA LAZARA BARZAGA ALEMAN
18630 SW 98 AVE
CUTLER BAY FL 33157

SHATDAL KAMAL &W DEEPTI
15242 SW 146 ST
MIAMI FL 33196

CHRISTOPHER LINO
18650 SW 98 AVE
CUTLER BAY FL 33157

STEVEN G ENGELMEYER &W JOAN C
9801 STERLING DR
MIAMI FL 33157-6949

THOMAS P FITZGERALD
9815 STERLING DR
MIAMI FL 33157-6949

CARLOS M SILVEIRA
9825 STERLING DR
MIAMI FL 33157-6949

JASON C KIRK JTRS
9835 STERLING DRIVE
MIAMI FL 33157

JORGE GONZALEZ
9845 STERLING DR
CUTLER BAY FL 33157

YILIAN ESTRADA
9855 STERLING DR
MIAMI FL 33177

Mailing radius of 2,500 feet for 2,854 labels

| | | |
|---|---|---|
| ADRIAN REYES 9865 STERLING DR CUTLER BAY FL 33157 | DARALD D JENNINGS &W NORMA J 9875 STERLING DR MIAMI FL 33157-6949 | ESTEBAN GIL &W DARIS DIAZ 18651 SW 98 AVE MIAMI FL 33157-6946 |
| MATHEW ALLEN STAES 18641 SW 98 AVE CUTLER BAY FL 33157 | CHRISTINE M CINTRON 18631 SW 98 AVE MIAMI FL 33157-6946 | YOISIS PEVIDA & 18615 SW 98 AVE MIAMI FL 33157 |
| MIREYA CABALLERO JTRS 18601 SW 98 AVE MIAMI FL 33157 | MIAMI305REALESTATE LLC 11301 S DIXIE HWY 5637 MIAMI FL 33156 | AVELINA CABANAS 18610 SW 97 PL MIAMI FL 33157-6945 |
| KATHY HOUSTON 18620 SW 97 PL MIAMI FL 33157-6945 | DAYLIN DIAZ 18630 SW 97 PL CUTLER BAY FL 33157 | RENE M THOMAS & JORGE L VALLE 18640 SW 97 PL MIAMI FL 33157-6945 |
| MARIE EVELYN EL BORNO FLORES 18631 SW 97 PL MIAMI FL 33157-6944 | ESTEVAN DIAZ 18621 SW 97 PL CUTLER BAY FL 33157 | FREDY GAINZA LOPEZ 18611 SW 97 PL CUTLER BAY FL 33157 |
| EDDY MIGUEL A TACTUK 18601 SW 97 PL MIAMI FL 33157 | MARIO CALCINA 18600 SW 97 CT MIAMI FL 33157-6943 | OSVALDO AGUILA 18610 SW 97 CT CUTLER BAY FL 33157 |
| BARBARA G WILLIAMS 18620 SW 97 CT MIAMI FL 33157-6943 | RAUL EDGARDO ROJAS VALLE 18630 SW 97 CT CUTLER BAY FL 33157 | ROBERTO ABREUS 9363 SW 184 TER CUTLER BAY FL 33157 |
| MARIA D NUNEZ 18621 SW 97 CT MIAMI FL 33157 | JORGE A CARBALLEZ 18611 SW 97 CT MIAMI FL 33157-6942 | LORRAINE M HOL TERMANN TRS 18601 SW 97 CT MIAMI FL 33157 |
| JESSICA WELSH 18600 SW 97 AVE MIAMI FL 33157-7027 | JOSE A ALFARO 18610 SW 97 AVE MIAMI FL 33157-7027 | ARNALDO LORENZO 18620 SW 97 AVE CUTLER BAY FL 33157 |
| FRANK VALLES JR 18630 SW 97 AVE MIAMI FL 33157 | JOHN EUBANKS 18810 FRANJO RD CUTLER BAY FL 33157 | JOHN M STEWART & VERONICA M 18811 SW 97 AVE PERRINE FL 33157-7828 |

Mailing radius of 2,500 feet for 2,854 labels

OSCAR VIZCAYA
465 LA VILLA DR
MIAMI SPRINGS FL 33166-6025

REUBEN TUR
18705 SW 99 ROAD
CUTLER BAY FL 33157

XENIA LOPEZ
18715 SW 99 RD
CUTLER BAY FL 33157

MIA LOPEZ DE MENDOZA
18725 SW 99 RD
CUTLER BAY FL 33157

HELEN F BABYAK TR
1810 SE KILLEAN CT
PORT ST LUCIE FL 34952

MIGUEL A CASTILLO
18745 SW 99 RD
MIAMI FL 33157

CAROLJEAN GALLAGHER
18755 SW 99 RD
PERRINE FL 33157-7836

MAIRENI DANIEL RAMOS
18765 SW 99 RD
CUTLER BAY FL 33157

PAUL BELL
18775 SW 99 RD
CUTLER BAY FL 33157

GIACOMO A GUARINO JTRS
18805 SW 99 RD
CUTLER BAY FL 33157

GERALD A PARR
18815 SW 99 RD
MIAMI FL 33157-7838

CHRIS S CHILSON
9820 BELAIRE DR
MIAMI FL 33157-7855

TERESA MARIE PARR ORTA
9810 BEL AIRE DR
CUTLER BAY FL 33157

LUIS M VALDENEGRO &W SANDRA E
9800 BEL AIRE DR
MIAMI FL 33157-7855

DANIEL ALEXANDER CASAL
9780 BEL AIRE DR
CUTLER BAY FL 33157

ANTHONY CRAPELLO
9770 BEL AIRE DRIVE
CUTLER BAY FL 33157

DENISE MUNOZ
9760 BELAIRE DR
CUTLER BAY FL 33157

ANDY ALBERTO MEZA
9750 BEL AIRE DR
CUTLER BAY FL 33157

BRADFORD J GUGLIETTA &W EILEEN L
9740 BEL AIRE DR
MIAMI FL 33157-7853

KRISTIN K JENKINSON &
9730 BEL AIRE DR
MIAMI FL 33157-7853

MELISA MENDEZ
9720 BEL AIRE DR
CUTLER BAY FL 33157

ARMANDO DEMELO &W
9710 BEL AIRE DR
MIAMI FL 33157-7853

AMBER LEEANN SMITH
9700 BEL AIRE DR
MIAMI FL 33157

JONATHAN RENFROE
18700 SW 99 RD
CUTLER BAY FL 33157

JOAN M KELLEY
18750 SW 97 AVE
MIAMI FL 33157-7827

SANDRA Y SMITH &H PAUL A
18800 SW 97 AVE
MIAMI FL 33157-7829

CESAR A GALVEZ &W
18810 SW 97 AVE
MIAMI FL 33157-7829

ARNOLDO RODRIGUEZ &W MIRIAM
9711 SW 189 ST
MIAMI FL 33157-7840

CLARA DEL SOL
9721 SW 189 ST
MIAMI FL 33157-7840

GARY HAUGEN &W WANDA
9731 SW 189 ST
MIAMI FL 33157-7840

Mailing radius of 2,500 feet for 2,854 labels

PATRICK E REEVES &W NANCY A
9741 SW 189 ST
MIAMI FL 33157-7840

DEANA NARAIN E &H ANTHONIO E
18800 SW 99 RD
MIAMI FL 33157-7839

PAULA M BAXTER TRS
18740 SW 99 RD
PERRINE FL 33157

JOYCE C CLAYTON
18730 SW 99 RD
CUTLER BAY FL 33157

STEPHEN J TUNKS &W DONNA
18710 SW 99 RD
MIAMI FL 33157-7837

CHARLES WARDLOW &W LILIANA A
9701 BELAIRE DR
MIAMI FL 33157-7852

MARGARITA CHEN
9711 BEL AIRE DR
CUTLER BAY FL 33157

DAVID L HOLCOMBE JR
8935 SW 162 TER
PALMETTO BAY FL 33157

DANIEL E ESCOBAR
9741 BEL AIRE DR
CUTLER BAY FL 33157

DAVID HILTON
9761 BEL AIRE DR
CUTLER BAY FL 33157

CHARLES LAUSTED
9771 BELAIRE DR
MIAMI FL 33157-7852

MARIA C HERNANDEZ &H
9801 BEL AIRE DR
PERRINE FL 33157-7854

GREGORY TURNER &W HEIDI M
9811 BEL AIRE DR
MIAMI FL 33157-7854

NOEL D RHUGNANAN &W MARIE
9821 BEL AIRE DR
MIAMI FL 33157-7854

NICHOLAS H HORNE
9831 BEL AIRE DR
MIAMI FL 33157

DUANE CARDEN
9841 BEL AIRE DR
CUTLER BAY FL 33157

ANTHONY M TARRACINO & DAWN M
RUSS
9851 BEL AIRE DR
MIAMI FL 33157-7854

WILLIAM GAETJENS &W PATRICIA
9861 BEL-AIRE DR
MIAMI FL 33157-7854

YAN GONZALEZ
4602 E 10TH CT
HIALEAH FL 33013-2108

ROY A FORBES
71 MASSACHUSETTS AVE
BAY SHORE NY 11706

REDLANDS ESTATES LLC
2330 NW 102 AVE BAY 2
DORAL FL 33172

BTJ 2015 LLC
11860 SW 123 PL
MIAMI FL 33186

GABRIEL L JAUREGUI
18647 SW 100 AVE
CUTLER BAY FL 33157

LOUISE DANNIE TRS
13462 SW 26 ST
MIRAMAR FL 33027

ELIO E MACHADO & YVONNE E
MACHADO
13431 SW 98 PL
MIAMI FL 33176-6110

CARIDAD LOPEZ
19640 BELAIRE DR
CUTLER BAY FL 33157

BRYAN CHIN
13371 SW 193 TERR
MIAMI FL 33177

HUBERT STEPHENS
18705 SW 100 AVE
MIAMI FL 33157

DERRICK A ROBINSON &W PAULETTE J
14610 SW 80 AVE
MIAMI FL 33158-2030

DYNASTY PROPERTIES OF SOUTH
16153 SW 73 PL
PALMETTO BAY FL 33157

Mailing radius of 2,500 feet for 2,854 labels

| | | |
|--|--|---|
| PALMETTO BAY INVESTMENTS INC 7035 GLENEAGLE DR MIAMI LAKES FL 33014-6509 | 18745 INCORPORATED 11328 SW 167 ST MIAMI FL 33157-2716 | LETTY NORMA GONZALES 18757 SW 100 AVE MIAMI FL 33157 |
| REGINA P READ & H GARY WILSON 13431 SW 108 ST MIAMI FL 33186-3304 | MERLE J HOUSE PO BOX 560512 MIAMI FL 33256-0512 | GENIEVE SWEENEY 19900 SW 88 PL CUTLER BAY FL 33157 |
| AMNERYS R GARCIA JTRS 885 WEST 37 ST HIALEAH FL 33012 | CHARAF INVESTMENT OF FL INC 121 INTERPARK BLVD STE 308 SAN ANTONIO TX 78216-1852 | TROPICAL FINANCIAL CREDIT UNION 3050 CORPORATE WAY MIRAMAR FL 33025 |
| LETICIA N NISHMAN 9741 SW 186 ST MIAMI FL 33157-6938 | DANILO ROSARIO 9731 SW 186 ST MIAMI FL 33157-6938 | FRANCES PUIG & 9721 SW 186 ST MIAMI FL 33157-6938 |
| JOSE FUENTES 9711 SW 186 ST MIAMI FL 33157-6938 | OMAR LOPEZ 9701 SW 186 ST CUTLER BAY FL 33157 | JONATHON SIMMONDS & W ROSETA E 9700 SW 185 TERR MIAMI FL 33157-6957 |
| NATALIE M REY 9710 SW 185 TER CUTLER BAY FL 33157 | HELEN E KIJEK 9720 SW 185 TERR MIAMI FL 33157-6957 | M H NEGAHDARI & W SHOLEH 9730 SW 185 TERR MIAMI FL 33157-6957 |
| MARIA DEL CARMEN A TITOS 9740 SW 185 TER CUTLER BAY FL 33157 | COMMUNITY BANK OF HOMESTEAD 28801 SW 157 AVE HOMESTEAD FL 33033-2437 | QUAIL ROOST INVESTORS JOINT 1501 VENERA AVENUE MIAMI FL 33146 |
| CEDX CORP 3370 MARY ST MIAMI FL 33133 | SOUTH DADE SHOPPING LLC 801 GRAND AVE DES MOINES IA 50392 | SOUTH DADE TWO LLC 5301 N FEDERAL HWY 350 BOCA RATON FL 33487 |
| CHIEN D NGUYEN 10150 BROAD CHANNEL RD CUTLER BAY FL 33157 | RYAN CHASE TRS 129 W WILSON ST 100 COSTA MESA CA 92627 | HUBERT C STEPHENS 9760 SW 185 TERR MIAMI FL 33157 |
| CHRISTOPHER BENITEZ 18530 SW 97 PL CUTLER BAY FL 33157 | WILMINGTON SAVING FUND 120 S SIXTH STREET 2100 MINNEAPOLIS MN 55402 | EDUARD RIMAR CARDENAS 18590 SW 97 PL CUTLER BAY FL 33157 |

Mailing radius of 2,500 feet for 2,854 labels

LUIS ERNESTO LOPEZ
18529 SW 97 PL
MIAMI FL 33189

ALEXANDER ALVAREZ JTRS
18559 SW 97 PLACE
CUTLER BAY FL 33157

GUILLERMO DECUN
12721 SW 99 AVE
MIAMI FL 33176-4920

ADVANCE BUSINESS ASSOCIATE LLP
6701 NORTH HIATUS RD
FORT LAUDERDALE FL 33321

CHRIS VALLENILLA
9615 SW 187 ST
CUTLER BAY FL 33157

RON TORRES GATHERER
9605 SW 187 ST
MIAMI FL 33157-7863

ROBERT GLENN KETCHUM &W MARIAN
J
9545 SW 187 ST
MIAMI FL 33157-7861

ROMAN LUIS MALAGON
9535 SW 187 ST
MIAMI FL 33157

VIRGINIA E GONZALES &
9525 SW 187 ST
MIAMI FL 33157-7861

WILFREDO DIAZ
9515 SW 187 ST
CUTLER BAY FL 33157-7861

SEAN THOMPSON
9495 SW 188 ST
CUTLER BAY FL 33157

THOMAS C MULLEN
9485 SW 188 ST
MIAMI FL 33157-7902

MIRELI FALCON
530 PALERMO AVE
MIAMI FL 33134

ARMANDO ANDRES ABREU
9480 SW 188 ST
PALMETTO BAY FL 33157

DONNA LENHARDT
9490 SW 188 ST
MIAMI FL 33157-7902

MANUEL A SOSA
18825 SW 95 AVE
CUTLER BAY FL 33157

GERALD M SCHLADANT &W BARBARA
18835 SW 95 AVE
CUTLER BAY FL 33157-7802

CARL RAJMOOLIE &W KAMINI
18845 SW 95 AVE
MIAMI FL 33157-7802

MARCELO J TERAN ALBA
9610 SW 187 ST
CUTLER BAY FL 33157

DEBORAH A RUSSEL LE
9600 SW 187 ST
MIAMI FL 33157

FAUSTO A & MARTA H RUBIO
18710 SW 96 AVE
MIAMI FL 33157-7858

ENRIQUE J FERNANDEZ JTRS
18725 SW 96 AVE
CUTLER BAY FL 33157

PAUL R LAFLEUR
18715 SW 96 AVE
CUTLER BAY FL 33157

JOSEPH W MARTORY
9530 SW 187 ST
PALMETO BAY FL 33157-7862

JOHN A CERNOGORSKY
9520 SW 187 ST
MIAMI FL 33157

RAUL DELGADO TRS
1881 ALCATRAZ AVE
BERKELEY CA 94703

SHAWN C HUENNIGER
9505 SW 188 TER
CUTLER BAY FL 33157

CHARLES ISRAEL
9515 SW 188 TER
CUTLER BAY FL 33157

JAIME E ZUNIGA
9525 SW 188 TER
CUTLER BAY FL 33157

VICTOR MANUEL BORRERO
9535 SW 188 TER
CUTLER BAY FL 33157

Mailing radius of 2,500 feet for 2,854 labels

ADSLD LLC
9560 SW 188 TER
MIAMI FL 33157

MARK KRENZ &W GINGER
20405 SW 182 AVE
MIAMI FL 33187

IVETTE MARIA HANSEN
9530 SW 188 TERR
CUTLER BAY FL 33157-7804

JORDAN H ALTMAN TRS
8565 SE 137 LOOP
SUMMERFIELD FL 34491

TERRY W SPRING
9510 SW 188 TERR
MIAMI FL 33157-7804

JOHN RUARK &W SARAH
9500 SW 188 TERR
MIAMI FL 33157-7804

MARSHALL T JONES &W LYNNIECE M
9505 TIFFANY DR
MIAMI FL 33157-7867

ROGELIO HERNANDEZ &W
9515 TIFFANY DR
CUTLER BAY FL 33157-7867

ROGER D & KATHY M PROBST
274 PALM AVE
MIAMI BEACH FL 33139-5142

ILIONNIS MARSHALL
9535 TIFFANY DR
CUTLER BAY FL 33157

MITCHELL TOWNSEND HOLDER
3615 LOQUAT AVE #3615
MIAMI FL 33133

JOSLIN E LAI
9555 TIFFANY DR
MIAMI FL 33157-7867

ALEJANDRO DOMINGUEZ
9530 TIFFANY DR
CUTLER BAY FL 33157

DAUGHAN CANDACE WINFREY TRS
9520 TIFFANY DR
CUTLER BAY FL 33157

ANDREW HALL
9510 TIFFANY DR
MIAMI FL 33157

JOYCE LUCAS & KURT H MAGDIC
9500 TIFFANY DR
MIAMI FL 33157-7868

JOHN M HERNANDEZ
3545 SW 132 AVE
MIAMI FL 33175

JOHN B WILLIAMS &W JAY M
18680 SW 94 CT
MIAMI FL 33157-7901

FREDRICK F ZICHA &W BEULAH B
18670 SW 94 CT
MIAMI FL 33157-7901

TIMOTHY SHAW &
18650 SW 94 CT
MIAMI FL 33157-7901

LUIS GONZALEZ
18630 SW 94 CT
CUTLER BAY FL 33157

ROLANDO DAL PEZZO &W LORELLA N
18620 SW 94 CT
MIAMI FL 33157-7901

ERNESTO FERRER MENA
18610 SW 94 CT
MIAMI FL 33157

JONATHAN MICHAEL RABBAGE
18613 SW 94 CT
CUTLER BAY FL 33157

FELIX CRESPO
18633 SW 94 CT
CUTLER BAY FL 33157

WM E CARSON &W ELLA MARIE
18663 SW 94 CT
MIAMI FL 33157-7901

STEPHANIE NICOLE CRUZ
18673 SW 94 CT
CUTLER BAY FL 33157

PERRY T ARABATZIS JTRS
18683 SW 94 CT
CUTLER BAY FL 33157

ROBERT H SHUTTERLY
18684 SW 94 AVE
MIAMI FL 33157-7956

DAVID KLEBER &W CAROL
18664 SW 94 AVE
MIAMI FL 33157-7956

Mailing radius of 2,500 feet for 2,854 labels

MARCIA GARCIA
18644 SW 94 AVE
CUTLER BAY FL 33157

OSCAR SILVEYRA
18624 SW 94 AVE
MIAMI FL 33157

WILFREDO SERRANO &W DONNA C
18611 SW 94 AVE
MIAMI FL 33157-7955

LUIS MORENO
18621 SW 94 AVE
MIAMI FL 33157-7955

PAUL E ROD & KATHY A PINO
18641 SW 94 AVE
MIAMI FL 33157-7955

JUAN F ARCOS &W LAURENDA
18651 SW 94 AVE
MIAMI FL 33157-7955

JORGE LUIS RIVERO JR
18661 SW 94 AVE
CUTLER BAY FL 33157

DAVID KLEBER &W ZAYRE ESPARZA
18681 SW 94 AVE
MIAMI FL 33157-7955

MICHAEL GILL &W DENISE
18682 SW 93 CT
MIAMI FL 33157-7952

JUAN C VAZQUEZ &W DAMARIS S
18672 SW 93 CT
MIAMI FL 33157-7952

GERALD F COOK &W ANNE E
18652 SW 93 CT
MIAMI FL 33157-7952

VICTOR PEREZ REYES
18632 SW 93 CT
CUTLER BAY FL 33157

JENNY FERNANDEZ
18622 SW 93 CT
CUTLER BAY FL 33157

ROBERTO GARCIA &W MICHELE
18613 SW 93 CT
MIAMI FL 33157-7951

JOCELYN P NUNEZ
18623 SW 93 CT
MIAMI FL 33157

WARWICK CONTRACTOR GROUP INC
18672 SW 93 CT
CUTLER BAY FL 33157

ARELIS DE LOS A HERNANDEZ
18653 SW 93 CT
CUTLER BAY FL 33157

AUSTIN WARD
18683 SW 93 CT
MIAMI FL 33157

ERICKA A LLANOS
18690 SW 93 AVE
MIAMI FL 33157

CHRISTOPHER CONNELL
18680 SW 93 AVE
MIAMI FL 33157

MICHAEL A STEWART
18660 SW 93 AVE
MIAMI FL 33157-7946

ANGELA ROSA MONTERO
18640 SW 93 AVE
CUTLER BAY FL 33157

RAUL JUAN ROVIRA
18620 SW 93 AVE
CUTLER BAY FL 33157

JOHN S JACKSON &W KIMBERLY A
18610 SW 93 AVE
MIAMI FL 33157-7946

MARK LARRY RAMIREZ
18611 SW 93 AVE
MIAMI FL 33157-7945

SCOTT W NEUFELD
7340 SW 167 ST
VILLAGE OF PALMETTO BAY FL 33157-
3875

DEAN A CHUNG &W MAIRA B
17501 SW 84 CT
PALMETTO BAY FL 33157-7945

BERNARD BISCHOFF III &W ELIZABETH
18661 SW 93 AVE
MIAMI FL 33157-7945

ZEIDA B ORBEA
18681 SW 93 AVE
CUTLER BAY FL 33157

AGUSTIN JUAN &W KIMBERLY LICEA
18691 SW 93 AVE
MIAMI FL 33157-7945

Mailing radius of 2,500 feet for 2,854 labels

DEUTSCHE BANK NATL TRUST CO TRS
5720 PREMIER PARK DR
WEST PALM BEACH FL 33407

GONZALO PALACIOS &W SABINA
9400 TIFFANY DR
MIAMI FL 33157-7962

GRISEL DIAZ
18720 SW 94 AVE
MIAMI FL 33457

MICHAEL H GOKEL
18730 SW 94 AVE
MIAMI FL 33157-7957

ANDRES CANIZARES JR
18731 SW 94 AVE
MIAMI FL 33157-7957

ANDREAS G TOMAN
18721 SW 94 AVE
MIAMI FL 33157-7957

JEFFREY DIEGO &W JENNIFER
18701 SW 94 AVE
MIAMI FL 33157-7957

CARLOS MACHADO
18700 SW 93 CT
MIAMI FL 33157-7953

JORGE L VILLAMIL LE
18712 SW 93 CT
CUTLER BAY FL 33157

LUIS ALMEIDA
18703 SW 93 CT
MIAMI FL 33157-7953

WILLIAM E KEISER JR
18702 SW 93 AVE
MIAMI FL 33157-7948

CHRISTOPHER ROSS EARLE
18820 SW 95 AVE
CUTLER BAY FL 33157

PORTIRIO F PEREZ &W MARTHA
9503 SW 189 TERR
MIAMI FL 33157-7865

ADRIAN ERIC BALLARD
18875 SW 95 AVE
CUTLER BAY FL 33157

REBECCA B NIMMER
18865 SW 95 AVE
CUTLER BAY FL 33157

GUSTAVO J HERNANDEZ &W RITA
9243 TIFFANY BLVD
MIAMI FL 33157-7939

CLYDE BERTRAND
18640 SW 92 AVE
MIAMI FL 33157

DAVID LEE BYRD
18630 SW 92 AVE
MIAMI FL 33157-7913

MICHAEL CORRIGAN
18620 SW 92 AVE
MIAMI FL 33157

GEORGE A HOLMES JR &W
CHARMAINE P
18610 SW 92 AVE
MIAMI FL 33157-7913

HUSEIN ALI SHAMA &W LEONOR
CASTRO
18600 SW 92 AVE
MIAMI FL 33157-7913

LESTER W SMITH
18601 SW 92 AVE
CUTLER BAY FL 33157

SHAWN A HINCHEY &W DENISE M
18611 SW 92 AVE
MIAMI FL 33157-7913

ROBERT ARTIEDIELLO &W SANDRA E
18621 SW 92 AVE
MIAMI FL 33157-7913

MOUNAH A ASSAF & DIANA R ASSAF
18631 SW 92 AVE
MIAMI FL 33157-7913

PRUDENCE WELSH LE
9143 TIFFANY DR
MIAMI FL 33157

WILLIAM S WIECHER
18530 SW 91 AVE
CUTLER BAY FL 33157

EDWARD C BURNS JR &W AMY K
18520 SW 91 AVE
MIAMI FL 33157-7906

JOEL M GARDNER JR
18510 SW 91 AVE
CUTLER BAY FL 33157

LAURA S CONNELLY
18500 SW 91 AVE
MIAMI FL 33157-7906

Mailing radius of 2,500 feet for 2,854 labels

OSCAR BRITO
18503 SW 91 AVE
CUTLER BAY FL 33157

MERCEDES C PELAEZ
18523 SW 91 AVE
MIAMI FL 33157-7905

JOHNATHAN ALLEN TAYLOR
18533 SW 91 AVE
CUTLER BAY FL 33157

DENISE A MENZE
18543 SW 91 AVE
MIAMI FL 33157-7905

BENJAMIN MAUS
18524 SW 90 CT
CUTLER BAY FL 33157

LORNA J BROWN
18514 SW 90 CT
MIAMI FL 33157-7903

VALERIE KLINGBEIL LE
18504 SW 90 CT
MIAMI FL 33157

KRISTINA STEPHAN
18500 SW 90 CT
MIAMI FL 33176

JUDITH A LESKINOVITCH LE
18505 SW 90 CT
CUTLER BAY FL 33157

YESENIA PASQUA
18515 SW 90 CT
CUTLER BAY FL 33157

FREDDY CAZANOVE
18525 SW 90 CT
CUTLER BAY FL 33157

ANNA M LEHMAN
9453 STERLING DR
MIAMI FL 33157-7047

KENNETH INGERSOLL
9447 STERLING DR
CUTLER BAY FL 33157

LUIS DEL RIO &W ESTHER
9433 STERLING DR
MIAMI FL 33157-7047

PATRICK J GUILFORLE &W
9427 STERLING DR
MIAMI FL 33157-7047

CHARLA SUCHINSKY
9423 STERLING DR
CUTLER BAY FL 33157

HECTOR R GONZALEZ &W TERESITA I
9407 STERLING DRIVE
MIAMI FL 33157-7047

WALTER VIATOR
9401 STERLING DR
CUTLER BAY FL 33157

BENJAMIN GALLION
9406 SW 186 ST
CUTLER BAY FL 33157

PEGGY S OLIVER
9414 SW 186 ST
MIAMI FL 33157-7044

LUZ A FLOREZ
9424 SW 186 ST
CUTLER BAY FL 33157

CEFRED K HILDRETH EST OF
9434 SW 186 ST
MIAMI FL 33157-7044

DAVID GOINS
9444 SW 186 ST
MIAMI FL 33157

JEFFREY A BARNES & S A RUSINKO
9454 SW 186 ST
MIAMI FL 33157-7044

JANE E HAUENSTEIN
9439 SW 186TH ST
CUTLER BAY FL 33157-7043

GRAVIEL VALDES &W
9435 SW 186 ST
MIAMI FL 33157-7043

ALEXSANDRO SANCHEZ
9429 SW 186 ST
CUTLER BAY FL 33157

GABRIELA RACCAH
9425 SW 186 ST
CUTLER BAY FL 33157

JERZY JAGIELLO
9409 SW 186 ST
CUTLER BAY FL 33157

PATRICIA H CAREY BERNARDUCCI
9405 SW 186 ST
MIAMI FL 33157-7043

Mailing radius of 2,500 feet for 2,854 labels

MARTHA H RABBITT
9402 SW 185 TERR
PALMETTO BAY FL 33157-7042

ROBERT MATHERS
9411 SW 185 TER
CUTLER BAY FL 33157

LARRY FRANKLIN JR &W LORI CHAFIN
9422 SW 185 TERR
MIAMI FL 33157-7042

ALEXANDRA DANIELLE ALEXANDER
9436 SW 185 TER
MIAMI FL 33157

ENRIQUE VILLALBA
9442 SW 185 TERRACE
CUTLER BAY FL 33157

DIVA PERKINS
9446 SW 185 TERR
MIAMI FL 33157-7042

JORGE ANGEL RESPETO
9441 SW 185 TER
CUTLER BAY FL 33157

BRIAN BINKER
9431 SW 185 TERR
MIAMI FL 33157

JEFFREY OLDFIELD &W
9421 SW 185 TERR
MIAMI FL 33157-7041

RICK W DECKER
9401 SW 185 TERR
MIAMI FL 33157-7041

GERALDINE A VELEZ
9391 SW 185 TERR
MIAMI FL 33157-7039

SEAN NUTTER
9385 SW 185 TER
CUTLER BAY FL 33157

LAURETTE SOUTHWORTH TRS
9371 SW 185 TERR
MIAMI FL 33157

A B MACIAS & T D NAHITCHEVANSKY
9365 SW 185 TERR
MIAMI FL 33157-7039

DAYANARA C ARIAS
18553 SW 93 PL
CUTLER BAY FL 33157

AILINE BERNAL
18557 SW 93 PL
MIAMI FL 33157

WARREN LOVELY &W HELEN
15323 SW 74 PL
MIAMI FL 33157-2488

LIONEL WADE
18566 SW 93 PL
CUTLER BAY FL 33157

MARK STAES
18558 SW 93 PL
CUTLER BAY FL 33157

WARREN LUCKY LOVELY &W HELEN
15323 SW 74 PL
MIAMI FL 33157-2488

BYJU ABRAHAM
18561 SW 94 AVE
MIAMI FL 33157-7029

BEATRIZ M HERNANDEZ
18565 SW 94th Ave
Cutler Bay FL 33157-7029

BILLIE L ALDERSLEY
18581 SW 94 AVE
MIAMI FL 33157-7029

WILFREDO A DEL VALLE
9387 STERLING DR
MIAMI FL 33157-7045

MARESSA SUAREZ
9383 STERLING DRIVE
MIAMI FL 33157

VIVIAN LITTLE EST OF
9377 STERLING DR
MIAMI FL 33157-7045

STEPHANIE GARCIA
9373 STERLING DR
MIAMI FL 33157

EDER MENDES
9367 STERLING DR
CUTLER BAY FL 33157

WILLIAM SCOTT
9638 STERLING DR
CUTLER BAY FL 33157

MADELINE ILLA
9624 STERLING DR
CUTLER BAY FL 33157

Mailing radius of 2,500 feet for 2,854 labels

DEAN GORDON
9618 STERLING DR
MIAMI FL 33157

MICHAEL FREYER
9604 STERLING DR
MIAMI FL 33157-7052

ALEXIS N BLAIR
9528 STERLING DR
MIAMI FL 33157

CARLOS R MONTENEGRO
9524 STERLING DR
CUTLER BAY FL 33157

KRISTOPHER RAY ELLIOT
9518 STERLING DR
CUTLER BAY FL 33157

CHRISTOPHER CANCIOBELLO
9504 STERLING DR
CUTLER BAY FL 33157

ALBERT U LEWIS
9458 STERLING DR
MIAMI FL 33157-7004

ROBERT T SHAW
9454 STERLING DR
MIAMI FL 33157-7004

GLENN DE NAPOLI
9444 STERLING DR
CUTLER BAY FL 33157

GABOR RADI LE
9438 STERLING DR
MIAMI FL 33157

ERICK VARGAS
9434 STERLING DR
CUTTLE BAY FL 33157

SEBRENIA FLINT
9428 STERLING DR
CUTLER BAY FL 33157

DOMINICK CALAUTTI TRS &
18608 SW 94 CT
MIAMI FL 33157

DAVID A WALLACE TRS
18609 SW 94 CT
MIAMI FL 33157

ROBERT D LOVE
18607 SW 94 CT
MIAMI FL 33157

KATRINE ABREU
9408 STERLING DR
CUTLER BAY FL 33157

MARC DAVID ZABIELINSKI
9404 STERLING DR
MIAMI FL 33157

RACHEL FREDERICQ &
9388 STERLING DR
MIAMI FL 33157-7001

LUIS R GONZALEZ MARTINEZ
9384 STERLING DR
MIAMI FL 33157

GARRISON J REYNOLDS &W
18606 SW 93 PL
MIAMI FL 33157-7076

JOSE M SANCHEZ SR
18608 SW 93 PL
MIAMI FL 33157-7076

INNEABELLE VALLADARES
18610 SW 93 PL
CUTLER BAY FL 33157

MICHAEL RODRIGUEZ
18611 SW 93 PL
MIAMI FL 33157

JACQUELINE FINCH LE
18609 SW 93 PLACE
MIAMI FL 33157

MELBA NATALIA PONCE
18607 SW 93 PL
CUTLER BAY FL 33157

DAVID WEBSTER
18605 SW 93 PL
CUTLER BAY FL 33157

ADRIAN TERRAGNI
18603 SW 93 PL
CUTLER BAY FL 33157

FANNY CARMONA GNOZALEZ
9404 SW 185 ST
CUTLER BAY FL 33157

LISSETTE MARIE LUJARDO
9414 SW 185 ST
CUTLER BAY FL 33157

CUONG VAN NGUYEN &W XUAN V
9424 SW 185 ST
MIAMI FL 33157-7038

Mailing radius of 2,500 feet for 2,854 labels

FREDERICK B MALONEY JR
9434 SW 185 ST
MIAMI FL 33157-7038

JOSE C QUIROZ &W LILLIAN S
9444 SW 185 ST
MIAMI FL 33157-7038

IVELISE CABRERA
9454 SW 185 ST
MIAMI FL 33157

ROBERT B LYONS
9453 SW 185 ST
MIAMI FL 33157-7037

GEORGE KLEINHANS
9443 SW 185 ST
CUTLER BAY FL 33157

JENNIFER BRUNO
9433 SW 185 ST
CUTLER BAY FL 33157

PRESTON CARTER
9420 SW 181 TER
MIAMI FL 33157

JORGE SALAZAR &W MARIA W
8204 SW 190 TER
MIAMI FL 33157-

VILMA SCOTT
9402 SW 184 TER
CUTLER BAY FL 33157

PETE M DIAZ &W LORI
9412 SW 184 TERR
MIAMI FL 33157-7034

GILBERTO S MONTENEGRO &W
RAQUEL J
9422 SW 184 TERR
MIAMI FL 33157-7034

RUTH M BIRDWELL LE
9432 SW 184 TERR
MIAMI FL 33157

MAXIMO ANTONIO HERNANDEZ
9442 SW 184 TER
MIAMI FL 33157

JULIANA L ZEPEDA
9452 SW 184 TER
MIAMI FL 33157

SUSAN BEBBER
9441 SW 184 TERR
MIAMI FL 33157-7033

ROGER WILLIAMS &W BRIDGET
9431 SW 184 TERR
MIAMI FL 33157-7033

RENE PEREZ
9421 SW 184 TERR
MIAMI FL 33157-7033

CAROLYN EDWARDS
9411 SW 184 TERR
MIAMI FL 33157-7033

DONALD A MACINNES
9401 SW 184 TER
CUTLER BAY FL 33157

JONATHAN EDWARD FRAGINALS
9388 SW 185 ST
CUTLER BAY FL 33190

MICHAEL A WILLIAMS &W MICHELLE M
9386 SW 185 ST
MIAMI FL 33157-7036

MARTINA HIDALGO
9380 SW 185 ST
MIAMI FL 33157-7036

KIRSTEN MILLER
9378 SW 185 ST
MIAMI FL 33157

MANUEL J NUNEZ &W MARIA
9376 SW 185 ST
MIAMI FL 33157-7036

ELOY G LEE
9370 SW 185 ST
MIAMI FL 33157-7036

KEVIN R PERRY & C M CACICEDO
9368 SW 185 ST
MIAMI FL 33157-7036

VICTOR O CUEVAS
9366 SW 185 STREET
MIAMI FL 33157

LILLIAN A LLAMAS LE
9360 SW 185 ST
MIAMI FL 33157-7036

JOSE LOPEZ
18475 SW 93 AVE
MIAMI FL 33157-7028

DAVID N RUBIO &W ENA P LAINEZ
18463 SW 93 AVE
MIAMI FL 33157-7028

Mailing radius of 2,500 feet for 2,854 labels

STEVEN CHAFIN &W CHERYL
18455 SW 93 AVE
MIAMI FL 33157-7028

OLIVER R HOGGARD
18453 SW 93 AVE
MIAMI FL 33157

ROBERT W KUHL
9361 SW 184 TERR
MIAMI FL 33157-7031

EDILBERTO MUNIZ HERRERA
9363 SW 184 TER
CUTLER BAY FL 33157

BEVERLEY K CAMERON
9365 SW 184 TERR
MIAMI FL 33157-7031

STUART K JENKINS &W
9371 SW 184 TERR
MIAMI FL 33157-7031

HUMBERTO LUIS PEREZ
9373 SW 184 TER
CUTLER BAY FL 33157

JACKI GRAN & JUDITH ZAGER
10764 SW 133 TERR
MIAMI FL 33176-6022

BERT JAMES BARNETT
9381 SW 184 TERR
MIAMI FL 33157-7031

GIOVANNE LUMACANG
9383 SW 184 TER
MIAMI FL 33157

NILES P NOVAK
9385 SW 184 TERR
MIAMI FL 33157-7031

ANIA FERNANDEZ
9386 SW 184 TER
CUTLER BAY FL 33157

AIDA CELORIO
9384 SW 184 TERR
MIAMI FL 33157-7032

ENSOR BARRETO &W GLORIA
9376 SW 184 TERR
MIAMI FL 33157-7032

MARCIO M BUENO &W MARIA A
9374 SW 184 TERR
MIAMI FL 33157-7032

ROLDAN NUNEZ &W NANCY
9372 SW 184 TERR
MIAMI FL 33157-7032

CHARLES R JR LATSHAW
18577 SW 87 CT
MIAMI FL 33157-

GARRY L WILLIAMS & STEPHANIE
9365 SW 185 ST
MIAMI FL 33157-7035

STEPHANIE B WILLIAMS
9365 SW 185 ST
MIAMI FL 33157-7035

SHERON PROULX LE
9367 SW 185 ST
CUTLER BAY FL 33157

MARIA VICTORIA ALLENDE
9369 SW 185 ST
MIAMI FL 33157

BRADLEY WALL &W VERONICA
9375 SW 185 ST
MIAMI FL 33157-7035

KATIE BLANCO CROCQUET LLC
8900 SW 124 ST
MIAMI FL 33176

RICHARD N & MARION L HOOD TRS
9379 SW 185 ST
MIAMI FL 33157-7035

BERND KERN
9385 SW 185 ST
CUTLER BAY FL 33157

ORAN J LINDQUIST &W YANICK
9387 SW 185 ST
MIAMI FL 33157-7035

JORGE L CARBONELL
18400 SW 92 PL
CUTLER BAY FL 33157

TERRANCE M BRENNAN
18420 SW 92 PL
MIAMI FL 33157-7074

JOYCE CAMERON BRISLAWN TRS
18430 SW 92 PL
CUTLER BAY FL 33157

GEORGELENA GONZALEZ
18440 SW 92 PL
MIAMI FL 33157

Mailing radius of 2,500 feet for 2,854 labels

JAMES T ORILEY &W MOLLIE
18460 SW 92 PL
MIAMI FL 33157-7074

CONRADO DE ARMAS
18500 SW 92 PL
CUTLER BAY FL 33157

92 PL PROPERTY LLC
11767 S DIXIE HWY #155
PINECREST FL 33156

ROSEMARY E COLEMAN (TRUST)
9265 SW 185 TERR
MIAMI FL 33157-7014

SUE ELLEN LOYZELLE &
9275 SW 185 TERR
MIAMI FL 33157-7014

LUIS P VAZQUEZ &W ESPERANZA
9285 SW 185 TERR
MIAMI FL 33157-7014

LISA JEAN MONGELIA
9295 SW 185 TERR
MIAMI FL 33157-7014

JAY C BARROWS &W PATRICIA
18550 SW 93 AVE
MIAMI FL 33157-7072

RICHARD E HAMMON &W LINDA
18560 SW 93 AVE
MIAMI FL 33157-7072

MARSHALL W CHEN &W LOLA
18570 SW 93 AVE
MIAMI FL 33157-7072

FRANCIS PHILLIP &W LYNN H
18571 SW 93 AVE
MIAMI FL 33157-7072

GRICEL LOPEZ
18561 SW 93 AVE
MIAMI FL 33157-7072

MICHAEL A MENDEZ TRS
9065 SW 144 ST
MIAMI FL 33176

RISE RILING
9260 SW 185 TERR
MIAMI FL 33157-7015

ROLANDO CHAVARRIA POLANCO
9251 STERLING DR
CUTLER BAY FL 33157

DARIAN FERNANDEZ
9261 STERLING DR
CUTLER BAY FL 33157

MILAGROS GARCIA
9271 STERLING DR
MIAMI FL 33157-7056

2018 3 IH BORROWER LP
1717 MAIN ST 2000
DALLAS TX 75201

STEPHEN P BYERS &W LEIGH A
9301 STERLING DR
MIAMI FL 33157-7045

PEDRO RIVERO
9311 STERLING DR
MIAMI FL 33157

LEVENIA D BRADLEY
9321 STERLING DR
CUTLER BAY FL 33157

TREVOR BOWMAN
9320 STERLING DR
CUTLER BAY FL 33157

9310 STERLING DR LLC
70 ROSELLE ST #2C
MINEOLA NY 11501

ADRIAN ARENCIBIA TURA
9280 STERLING DR
CUTLER BAY FL 33157

ANNIE B WALKER
PO BOX 571323
MIAMI FL 33257-1323

GUILLERMO SANTOS
9271 SW 186 TER
CUTLER BAY FL 33157

AMANDA M BELLIVEAU
9281 SW 186 TER
CUTLER BAY FL 33157

KAREN SEMEL
9291 SW 186 TERR
MIAMI FL 33157

RALPH F MEYER
9290 SW 186 TER
CUTLER BAY FL 33157

MICHAEL BUETTNER &W
9270 SW 186 TERR
MIAMI FL 33157-7003

Mailing radius of 2,500 feet for 2,854 labels

ERNEST E LENT III &W KATHLEEN
9260 SW 186 TERR
MIAMI FL 33157-7003

JOHN A ZUAZO
9250 SW 186 TER
MIAMI FL 33157

MATTHEW MARTINEZ
18435 SW 92 CT
MIAMI FL 33157

FRANCISCO JOSE LOPEZ
18455 SW 92 CT
CUTLER BAY FL 33157

BRIAN CERCHIAI
18465 SW 92 CT
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DRAFT DUV CODE



DOWNTOWN PALMETTO BAY

PROPOSED

ZONING CODE

FIRST READING January 27, 2020

based on Draft 1, October 28, 2019 with changes in response to Workshop 11

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Sec. 30-50.23.1 - Downtown Palmetto Bay Code

Section 30-50.23.1-01 Purpose and Intent

This section provides regulations for development within the Village of Palmetto Bay Downtown Area and outlines how these regulations will implement the village's vision. The intention of this section is to facilitate development of a community village center within the Village of Palmetto Bay. This section will:

- Create a living and working environment in Palmetto Bay that will feature walkable and bikeable streets, compact mixed-use buildings, and convenient access to many forms of transportation.
- Provide for appropriate architectural scale through development standards that provide for varied building forms that responds to the individual sectors within the downtown area.
- Promote and enhance commercial and civic street activity through sufficient ground level commercial uses;
- Promote and enhance the architectural character of the downtown area through high-quality Village design, architectural features and complete streets design standards within the downtown area.

Section 30-50.23.1-02 Application

The Palmetto Bay Downtown Village Regulations are guided by these provisions herein for the sole purpose of establishing regulations for development within the Downtown. Where there is a conflict between the Downtown and other requirements of any other statute, law, or regulation, the higher standard for achieving the Downtown's Vision as established in Franjo Activity Center (FAC) Section of Section 1.01 and Policy 1.1.1 of the Future Land Use Element of the adopted Village of Palmetto Bay Comprehensive Plan shall govern, unless otherwise noted.

Section 30-50.23.1-03 Organization

Palmetto Bay's Downtown is organized into the following sections:

Section 1: Introduction, Intent, Applicability, Procedures:

Section 2: Regulating Plan and Uses. Section 2 maps the sectors within the Downtown Village and provides regulations common to all sectors, including: Street Plan, Landscape Plan and the Parking Plan, and Uses.

Section 3: Sector Summaries. Section 3 provides the overall regulations that apply to each of the sectors as defined on the Sector Plan.

Section 4: Architecture standards. Section 4 regulates the way in which development creates an environment consistent with the intent of the downtown code.

Section 5: Sustainability and Resiliency

Section 6: Definitions. Section 6 identifies and defines the terms as used for the downtown code.

Section 30-50.23.1-04 Nonconforming Uses and Structures

Nothing contained in this document shall be deemed or construed to prohibit the continuation of a legally established, nonconforming use or structure. The intent of this section is to encourage nonconformities to be brought into compliance with these current regulations.

A. Nonconforming uses.

1. Legally established nonconforming uses may continue to operate so long as the use was legally established.
2. If a nonconforming use is discontinued for a period six months, the use may not be reestablished. A use shall be considered discontinued once the activities or commerce, essential to the continuation of the use are abandoned. Discontinuance due to acts of force majeure shall not constitute abandonment provided that a good faith effort is made to reestablish said use.

B. Nonconforming structures.

1. Legally established nonconforming structures may continue to be used and maintained, so long as structure was legally conforming to the existing code at the time of construction.
2. Expansions, repairs, alterations and improvements to nonconforming structures shall be permitted in accordance with the following provisions:
 - (a) Internal and external repairs or improvements (general upkeep) that do not increase the square footage of the nonconforming structure shall be permitted and shall not be subject to the requirements of this section
 - (b) Expansions to a nonconforming structure shall be permitted as follows:
 - (i) If the total square footage of the proposed improvement is less than or equal to 30 percent of the structure's gross floor area at the time it became nonconforming, any request for improvement shall require application for site plan approval. In addition, the property shall meet the tree requirements of 20 trees per net acre of lot area.
 - (ii) If the total square footage of the proposed improvement is greater than 30 percent of the structure's gross floor area at the time it became nonconforming, the entire structure and site improvements shall be brought into compliance with the downtown code regulations.
3. If a nonconforming structure is damaged by an act of force majeure, repairs shall be subject to the following provisions:
 - (a) If a repair/replacement cost is less than 50 percent of the building's assessed value, the structure may be reconstructed at the same height and within the same building footprint as permitted originally, provided a new application for building permit is filed within 12 months of the date of damage.
 - (b) If a repair/replacement cost is equal to or greater than 50 percent of the building's assessed value, the structure and site improvements shall be brought into full compliance with the downtown area.
 - (c) these provisions do not override the floodplain management regulations found in Section 30-100.6.

Section 30-50.23.1–05 Village Design Review Procedure

All applications for development approval within the Village of Palmetto Bay Downtown area shall comply with the requirements of Division 30-30. Development Approval Procedures and as particularly required by this section and the review criteria in the sections to follow.

- A. Application process. All developments within the Village of Palmetto Bay Downtown area 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 so that 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:

1. Application;
 2. Survey;
 3. Site plans illustrating all proposed development on the site, including a table that indicates the required and provided:
 - (a) floor areas of commercial gross leasable area, residential area, circulation, amenities, back-of-house and total
 - (b) height of buildings and structures (number of floors, height to roof, parapets, and highest rooftop structure,
 - (c) residential density based on gross acreage,
 - (d) floor area ratio based on net lot area,
 - (e) setbacks and step-backs for each side,
 - (f) frontage and façade glazing calculations,
 - (g) number of residential units categorized by number of bedrooms and floor area,
 - (h) building lot coverage,
 - (i) landscape (pervious) area,
 - (j) public open space (includes hardscape),
 - (k) surface parking area, and
 - (l) private open spaces;
 4. Location map;
 5. Identification of street cross-sections within the site plan
 6. Identification of primary frontage for the site;
All floor plans, elevations and sections of all buildings, for each floor and all dimensions/percentage requirements.
- B. Site plan review required. All applications for development pursuant to Section 30-50.23 shall require site plan review. Only those site plans that include variances or any use which requires public hearing pursuant to the Village's land development regulations shall be subject to public hearing review before the Mayor and Village Council.

Section 30-50.23.1-06 Public Improvement Trust Funds

The Village of Palmetto Bay shall create the following public improvement trust funds:

- A. The Village Landscape and Open Spaces Improvement Trust Fund. The Village Landscape and Open Spaces Improvement Trust Fund is created to collect funds for the Village of Palmetto Bay to improve the quality, quantity and character of the rights-of-way, landscaping and public open spaces within the downtown area, the fee schedule of which shall be established by an ordinance.

Section 30-50.23.1-07 Development Incentives

The following programs are created to incentivize development within the downtown area. All development incentives require specific approval of the Village Council by site plan approval at a public hearing.

- A. The Village Landscape and Open Space Improvement Program.
It is the vision of the Village of Palmetto Bay to transform into a vibrant, attractively developed downtown with a network of pedestrian and bike-friendly, open spaces. The Village of Palmetto Bay hereby creates the Village Landscape and Open Space Program to incentivize development that supports this vision.
 - 1. Lot coverage, public open space, pervious landscape area, hardscape area, and private open space are required for each building type and each sector as provided in Tables 2,8,10,12 and 14 in Section 30-50.23.3.
 - 2. Developments that seek relief from the minimum standards for public open space, pervious landscape area, or hardscape area on the site may provide payment-in-lieu, for up to 25-percent of the required space, the fee for which shall be established by ordinance and payable to the Village Landscape and Open Space Improvement Trust Fund.
 - 3. Developments that seek relief from the minimum standards for tree requirements on the site may provide payment-in-lieu, up to 25-percent of the minimum required trees according to Section 4.04 A.6.—E.6., the fee of which shall be established by an ordinance and payable to the Village Landscape and Open Space Improvement Trust Fund.
 - 3. Developments that seek relief from the minimum standards for private open space on the site may, either:
 - (a) dedicate an exterior area of their parcel, adjacent to a street frontage, as a public open space in lieu of an equal area of private open space requirement for the development.
 - (b) provide payment-in-lieu, for up to 35-percent of the required space, the fee for which shall be established by an ordinance and payable to the Village Landscape and Open Space Improvement Trust Fund.
- B. Reserved

Section 30-50.23.1-08 Transportation Concurrency

- A. Downtown area development is subject to the Village of Palmetto Bay concurrency requirements for infrastructure and services, consistent with the requirements of the Village's adopted Comprehensive Plan. The Village Comprehensive Plan exempts development applications from traffic concurrency requirements if they are within a quarter mile from existing South Dade Transitway (busway) stations.
- B. Traffic Concurrency Review Process:
1. Traffic concurrency for the Downtown area that is subject to these regulations is established by the data and analysis of the *2019 Update of the Traffic Impact Analysis for the Downtown Redevelopment Task Force*.
 2. Prior to review, new developments that include more than 5 residential development units or 5,000 square feet of gross commercial floor area are required to submit a traffic consumption analysis by a professional engineer, registered in the State of Florida. The consumption analysis shall determine if the proposal is within the traffic impact assumptions used for baseline development in the *2019 Update of the Traffic Impact Analysis for the Downtown Redevelopment Task Force*.
 3. If traffic impacts are within those projected by the *2019 Update of the Traffic Impact Analysis for the Downtown Redevelopment Task Force*, no further traffic concurrency analysis is required.
 4. If traffic impacts are greater than this level, the Village will commission its traffic engineering consultants to perform a traffic impact analysis for the proposal and be reimbursed by the applicant for costs.

(Ord. No. 2015-19, § 3(Att. A), 12-14-2015; Ord. No. 2016-04, § 3(Att. A), 1-4-2016; Ord. No. 2016-12, § 3(Att. A), 5-2-2016)

Section 30-50.23.2. Regulating Plans

Section 30-50.23.2-01 Purpose

This section establishes the Regulating Plans which define the district wide regulations for development on the properties within the Village of Palmetto Bay Downtown area. The Regulating Plans consist of the following plans:

- Section 2.02 Downtown Zoning District Limits
- Section 2.03 Sector Plan.
- Section 2.04 Streets Plan.
- Section 2.05 Open Space Plan
- Section 2.06 Uses Plan
- Section 2.07 Parking Plan

Section 30-50.23.2-02 Downtown Zoning District Limits

The land area that is included in the Downtown zoning district is shown in Figure 1, and includes:

- West Boundary: limits of the Village of Palmetto Bay, coinciding with the centerline of the southbound lanes or centerline of the two-way portion of South Dixie Highway (US-1).
- East Boundary: centerline of SW 94th Avenue from SW 168th Street to rear lot lines of properties south of SW 174th Street; property line just east of the theoretical SW 95th Avenue, from centerline of SW 174th Street to rear lot line of property; the eastern edge of right-of-way for Park Drive on both sides of SW 175th Terrace; eastern limit of the Park Drive from SW 175th Terrace to SW 180th Street; side and rear lot line of the properties on the south side of SW 180th Street; centerline of SW 97th Avenue from this location south to SW 184th Street.
- North Boundary: centerline of SW 168th Street, from Northbound lanes of US-1 east to centerline of SW 94th Avenue; and the triangle of land from between US-1 right-of-way, north of SW 168th Street.
- South Boundary: centerline of SW 184th Street, from centerline of US-1 to centerline of SW 97th Avenue.

Section 30-50.23.2-03 Sector Plan

The Sector Plan shown in Figure 2, defines the sectors within the Downtown area that progress from higher dense areas to less dense areas, and provide for a mixture of uses.

Each of the sectors directly reinforce the Village of Palmetto Bay's vision for the Downtown and provides an opportunity for property owners to develop in a manner that supports these Village design objectives and transforms the Village realm into a cohesive, mixed-use downtown area.

Intent of the Sectors:

A. Main Street

The **Main Street Sector** applies to the primary area of the Downtown which is composed of the most vital, pedestrian and bike-oriented blocks with commercial components scales to the pedestrian. Building typologies are suitable to satisfy the broad assortment of retail, office, service and residential uses that create the Village's mixed-use downtown area. Franjo Road is the main street and shall be developed with mixed use developments that provide a continuous pedestrian walk with ground-level retail and offices or multi-family residential units above. Landscaping is to reflect the pedestrian character, emphasize pedestrian and bike protection, and accentuate the architectural character of the area.

B. Island

The **Island Sector** applies to the area of the Downtown that is between the northbound and southbound lanes of the bifurcated segment of South Dixie Highway (US-1) and is the Sector that is closest to the South Dade Transitway. This sector provides for the most flexible mixed-use building types, with small and larger-scale retail at the ground level and offices or multi-unit residential on the floors above. Stand-alone commercial uses may be accommodated in the Island Sector with other compatible uses integrated in a form that meets the development and design standards required in this section. Landscaping should consist of a more Village scale and pattern of planting and pedestrian hardscape.

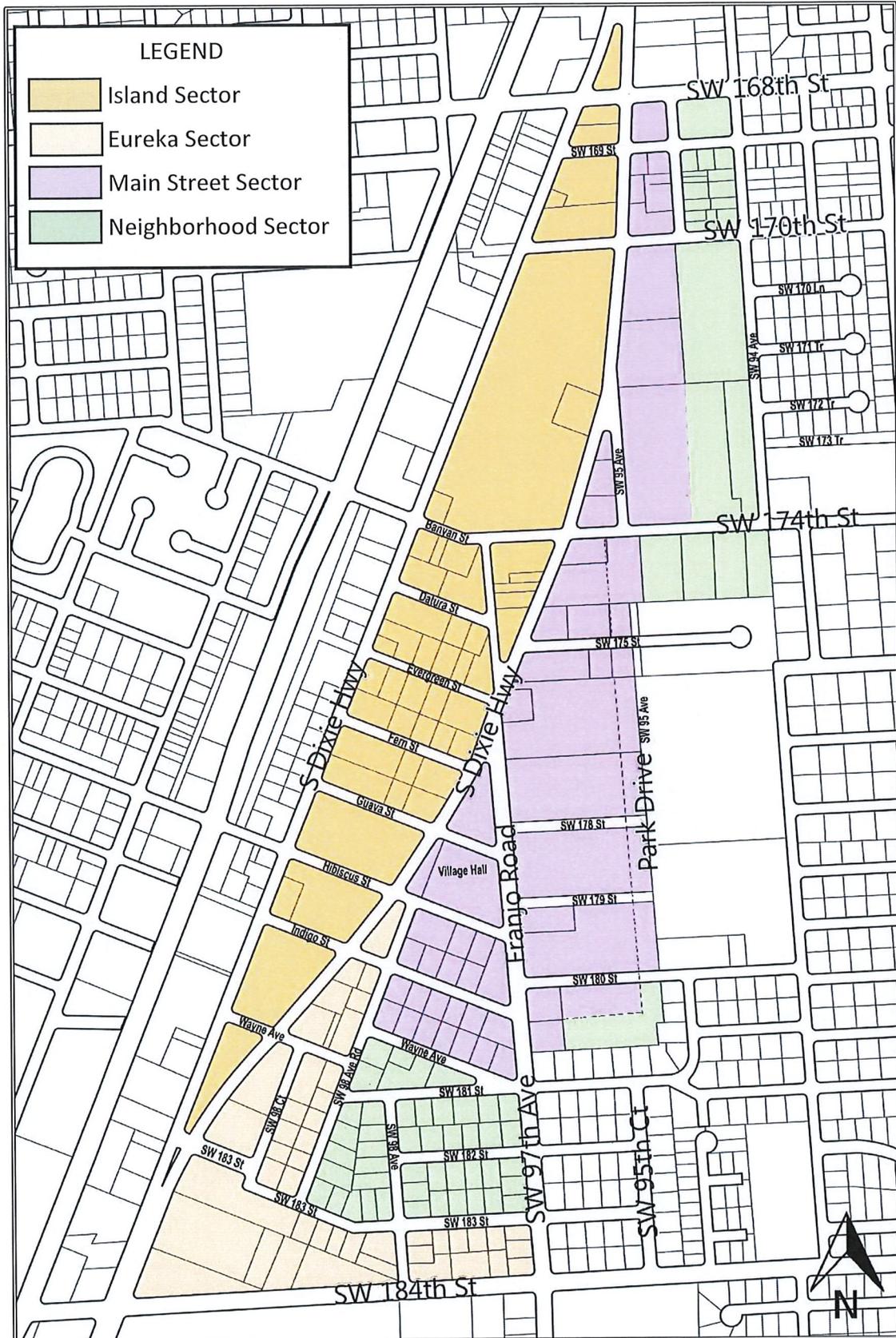
C. Eureka

The **Eureka Sector** applies to the area of the Downtown that is south of Indigo Street and immediately east of the Island Sector, and the corridor along the SW 184th Street. Eureka provides transition from the large-scale development along US-1 to the smaller scale main-street mixed-use environment and residentially focused Neighborhood Sector. This sector provides for flexible building types to accommodate commercial/retail at the ground level and offices or multi-unit residential on the floors above, while respecting transitions to the east edge of the sector. Landscaping should consist of a more Village scale and pattern of planting along US-1 and SW 184th Street, while emphasizing safe and convenient pedestrian and bike Village realm along other streets.

D. Neighborhood

The **Neighborhood Sector** is applied to lower intensity mixed-use and residentially focused area within the Downtown that is compatible in the context of downtown uses nearby, and provides transition to the residential neighborhoods to the east. Townhouse, rowhouse and low-rise residential building types maintain a compatible visual profile to the other sectors but establish scale compatibility to neighborhoods to the east. Single family houses may be developed in a Village form such as side-yard and courtyard houses that maintain the street edge, respect the public realm, yet provide a protected private area expected of single-family types. Landscaping should be consistent with the neighborhood scale of the district and be more focused on green space than hardscape.

Figure 2
Sector Plan

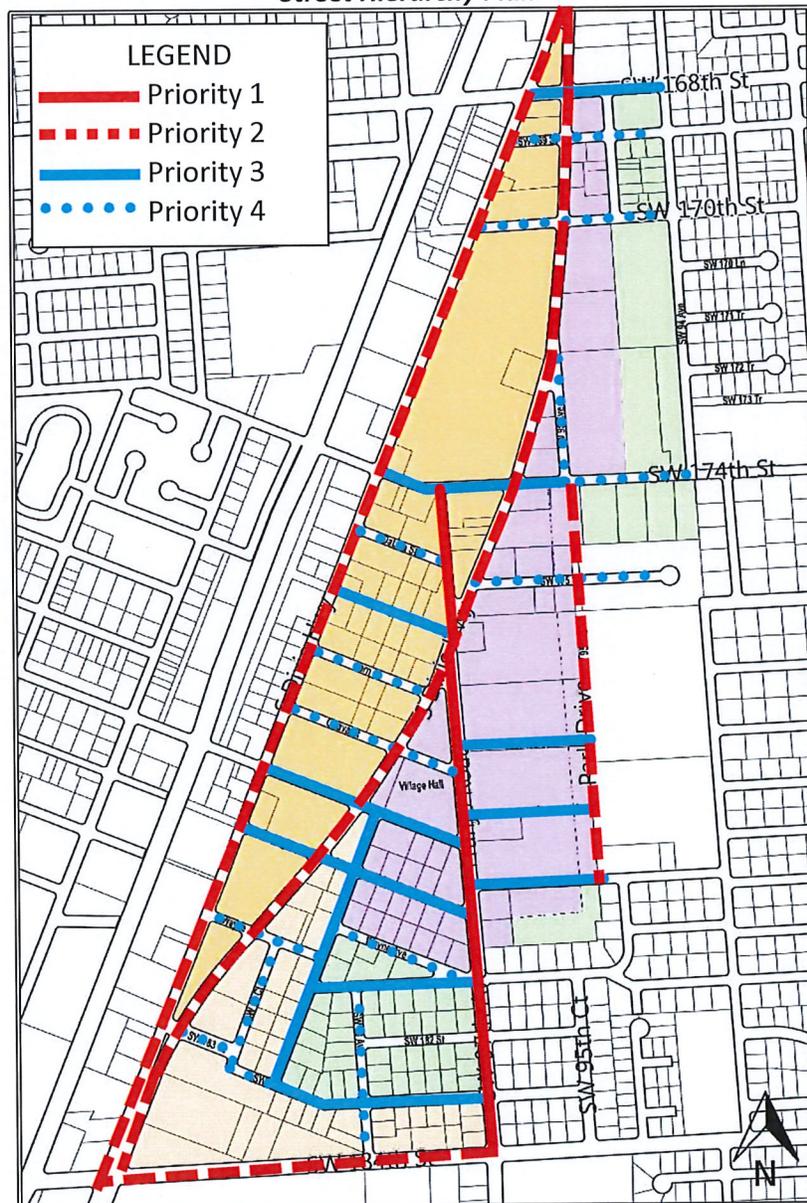


Section 30-50.23.2 – 04 Streets Plan

The Streets Plan consists of the Street Hierarchy Plan, Figure 3, that illustrates the types of streets, both existing and new, to be constructed/redeveloped within the Village of Palmetto Bay. Streets designed according to the standards within these regulations contain many new character elements that will contribute to the improved street network and pedestrian and bicycle character of the Downtown. The hierarchy of streets shown in Figure 3 shall be used where practicable, to determine the location and disposition of frontage and access for new development. The highest priority is 1, and lowest priority is 4.

For all street types, a build-to line that is measured from the centerline of the right-of-way shall be established consistent with the street type. Where-ever the existing right-of-way does not accommodate the location of the build-to-line at the edge or outside of the public right-of-way, a dedication amounting to the minimum required to achieve this criterion shall be necessary for site plan approval, whether by administrative approval or at public hearing.

Figure 3
Street Hierarchy Plan



The street connectivity standards identify the standards for new and existing streets with regards to dimensions for determining dedication, construction and/or redevelopment by both the Village of Palmetto Bay and individual property owners or other public stakeholders.

All construction of new and redevelopment of existing rights-of-way shall be the responsibility of the individual property owners and are intended to support the Village of Palmetto Bay's future vision for a highly connected, multi-modal, pedestrian and bike-friendly network of streets within the Downtown. Property owners shall be responsible for the portion of the right-of-way on all sides of development that are considered street frontage.

This section provides the elements and dimensions for each type of street shown in the Street Type Plan, Figure 4. Table 1 provides the size, location and treatment of the elements that comprise the right-of-way shall determine the relevant build-to line that forms the datum line for development. this criterion shall be necessary for site plan approval, whether by administrative approval or at public hearing.

Figure 4
Street Types Plan

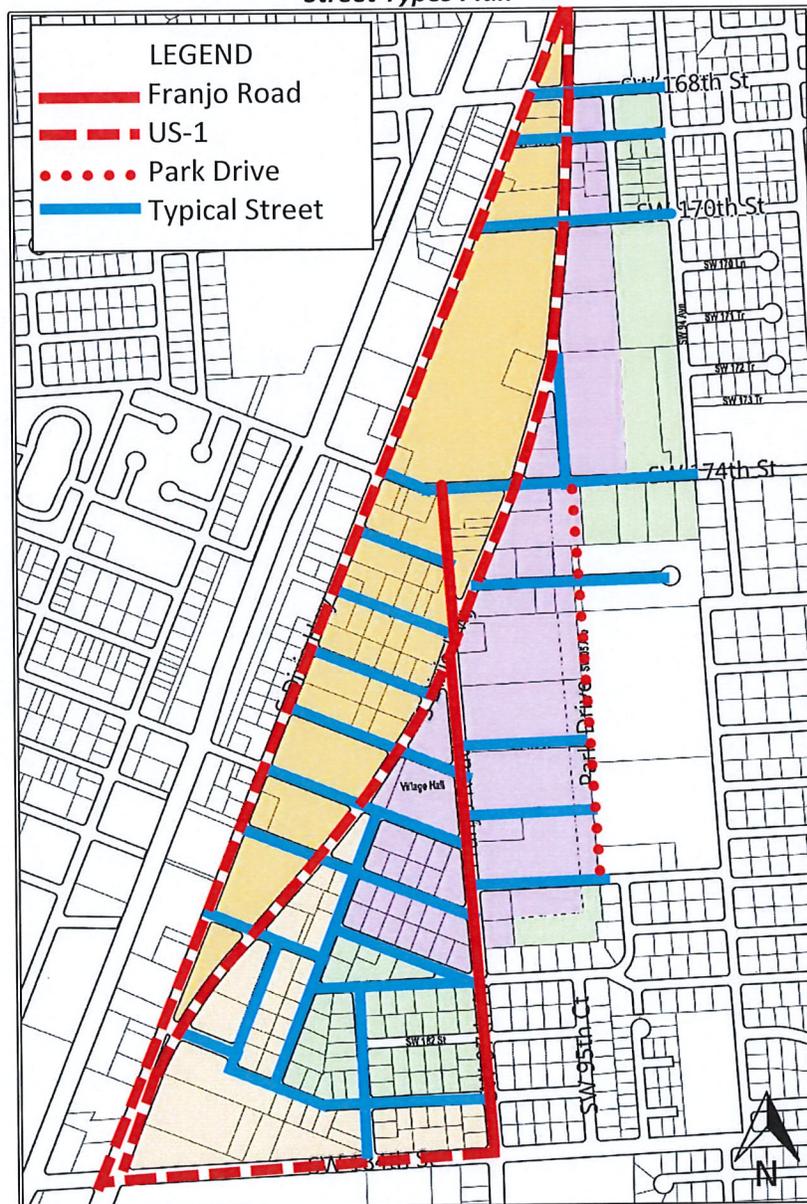
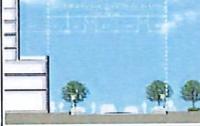


Table 1
Street Type Plan Elements and Dimensions

| Street Type | Franjo Road | US-1 Northbound | US-1 Southbound | Park Drive | Typical Street |
|---------------------------------|---|---|--|---|---|
| Diagram |  |  |  |  |  |
| Limits | US-1 to SW 184 th Street | SW 168 th Street to SW 184 th Street | SW 168 th Street to SW 184 th Street | SW74 th Street to SW 180 th Street | all other locations |
| Right-of-way | 70-ft 35-ft from CL | 100-ft | 66-ft | 60-ft | 60-ft |
| Build-To Line | 50-ft from centerline | 50-ft from centerline | 16-ft from centerline | 30-ft from centerline | 30-ft from centerline |
| Median Area | 12-ft planted | 10-ft planted | none | none | none |
| Travel Lanes | one 10-ft lane each direction | 3 1-way lanes 11-ft | 3 1-way lanes 11-ft | one 10-ft lane each direction | one 10-ft lane each direction |
| Bicycle Lanes | 5-ft each direction | None | None | 5-ft each direction | None |
| Parallel Parking | Each Direction 8-ft. | 1 parking lane with slip lane separated by median | None | Each Direction 9-ft. | Each Direction 9-ft. |
| Curb Transition | Curb and Gutter | Curb and Gutter | Curb and Gutter | Curb and Gutter | Curb and Gutter |
| Landscape Area | Tree grates and between parking | Planting Strip, 6-ft. | Planting Strip, 6-ft. | Tree grates and between parking | Tree grates and between parking |
| Sidewalk Width | 15-ft | 10-ft | 10-ft | 11-ft | 11-ft |
| Effective Sidewalk Width | 8-ft. | 10-ft | 10-ft | 8-ft. | 8-ft. |
| Outdoor Seating (in ROW) | Acceptable | No | No | Acceptable | as applicable in Sector |
| Ground Floor Uses | Commercial / Retail | Commercial / Retail | Commercial / Retail | Commercial / Retail | as applicable in Sector |

(Ord. No. 2015-19, § 3(Att. A), 12-14-2015; Ord. No. 2016-04, § 3(Att. A), 1-4-2016; Ord. No. 2016-12, § 3(Att. A), 5-2-2016)

Section 30-50.23.2 - 05 Open Space

A. General District-wide Standards

The Downtown shall not have less than 20 percent community open space (809 acres, based on gross acreage of the Downtown area). Community open space includes primary road buffers, perimeter buffers, parks, wetlands and wetland buffers, the utility corridor transecting the Downtown, and upland wooded preserves and shall be based on gross acreage. Adequate common open space shall be provided to meet the recreational needs for the residences of the development. Provided that where the development consists solely of conventional detached single-family dwellings and recreational needs are otherwise provided for, these provisions of common open space shall not apply.

The intent of the Section is to:

- a) encourage landmark opportunities, including plazas, squares, pocket parks and open spaces of public assembly and social activity.
- b) integrate street level plazas, courtyards and open spaces to create a sense of place and an opportunity to activate the sidewalks and streets.

B. Public Open Space Locations

- 1. Within the Main Street Sector, Franjo Road, Park Drive, SW 179th Street and SW 178th Street shall include contributing open spaces.
- 2. Within the Island Sector locations where South Dixie Highway (US-1) bifurcates shall include contributing open spaces.

C. Public Open Space Standards

- 1. The Public Open Spaces shall be provided outside of the right-of-way in accordance with the standards provided in Section 3, and consistent with the general standards summarized in Table 2.

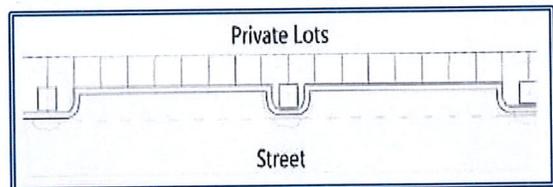
**Table 2
 Public Open Space Standards**

| | Main Street | Island | Eureka | Neighborhood |
|--|----------------|----------------|----------------|--------------|
| Single-Family Residential, Townhouse, Duplex | not applicable | not applicable | not applicable | 10% |
| Multi-Family Residential | 15% | 15% | 15% | 20% |
| Live / Work Units | 15% | 15% | 15% | 20% |
| Commercial | 20% | 20% | 20% | 20% |
| Institutional | 20% | 20% | 20% | 20% |
| Mixed Use | 20% | 20% | 20% | 20% |

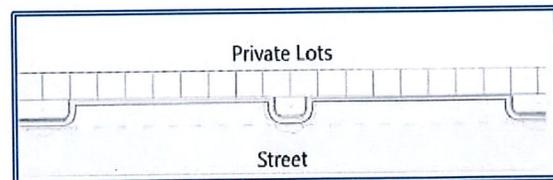
- 2. All public open space requirements are provided as a percentage of the net lot area and must be located with priority to corners between two streets where possible, then in interior areas of the block with one side accessible to the street.

3. Residential public open space may be on private property and claimed by the presence of a fence or landscape hedge line; however, must be disposed in the front yard with the required space visible at eye-level (5-ft) from the public realm.
4. In the Main Street Sector, parks shall be required within a five-minute walk of all home sites (1,200 feet).
5. Contributing central open space will be provided that shall be within 750 feet of all residential and nonresidential development and bordered by the streets and buildings along their perimeters.
6. Where parking or other elements border the space, special design considerations shall be employed such as hedges, low walls, etc. to reinforce the edges of the open space.
7. A restrictive covenant for the perpetual maintenance for all public plazas and cross-throughs shall be recorded with the appropriate Miami-Dade County agency in a form approved by the Village Attorney.
8. When necessary for public convenience or safety, the developer shall dedicate to the public access ways to pass through oddly shaped or unusually long blocks, to provide the networks or public paths creating access to parks, schools, mass transit facilities and community services.
9. Lighting for parking lots and pedestrian ways shall be provided to ensure personal safety. Lighting shall be integrated into the architectural character both in terms of illumination and fixtures. Lighting shall not impact off-site uses or traffic on adjacent streets.
10. Buildings shall abut the street-front sidewalk and orient the primary entrance of entrances toward the street. Buildings shall provide amenities to improve the climate along streets, with respect to excessive heat or sunlight, that will add to pedestrian comfort.
 - a. Where appropriate, canopies or arcades can be provided along the street frontage of buildings; however, they should be carefully designed not to obstruct views and access between building entrances, the sidewalk, and the street.
 - b. Shade trees may be planted to provide additional climate protection and contribute to an attractive pedestrian environment.
11. Street trees shall be planted at a maximum of 25 feet average on center, unless integrated with parking, with minimum caliper of five inches. As indicated in the **Streets Plan**, Section 30-50.23.2-04 street trees shall be planted in one or more of the following methods:

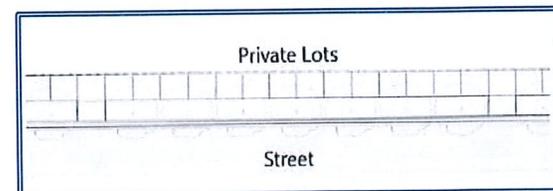
- a. Tree grates: Trees are planted within openings on the sidewalk, between groups of parallel parking spaces. Openings shall be covered by permanently installed grates perforated to permit natural irrigation, which are flush to the sidewalk, illustrated at right.



- b. Landscape islands: Trees are planted in the landscaped area between groups of parallel parking spaces. Area should be covered with grass and other natural ground cover to permit natural irrigation, illustrated at right.



- c. Continuous landscape strips: Trees are planted in the area between the curb or roadway edge and the sidewalk. In addition to required trees, this area shall be covered with grass or other natural ground cover to permit natural irrigation, illustrated at right.



12. Except as provided herein, landscape shall be provided as required in Village of Palmetto Bay Landscape Regulations, section 30-100.1. Street trees shall be planted on all street frontages in accordance with 30-100.1 .

D. Private Open Space Standards

Private open space shall be provided in the form of courtyards, balconies, terraces, lawns, community gardens, amenity recreation decks and landscaped roof terraces/gardens on buildings/parking structures.

1. The amount of private open space shall be provided according to the requirements by sector in **Section 30-50.23.3 - Village Design Standards.**
2. Permitted frontage types shall count towards meeting the private open space requirements of these regulations.
3. Within the areas designated as private open space, tree requirements shall be a minimum of 20 trees per acre of net lot area.
4. A maximum of 35-percent of the total tree requirement within the private open space on a lot may be met by a payment-in-lieu in accordance with the Village Landscape and Open Spaces Improvement Trust Fund, Section 30-50.23.1-06 B.
5. The area of any covered patio, gazebo or other roofed shade structures shall count towards meeting the private open space requirements, if two sides are opened to the outside.

Section 30-50.23.2 - 06 Uses

A. Permitted Uses

No land, body of water or structure shall be used or permitted to be used, and no structure shall be hereafter erected, constructed, reconstructed, moved, structurally altered, or maintained for any purpose in Downtown except as provided in this section. The uses delineated herein shall be permitted only in compliance with the regulating plans and general requirements provided in this section.

B. Mixed Use:

1. The vertical or horizontal integration of two or more of residential, live-work, business and office, civic and institutional uses is encouraged as provided herein. Vertical integration allows any combination of primary uses, with commercial/retail uses typically located on the ground floor and office and/or residential uses on the upper floors. Horizontal integration allows any combination of parcels with different primary uses within the same block under the same ownership. Vertical integration of mixed-uses shall be required within buildings that have primary frontage along SW 97th Avenue (Franjo Road).
2. Mixed uses are determined by the integration of one or more different land use categories from each column in Table 3. Vertical disposition of the uses shall be as required in Table 3.

Table 3
Criteria to Determine Mixed Use

| Ground Floor Use | Upper Floor Use |
|--|----------------------------------|
| Retail, Eating and Drinking Establishments | Residential |
| Office and Professional Services | Hotel / Motel |
| Civic Uses | Office and Professional Services |
| Recreation Uses | |
| Live-Work Units | |

C. Residential Principal Uses:

Residential uses are permitted in the areas designated in the Sector Plan as provided in Table 4.

Table 4
Permitted and Conditional Residential Uses by Sector

| | Main Street | Island | Eureka | Neighborhood |
|---|---------------|---------------|---------------|--------------|
| Detached Single-Family House | not permitted | not permitted | not permitted | permitted |
| Attached Single-Family <i>(Townhouse, Duplex)</i> | not permitted | not permitted | not permitted | permitted |
| Multi-Family Residential <i>(stacked apartment)</i> | permitted | permitted | permitted | permitted |
| Assisted Living Facility | permitted | permitted | permitted | permitted |
| Residential Group Homes | permitted | permitted | permitted | permitted |

D. Residential Home Offices:

The Home offices are permitted as an ancillary use to principal residential uses, up to 200 square feet of floor area, and as provided in section 30-60.14 of the Village of Palmetto Bay Code.

E. Live-Work Units:

1. Definition

Live-Work Unit (LWU) are defined as a space within a mixed-use building that is used jointly for commercial and residential purposes, where:

- a. the resident/owner of the business is responsible for the commercial activity performed; and
- b. the commercial or manufacturing activity conducted takes place subject to a valid business license associated with the premises.

2. Permitted:

Live-Work Units are a permitted use for detached single-family buildings, attached single-family buildings, and multifamily buildings, and are a permitted use subject to the criteria below:

- a. the minimum area of an individual LWU is 625 square feet;
- b. located on the ground floor of a mixed-use building and may be used to define a building as mixed use when in combination with residential uses or office uses on other floors;
- c. the Live-Work Unit shall count as ½ of a residential unit toward all residential density calculations;
- d. the commercial area and the living area are to be separated by a wall or permanent partition on a single level, or by floor or mezzanine for a multi-level LWU. Alternatively, the work component may be in a legal accessory structure to an attached or detached single family dwelling unit;
- e. the work component exceeds 200 square-feet the floor area or 32% of total unit area;
- f. shall be constructed with an external door opening to the street frontage for commercial use, and an additional door to the interior circulation of the building for residential use;
- g. shall include a full kitchen;
- h. shall include at least 1 full bath within the living area and one-half bath within the work area;
- i. a sign relating to the commercial use may be displayed on the transom of the external street-side door, or on a plaque to the side of the exterior door, and is to be no larger than 2 square feet;
- j. all supplies and items affiliated with the commercial functions of the commercial activity will be completely contained within the LWU;
- k. no variances of the requirements 1 through 10 may be granted;
- l. parking requirements for Live-Work units shall be the same as for residential units of the same number of bedrooms. The commercial floor area of a LWU shall not be counted toward
- m. an annually renewable certificate of use and occupancy shall be required for the commercial use.
- n. Specific Commercial Occupations:
 - i. Work area uses may include any professional office, professional service or gallery use.
 - ii. Limited patronage by clients is permissible.
 - iii. Inside the premises:
 - a) there may be limited display, manufacturing, distribution, or repair of materials, merchandise that are deemed compatible with other uses in the mixed use building and the neighborhood;
 - b) fabrication, viewing and sale of art, artisan or craft work, with all fabrication only of one-off custom work by the owner-resident of LWU, and as permitted by administrative determination according to compatibility. Compatibility is determined by such factors as noise, glare, vibration, odor, hours of operation, and safety, as applicable.

F. Non-Residential Uses:

1. Permitted Uses

Non-Residential uses are permitted in the areas designated in the Sector Plan as provided in Table 5. No outside storage or display of merchandise, equipment, materials or supplies is permitted in any sector.

**Table 5
Permitted and Conditional Non-Residential Uses by Sector**

| | Main Street | Island | Eureka | Neighborhood |
|--|---------------|---------------|---------------|-----------------|
| Civic Uses: | | | | |
| Religious Facility | permitted | permitted | permitted | conditional |
| Schools (K-12) | permitted | permitted | permitted | conditional |
| Day Care | permitted | permitted | permitted | conditional |
| College and University | permitted | permitted | permitted | not permitted |
| Museum and Cultural Center | permitted | permitted | permitted | not permitted |
| Municipal Recreation Facility | permitted | permitted | permitted | not permitted |
| Parking Structure <i>(municipal, commercial)</i> | permitted | permitted | permitted | not permitted |
| Office Uses: | | | | |
| Professional Office | permitted | permitted | permitted | live-work only |
| Medical Office | permitted | permitted | permitted | live-work only |
| Retail Office <i>(storefront offices)</i> | permitted | permitted | permitted | live-work only |
| Commercial and Retail Uses: | | | | |
| Big Box Retail <i>(greater than 10,000 s.f. gla)</i> | permitted | permitted | permitted | not permitted |
| Supermarket <i>(greater than 10,000 s.f. gla)</i> | permitted | permitted | permitted | not permitted |
| General Retail <i>(10,000 s.f. gla or less)</i> | permitted | permitted | permitted | Franjo Rd. only |
| Personal Service <i>(10,000 s.f. gla or less)</i> | permitted | permitted | permitted | live-work only |
| Bank with Drive Through | permitted | permitted | permitted | not permitted |
| Neighborhood Proprietor | permitted | permitted | permitted | Franjo Rd. only |
| Eating and Drinking Establishments: | | | | |
| Full-Service Restaurant | conditional | permitted | conditional | Franjo Rd. only |
| Café, Counter & Take-Out Food | conditional | permitted | conditional | Franjo Rd. only |
| Food Service with Drive Through | conditional | permitted | conditional | not permitted |
| Recreation: | | | | |
| Theater | conditional | permitted | conditional | not permitted |
| Clubs | conditional | permitted | conditional | not permitted |
| Athletic Center <i>(commercial)</i> | permitted | permitted | permitted | not permitted |
| Other Uses: | | | | |
| Hotel | permitted | permitted | permitted | not permitted |
| Motel | not permitted | not permitted | not permitted | not permitted |
| Enclosed Self Storage | not permitted | conditional | conditional | not permitted |
| Automotive Use | conditional | conditional | conditional | not permitted |
| Gas / Service Station | not permitted | not permitted | not permitted | not permitted |

2. Non-Residential Conditional Uses

The following uses shall be permitted as Conditional Uses, provided the following:

- (a) Civic uses shall be permitted within the Neighborhood Sector only on sites that are less than 1 acre. Schools are permitted in all sectors of the Downtown zoning district, subject to a public hearing and the criteria of Division 30-110 of the Village code.
- (b) Automotive uses shall be permitted within the Island and Eureka sectors subject to the following conditions:
 - i. Used car sales shall only be permitted in conjunction with new car sales;
 - ii. Ancillary sales, service and repair shall only be permitted in conjunction with new car sales;
 - iii. No outside storage or display of merchandise, equipment, materials or supplies is permitted, except for limited display of new car inventory with not more than one inventory vehicle per 20 feet of frontage, and interspersed with landscape trees or public hardscape and furniture;
 - iv. Legally established, presently operating gas stations may continue to operate as legally non-conforming uses, subject to the standards of section 1.04.
- (c) Drive-through facilities shall be permitted, where the following criteria are met:
 - i. Permitted only in the Island and Eureka sectors;
 - ii. Provide a continuous street façade consisting of buildings or walls along all rights-of-way except driveways. The main building shall provide a minimum of 40-percent of building frontage along the primary frontage;
 - iii. Where buffer walls are provided, walls shall not exceed three and one-half feet in height and shall be a minimum of 75-percent opaque;
 - iv. Be permitted upon determination that the drive-through shall create minimal traffic congestion or disruption to adjacent streets.
- (d) Theaters, Clubs, Restaurants and Cafés, especially if live entertainment is held on premises, are permitted only as conditional uses in the Main Street and Eureka sectors with limited hours of night-time operation until 11:00 pm, and subject to sound level criteria of the Village noise ordinance, Section 30-60.29.
- (e) Sidewalk cafe and outdoor table service may be provided in compliance with the Village's sidewalk café ordinance, Section 30-60.17.
- (f) Self-storage is permitted as a conditional use in the Island and Eureka sectors and must within a completely enclosed mixed-use building, subject to the following conditions:
 - i. The ground floor frontage is occupied by retail uses with individual entrances for each retail cell;
 - ii. No wholesale or retail sales are permitted within the individual storage units;
 - iii. The loading entrance and exit shall be on the lowest hierarchy street, may not be on Franjo Road, and may not be across from any portion of a Neighborhood Sector;
 - iv. All loading/unloading areas are interior to the building;
 - v. All floors of a façade that faces a public right-of-way, park, public open space, or residentially zoned land floor shall provide windows and other fenestration details, with 70% glazing at street level facades and a minimum of 50% for higher floors.

G. Accessory Structures.

1. Detached accessory structures shall be permitted only with specifically allowed building types in accordance with Table 6. Accessory structures are not permitted as stand-alone uses without a principal structure.
2. Accessory structures shall only be permitted to the rear of the principal structure, and on corner lots may not face Franjo Road, South Dixie Highway or Park Drive.

3. Accessory structures shall be subject to all required setbacks and minimum building separation of the sector in *Section 30-50.23.3. Village Design Standards*.
4. The height of an accessory structure shall not exceed the permissible accessory structure height of the sector in *Section 30-50.23.3. Village Design Standards*.

H. Accessory dwellings.

1. Accessory dwellings shall be permitted within permitted accessory structures.
2. The height of an accessory dwelling shall be one story in height.
3. The gross floor area of an accessory dwelling shall not exceed 600 square feet.
4. Accessory dwellings shall not have an oven or stove within the unit; but may have: a kitchen sink, food counter area, refrigerator, and small kitchen appliances that do not require dedicated electrical circuits.
5. An accessory dwelling may be located on the second floor of an accessory structure when first floor is occupied by a private garage.

**Table 6
 Accessory Structures, Uses and Accessory Dwellings**

| | Main Street | Island | Eureka | Neighborhood |
|---|-----------------------|-----------------------|-----------------------|---------------|
| Detached Garage, Storage, Workshop or Cabana | | | | |
| Mixed Use | not permitted | not permitted | not permitted | not permitted |
| Commercial | not permitted | not permitted | not permitted | not permitted |
| Stacked Apartment | permitted | permitted | permitted | permitted |
| Townhouse | <i>not applicable</i> | <i>not applicable</i> | <i>not applicable</i> | permitted |
| Single Family Detached | <i>not applicable</i> | <i>not applicable</i> | <i>not applicable</i> | permitted |
| Accessory Dwellings | | | | |
| Mixed Use | not permitted | not permitted | not permitted | not permitted |
| Commercial | not permitted | not permitted | not permitted | not permitted |
| Stacked Apartment | permitted | not permitted | permitted | permitted |
| Townhouse | <i>not applicable</i> | <i>not applicable</i> | <i>not applicable</i> | permitted |
| Single Family Detached | <i>not applicable</i> | <i>not applicable</i> | <i>not applicable</i> | permitted |

H. Unusual Uses:

Any residential or non-residential use which is found by the Director to be a use similar to one of the above numbered uses and, conforms to the intent of this section may be permitted specific to the site requested as an unusual use, and subject to conditions required by the Director. An unusual use determination may not be applied to another location and shall require another determination by the Director.

I. Prohibited Uses:

Any residential or non-residential use that is not specifically listed or determined by the Director to be a conforming unusual use is prohibited.

Section 30-50.23.2 – 07 Parking

A. On-Site Parking

On-site parking shall be considered any parking structure, surface parking, tuck under parking, private parking garage or surface parking pad within the property lines and applicable build-to lines on private property.

1. Parking structures shall meet the Village's dimensional requirements.
2. The number of levels of a parking structure is not used toward the determination of the number of floors of a building if the parking structure is located alongside the habitable parts of the building.
3. The roof of all parking structures used for off-site parking for developments subject to this requirement shall be programmed with:
 - (a) amenity deck (private open space),
 - (b) green roof as defined in Section 30-50.23.6,
 - (c) renewable energy generation, and/or
 - (d) renewable water heating systems
 - (e) water reclamations systems.

B. Off-Site Parking

Parking requirements may be satisfied off-site. Off-site parking shall be considered any parking structure, surface parking or on-street parking located on a development parcel other than the parcel being developed. Off-site parking shall be permitted subject to the following requirements:

1. Off-site parking is permitted pursuant to the requirements of Table 7.
2. Pedestrian access of the off-site parking is 1,000 feet or less from the front entrance of the parcel being developed, measured by as the shortest path straight line.
3. For all off-site parking in a parking structure or surface parking lot subject to the standards above, applicant/owner must submit a parking covenant attached to proposed development plans.
4. The roof of all parking structures used for off-site parking for developments subject to this requirement shall be programmed subject to the requirements of Section 30-50.23.7-07-A.1.

C. On-Street Parking

On-street parking may be counted toward parking requirements. On street parking shall be considered any parking located in a public right-of-way that is immediately adjacent to the boundaries of the development property. On-street parking shall be permitted subject to the following requirements:

1. On-street parking is permitted pursuant to the requirements of Table 7.
2. On street parking spaces may only be used that are directly adjacent to the property lines of the property along a street frontage.
2. On-street parking spaces must meet the Village's dimensional requirements, including all landscape space as required.
3. On-street parking spaces that are used to meet the parking requirement shall be shown on the site plan, and approved by the Director for administrative approval, or approved by the Village Council at a public hearing if required.

D. Mechanized Parking

Mechanized parking shall be permitted towards meeting the parking requirement for all off-street parking, and shall comply with the following:

1. Mechanized parking shall only be permitted in fully enclosed parking structures, or in parking areas that are not visible to any public spaces.
2. Mechanized spaces shall be counted by including all spaces on a lift and the space under the lift.

3. For residential parking requirements, each lift shall only be assigned to one dwelling unit.
3. A queuing analysis shall be submitted with application for review, and no part of the queue may block a public street, sidewalk, emergency access, or non-mechanized parking access.
4. Mechanized parking spaces shall not account for more than 50-percent of the total parking count.
 - (a) For residential developments on lots of 15,000 square feet or less, 100-percent of the parking requirements may be mechanical parking.

E. Valet Parking

Valet parking shall be permitted towards meeting the parking requirement for all off-street parking, and shall comply with the following:

1. A pick-up/drop-off area shall be provided with enough queuing space
2. A queuing analysis shall be submitted with application for review, and no part of the queue may block a public street, sidewalk, emergency access, or non-mechanized parking access.
3. The valet storage parking area shall be subject to the requirements of Section 30-50.23-07-B.
4. Valet parking shall only be approved as a condition of the certificate of use and/or certificate of occupancy.
5. Valet parking spaces shall not account for more than 50-percent of the total parking count.

F. Tandem Parking

Tandem parking shall be permitted towards meeting the parking requirement for all off-street parking, and shall comply with the following:

1. Unattended tandem parking shall only be permitted for residential units that require 2 or less spaces. No tandem space per may be assignable to more than 1 residential unit. No tandem space may be counted for the visitor component of the residential parking requirement.
2. All other tandem parking shall be attended by valet personnel and shall only be approved a condition of the certificate of use and/or certificate of occupancy.
3. Tandem parking shall only be permitted for onsite parking.

G. Number of Parking Spaces Required

1. The total number of parking spaces shall be provided in accordance with Table 7, and include all special needs parking requirements of Section 30-50.23-07-I.
2. The requirement for the total number of spaces may be provided by on-site spaces, off-site spaces, on-street spaces, mechanized parking spaces, valet parking spaces, and tandem parking spaces.
3. The total number of parking spaces provided may be reduced form the total number as provided in Table 7 through approved shared parking in accordance with all criteria of Section 30-50.23-07-H.
4. All other uses shall comply with the parking standards provided in section 30-70.8 of the Village of Palmetto Bay Code, or as determined by the Director.

H. For landscape areas in permanent and provisional parking lots see section 30-50.23.6-06

Section 30-50.23.2-08 - Parking Standards, Architectural

All parking requirements of Section 30-50.23.2-07, Parking shall be met, with additional requirements of this section regarding specific architectural standards for parking structures and surfaces.

- A. Private parking garages shall not be located at the front of the lot. For lots with multiple frontages the garage shall face the lowest ranking street, per the ***Street Hierarchy Plan of Section 30-50.23.2-04 Streets Plan***
- B. Any part of the parking structure that faces a Priority 1 or Priority 2 street as depicted on the ***Street Hierarchy Plan of Section 30-50.23.2-04 Streets Plan*** shall be lined at the build-to line with a minimum of 20-feet of habitable building space along these facades to preserve the character and function of the street.
- C. Any part of the parking structure that faces a Priority 3 or Priority 4 street as depicted on the ***Street Hierarchy Plan of Section 30-50.23.2-04 Streets Plan***, or is visible (but not at the build-to line) from a Priority 1 or 2 street shall have decorative wall with fenestration, screening, and/or landscaping that is consistent with the architecture of the overall building. Screening or other features may be part of an approved art-in-public (AIPP) places contribution, if the AIPP application is located on street façade.
- D. On-site surface parking shall not be located at the front of the lot. For lots with multiple frontages the garage shall face the lowest ranking street, per the ***Street Hierarchy Plan of Section 30-50.23.2-04 Streets Plan***
- E. Any part of on-site surface parking or its access that is adjacent to a public street or pedestrian way, shall be buffered by a minimum 10-foot deep of landscape area that includes:
 - 1. Wall and/or landscape hedge at a minimum height of 36-inches and maximum height of 72-inches.
 - 2. The landscape may be broken by the minimum number of pedestrian access points.
 - 3. Surface parking shall not encroach into any required yards.

Table 7
Number of Parking Spaces Required

| | Parking Spaces | On-Site | Off-Site | On Street | Shared |
|--|---|-----------|----------------|----------------|----------------|
| Residential Uses: | | | | | |
| Detached Single-Family Residential | 2 | permitted | not permitted | permitted | not permitted |
| Townhouse, Duplex | 2 | permitted | not permitted | permitted | not permitted |
| Multi-Family Residential | sum of residential + guest spaces Studio Unit: 1½ 1 Bedroom Unit: 2 2 or more Bedroom Unit: 2 Guests: +1 sp. per 9 residences | permitted | permitted | not permitted | permitted |
| Assisted Living Facility | 1 per room | permitted | not permitted | not permitted | not permitted |
| Residential Group Homes | 1 per room | permitted | not permitted | not permitted | not permitted |
| Civic Uses: | | | | | |
| Religious Facility | 1 per 100 sf. patron area | permitted | permitted | permitted | permitted |
| Elementary & Middle Schools (K-8) | 1½ per classroom | permitted | not permitted | not permitted | not permitted |
| High Schools (9-12) | 1 per 4 students | permitted | not permitted | not permitted | not permitted |
| Day Care | 2 per classroom | permitted | permitted | not permitted | permitted |
| College and University | 1 per 250 sf. gla | permitted | permitted | permitted | permitted |
| Museum and Gallery | 1 per 250 sf. gla | permitted | permitted | permitted | permitted |
| Municipal Recreation Facility | 1 per 100 sf. class area | permitted | permitted | permitted | permitted |
| Parking Structure (municipal, commercial) | not applicable | permitted | not applicable | not applicable | not applicable |
| Office Uses: | | | | | |
| Professional Office | 1 per 425 sf. gla | permitted | permitted | permitted | permitted |
| Medical Office | 1 per 350 sf. gla | permitted | permitted | permitted | permitted |
| Retail Office (storefront offices) | 1 per 450 sf. gla | permitted | permitted | permitted | permitted |
| Commercial and Retail Uses: | | | | | |
| Big Box Retail (greater than 10,000 s.f. gla) | 1 per 350 sf. gla | permitted | permitted | permitted | permitted |
| Supermarket (greater than 10,000 s.f. gla) | 1 per 250 sf. gla | permitted | not permitted | not permitted | not permitted |
| General Retail (10,000 s.f. gla or less) | 1 per 350 sf. gla | permitted | permitted | permitted | permitted |
| Personal Service (10,000 s.f. gla or less) | 1 per 250 sf. gla | permitted | permitted | permitted | permitted |
| Bank with Drive Through | 1 per 450 sf. gla | permitted | permitted | permitted | permitted |
| Neighborhood Proprietor | 1 per 350 sf. gla | permitted | permitted | permitted | permitted |
| Eating and Drinking | | | | | |
| Full Service Restaurant | 1 per 50 sf. patron area | permitted | permitted | permitted | permitted |
| Café, Counter & Take-Out Food Service | 1 per 50 sf. patron area | permitted | permitted | permitted | permitted |
| Food Service with Drive Through | 1 per 50 sf. patron area | permitted | permitted | permitted | permitted |
| Outdoor Café Service Area | 1 per 200 sf. over 400 sf. | permitted | permitted | permitted | permitted |
| Other Uses: | | | | | |
| Theaters | 1 per 100 sf. seating area | permitted | permitted | permitted | permitted |
| Clubs | 1 per 100 sf. patron area | permitted | permitted | permitted | permitted |
| Athletic Center (commercial) | 1 per 100 sf. class area | permitted | permitted | permitted | permitted |
| Other Uses: | | | | | |
| Hotel | 1 per room | permitted | permitted | permitted | permitted |
| Enclosed Self Storage | 1 per 5,000 sf. gla | permitted | not permitted | not permitted | not permitted |
| Automotive Use (new car sales) | 1 per 500 sf. patron area | permitted | not permitted | not permitted | not permitted |

H. Shared Parking

Shared parking spaces may be counted toward parking requirements with the following conditions:

1. Shared spaces are based on temporal complimentary use in which one use occupies the space at a different time than another. Shared spaces may also be based on internal capture in which persons walk from one use to another. Shared space parking may be applied within a mixed-use property or among adjacent properties, pursuant to the requirements this section and of Table 8.
2. An adjacent property with which the spaces are shared must share at least one common property line or be located directly across a street, intersection or other public right-of-way from the subject property.
3. For all shared parking that is not in the development property, the applicant/owner must submit a parking covenant attached to proposed development plans.
4. The Director shall approve any shared parking spaces, and the number that may be shared shall be calculated by the method contained herein:
 - (a) The parking required for any two functions is calculated by dividing the number of spaces required by the lesser of the two uses by the appropriate factor from Table 8 and adding the result to the greater use parking requirement. If there is another use that is not indicated in the sharing factor chart, then the sharing factor of 1.1 shall be used.

**Table 8
 Shared Parking Factors**

| FUNCTION | Residential | Lodging | Office | Commercial |
|--------------------|--------------------|----------------|---------------|-------------------|
| Residential | 1 | 1.1 | 1.4 | 1.2 |
| Lodging | 1.1 | 1 | 1.7 | 1.3 |
| Office | 1.4 | 1.7 | 1 | 1.2 |
| Commercial | 1.2 | 1.3 | 1.2 | 1 |

I. Special Needs Parking

1. All special needs parking will count towards the required parking on a 1 to 1 basis
2. The number and dimensions of parking for individuals with disabilities shall comply with the standards of the Florida Building Code
3. Stroller parking shall be provided for all commercial parking areas, including commercial parking for a mixed-use building, and shall be provided at locations close to the pedestrian entrance, with the required number as required by Table 9.
4. Preferential parking for veterans will be provided at locations close to the pedestrian entrance, with the required number as required by Table 9.
5. Electric Vehicle Charging Station Parking will be provided at convenient locations, distributed among garage levels, with the required number as required by Table 9.
6. Low-Speed Vehicle Parking will be provided at convenient locations, distributed among garage levels, with the required number as required by Table 9.
7. Two-Wheel Vehicle Parking will be provided at convenient locations, distributed among garage levels, with the required number as required by Table 9.

Table 9
Special Needs Parking Components

| Number of Total required Spaces → Type of Parking: | 1 to 25 | 26 to 50 | 51 to 75 | 76 to 100 | 101 to 150 | 151 to 200 | 201 to 300 | 301 to 400 | 401 to 500 | Over 500 |
|---|---------|----------|----------|-----------|------------|------------|------------|------------|------------|-------------|
| Accessible Spaces | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 2% of total |
| Stroller Spaces | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 3 |
| Veteran Spaces | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 3 |
| Electric Vehicle Plug-In Spaces | 0 | 1 | 2 | 2 | 3 | 4 | 6 | 8 | 9 | 2% of total |
| Low Speed Electric Vehicle Plug-In Spaces | 0 | 1 | 1 | 1 | 2 | 2 | 3 | 4 | 5 | 1% of total |
| Two-Wheeled Vehicle Spaces | 2 | 2 | 4 | 4 | 6 | 8 | 12 | 16 | 20 | 4% of total |

J. Bicycle Parking

1. In addition to the vehicle parking, for every ten parking spaces required, one bicycle parking space shall be provided.
2. A minimum of 25-percent of the required bicycle parking shall be provided along the primary street frontage
3. Adequate and Accessible bicycle racks shall be installed at all public buildings and public spaces.

Section 30-50.23.3. Village Design Standards.

Section 30-50.23.3 - 01 Purpose.

This section identifies the Village design standards for development in each of the sectors and ensures that development is consistent with the vision for the Village of Palmetto Bay's Downtown area. Each sector shall follow the standards for building types, building form and parking. The sectors are identified as follows:

Main Street Sector, Island Sector, Eureka Sector and Neighborhood Sector

Unless otherwise stated, all standards in this section are expressed as minimums and may be exceeded in compliance with all applicable provisions of the zoning code.

The map of the boundaries and parcels included in each sector and the "Intent of the Sector" statements for each of the sector summaries are consistent with *Section 2.03, Sector Plan*.

Build-To Lines that are the datum for determining setbacks, stepbacks and frontage lines are based on the Build-To Line locations defined in *Section 2.04, Streets Plan*.

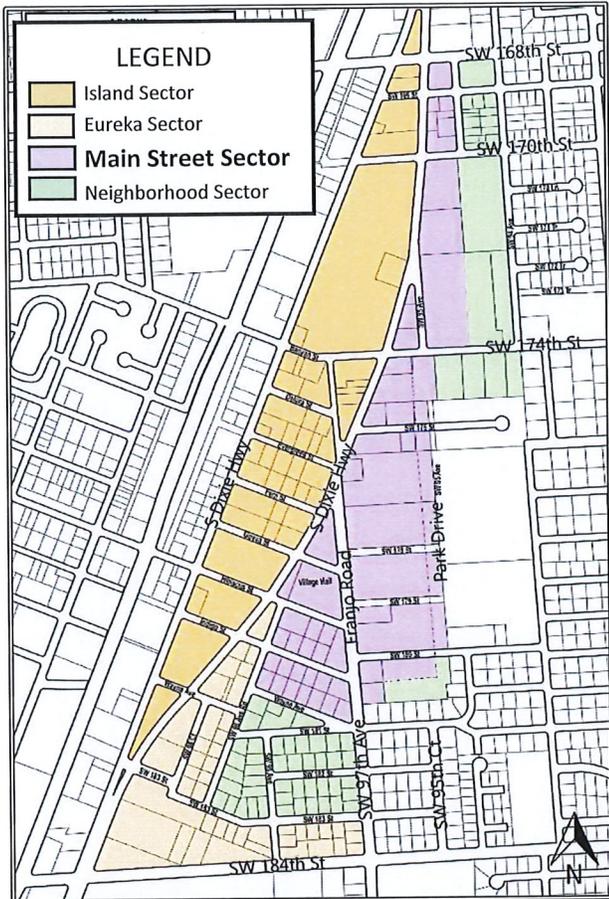
Open Space requirements in this section are consistent with the open space requirements in *Section 2.05, Open Space Plan*.

Permitted and conditional uses for each of the sectors are as defined in *Section 2.06, Uses Plan*, with definitions for uses as defined in *Section 6, Definitions*

Parking amount and locations requirements are as defined in *Section 2.07, Parking Plan*.

Section 30-50.23.3-02 Downtown Area Sectors
Section 30-50.23.3-02.1 Main Street Sector

Figure 5 Main Street Sector



**Main Street
Intent of the Sector**

The *Main Street Sector* applies to the primary area of the Downtown which is composed of the most vital, pedestrian and bike-oriented blocks with commercial components scales to the pedestrian. Building typologies are suitable to satisfy the broad assortment of retail, office, service and residential uses that create the Village’s mixed-use downtown area. Franjo Road is the main street and shall be developed with mixed use developments that provide a continuous pedestrian walk with ground-level retail and offices or multi-family residential units above. Landscaping is to reflect the pedestrian character, emphasize pedestrian and bike protection, and accentuate the architectural character of the area.

**Table 7
Main Street Sector**

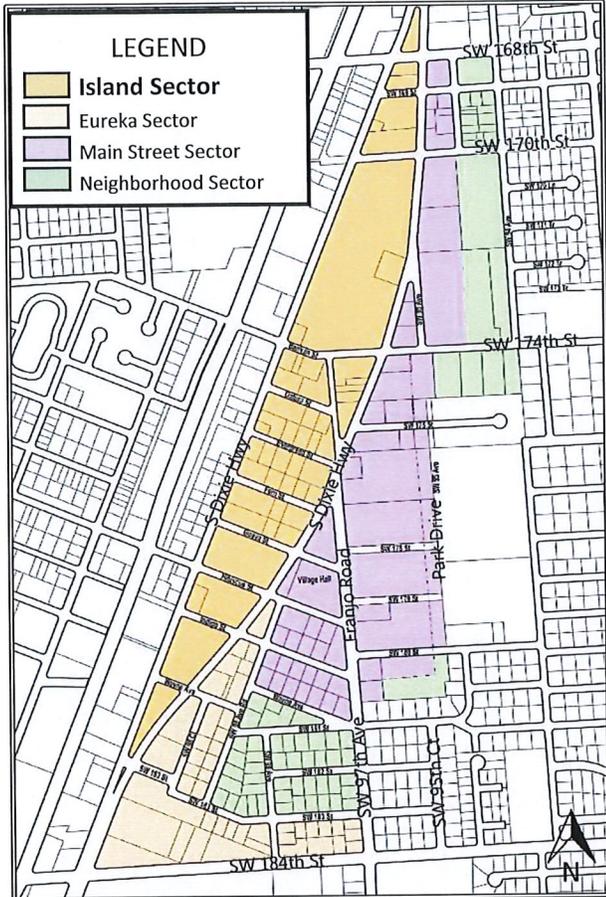
| Building Type | Mixed Use | Single Use Commercial | Single Use Stacked Apartment | Town House | Single-Family Detached |
|--|--|--|---|---------------|------------------------|
| Franjo Road Frontage Types | <ul style="list-style-type: none"> • Gallery • Storefront • Service | <ul style="list-style-type: none"> • Gallery • Storefront • Service | not permitted | not permitted | not permitted |
| Other Street Frontage Types | <ul style="list-style-type: none"> • Gallery • Storefront • Service | <ul style="list-style-type: none"> • Gallery • Storefront • Service | <ul style="list-style-type: none"> • Gallery • Storefront • Forecourt • Service | not permitted | not permitted |
| Franjo Road 1st Floor Use | Retail or Eatery | Retail or Eatery | not permitted | not permitted | not permitted |
| Other Street 1st Floor Use | any use permitted | any use permitted | residential | not permitted | not permitted |
| Residential Density (maximum) | 32 DU/acre _{gross} | not applicable | 32 DU/acre _{gross} | not permitted | not permitted |
| Minimum Residential Unit Area | 625 s.f. | not applicable | 625 s.f. | not permitted | not permitted |
| Average Residential Unit Area | 750 s.f. | not applicable | 750 s.f. | not permitted | not permitted |

Table 8
Main Street Sector

| Building Type | Mixed Use | Single Use Commercial | Stacked Apartment | Town House | Single-Family Detached |
|--|--|-----------------------------|-----------------------------|----------------|------------------------|
| Lot <i>width measured along frontage. Frontage is along highest-ranking street of Street Hierarchy Plan (Figure 3)</i> | | | | | |
| Lot Width, Minimum | 80 ft. | 80 ft. | 80 ft. | not applicable | not applicable |
| Lot Width, Maximum | not applicable | 200 ft. | 200 ft. | not applicable | not applicable |
| Lot Depth, Minimum | 100 ft. | 100 ft. | 100 ft. | not applicable | not applicable |
| Height | | | | | |
| Building Height (max. to roof) | 65 ft. | 50 ft. | 50 ft. | not applicable | not applicable |
| Number of Stories (maximum) | 5 | 4 | 4 | not applicable | not applicable |
| Number of Stories (minimum) | 4 | 4 | 4 | not applicable | not applicable |
| Accessory Structure Height | not permitted | not permitted | 25 ft. | not applicable | not applicable |
| Setbacks <i>from Build-To Line or interior property line</i> | | | | | |
| Front | 0 ft. | 0 ft. | 0 ft. | not applicable | not applicable |
| Street Side | 0 ft. | 0 ft. | 0 ft. | not applicable | not applicable |
| Interior Side | 0 ft. | 0 ft. | 0 ft. | not applicable | not applicable |
| Rear | 15 ft. | 15 ft. | 15 ft. | not applicable | not applicable |
| Building Separation Distance | 20 ft. | 20 ft. | 20 ft. | not applicable | not applicable |
| Stepbacks <i>from Build-To Line or interior property line</i> | | | | | |
| Vertical Location | above 3 rd floor | above 2 nd floor | above 2 nd floor | not applicable | not applicable |
| Franjo Road | 0 ft. | 0 ft. | 0 ft. | not applicable | not applicable |
| Front (not Franjo Road) | 15 ft. | 0 ft. | 0 ft. | not applicable | not applicable |
| Street Side | 15 ft. | 15 ft. | 15 ft. | not applicable | not applicable |
| Interior Side | 0 ft. | 0 ft. | 0 ft. | not applicable | not applicable |
| Rear | 0 ft. | 0 ft. | 0 ft. | not applicable | not applicable |
| Neighborhood Sector Transition | 25' @ 2 nd flr. | 25 ft. | 25 ft. | not applicable | not applicable |
| Residential Zone Transition | 25' @ 2 nd flr. | 25 ft. | 25 ft. | not applicable | not applicable |
| Open Space <i>percent of net lot area, public open space to be located on net lot area, private open space may be rooftop</i> | | | | | |
| Lot Coverage (maximum) | 80% | 80% | 85% | not applicable | not applicable |
| Public Open Space (minimum) | 20% | 20% | 15% | not applicable | not applicable |
| Pervious Landscape Area (min) | 15% | 15% | 10% | not applicable | not applicable |
| Hardscape Area | 5% | 5% | 5% | not applicable | not applicable |
| Private Open Space (minimum) | 15% | 15% | 15% | not applicable | not applicable |
| Façade | | | | | |
| Frontage Occupation (min.) | 80% | 80% | 80% | not applicable | not applicable |
| Continuous Frontage (max.) | 300 ft. | 160 ft. | 160 ft. | not applicable | not applicable |
| Paseo Width (minimum.) | 20 ft. | not applicable | not applicable | not applicable | not applicable |
| Glazing at Street Level (min.) | 70% | 70% | not required | not applicable | not applicable |
| Encroachments <i>horizontal projection from façade (h) and vertical clearance from ground (v)</i> | | | | | |
| Signage | 24-in. h x 8-ft. v | 24-in. h x 8-ft. v | not applicable | not applicable | not applicable |
| Lighting | 24-in. h x 8-ft. v | 24-in. h x 8-ft. v | 24-in. h x 8-ft. v | not applicable | not applicable |
| Awning | 6-ft. h x 10-ft. v | 6-ft. h x 10-ft. v | 6-ft. h x 10-ft. v | not applicable | not applicable |
| Balcony | 6-ft. h x 12-ft. v | 6-ft. h x 12-ft. v | 6-ft. h x 12-ft. v | not applicable | not applicable |
| Window | 4-ft. h x 12-ft. v | 4-ft. h x 12-ft. v | 4-ft. h x 12-ft. v | not applicable | not applicable |
| Parking Location and Setbacks | | | | | |
| Surface Parking Location | alley or lowest ranking street – not along Franjo Road | | | not applicable | not applicable |
| Parking Access | alley or lowest ranking street – not along Franjo Road | | | not applicable | not applicable |
| Services Location | alley or lowest ranking street – not along Franjo Road | | | not applicable | not applicable |
| Front Setback (minimum) | 30 ft. | 30 ft. | 30 ft. | not applicable | not applicable |
| Street Side Setback (minimum) | 10 ft. | 10 ft. | 10 ft. | not applicable | not applicable |
| Interior Side or Rear Setback | 5 ft. | 5 ft. | 5 ft. | not applicable | not applicable |

Section 30-50.23.3-02.2 Island Sector

Figure 6 Island Sector



**Island Sector
 Intent of the Sector**

The *Island Sector* applies to the area of the Downtown that is between the northbound and southbound lanes of the bifurcated segment of South Dixie Highway (US-1) and is the Sector that is closest to the South Dade Transitway. This sector provides for the most flexible mixed-use building types, with small and larger-scale retail at the ground level and offices or multi-unit residential on the floors above. Stand-alone commercial uses may be accommodated in the Island Sector with other compatible uses integrated in a form that meets the development and design standards required in this section. Landscaping should consist of a more Village scale and pattern of planting and pedestrian hardscape.

Table 9
 Island Sector

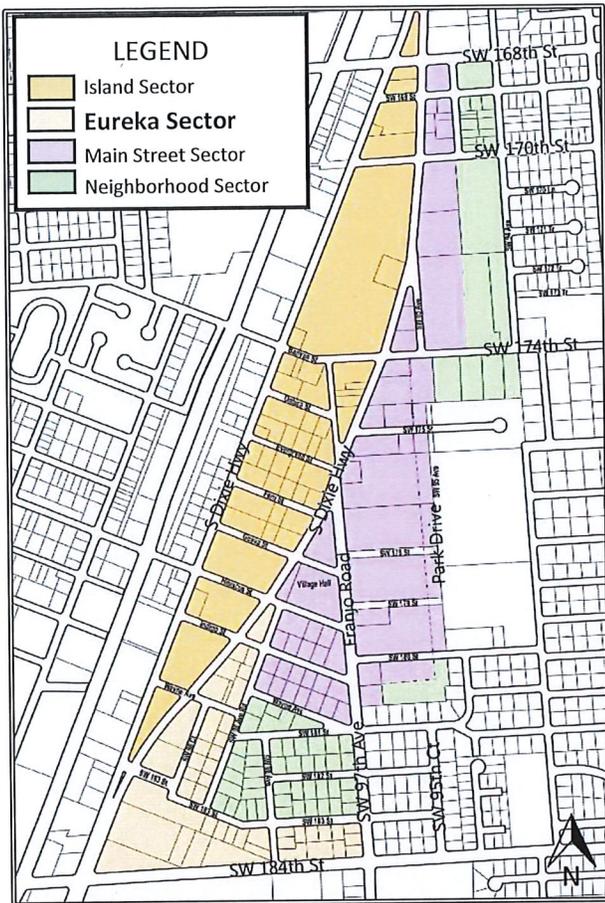
| Building Type | Mixed Use | Single Use Commercial | Single Use Stacked Apartment | Town House | Single-Family Detached |
|--|--|--|---|---------------|------------------------|
| US-1 Frontage Types | <ul style="list-style-type: none"> • Gallery • Storefront • Service | <ul style="list-style-type: none"> • Gallery • Storefront • Service | not permitted | not permitted | not permitted |
| Other Street Frontage Types | <ul style="list-style-type: none"> • Gallery • Storefront • Service | <ul style="list-style-type: none"> • Gallery • Storefront • Service | <ul style="list-style-type: none"> • Gallery • Storefront • Forecourt • Service | not permitted | not permitted |
| Franjo Road 1st Floor Use | Retail or Eatery | Retail or Eatery | not permitted | not permitted | not permitted |
| Other Street 1st Floor Use | any use permitted | any use permitted | residential | not permitted | not permitted |
| Residential Density (maximum) | 54 DU/acre _{gross} | not applicable | 54 DU/acre _{gross} | not permitted | not permitted |
| Minimum Residential Unit Area | 625 s.f. | not applicable | 625 s.f. | not permitted | not permitted |
| Average Residential Unit Area | 750 s.f. | not applicable | 750 s.f. | not permitted | not permitted |

Table 10
Island Sector

| Building Type | Mixed Use | Single Use Commercial | Stacked Apartment | Town House | Single-Family Detached |
|--|--------------------------------|-----------------------------|-----------------------------|----------------|------------------------|
| Lot <i>width measured along frontage. Frontage is along highest-ranking street of Street Hierarchy Plan (Figure 3)</i> | | | | | |
| Lot Width, Minimum | 80 ft. | 80 ft. | 80 ft. | not applicable | not applicable |
| Lot Width, Maximum | not applicable | 200 ft. | 200 ft. | not applicable | not applicable |
| Lot Depth, Minimum | 100 ft. | 100 ft. | 100 ft. | not applicable | not applicable |
| Height | | | | | |
| Building Height (max. to roof) | 90 ft. | 100 ft. | 70 ft. | not applicable | not applicable |
| Number of Stories (maximum) | 7 | 8 w Council approval | 5 | not applicable | not applicable |
| Number of Stories (minimum) | 2 | 2 | 2 | not applicable | not applicable |
| Accessory Structure Height | not permitted | not permitted | 25 ft. | not applicable | not applicable |
| Setbacks <i>from Build-To Line or interior property line</i> | | | | | |
| Front | 0 ft. | 0 ft. | 0 ft. | not applicable | not applicable |
| Street Side | 0 ft. | 0 ft. | 0 ft. | not applicable | not applicable |
| Interior Side | 0 ft. | 0 ft. | 0 ft. | not applicable | not applicable |
| Rear | 20 ft. | 20 ft. | 25 ft. | not applicable | not applicable |
| Building Separation Distance | 20 ft. | 20 ft. | 20 ft. | not applicable | not applicable |
| Stepbacks <i>from Build-To Line or interior property line</i> | | | | | |
| Vertical Location | above 4 th floor | above 4 th floor | above 4 th floor | not applicable | not applicable |
| Front (US-1, Southbound) | 0 ft. | 0 ft. | 0 ft. | not applicable | not applicable |
| Front (US-1, Northbound) | 15 ft. | 15 ft. | 15 ft. | not applicable | not applicable |
| East – West Street Side | 15 ft. | 15 ft. | 15 ft. | not applicable | not applicable |
| Interior Side | 0 ft. | 0 ft. | 0 ft. | not applicable | not applicable |
| Rear | 0 ft. | 0 ft. | 15 ft. | not applicable | not applicable |
| Open Space <i>percent of net lot area, public open space to be located on net lot area, private open space may be rooftop</i> | | | | | |
| Lot Coverage (maximum) | 80% | 80% | 85% | not applicable | not applicable |
| Public Open Space (minimum) | 20% | 20% | 15% | not applicable | not applicable |
| Pervious Landscape Area (min) | 15% | 15% | 10% | not applicable | not applicable |
| Hardscape Area | 5% | 5% | 5% | not applicable | not applicable |
| Private Open Space (minimum) | 15% | 15% | 15% | not applicable | not applicable |
| Façade | | | | | |
| Frontage Occupation (min.) | 80% | 80% | 80% | not applicable | not applicable |
| Continuous Frontage (max.) | 300 ft. | 160 ft. | 160 ft. | not applicable | not applicable |
| Paseo Width (minimum.) | 20 ft. | not applicable | not applicable | not applicable | not applicable |
| Glazing at Street Level (min.) | 70% | 70% | not required | not applicable | not applicable |
| Encroachments <i>horizontal projection from façade (h) and vertical clearance from ground (v)</i> | | | | | |
| Signage | 24-in. h x 8-ft. v | 24-in. h x 8-ft. v | not applicable | not applicable | not applicable |
| Lighting | 24-in. h x 8-ft. v | 24-in. h x 8-ft. v | 24-in. h x 8-ft. v | not applicable | not applicable |
| Awning | 6-ft. h x 10-ft. v | 6-ft. h x 10-ft. v | 6-ft. h x 10-ft. v | not applicable | not applicable |
| Balcony | 6-ft. h x 12-ft. v | 6-ft. h x 12-ft. v | 6-ft. h x 12-ft. v | not applicable | not applicable |
| Window | 4-ft. h x 12-ft. v | 4-ft. h x 12-ft. v | 4-ft. h x 12-ft. v | not applicable | not applicable |
| Parking Location and Setbacks | | | | | |
| Surface Parking Location | alley or lowest ranking street | | | not applicable | not applicable |
| Parking Access | alley or lowest ranking street | | | not applicable | not applicable |
| Services Location | alley or lowest ranking street | | | not applicable | not applicable |
| Front Setback (minimum) | 30 ft. | 30 ft. | 30 ft. | not applicable | not applicable |
| Street Side Setback (minimum) | 10 ft. | 10 ft. | 10 ft. | not applicable | not applicable |
| Interior Side or Rear Setback | 5 ft. | 5 ft. | 5 ft. | not applicable | not applicable |

Section 30-50.23.3-02.3 Eureka Sector

Figure 7 Eureka Sector



Eureka Sector
Intent of the Sector

The *Eureka Sector* applies to the area of the Downtown that is south of Indigo Street and immediately east of the Island Sector, and the corridor along the SW 184th Street. Eureka provides transition from the large-scale development along US-1 to the smaller scale main-street mixed-use environment and residentially focused Neighborhood Sector. This sector provides for flexible building types to accommodate commercial/retail at the ground level and offices or multi-unit residential on the floors above, while respecting transitions to the east edge of the sector. Landscaping should consist of a more Village scale and pattern of planting along US-1 and SW 184th Street, while emphasizing safe and convenient pedestrian and bike Village realm along other streets.

Table 11
 Eureka Sector

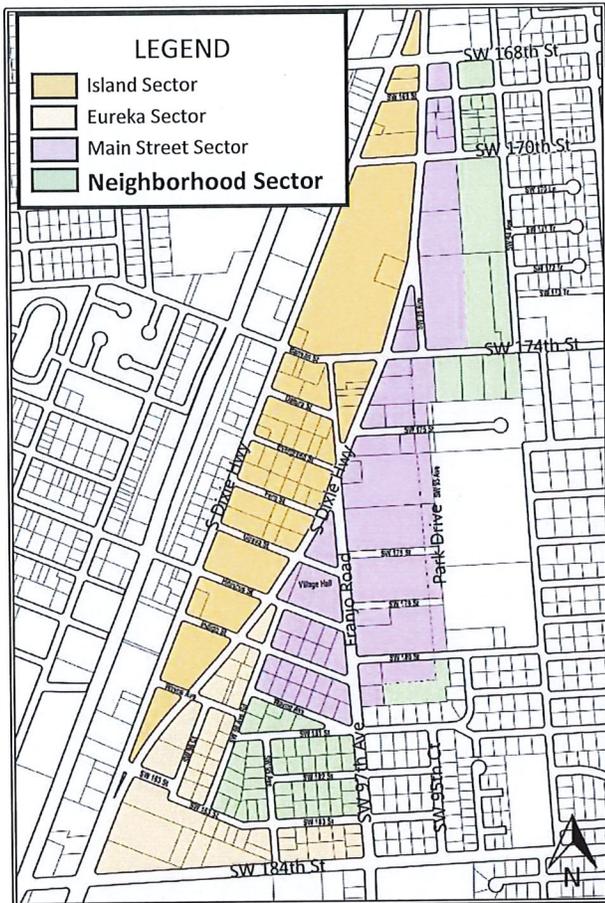
| Building Type | Mixed Use | Single Use Commercial | Single Use Stacked Apartment | Town House | Single-Family Detached |
|--|--|--|---|---------------|------------------------|
| US-1 Frontage Types | <ul style="list-style-type: none"> • Gallery • Storefront • Service | <ul style="list-style-type: none"> • Gallery • Storefront • Service | not permitted | not permitted | not permitted |
| Other Street Frontage Types | <ul style="list-style-type: none"> • Gallery • Storefront • Service | <ul style="list-style-type: none"> • Gallery • Storefront • Service | <ul style="list-style-type: none"> • Gallery • Storefront • Forecourt • Service | not permitted | not permitted |
| Franjo Road 1 st Floor Use | Retail or Eatery | Retail or Eatery | not permitted | not permitted | not permitted |
| Other Street 1 st Floor Use | any use permitted | any use permitted | residential | not permitted | not permitted |
| Residential Density (maximum) | 43 DU/acre _{gross} | not applicable | 43 DU/acre _{gross} | not permitted | not permitted |
| Minimum Residential Unit Area | 625 s.f. | not applicable | 625 s.f. | not permitted | not permitted |
| Average Residential Unit Area | 750 s.f. | not applicable | 750 s.f. | not permitted | not permitted |

Table 12
Eureka Sector

| Building Type | Mixed Use | Single Use Commercial | Single Use Stacked Apartment | Town House | Single-Family Detached |
|--|--------------------------------|-----------------------------|------------------------------|----------------|------------------------|
| Lot <i>width measured along frontage. Frontage is along highest-ranking street of Street Hierarchy Plan (Figure 3)</i> | | | | | |
| Lot Width, Minimum | 80 ft. | 80 ft. | 80 ft. | not applicable | not applicable |
| Lot Width, Maximum | not applicable | 200 ft. | 200 ft. | not applicable | not applicable |
| Lot Depth, Minimum | 100 ft. | 100 ft. | 100 ft. | not applicable | not applicable |
| Height | | | | | |
| Building Height (max. to roof) | 70 ft. | 70 ft. | 70 ft. | not applicable | not applicable |
| Number of Stories (maximum) | 5 | 5 | 5 | not applicable | not applicable |
| Number of Stories (minimum) | 2 | 2 | 2 | not applicable | not applicable |
| Accessory Structure Height | not permitted | not permitted | 25 ft. | not applicable | not applicable |
| Setbacks <i>from Build-To Line or interior property line</i> | | | | | |
| Front | 0 ft. | 0 ft. | 0 ft. | not applicable | not applicable |
| Street Side | 0 ft. | 0 ft. | 0 ft. | not applicable | not applicable |
| Interior Side | 0 ft. | 0 ft. | 0 ft. | not applicable | not applicable |
| Rear | 20 ft. | 20 ft. | 25 ft. | not applicable | not applicable |
| Building Separation Distance | 20 ft. | 20 ft. | 20 ft. | not applicable | not applicable |
| Stepbacks <i>from Build-To Line or interior property line</i> | | | | | |
| Vertical Location | above 4 th floor | above 4 th floor | above 4 th floor | not applicable | not applicable |
| Front | 15 ft. | 15 ft. | 15 ft. | not applicable | not applicable |
| Street Side | 15 ft. | 15 ft. | 15 ft. | not applicable | not applicable |
| Interior Side | 0 ft. | 0 ft. | 0 ft. | not applicable | not applicable |
| Rear | 0 ft. | 0 ft. | 15 ft. | not applicable | not applicable |
| Neighborhood Sector Transition | 25' @ 2 nd flr. | 25' @ 2 nd flr. | 25' @ 2 nd flr. | not applicable | not applicable |
| Residential Zone Transition | 25' @ 2 nd flr. | 25' @ 2 nd flr. | 25' @ 2 nd flr. | not applicable | not applicable |
| Open Space <i>percent of net lot area, public open space to be located on net lot area, private open space may be rooftop</i> | | | | | |
| Lot Coverage (maximum) | 80% | 80% | 85% | not applicable | not applicable |
| Public Open Space (minimum) | 20% | 20% | 15% | not applicable | not applicable |
| Pervious Landscape Area (min) | 15% | 15% | 10% | not applicable | not applicable |
| Hardscape Area | 5% | 5% | 5% | not applicable | not applicable |
| Private Open Space (minimum) | 15% | 15% | 15% | not applicable | not applicable |
| Façade | | | | | |
| Frontage Occupation (min.) | 80% | 80% | 80% | not applicable | not applicable |
| Continuous Frontage (max.) | 300 ft. | 160 ft. | 160 ft. | not applicable | not applicable |
| Paseo Width (minimum.) | 20 ft. | not applicable | not applicable | not applicable | not applicable |
| Glazing at Street Level (min.) | 70% | 70% | not required | not applicable | not applicable |
| Encroachments <i>horizontal projection from façade (h) and vertical clearance from ground (v)</i> | | | | | |
| Signage | 24-in. h x 8-ft. v | 24-in. h x 8-ft. v | not applicable | not applicable | not applicable |
| Lighting | 24-in. h x 8-ft. v | 24-in. h x 8-ft. v | 24-in. h x 8-ft. v | not applicable | not applicable |
| Awning | 6-ft. h x 10-ft. v | 6-ft. h x 10-ft. v | 6-ft. h x 10-ft. v | not applicable | not applicable |
| Balcony | 6-ft. h x 12-ft. v | 6-ft. h x 12-ft. v | 6-ft. h x 12-ft. v | not applicable | not applicable |
| Window | 4-ft. h x 12-ft. v | 4-ft. h x 12-ft. v | 4-ft. h x 12-ft. v | not applicable | not applicable |
| Parking Location and Setbacks | | | | | |
| Surface Parking Location | alley or lowest ranking street | | | not applicable | not applicable |
| Parking Access | alley or lowest ranking street | | | not applicable | not applicable |
| Services Location | alley or lowest ranking street | | | not applicable | not applicable |
| Front Setback (minimum) | 30 ft. | 30 ft. | 30 ft. | not applicable | not applicable |
| Street Side Setback (minimum) | 10 ft. | 10 ft. | 10 ft. | not applicable | not applicable |
| Interior Side or Rear Setback | 5 ft. | 5 ft. | 5 ft. | not applicable | not applicable |

Section 30-50.23.3-02.4 Neighborhood Sector

Figure 8 Neighborhood Sector



Neighborhood Sector
Intent of the Sector

The *Neighborhood Sector* is applied to lower intensity mixed-use and residentially focused area within the Downtown that is compatible in the context of downtown uses nearby, and provides transition to the residential neighborhoods to the east. Townhouse, rowhouse and low-rise residential building types maintain a compatible visual profile to the other sectors but establish scale compatibility to neighborhoods to the east. Single family houses may be developed in a Village form such as side-yard and courtyard houses that maintain the street edge, respect the public realm, yet provide a protected private area expected of single-family types. Landscaping should be consistent with the neighborhood scale of the district and be more focused on green space than hardscape.

Table 13
Neighborhood Sector

| Building Type | Mixed Use | Single Use Commercial | Single Use Stacked Apartment | Town House | Single-Family Detached |
|--|--|--|---|---|--|
| Franjo Road Frontage Types | <ul style="list-style-type: none"> • Gallery • Storefront • Service | <ul style="list-style-type: none"> • Gallery • Storefront • Service | not permitted | not permitted | not permitted |
| Other Street Frontage Types | <ul style="list-style-type: none"> • Gallery • Storefront • Service | <ul style="list-style-type: none"> • Gallery • Storefront • Service | <ul style="list-style-type: none"> • Gallery • Storefront • Forecourt • Service | <ul style="list-style-type: none"> • Forecourt • Stoop • Porch | <ul style="list-style-type: none"> • Stoop • Porch |
| Franjo Road 1st Floor Use | Retail or Eatery | Retail or Eatery | not permitted | not permitted | not permitted |
| Other Street 1st Floor Use | any use permitted | any use permitted | residential | residential | residential |
| Residential Density (maximum) | 24 DU/acre _{gross} | not applicable | 24 DU/acre _{gross} | 24 DU/acre _{gross} | 24 DU/acre _{gross} |
| Minimum Residential Unit Area | 625 s.f. | not applicable | 625 s.f. | 1,400 s.f. | 2,000 s.f. |
| Average Residential Unit Area | 750 s.f. | not applicable | 750 s.f. | 1,400 s.f. | 2,000 s.f. |

Table 14
Neighborhood Sector

| Building Type | Mixed Use | Single Use Commercial | Single Use Stacked Apartment | Town House | Single-Family Detached |
|--|--|-----------------------|------------------------------|--------------------------------|------------------------|
| Lot <i>width measured along frontage. Frontage is along highest-ranking street of Street Hierarchy Plan (Figure 3)</i> | | | | | |
| Lot Width, Minimum | 80 ft. | 80 ft. | 80 ft. | 80 ft. | 45 ft. |
| Lot Width, Maximum | <i>not applicable</i> | 200 ft. | 200 ft. | 125 ft. | 100 ft. |
| Lot Depth, Minimum | 100 ft. | 100 ft. | 100 ft. | 100 ft. | 100 ft. |
| Height | | | | | |
| Building Height (max. to roof) | 40 ft. | 36 ft. | 36 ft. | 36 ft. | 36 ft. |
| Number of Stories (maximum) | 3 | 3 | 3 | 3 | 3 |
| Number of Stories (minimum) | 2 | 2 | 2 | 2 | 2 |
| Accessory Structure Height | not permitted | not permitted | 20 ft. | 20 ft. | 0 ft. |
| Setbacks <i>from Build-To Line or interior property line</i> | | | | | |
| Front | 10 ft. | 10 ft. | 10 ft. | 10 ft. | 20 ft. |
| Street Side | 10 ft. | 10 ft. | 10 ft. | 10 ft. | 15 ft. |
| Interior Side | 5 ft. | 5 ft. | 5 ft. | 5 ft. | 5 ft. |
| Rear | 15 ft. | 15 ft. | 15 ft. | 15 ft. | 20 ft. |
| Building Separation Distance | 20 ft. | 20 ft. | 20 ft. | 20 ft. | 20 ft. |
| Stepbacks <i>from Build-To Line or interior property line</i> | | | | | |
| Vertical Location | not required | not required | not required | not required | not required |
| Front | not required | not required | not required | not required | not required |
| Street Side | not required | not required | not required | not required | not required |
| Interior Side | not required | not required | not required | not required | not required |
| Rear | not required | not required | not required | not required | not required |
| Open Space <i>percent of net lot area, public open space to be located on net lot area, private open space may be rooftop</i> | | | | | |
| Lot Coverage (maximum) | 80% | 80% | 80% | 80% | 40% |
| Public Open Space (minimum) | 20% | 20% | 20% | 0% | 0% |
| Pervious Landscape Area (min) | 20% | 20% | 20% | 10% | 60% |
| Hardscape Area | 5% | 5% | 5% | 0% | 0% |
| Private Open Space (minimum) | 15% | 15% | 10% | 400 s.f. | 10% |
| Façade | | | | | |
| Frontage Occupation (min.) | 70% | 60% | 60% | 80% | 60% |
| Continuous Frontage (max.) | 140 ft. | 120 ft. | 120 ft. | 100 ft. | 60 ft. |
| Paseo Width (minimum.) | 20 ft. | <i>not applicable</i> | <i>not applicable</i> | <i>not applicable</i> | <i>not applicable</i> |
| Glazing at Street Level (min.) | 70% | 70% | not required | not required | not required |
| Encroachments <i>horizontal projection from façade (h) and vertical clearance from ground (v)</i> | | | | | |
| Signage | 24-in. h x 8-ft. v | 24-in. h x 8-ft. v | <i>not applicable</i> | <i>not applicable</i> | <i>not applicable</i> |
| Lighting | 24-in. h x 8-ft. v | 24-in. h x 8-ft. v | 24-in. h x 8-ft. v | 24-in. h x 8-ft. v | 24-in. h x 8-ft. v |
| Awning | 6-ft. h x 10-ft. v | 6-ft. h x 10-ft. v | 6-ft. h x 10-ft. v | 6-ft. h x 10-ft. v | 6-ft. h x 10-ft. v |
| Balcony | 6-ft. h x 12-ft. v | 6-ft. h x 12-ft. v | 6-ft. h x 12-ft. v | 6-ft. h x 12-ft. v | 6-ft. h x 12-ft. v |
| Window | 4-ft. h x 12-ft. v | 4-ft. h x 12-ft. v | 4-ft. h x 12-ft. v | 4-ft. h x 12-ft. v | 4-ft. h x 12-ft. v |
| Parking Location and Setbacks | | | | | |
| Surface Parking Location | alley or lowest ranking street – not along Franjo Road | | | alley or lowest ranking street | |
| Parking Access | alley or lowest ranking street – not along Franjo Road | | | alley or lowest ranking street | |
| Services Location | alley or lowest ranking street – not along Franjo Road | | | alley or lowest ranking street | |
| Front Setback (minimum) | 30 ft. | 30 ft. | 30 ft. | 30 ft. | 30 ft. |
| Street Side Setback (minimum) | 10 ft. | 10 ft. | 10 ft. | 10 ft. | 10 ft. |
| Interior Side or Rear Setback | 5 ft. | 5 ft. | 5 ft. | 5 ft. | 5 ft. |

Sec. 30-50.23.4. – Architecture standards.

Section 30-50.23.4-01 - Purpose

This section of the code contains specific development standards that apply to new development and significant redevelopment in Palmetto Bay's Downtown Area. The intent and purpose of the development standards is to ensure consistency with the Village of Palmetto Bay's development vision. The following architectural standards have been developed to aid homeowners, lot owners, architects, builders and other design professionals in the understanding of what are the appropriate building frontages, building types, massing, fenestrations and character for the Village of Palmetto Bay. The development standards in this section apply are differentiated by building type and apply to all sectors.

Section 30-50.23.4-02 - Building Types

Subject to the requirements of the applicable sector, a proposed building type shall be designed as one of the building types.

- A. **Mixed Use Building.** 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 shall have facades along one or more street frontages. Larger buildings with more than two street frontages can accommodate larger footprint commercial uses and structured parking within the envelope. Smaller buildings with shallower footprints on smaller lots may have services and parking in the rear of the lot or on a side street. The frontage on which the main entrance of the building is situated shall be on the street of the highest priority as determined by the Street Hierarchy Plan of **Section 30-50.23.2-04 Streets Plan.**
- B. **Commercial Building.** A non-residential building type occupied by a single type of commercial or office use on the ground floor and all floor(s) above. The building shall have facades along one or more street frontages. Larger buildings with more than two street frontages can accommodate larger footprint commercial uses and structured parking within the envelope. Smaller buildings with shallower footprints on smaller lots may have services and parking in the rear of the lot or on a side street. The frontage on which the main entrance of the building is situated shall be on the street of the highest priority as determined by the Street Hierarchy Plan of **Section 30-50.23.2-04 Streets Plan.**
- B. **Stacked Apartment.** A neighborhood scaled, multi-family residential building type with similar residential units throughout all floors of the building. Floor plans are intended to accommodate a variety of unit types. The building shall have facades along one of more street frontages. Larger buildings with more than two street frontages can accommodate larger footprint commercial uses and structured parking within the envelope. Smaller buildings with shallower footprints on smaller lots may have services and parking in the rear of the lot or on a side street. The frontage on which the main entrance of the building is situated shall be on the street of the highest priority as determined by the Street Hierarchy Plan of **Section 30-50.23.2-04 Streets Plan.**
- C. **Town House.** A residential building type that shares a party wall with the structure next to it. Each individual structure is occupied by one residence, on all floors, in an array of at least three structures, side by side along the primary street frontage. The frontage on which the main entrance of the building is situated shall be on the street of the highest priority as determined by the Street Hierarchy Plan of **Section 30-50.23.2-04 Streets Plan.**

- D. **Single family house.** A residential building type that accommodates one primary residence on all floor(s) of the structure and occupies the totality of the site in and of itself. The frontage on which the main entrance of the building is situated may be on the established frontage of the lot through prior platting.

Section 30-50.23.4-03 - Vertical Mixed-Use Building - Uses by Floor

- A. A mixed-use building type shall accommodate certain commercial uses at the ground floor and multi-family residential units and other non-retail or eatery uses on the floor(s) above, with the number of stories consistent with the Sector requirements.
- B. The use categories that are permitted for each floor shall be consistent with Table 15. The use categories listed in Table 15 are consistent with the use categories in Tables 3 and 4 in Section 30-50.23.2-06, Uses, and any specific use within a category in Tables 3 and 4 are permissible on the floor as listed.
- C. Eating and drinking establishments may be permitted on upper floors only as an accessory use to hotels.
- D. All ground floor units along Franjo Road shall be designed to accommodate retail uses, retail offices or eating and drinking establishments.

Table 15
Habitable Use Categories by Floor as Permitted in Island, Eureka and Main Street Sectors

| Floor -> | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Residential | Not Permitted | Permitted | Permitted | Permitted | Permitted | Permitted | Permitted | Permitted |
| Live-Work Units | Permitted | Permitted | Not Permitted | Not Permitted | Not Permitted | Not Permitted | Not Permitted | Not Permitted |
| Civic | Permitted |
| Professional or Medical Office | Permitted |
| Retail Office | Permitted | Not Permitted | Not Permitted | Not Permitted | Not Permitted | Not Permitted | Not Permitted | Not Permitted |
| Retail – all sizes | Permitted | Not Permitted | Not Permitted | Not Permitted | Not Permitted | Not Permitted | Not Permitted | Not Permitted |
| Personal Service | Permitted | Permitted | Not Permitted | Not Permitted | Not Permitted | Not Permitted | Not Permitted | Not Permitted |
| Eating & Drinking Establishments | Permitted | Not Permitted | Not Permitted | Not Permitted | Not Permitted | Not Permitted | Not Permitted | Not Permitted |
| Recreation | Permitted |
| Hotel | Permitted |
| Enclosed Self Storage | Not Permitted | Permitted | Permitted | Permitted | Permitted | Permitted | Permitted | Permitted |
| New Car Sales | Permitted | Not Permitted | Not Permitted | Not Permitted | Not Permitted | Not Permitted | Not Permitted | Not Permitted |
| Structured Parking | Permitted |

Table 16
Habitable Use Categories by Floor in the Neighborhood Sector

| Floor -> | 1 | 2 | 3 |
|---|-----------|---------------|---------------|
| Residential | Permitted | Permitted | Permitted |
| Live-Work Office Uses per Table 5 | Permitted | Not Permitted | Not Permitted |
| Live-Work Personal Services | Permitted | Not Permitted | Not Permitted |
| Retail per Table 5 | Permitted | Not Permitted | Not Permitted |
| Eating/Drinking Establishments per Table 5 | Permitted | Not Permitted | Not Permitted |

Section 30-50.23.4-04 - Building Massing

All building types are subject to the following general development parameters:

A. Building Massing

1. Buildings shall be constructed as variable masses with different materiality, texture and depth.
2. Horizontal and vertical extrusions will be used to create the desired building form, with dimensions in accordance with all ***Sector Design Standards, Section 30-50.23.3.***
3. For building articulation, a horizontal break in building facade shall occur every 60 feet or less on buildings that occupy more than 120 feet of continuous frontage. Breaks in building facade shall be recessed from the build-to line up to two feet and shall be the height of the base element of the building.
4. For building articulation and to break the façade massing, the use of materials and extrusion of elements.
5. Balconies on the facade above the level of stepbacks shall make up no more than 70 percent of elevation at that story.
6. Buildings with multiple street frontages shall provide fenestration on all sides facing the street.
7. A minimum of 30 percent of the total building facade shall be fenestrated with windows along all street frontages.
8. Each unit within the building, regardless of use shall have outdoor exposure and access to open space.
9. Public Main Entrances shall include a vestibule from the main street. The intent is to create comfortability near entrance doors and pedestrians walking along the sidewalk.
10. Building massing treatment shall be focused to address a pedestrian scale to enhance the assortment of street level public realm.
11. Promote the use of a variety of architectural attributes and materiality which enhance the street level experience to create a sense of place, establishing identity for Downtown Palmetto Bay.

B. Building Height

1. Building height measured to the roof line, shall be in accordance with the heights provided in the ***Sector Design Standards, Section 30-50.23.3.***
2. Building height for *town house, and single-family detached building types* are measured to the roof line or eaves in accordance with the heights provided in the ***Sector Design Standards, Section 30-50.23.3.***
3. Above ground structures that occupy any level shall be considered towards the building height.
4. Parapet walls shall be a maximum 42 inches tall, measured from the top of the highest slab for a flat roof, or the corner of intersection with the roof for a pitched roof.
5. Any objects/structures, such as mechanical equipment or rooftop landscape, recreational equipment use shall not encroach into the highlighted area in Figure 9 and shall not exceed maximum 15 feet in height measured from the top of the parapet wall. A 15' setback from parapet wall to rooftop equipment. Stair and elevator towers shall be exempt from this requirement if they provide design elements consistent with the architectural concept of the building.

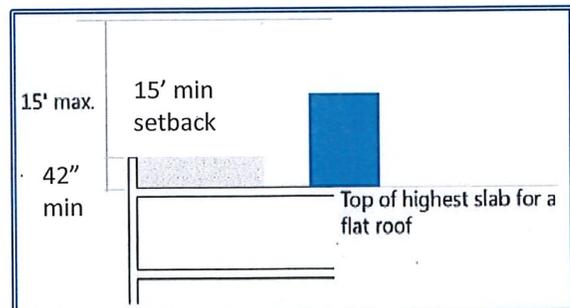


Figure 9
Encroachment area for rooftop structures
(blue box represents equipment)

C. Building Number of Floors

1. Buildings shall be built conforming to the minimum and maximum number of floors provided in the ***Sector Design Standards, Section 30-50.23.3.***
2. For the purpose of calculating the number of stories in a building, stories shall be defined as the habitable space between finished floor and finished ceiling.
3. Mezzanines shall not count towards the number of floors provided that the total area of mezzanine level is 40 percent or less of the floor area of that story (floor area below the mezzanine).
4. Basements shall not be considered towards the building height (stories), when the finished surface of the floor, one story above the basement is less than four feet above grade.
5. Underground parking shall not be counted as a story.
6. Where the levels of above-ground parking are more than the habitable floors, and the parking structure is not higher than the occupied parts of the building, only the occupied floors count as stories.
7. Mezzanines shall not count towards the number of floors provided that the total area of mezzanine level is 40 percent or less of the floor area of that story (floor area below the mezzanine).

D. Residential Components

1. Residential components of a multi-family dwelling units, Figure 10, shall be any combination of the following dwelling units:
 - a. Flat: A single story dwelling unit, occupied by one household.
 - b. Loft: A double-story height dwelling unit with or without mezzanine, occupied by one household.
 - c. Townhouse: A two- or more story dwelling unit, occupied by one household.
2. All residential units shall be 30-inches minimum above flood level criteria or average crown of the road, whichever is greater.

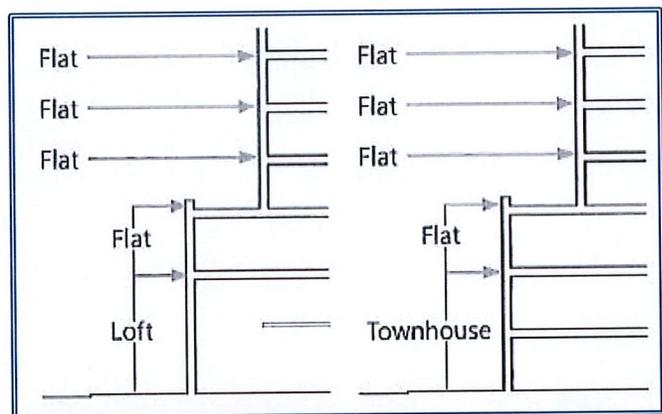
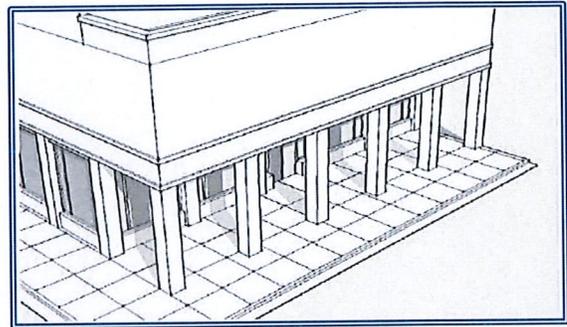


Figure 10 Description of Flat, Loft and Townhouse
(illustrative only, refer to text for regulation)

Section 30-50.23.4-05 - Frontage Standards

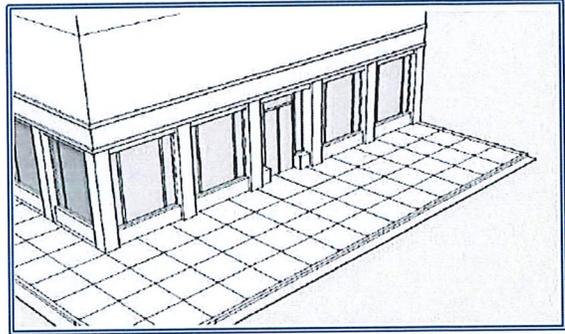
Buildings shall have a street level frontage type as provided in the *Sector Design Standards, Section 30-50.23.3*. This code establishes various frontage types which describe different approaches for building frontages and facades configured along the street. By using appropriate frontage types, each new developed building will contribute to the desired character of each sector and desired Downtown Village fabric.

A. **Gallery.** The gallery frontage has a recessed street level façade that creates a passageway parallel to the street that is covered by the upper stories of the building which may be supported by columns or cantilevered. It provides a strong visual continuity of the street front, as well as shade from sun and shelter from weather to pedestrians. The gallery frontage is used for retail and other commercial uses in Main Street Sector, Island Sector and Eureka Sectors, and encouraged on the primary frontage along Franjo Road.



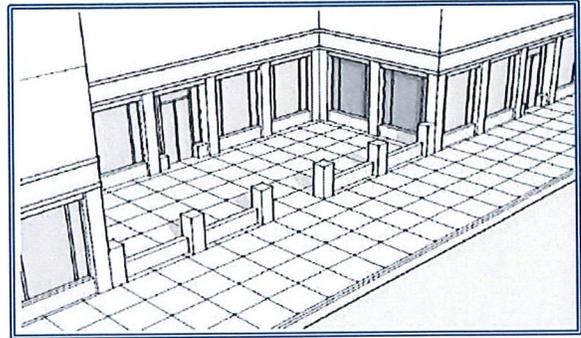
1. The arcade frontage type shall be permitted with certain building types in the given sector, and only along the primary frontage along Franjo Road, as defined in *Section 30-50.23.3 – Village Design Standards*
2. Soffits, columns, arches/openings and other details shall be treated consistent with the architectural character of the whole building.
3. The openings of the arcade shall be of vertical proportion and have a finished floor that matches at the adjoining sidewalk.
 - a. The minimum unobstructed clear height, from finished floor to the highest point of arcade opening shall be 14 feet.
 - b. The minimum clear width from column face to column face, or column face to building face shall be no less than ten feet.
 - c. Openings within the storefront shall be aligned to the centerline between the columns and a minimum ten feet tall.
 - i. Openings within the storefront shall meet all other requirements for a storefront frontage type. See section 4.05 B.
 - d. Vestibules are not required in the Gallery frontage.
4. Elements may project off the facade of the frontage subject to the standards for encroachments by sector in section 3.02 A.—D.4.
5. Awnings shall be a maximum ten feet in width and shall only correspond to and attach to the openings of the arcade.
 - a. Awnings shall be a minimum one foot clear from the edge of the building in elevation.

B. Storefront. The storefront is a facade positioned at the required build-to line or setback, with entrances to the habitable spaces at sidewalk level. It is typically used for retail and commercial frontage and is also suitable for some higher intensity residential buildings with common entrances. This frontage type can be accompanied by a cantilevered roof(s) and awning(s). Recessed entryways are acceptable in the storefront frontage type. The storefront frontage may be set back from the build-to line to complement adjacent frontages.



1. The storefront frontage type shall be permitted with certain building types in a given sector, as defined in **Section 30-50.23.3 – Village Design Standards**
2. The following shall apply to all storefronts as independent frontage types or complimentary to another frontage type, such as with the arcade or forecourt types:
 - a. A minimum 14 feet clear to a maximum 18 feet tall, as measured from the finished floor/adjoining sidewalk.
 - b. Openings within the storefront shall be vertically proportioned and a minimum of ten feet wide and ten feet tall.
 - i. A minimum of 70 percent of the ground floor storefront shall be glazed with a transparent, non-opaque/non reflective glazing to provide clear view into the unit.
 - ii. Display cases or merchandise/goods storage shall be 36 inches maximum in height from the finished sidewalk and shall maintain a minimum of 70 percent clear view into the unit.
 - iii. Security measures, such as gates, grating or roll down shutters shall be prohibited from exterior application and shall only occur on the interior side of the glass and shall be minimum 50 percent clear view into the storefront.
 - c. Entrances to storefront may be recessed eight feet maximum from the build-to line, when used as an independent frontage type.
 - i. Width of recessed entrance shall be the width of one storefront bay or ten feet maximum, whichever is less.
3. Elements may project off the facade of the frontage subject to the standards for encroachments by sector in **Section 30-50.23.3 – Village Design Standards**
4. Awnings shall be a maximum ten feet in width and shall not project more than six feet into sidewalk.
 - a. Awnings shall only cover storefront openings, not entire facade.
 - b. Encourage to provide protection from rain, provide shade as well as add color and attractiveness to the street.
 - c. For spans wider than ten feet, a break of eight inches shall be provided between awnings.
 - d. Awnings shall be a minimum one foot clear from the edge of the building in elevation.

C. Forecourt. The forecourt is a semi-public, exterior open space, compatible with the gallery and storefront frontage type, that is partially surrounded by building on at least two sides and also opened to the street sidewalk, forming a court which can be level with, or raised above the street. The forecourt is appropriate in the form of outdoor landscaped open space/gathering area and suitable for commercial/retail, office or residential uses.



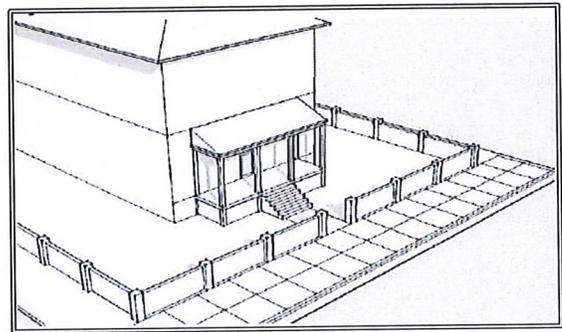
1. The forecourt frontage type shall be permitted with certain building types in a given sector, as defined in **Section 30-50.23.3 – Village Design Standards**
2. The following shall apply to all buildings with forecourt in conjunction with another frontage type, such as with the arcade or storefront types:
 - a. A minimum ten feet to a maximum 40 feet deep along the primary frontage.
 - b. A minimum 20 feet wide and maximum 30 percent of the lot width along the frontage.
 - i. A decorative fence, maximum three feet in height, may be placed along the build-to line and count towards minimum frontage percentage standards for a building along the primary street.
3. Openings within the storefront shall meet all other requirements for a storefront frontage type. See section 4.05 B.
4. Elements may project off the facade of the frontage subject to the standards for encroachments by sector in section 3.02 A.—D.4.
5. Awnings shall be a maximum ten feet in width and shall not project more than six feet into sidewalk.
 - a. Awnings shall only cover storefront openings, not entire facade.
 - b. For spans wider than ten feet, a break of eight inches shall be provided between awnings.
 - c. Awnings shall be a minimum one foot clear from the edge of the building in elevation.

D. Canopy. A canopy frontage contains a permanently attached rigid canopy that projects outward from the façade to shield the main entrance, windows and sidewalk from the elements. Canopy frontage type may be constructed facing any of the street types.

illustration canopy frontage

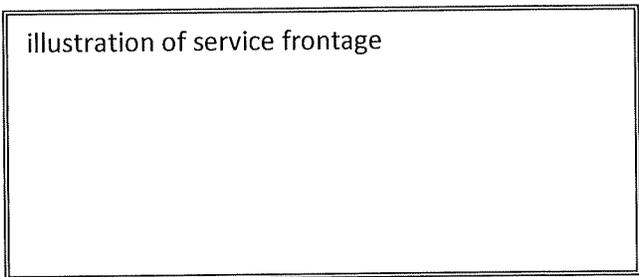
1. A minimum of twenty feet wide and a maximum of thirty percent of the lot width along frontage.
2. Permanent structures will have to meet Florida Building Code regulations.
3. For a span wider than 20 feet, a break of eight inches shall be provided between canopy structure.

5. Porch. Associated with single family houses, the porch frontage is an elevated semi-private, exterior space, that is built at the setback line and corresponds to the front of a single-family house building. The landscape yard space of the setback transitions to an elevated landing before entrance into the building. A fence or shall be built at the build-to line to enclose the yard space and preserve the street edge.



1. The porch frontage type shall be permitted with certain building types in each sector, as defined in **Section 30-50.23.3 – Village Design Standards**
2. Porch frontage type shall be permitted only in the Neighborhood Sector.
 - a. For all single-family houses with a porch frontage types, setback shall be ten feet from the build to line, on the primary frontage.
 - i. A decorative fence, maximum three feet in height, may be placed along the build-to line and count towards minimum frontage percentage standards for a building along the primary street.
 - ii. Area between the interior face of the wall and porch shall be landscaped and count towards private open space requirements.
 - b. Porch shall not encroach into ten-foot setback area to preserve yard space.
 - c. Porch shall be a minimum six feet deep.
 - d. A minimum 12 feet wide and correspond directly to the entry of the single-family house.
 - e. A height of minimum eight feet clearance from finished floor of porch to ceiling.
 - f. Porch shall transition from adjoining sidewalk and yard level to meet the first floor of the building at the entrance.
3. Elements may project off the facade of the frontage subject to the standards for encroachments by sector in section 3.02 A.—D.4.
4. Awnings shall be a maximum ten feet in width and shall not project more than six feet into sidewalk.
 - a. For spans wider than ten feet, a break of eight inches shall be provided between awnings.
 - b. Awnings shall be a minimum one foot clear from the edge of the building in elevation.

5. **Service.** Larger buildings particularly along the Island Sector without an alley or internal service area may require a service frontage. Examples are loading docks, service bays, unlined parking garages, etc. The permitted locations of service frontages are severely limited to reduce their detrimental impacts on abutting streets and overall Village fabric.



- a. Service frontages shall have enough queuing space for loading without obstruction at sidewalk.
- b. Service frontages shall be properly identified via wayfinding.
- c. Service frontages shall be treated to break the façade with materiality.

Section 30-50.23.4-07 - Service Standards - Architectural

- A. All services shall be subject to the following:
1. Where there is an alley present, all services, including utility access, above ground equipment and trash enclosures shall be located on alleys. Pedestrian ways shall not be used as service alleys.
 2. Where there is no alley present, all services, including utility access, above ground equipment and trash enclosures shall be located within the build to line, and meet applicable standards for building placement.
 3. For buildings with street frontages on multiple sides, services shall be located to the rear of the lot or on the lowest ranking street as depicted on the ***Street Hierarchy Plan of Section 30-50.23.2-04 Streets Plan.***
 - (a) All services shall be screened from the street view by habitable building space, landscaping and/or wall at a minimum height of 36-inches and maximum height of 72-inches.
 - (b) Services shall not encroach into required setback and landscaped areas.
- B. All new utilities, other than fire hydrants shall run underground and be accessed according to the standards of this section. For all development with primary frontage along SW 97th Avenue (Franjo Road), all existing street utilities must be replaced underground at the time of development.
- C. Services shall be located out of view of the street and shall not impact the general aesthetic of the architecture of the building.

Section 30-50.23.4-08 - Access Standards

- A. All parking and services shall be accessed according to the following:
1. Where there is an alley present, parking and services shall be accessed from the alley.
 2. All lots, with primary frontage on Franjo Road (SW 97th Avenue), shall be accessed from the lower ranking secondary streets, via shared access driveway/alley.
 3. For sites with multiple street frontages where no alley is present. parking and services shall be accessed via driveway from the lowest ranking street as depicted on the ***Street Hierarchy Plan of Section 30-50.23.2-04 Streets Plan.***
 4. For landlocked sites with singular frontage on a primary street, access to parking and services should be via driveway passage through or driveway alongside the first floor of the building.

- B. The primary entrance to the units on floor(s) above shall be accessed through a ground level lobby/courtyard with stairs/elevator connected to a system of corridors leading to the units.
- C. Each level of building shall have access to a garage (if applicable) via stairs/elevator.
- D. Shared access, Figure 27, between adjacent property owners via a cross-access agreement filed with the Village of Palmetto Bay is encouraged to reduce curb cuts along street frontage and provide consolidated parking areas and inter-block circulation.

Section 30-50.23.4-09 - Lighting Standards

- A. All lighting shall comply with the following:
 - 1. Lighting shall be provided in these areas: Driveways and parking areas, sidewalks and pedestrian paseos, commercial establishments, entryways, recreation areas and multi-family common areas and entryways.
 - (a) Lighting of these area shall comply with section 30-60.6, Lighting of the Village of Palmetto Bay Code.
 - 2. All street lighting fixtures shall be a maximum height of 18 feet and a maximum spacing between fixtures of 60 feet. Accent lighting along pedestrian paseos and sidewalks shall be pedestrian scale.
- B. The type and style of light fixtures shall be approved by the Planning and Zoning director and Public Service director, based on uniformity of types, location, right-of-way width along streets and illumination and light trespass.
 - 1. Light standards shall meet and maintain the recommended luminance range and uniformity for each use and/or structure, as specified in the latest issue of the Illuminating Engineering Society of North America's (IESNA) publication.
 - 2. Light standards shall meet and maintain the recommended luminance range to minimize light trespass, as specified in the latest issue of the Illuminating Engineering Society of North America's (IESNA) publication.
- C. Smart lighting and LED lighting is encouraged in the Downtown Area.

Section 30-50.23.4-10 – Other General Development Standards

- A. Vibration:
 - 1. All uses in all sectors shall be operated so that continuous, frequent or repetitive vibrations inherently or recurrently generated may not be perceptible to a person of normal sensitivities within the Village of Palmetto Bay's Noise ordinance levels, on any point of the property line of the lot on which the use is located.
 - 2. Vibration from temporary construction shall follow Division 30-50 (h) of the Palmetto Bay Zoning Code.
- B. Mechanical Units:
 - 1. Mechanical Units on ground level shall be screened from ground level view, from abutting streets by sight obscuring landscape fences or shrubs.
 - 2. Mechanical Units located on roof tops must meet Section 30-50.23.4-04 Figure 9.

Section 30-50.23.5- Sustainability & Resiliency

Section 30-50.23.5-01 Intent & Purpose.

- A. The purpose of this section shall be to promote sustainable development within the Village of Palmetto Bay by supporting resilient design and construction practices. The Village's intent is to establish a certification compliance schedule that incentivizes all qualifying projects to attain at a minimum LEED certification, or similar green building program recognized in this chapter. Sustainable building practices will promote the economic, social, and environmental health of the Village, and ensure that the Village continues to become environmentally resilient to combat sea level rise and help curb climate change. This section is designed to achieve the following objectives:
1. Increase energy efficiency in buildings;
 2. Encourage water and resource conservation;
 3. Reduce waste generated by construction projects;
 4. Reduce long-term building operating and maintenance costs;
 5. Improve indoor air quality and occupant health;
 6. Contribute to meeting state and local commitments to reduce greenhouse gas production and emissions; and
 7. Encourage sound Village planning principles

Section 30-50.23.5-02 Green Building Requirements

Standards.

This section shall be administered using standards developed for and standards developed by the United States Green Building Council (USGBC) or equivalent standard. All government owned development projects within the Village of Palmetto Bay shall achieve baseline third-party certification, such as LEED, ENERGY STAR for Buildings, National Green Building Standard, Florida Green Building Coalition, or other similar organizations. All other development is encouraged to pursue a third- party certification to promote sustainable practices.

Sustainability requirements.

- A. Mandatory compliance with the requirements of this section shall be required for all applicants with building permit applications that meet the following criteria (hereinafter "eligible participants"):
1. All new construction that proposes over 20,000 square feet of construction of a structure owned by a governmental entity;
 2. Village of Palmetto Bay buildings and buildings constructed on Village of Palmetto Bay property. This requirement may be waived by the Village Manager or Village Manager's designee if it can be demonstrated that compliance with this requirement would create an unreasonable burden on the construction project that would be inconsistent with furtherance of the economic development goals of the Village.
 3. Commercial and multi-family buildings where the developers of such property request a right-of-way encroachment (except for awnings and signs), abandonment or vacation of right-of-way, mixed use site plan review or planned area development, and all requests which require the review of the Planning & Zoning Department.
 4. All new construction is encouraged to implement at least two (2) of the following systems in order to be approved:

- a. Bioretention system, or any time of system of strategically placed water retention areas
- b. Bioswale
- c. Solar water heating (SWH) system
- d. Permeable pavement
- e. Rainwater harvesting system

Green Building Bond

- A. Prior to the issuance of a Building Permit for a project that is subject to the requirement of this section, the developer/owner/contractor shall provide the Village with a performance bond, cash, or irrevocable letter of credit payment (Green Building Bond) in the amount of three (3%) percent of the master building permit construction cost value. If the building is a Village owned buildings, the Village may waive the green building bond due to budget constraints, not excepting the Village Building from the requirement.
- B. The Village will hold the Green Building Bond for the time necessary for the green certification, or equivalent, to be issued or twenty-four (24) months after issuance of the Certificate of Occupancy or Completion; whichever is less. Upon receiving final documentation of certification from the developer/owner/contractor, the Village shall release the full amount of the bond within thirty (30) days.
- C. If the developer/owner/contractor is unable to provide proof of green certification, or equivalent, within twenty-four (24) months after issuance of the Certificate of Occupancy or Completion, the full amount of the Green Building Bond shall be forfeited to the Village. Any proceeds from the forfeiture of the bond under this section shall be allocated toward funding Green Master Plan initiatives.

Section 30-50.23.5-03 Landscape Standards

- A. ***Intent and purpose.*** It is the intent of these regulations to establish minimum landscape standards for all Village of Palmetto Bay's new developments which will enhance, improve and maintain the quality of the landscape, and to:
 1. Prevent the destruction of the Village's existing tree canopy and promote its expansion;
 2. Improve the aesthetic appearance of new development and protecting existing landscapes;
 3. Promote sound landscaping principles using drought and salt tolerant plant species and also to promote planting the right tree and plant in the right place;
 4. Promote the use of trees and shrubs for energy conservation, thereby helping to offset global warming and local heat island effects;
 5. Provide shade;
 6. Improve stormwater management;
 7. Ameliorate noise impacts and light pollution; and
 8. Promote the use of canopy trees to sequester carbon dioxide emissions.
 9. Mandate the use of shrub and tree species native to Miami-Dade County on privately owned parcels that require landscaping to be installed or maintained pursuant to the minimum standards of Village and County Ordinance and incorporate such species in all landscaping projects on public lands.
 10. Require the eradication of all trees and other plants that are prohibited pursuant to the Miami-Dade Landscape Manual or prohibited pursuant to Section 24-49.9 of the Code of Miami-Dade County, Florida as amended from time to time.

B. Tree Removal and Preservation

No person, agent, or representative thereof, directly or indirectly, shall cut down, destroy, move or effectively destroy through damaging any tree except pursuant to the procedures and requirements of this article III of the Code of the Village of Palmetto Bay and under a tree removal permit, if required, from Miami-Dade County. Additionally, no trees located within the Village of Palmetto Bay public right of way shall be removed, damaged or destroyed unless prior written approval has been obtained from the Public Works Department Director or Director's designee.

No permit for development activity shall be issued until it has been determined that no tree work permit is required or that a valid tree work permit has been issued in compliance with this article of the Code of the Village of Palmetto Bay. The Public Services department of the Village of Palmetto Bay is responsible for administering and enforcing this provision within Village Rights of Way and on parcels owned by the Village in accordance with Article III of the Code of the Village of Palmetto Bay. The Building department? Zoning department? Of the Village of Palmetto Bay is responsible for administering and enforcing this provision on privately owned lands. The Village Manager or Manager's designee is hereby authorized to require the maintenance and replacement of any tree that is required to be planted as mitigation pursuant to tree removal permits issued by Miami-Dade County.

Minimum Landscaping Standards: The following standards shall be considered minimum requirements unless otherwise indicated in the land development regulations or the minimum standards of the Miami-Dade County Landscape Manual:

1. Trees.
 - a. *Tree size:* All trees that are required for landscaping except street trees, shall be a minimum of 12 feet high with a minimum crown spread of six feet and have a minimum caliper of two inches at time of planting, except that 30 percent of the tree requirement shall be met by native species with a minimum height of ten feet and a minimum caliper of one and a half inches at time of planting. Exceptions may be taken into consideration and presented to the Village Public Works Director for approval in cases where uncommon or rare native plant material meeting the minimum size requirement is not commercially available.
 - b. *Street tree size and spacing:* Street trees shall be of diverse species, well suited for growth in Palmetto Bay or native to Palmetto Bay which normally mature to a height of at least 20 feet. Street tree plantings shall comply with ADA clearance requirements. Furthermore, street trees shall have a minimum clear trunk of four feet, an overall height of 12 to 14 feet and a minimum caliper of three inches at time of planting and shall be provided along all roadways at a maximum average spacing of 20 feet on center, except as otherwise provided in this ordinance. The 20-foot average spacing requirement for townhouse or multi-family units shall be based on the total lineal footage of roadway for the entire project and not based on individual lot widths. Street trees shall be placed within the swale area or shall be placed on private property where demonstrated to be necessary due to right-of-way obstructions as determined by the Public Service Department and Planning and Zoning Department. Street trees planted along roadways shall be placed consistent with the American Association of State Highway and Transportation Officials (AASHTO) Roadside Design Guide with respect to edge of roadway pavement and/or where unable to locate within the right-of-way within seven feet of the property line on private property. The Village may require an increase the maximum average spacing due to site-specific constraints such as, but not limited to, visibility triangles, signage, utilities, view corridors, or the use of large canopy or diameter trees. However, the total number of required trees for this requirement shall be as per a 20-foot average spacing and any required street trees that cannot be provided along the roadway due

to a required increase in the maximum average spacing shall be planted elsewhere on the site or at a Village approved off-site location, or the applicant shall utilize the tree and shrub compliance options, pursuant to section 1.08-8.

- c. *Palms as street trees*: Single trunk palm species with a minimum of ten inches diameter at breast height (DBH) and a minimum of 15 feet of clear or grey wood at time of planting may be planted in addition to the required number of street trees. The maximum spacing of palms as street trees shall be 20 feet on center. Palms shall not count towards the required number of street trees. The Village may require an increase in the maximum spacing due to site-specific constraints, such as, but not limited to, visibility triangles, signage, utilities view corridors, or the use of large canopy or diameter trees.
 - d. *Power lines*: Under high voltage transmission lines installed independent of underbuilt distribution lines, tree height and spread shall not exceed the minimum approach distances specified in the FPL Plant the Right Tree in the Right Place guidelines and illustrations. The maximum spacing of appropriate and allowed tree species planted under power lines shall be 20 feet on center. The Village may require an increase the maximum average spacing due to site-specific constraints, such as, but not limited to, visibility triangles, signage, utilities view corridors, or the use of large canopy or diameter trees. However the total number of required trees for this requirement shall be as per a 20-foot average spacing and any required street trees that cannot be provided along the roadway due to a required increase in the maximum average spacing shall be planted elsewhere on the site, or the applicant shall utilize the tree and shrub compliance options.
2. Lawn grass/sod areas
 - a. Grass areas, including lawn and sod areas, shall be planted with natural growing species well adapted to localized growing conditions in the Village. Grass areas shall be sodded and used in swales or other areas subject to erosion. All new development must provide grass/sod areas as means of permeable green areas within a development. See sector design standards for open space requirements.
 3. Minimum number of trees. Minimum number of required trees per acre of net lot area (not including street trees) is 28 trees. If a lot is less than one acre, the minimum number of trees is 10.
 - a. Multifamily residential and commercial zones within the downtown sectors, Main Street Sector, Island Sector, Eureka Sector and Neighborhood Sector, if the minimum number of trees required cannot be planted on the ground level of the subject property, the applicant may plant 10 percent of the required trees on upper levels such as open recreation areas, roofs, and exposed decks.
 - b. Lawn grass/sod areas that are to be used for organized sports such as football and soccer or other similar sports or playgrounds, that are clearly identified on a landscape plan shall not be counted toward calculating maximum lawn area requirements.
 - c. Trees shall be planted to provide shade to residential structures of a height of 35 feet or less. At least two required lot trees shall be positioned in the energy conservation zone. All exterior ground floor air conditioning units shall be shaded by trees and/or shrubs.
 - d. Existing trees required by law to be preserved on site and that meet the requirements of minimum tree size may be counted toward fulfilling the minimum tree requirements. Only trees that are required by Village of Palmetto Bay or Miami-Dade County regulations to be preserved shall be counted towards the fulfillment of minimum landscape requirements.
 - e. Prohibited and controlled tree species: Prohibited and controlled trees shall not be planted or counted toward fulfilling minimum tree requirements. Prohibited and controlled trees list shall

comply with the Miami Dade County Prohibited and Controlled tree species. All prohibited species shall be removed prior to development of a parcel and all developed parcels shall be maintained at all times free of all prohibited species. It is a violation of this ordinance to allow the growth of prohibited species on a parcel or to sell, plant, propagate, transport, trim or otherwise maintain a prohibited species within the Village of Palmetto Bay.

- f. No less than 40 percent of the required trees shall be native species.
- g. No less than 50 percent of the required trees shall be low maintenance or drought and salt tolerant species.
- h. Diversity of required tree species is required and the Village Manager or Manager's designee is authorized to disapprove planting plans that propose species that are overplanted or overrepresented in the Village's tree canopy in order to insure the creation of a healthier and more diverse tree canopy over time in the Village.
- i. Palms of a ten-foot minimum overall height and minimum caliper of three inches at time of planting may be planted in addition to the tree requirement. Palms shall not count towards the minimum number of required trees.
- j. All of the trees used for landscaping or planted shall be listed in the Miami-Dade County Landscape Manual, the Miami-Dade County Street Tree Master Plan, the University of Florida's Low-Maintenance Landscape Plants for South Florida list (Florida Friendly Landscapes), or other list approved by the Village of Palmetto Bay Public Service department.
- k. Where the state, county or municipality determines that the planting of trees and other landscape material is not appropriate in the public right-of-way, the Village may require that said trees and landscape material be placed on private property.
- l. Where the state, county or municipality determines that the planting of trees and other landscape material is not appropriate in the public right-of-way, the Village may require that said trees and landscape material be placed on an approved off-site location, including on public or private property as determined appropriate by the Village Manager or Manager's designee.
- M. Maintenance of Landscaping Required. Landscaping including but not limited to all required trees shall be maintained by the property owner. Landscaping that dies or is removed shall be replaced within thirty (30) days by the property owner and maintained at all times. It shall be a violation of this ordinance to fail to maintain all landscaping required by the Village as well as all landscaping necessary to meet the minimum standards of the Miami-Dade County Landscape Manual.
- N. Notwithstanding the minimum sizes required herein, the Village Manager or Manager's designee may require or may authorize trees for planting in rights of way or in public parks that do not meet the minimum height or caliper standards of the Village at the time of planting in cases where the desired species are not commercially available in the sizes required; this is intended to allow for the creation of a more diverse canopy and to encourage the planting of underplanted, uncommon or rare native species that may not be commercially available in large or mature sizes.

D. Downtown tree trust fund.

1. Creation of the tree trust fund. This is hereby creating a Downtown tree trust fund with the purpose is to create, acquire, protect and maintain native forested areas in the Village and to plant trees on public and private property.
2. Tree mitigation contribution in lieu of or in addition to tree mitigation. For tree mitigation not otherwise provided in this article, the Village shall charge and collect trust fund contributions at \$2,500.00 for every 500 square feet or portion thereof of replacement tree coverage, which amount may be amended by

separate resolution by the Village commission. The total amount of tree mitigation contribution may be adjusted by the Village Manager with input from the Tree Advisory Board based on factors such as the condition and age of the tree(s) considered for removal or the tree mitigation plan proposed, subject to approval by the tree preservation agency, board of adjustment, Village manager or designee.

3. Disbursement and maintenance of the tree fund. Monies obtained for the tree trust fund shall be disbursed for the creation, acquisition, maintenance, management or protection of native forested areas included but not limited to natural forest communities so designated by Miami-Dade County, or for planting trees on public property, or for creating the infrastructure to plant trees on public property. The appropriation and disbursement from the tree trust fund shall require Village manager, or designee, approval and is fully subject to all procurement and budget policies, provided, however, that any funds received pursuant to the conditions of any tree permit shall be used as required by the permit conditions.

E. Tree and shrub compliance options.

1. If the minimum number of trees required cannot be planted on the subject property, the applicant/property owner is provided the following two options:
 - a. Seek authorization from the Village to install the trees off-site, on public land near or adjacent to the applicant's property; and/or
 - b. Shall contribute into the Village's tree trust fund the sum of \$2,000.00 for each two-inch caliper tree required.

F. Tree Protection

Tree Protection for the Downtown area shall comply with the Palmetto Bay Tree protection manual as approved by the Village Council.

G. Permits and General

All tree removal permits for new development and for all other tree removals or relocations must be submitted to Miami Dade County for approval and to the Village of Palmetto Bay for review.

1. Required. No person shall, unless otherwise permitted by the terms of this article, directly or indirectly modify, cut down, destroy, remove or move, or effectively destroy through damaging, or authorize the modifying, cutting down, destroying, removing, moving or damaging of any tree without first obtaining a tree removal permit from Miami-Dade county as required under this article or the code of Miami Dade County except for tree species that do not require a tree removal permit pursuant to the Code of Miami Dade County. No Village official shall issue a permit provided for herein in violation of the requirements of this article. All permits are approved by Miami Dade County Tree program.
2. Pruning of trees on public property and rights-of-way. The pruning of any trees on public property and rights-of-way is prohibited unless expressly approved by the Village of Palmetto Bays' Public Service Department and Miami Dade County. Pruning of trees on public rights-of-way shall only be done by the Village of Palmetto Bay or its contractors. Prohibited trees in rights of way shall not be trimmed otherwise maintained and instead shall be removed.

H. Buffers between nonresidential zoning districts and residential zoning districts including but not limited to the downtown sectors

1. Where a nonresidential zoning district abuts a residential zoning district, and where such areas will not be entirely visually screened by an intervening building or structure from the abutting property, the abutting property line shall be provided by the nonresidential property if applying for new construction with a buffer consisting of the following:
 - a. A landscaped buffer strip shall consist of trees with understory evergreen shrubs and groundcovers within a minimum ten foot wide landscaped strip.

- b. Trees with a minimum height of 12 feet shall be planted at a maximum average spacing of 20 feet on center.
- c. Evergreen shrubs at a minimum of 24 to 36 inches high at time of planting shall be also used in addition to trees as a buffer and shall form a continuous screen between the dissimilar land uses within one year after planting.
- d. Groundcovers shall be planted as understory to the trees and shrubs within the landscaped buffer strip.
- e. Where site limits or constraints do not allow the ten-foot wide landscaped buffer strip, provide a six-foot high wall or approved fence with a life expectancy of at least ten years with landscaping, provided on the side of the fence that faces the residential area. Vines may be used in conjunction with fences, screens or walls, in order to soften blank wall conditions.

H. Landscaped areas in permanent parking lots.

1. *At-grade parking lots.* For the purpose of this section, the term "at-grade" parking lot shall encompass commercial parking lots and noncommercial parking lots as described in section 114-1 whether they are primary or accessory uses and that portion of a lot which is underneath the building and is at-grade which is utilized for parking. Notwithstanding the requirements in this section in no instance shall the required landscaped area be less than 20 percent of the total area.
2. A landscape plan that specifies and quantifies the existing and/or proposed plant material inclusive of mature shade trees, hedge material, ground cover and in-ground irrigation shall be submitted for review and approval by the planning department, according to the minimum standards of the Miami-Dade County Landscape Manual and the following criteria:
 - a. A landscaped area with a tree shall be required at the end of all parking rows, particularly when abutting an aisle or building. Planting areas for each tree shall have a minimum width of eight feet, six inches, exclusive of the curb dimension, and shall be planted or covered with other landscape materials.
 - b. For each row of parking there shall be landscaped areas with trees within the first 90 linear feet, and one landscaped area provided with a tree for each additional 90 linear feet. When a minimum eight-foot, six-inch clear landscape area is provided between two rows of parking, the landscape areas with trees every 90 linear feet is not required. This eight-foot, six-inch wide landscape area shall be planted with trees no greater than 20 feet on-center.
 - c. For each row of parallel parking there shall be a minimum of two landscape areas, such as in a curbed bulb out, for every three parking spaces. The landscape areas shall be equally spaced wherever possible. Parallel parking landscape area/tree place details such as curbed bulb outs shall be approved by the public works department.
 - d. All required trees shall be of an approved shade tree variety which shall attain a minimum mature crown spread greater than 20 feet.
 - e. Landscaped areas shall require protection from vehicular encroachment. Car stops shall be placed at least two feet, six inches from the edge of the paved area.
 - f. All parking stalls, access aisles and driveways in residential uses shall be separated from any building by a minimum of 30 inches and landscaped with shrubs, groundcover, or other suitable plant materials.
 - g. All parking lots adjacent to a right-of-way or private street shall be screened by a continuous planting layer of trees, shrubs, and groundcover.
 - h. A landscape area that is a minimum of five feet in width shall be provided when parking stalls, access aisles, or driveways are located along any side or rear lot line. The landscape areas shall be planted with a continuous hedge and with trees spaced a maximum of 20 feet on center. In certain instances, a solid and continuous masonry six-foot high wall may be approved and used in lieu of a landscape

area. The approved wall surface shall be stuccoes, painted, tiled, or textured in such a way to provide a decorative effect.

- i. These requirements are in addition to any applicable required open space as provided in these regulations.
- j. All landscaping that is placed on the lot shall be maintained in good condition so as to present a healthy, neat and orderly appearance. Any landscaping that dies shall be replaced within thirty days and maintained. Prior to the issuance of an occupational license for a temporary parking lot, the applicant shall submit a plan for a recurring maintenance schedule that includes, but is not limited to, cleaning the lot, clipping of hedge material, removing and replacement of dead plant material, fertilization and irrigation. This maintenance plan shall be approved by the planning department.

I. Landscape for temporary parking lot standards.

(a) Temporary parking lot: Required landscaping. A landscape plan that specifies and quantifies the existing and/or proposed plant material inclusive of mature shade trees, hedge material, ground cover and in-ground irrigation shall be submitted for review and approval by the planning department, according to the following criteria:

- (1) At a minimum, the plan shall indicate a five-foot wide, landscaped area bordering the surface area along a property line, street, alley or sidewalk. The areas fronting a street or alley shall be landscaped with a grouping of three palms every 15 linear feet of frontage or one canopy tree every 20 feet of frontage. All landscaped areas shall utilize St. Augustine grass or planted material acceptable to the planning department.
- (2) A landscape plan that specifies and quantifies the proposed and/or existing plant material inclusive of mature shade trees, hedge material and ground cover shall be submitted for review and approval by the planning department.
- (3) A hedge that is at least 36 inches (three feet) in height at the time of planting shall be installed on the entire perimeter of the lot; hedges on street or alley frontages shall not exceed 42 inches (three feet, six inches) in height at maturity except to buffer commercial parcels from adjacent residential parcels. The hedge material planted on any side of the lot that abuts the lot line of another property shall be at least 48 inches (four feet) in height at time of planting and shall not exceed 60 inches (five feet) at maturity except to buffer commercial parcels from adjacent residential parcels as well as abutting residential parcels.
- (4) For temporary parking lots seeking an extension of time from the Planning and Zoning Department, the interior landscaping of lots exceeding 55 feet in width, shall be a minimum of five percent of net interior area. One shade tree or grouping of three palms with a clear trunk of at least six feet shall be provided for each 100 square feet or fraction thereof of required landscaped area. Such landscaped areas shall be located and designed in such a manner as to divide and break up the expanse of paving. Parking lots that are 55 feet wide or less shall not be required to provide interior landscaping.
- (5) Landscaped areas shall require protection from vehicular encroachment. Car stops shall be placed at least two feet, six inches from the edge of the paved area.
- (6) Notwithstanding the dimensions of a parking lot, an in-ground irrigation system that covers 100 percent of the landscaped areas shall be required and shown on the landscape plan.
- (7) All landscaping that is placed on the lot shall be maintained in good condition so as to present a healthy, neat and orderly appearance. Prior to the issuance of an occupational license for a temporary parking lot, the applicant shall submit a plan for a recurring maintenance schedule that includes, but is not limited to, cleaning the lot, clipping of hedge material, removing and replacement of dead plant material, fertilization and irrigation. This maintenance plan shall be approved by the planning department.

(8) A temporary irrigation system or method that covers 100 percent of the landscaped areas shall be required.

(9) Landscaped areas shall require protection from vehicular encroachment. Car stops shall be placed at least two feet, six inches from the edge of the paved area.

(10) All landscaping that is placed on the lot shall be maintained in good condition so as to present a healthy, neat and orderly appearance. Prior to the issuance of an occupational license for a provisional parking lot, the applicant shall submit a plan for a recurring maintenance schedule that includes, but is not limited to, cleaning the lot, clipping of hedge material, removing and replacement of dead plant material, fertilization and irrigation. This maintenance plan shall be approved by the planning department.

(11) Landscaping that is not planted in the ground shall not count towards the minimum landscape requirements.

J. *Landscape installation*

Landscape installation procedures are pursuant to the Miami Dade County Landscape Installation Specifications Standards, the Guide to the University of Florida's Florida Friendly Landscaping provided by the Florida Yards and Neighborhoods Program or the University of Florida/ IFAS Miami Dade Extension Small Trees for South Florida list.

K. *Irrigation*

All newly planted and relocated plant material shall be watered by a permanent irrigation system, unless a natural irrigation system is in place. The following methods, if available, are encouraged to conserve water:

(a) Cisterns and rain barrels are encouraged to conserve water, supplement irrigation systems, and as components of permanent irrigation systems.

(b) Water services are provided by Miami Dade County. The Ville encourages the use of brown and grey water. Brown and grey water irrigation is encouraged in the following methods. Approval by Miami Dade county is required:

(1) Brown water turf irrigation: After treatment of effluent from toilets and kitchen, recycled water may be used to irrigate the lawn grass/sod areas. Subsurface dripline irrigation may be used throughout the lawn grass/sod areas and soil moisture sensors contribute to control the watering regime.

(2) Grey water irrigation: Grey water from showers and hand basins is treated to a secondary standard and then pumped out to irrigation. Grey water may be used to irrigate trees and plants. Subsurface dripline irrigation may be used with the purple piping and like lawn/sod area irrigation, this system is split into zones to control the watering regime.

(3) Rain Sensors: A rain sensor activated by rainfall, which acts as a water conservation device connected to an automatic irrigation system.

L. *Site and landscape lighting.*

(a) Site lighting is considered pedestrian scale lighting with luminaires/fixtures mounted on individual poles located along walkways and open spaces on a site.

(b) Landscape lighting is considered accent lighting for trees, palms, understory plantings, and pathways. Low voltage landscape lighting is encouraged.

(c) This section does not include architectural/building type lighting or sports field, vehicular or parking lot type lighting.

(d) Site and landscape lighting shall be controlled with timers or sensors, in order to avoid electrical use all night.

M. Landscape maintenance.

Tree Protection for the Downtown area shall comply with the Palmetto Bay Tree protection manual created by the Tree Protection Board in conjunction with the Village Council.

N. Enforcement and penalties.

1. Penalties

- a. A violation of chapter 126, cited pursuant to the Village of Palmetto Bay Landscape Ordinance, must be subject to the following fines. The special master must not waive or reduce fines set by this section. The code compliance department shall provide a 30-day cure period for violations which can be cured, such as maintenance issues or removal of dead trees and shrubs, prior to issuing a citation.
 - i. If the violation is the first violation: \$500.00.
 - ii. If the violation is the second violation within the preceding 12 months: \$1,000.00.
 - iii. If the violation is the third violation within the preceding 12 months: \$1,500.00.
 - iv. If the violation is the fourth or subsequent violation within the preceding 12 months: \$2,000.00.

2. Enforcement

- a. The Village of Palmetto Bay's code compliance department shall enforce the provisions of this division. This shall not preclude other law enforcement agencies or regulatory bodies from any action to assure compliance with this division and all applicable laws. If an enforcing officer finds a violation of this division, the officer may issue a notice of violation to the violator. The notice of violation must inform the violator of the nature of the violation, amount of fine for which the violator is liable, instructions and due date for paying the fine, notice that the violation may be appealed by requesting an administrative hearing within ten days after service of the notice of violation, and that failure to appeal the violation within the ten days, shall constitute an admission of the violation and a waiver of the right to a hearing.
 - i. No certificate of completion, occupational license, or final certificate of occupancy shall be issued unless the planning department has determined that the installed landscaping substantially meets the requirements as listed in the approved landscape plan(s) and as certified by the landscape architect of record.
 - ii. Modifications to the approved landscape plan(s) and approved landscape installations are not allowed and will be considered a violation of this Code, unless such modifications are approved by the planning director or designee, or the design review or historic preservation board, as applicable.
 - iii. The planning department shall have the right to inspect the lands affected by this Code, at any time, and is authorized to advise the code compliance department of any violations.
 - iv. Failure to maintain landscaping according to the terms of this chapter shall constitute a violation of this Code. Also, failure to plant, preserve or maintain each individual tree and plants shall be a separate violation of this Code.

3. Rights of violators; payment of fine; right to appear; failure to pay civil fine or to appeal.

- a. A violator who has been served with a notice of violation must elect to either:
 - i. Pay the civil fine in the manner indicated on the notice of violation; or

- ii. Request an administrative hearing before a special master to appeal the notice of violation, which must be requested within ten days of the issuance of the notice of violation.
 - b. The procedures for appeal by administrative hearing of the notice of violation shall be as set forth in sections _____ of the Village Code.
 - c. If the named violator, after issuance of the notice of violation, fails to pay the civil fine, or fails to timely request an administrative hearing before a special master, the special master may be informed of such failure by report from the officer. Failure of the named violator to appeal the decision of the officer within the prescribed time period must constitute a waiver of the violator's right to an administrative hearing before the special master, and must be treated as an admission of the violation, which fines and penalties to be assessed accordingly.
 - d. A certified copy of an order imposing a fine may be recorded in the public records, and thereafter shall constitute a lien upon any real or personal property owned by the violator, which may be enforced in the same manner as a court judgment by the sheriffs of this state, including levy against the violator's real or personal property, but shall not be deemed to be a court judgment except for enforcement purposes.
 - e. Any party aggrieved by a decision of a special master may appeal that decision to a court of competent jurisdiction.
 - f. The special master shall be prohibited from hearing the merits of the notice of violation or the consideration of the timeliness of a request for an administrative hearing, if the violator has failed to request the administrative hearing within ten days of the issuance of the notice of violation.
 - g. The special master shall not have discretion to alter the penalties prescribed in subsections 1.08-17(a) and (b) herein.
- 4. Enhanced penalties.**
- a. The following enhanced penalties shall be imposed, in addition to any mandatory fines set forth in subsections (a)(1) and (a)(2) above, for violations of this chapter:
 - b. Enhanced penalties for subsection (a)(1):
 - i. If the offense is a fourth offense within the preceding 12-month period of time, in addition to the fine set forth in subsection (a)(1), the property owner, landscape company or any affiliates shall be prohibited from receiving a landscaping approval for a three-month period of time.
 - ii. If the offense is a fifth offense within six months following the fourth offense, in addition to any fine set forth in subsection (a)(1), the property owner, landscape company or any affiliates shall be prohibited from receiving a landscape approval for a six-month period of time. The property owner, landscape company or permittee shall be deemed a habitual offender.
 - iii. The planning department may decline to issue future landscape approval to such person, individual, entity, business, company or any affiliates that have been deemed habitual offenders pursuant to this section for a period of up to one year.
 - iv. The planning director may withhold approval of a final building inspection if landscape installations do not comply with the approved landscape plans and details.

30-50.23.6. – Signage

This division regulates signage within Downtown Palmetto Bay. It exempts certain signs from these regulations, prohibits certain signs and establishes regulations to govern the placement and size of temporary and permanent signs. It provides a standard and procedure to use signs with the downtown area.

30-50.23.6.01- Purpose

The Village of Palmetto Bay recognizes that there are various persons and entities that have an interest in communicating with the public using signs that serve to identify businesses and services, residences and neighborhoods, and to provide for expression of opinions. The Village Council is also responsible for furthering the Village's obligation to its residents and visitors to maintain a safe and aesthetically pleasing environment where signs do not create excessive visual clutter and distraction or hazards for pedestrians and vehicles; where signs do not adversely impact the predominantly residential character of the Village and where signs do not conflict with the natural and scenic qualities of the village. These regulations are intended to ensure that permitted signs will not, because of size, location, method of construction, installation or manner of display endanger the public safety, create distractions that may jeopardize pedestrian or vehicular traffic safety; mislead, confuse or obstruct the vision of people seeking to locate or identify uses or premises; or destroy or impair visual qualities of the village which is essential to general welfare and economic viability.

It is the intent of the Village that the regulations contained in this division shall provide uniform sign criteria, which regulate various factors in a manner that is compatible to the scale and character of the Village.

Scope. The provisions of this division shall govern the number, size, location, and character of all signs which may be permitted. No sign shall be permitted on a plot or parcel except in accordance with the provisions of this division.

Substitution of noncommercial speech for commercial speech. Notwithstanding any provisions of this division to the contrary, to the extent that this article permits a sign containing commercial copy, it shall permit a noncommercial sign to the same extent. The noncommercial message may occupy the entire sign area or any portion thereof and may substitute for or be combined with the commercial message. The sign message may be changed from commercial to noncommercial messages, or from one noncommercial message to another, as frequently as desired by the sign's owner, provided that the sign is not prohibited, and the sign continues to comply with all requirements of this division.

The Village may regulate the size, shape and location of temporary signs as content-neutral and reasonable "time, place and manner" restrictions on speech (federal review standard of First Amendment regulation of speech). At some point, the sheer number of signs do realistically impair the visibility and line of site for vehicles within the neighborhood and provided the temporary residential signs are regulated uniformly as to the type, size, number, and location due to safety issues (to prevent wind debris and interference with visibility) the local regulation would comply with strict scrutiny review of the courts. Temporary and non-commercial signage can be provided a deadline on removal of the sign after the end of the "event" that triggers it. Moreover, the village recognizes that campaign signs are a type of temporary sign, and their size, number, location, requirements for removal, and other aspects must be regulated uniformly with other speech, and it is the village's intent is to comply with Federal and State precedent, and comply with the unanimous decision of the U.S. Supreme Court in 1994, in the matter *City of Ladue v. Gilleo*, 512 US 43 (1994) as it relates to political signs and uniform time, manner, place restrictions and content neutrality.

30-50.23.6.02 Prohibited Signs

- A. Signs that violate the building code or electrical code.
- B. Any sign that presents safety, traffic or pedestrian hazard including signs which obstruct visibility.
- C. Blank signs.
- D. Animated signs such as optical illusion of movement by means of a design that presents a pattern capable of giving the illusion of motion or changing of copy and illuminations that flash, move, rotate, scintillate, blink, flicker, or vary in intensity or color, to include animated signs and automatic changeable message devices.
- E. Wind, balloon or inflatable signs.
- F. Signs that incorporate projected images, emit any sound that is intended to attract attention, or involve the use of live animals.
- G. Signs that emit audible sound, odor, or visible matter such as smoke or steam.
- H. Nongovernmental signs that resemble any official sign or marker erected by any governmental agency, or that by reason of position, shape or color, would conflict with the proper functioning of any traffic sign or signal, or be of a size, location, movement, content, color, or illumination that may be reasonably confused with or construed as, or conceal, a traffic-control device.
- I. Nongovernmental signs that use the words "stop," "look," "danger," or any similar word, phrase, or symbol, or which is a copy or imitation of an official sign that may be reasonably confused with or construed as or conceal a traffic device.
- J. Off-premises signs, vehicles carrying portable billboards or advertisements or off-premises signs. and/or signs painted or affixed in any manner to any vehicle, trailer, or pickup truck, van, or similar transportable device and which is used to advertise a place of business or activity as viewed from a public road. This shall not be interpreted to prohibit identification of commercial vehicles provided such vehicles are operational, move, and are used daily for delivery or service purposes and are not used, or intended for use, as portable signs. This sign shall also not be interpreted to apply to buses, taxicabs, and similar common carrier vehicles which are licensed or certified by Miami-Dade County or other governmental agencies. Prima facie evidence of a vehicle sign being used as a prohibited portable sign shall be: (1) when the vehicle is parked and visible from a distance of 100 feet of the street right-of-way for more than 60 consecutive minutes (not in the midst of commercial service or delivery enterprise); and/or (2) is not regularly used in the conduct of the business advertised on the vehicle.
- K. Signs that obstruct the vision of pedestrians, cyclists, or motorists traveling on or entering public streets thereby creating a safety hazard for the public.
- L. Signs, within ten feet of public right-of-way or 100 feet of traffic-control lights, that contain red or green lights that might be confused with traffic control lights, thereby creating a safety hazard for the public.
- M. Signs that are of such intensity or brilliance as to cause glare or impair the vision of any motorist, cyclist, or pedestrian using or entering a public way, or that are a hazard or a nuisance to occupants of any property because of glare or other characteristics.
- N. Signs that contain any lighting or control mechanism that causes unreasonable interference with radio, television or other communication signals.
- O. Searchlights used to advertise or promote a business or to attract customers to a property.
- P. Signs that are painted, pasted, or printed on any curbstone, flagstone, pavement, or any portion of any sidewalk or street, and traffic control signs, unless approved by Planning and Zoning Department.

- Q. Signs placed upon benches, bus shelters or waste receptacles, except as may be authorized in writing pursuant to F.S. § 337.407.
- R. Signs erected over or across any public street except as may otherwise be expressly authorized by this Code.
- S. Vehicles carrying advertising signs for any reason, including dealing with the candidacy of individuals for elected office are prohibited as a visual nuisance. Political campaign signs shall not be used as advertising on vehicles viewable from the public rights-of-way.
- T. Portable signs, including those that are tied down with metal straps, chaining, or otherwise temporarily anchored to an existing structure or building and including A-frame signs.
- U. Roof signs.
- V. Signs placed upon any tree, a fence, utility pole, lamp post, hydrant or fence in any of the downtown area.
- W. Signs on any public building or property without a properly issued permit.
- X. Billboards unless otherwise approved by Planning and Zoning Department.
- Y. Signs with obscene, lewd or lascivious language or graphic representation of the human body.
- Z. Wall signs in residential districts.

30-50.23.6.03 Sign Area computation

- A. For freestanding signs, the sign area shall be the area within the smallest geometric shape that touches the outer points or edges of the sign face.
- B. For building signs, the sign area shall be the area within the smallest geometric shape that touches the outer points of raised portions of the sign or of all borders or trims, or in the absence of such border or trim, the outer points of the letters or pictures.
- C. For freestanding signs, where two sign faces are placed back to back on a single sign structure, and the faces are at no point more than four feet apart, the sign area shall be the area of one of the faces.
- D. For freestanding signs, where four sign faces are arranged in a square, rectangle, or diamond, the sign area shall be the area of the two largest faces.
- E. Freestanding signs shall not be erected prior to the issuance of a building permit for the project and shall be removed within three days after the date of the issuance of a certificate of occupancy or certificate of completion, whichever occurs first.
- F. Freestanding signs shall not be erected prior to the issuance of a building permit for the project and shall be removed within three days after the date of the issuance of a certificate of occupancy or certificate of completion, whichever occurs first.
- G. Where a freestanding or building sign is in the form of a three-dimensional object, the sign area shall be the area within the smallest geometric shape that touches the outer points or edges of the largest possible two-dimensional outline of the three-dimensional object and multiplying that area by two.
- H. In calculating the number of signs, a single sign shall be permitted to contain advertisement on each side thereof and shall be counted as one sign.
- I. In calculating the sign size, the area of a sign shall include borders and framing. Heights shall be measured to the top extremity of the sign and distances to the farthest point. The square footage in a circular rotating, or revolving sign shall be determined by multiplying one-half of the circumference by the height of the rotating sign, except in the case of the flat rotating sign, the area will be determined by the square footage of one side of the sign. The director shall have the discretion of determining the area of any sign which is

irregular in shape and in such cases will be guided by calculations as made by a licensed, registered engineer when same are shown on the drawing.

- J. Calculating sign size:
- K. For a sign, either freestanding or attached, the area shall be considered to include all lettering, including any ascenders and descenders, wording, and accompanying designs and symbols, together with the background, whether open or enclosed, on which they are displayed, any frame around the sign and any "cutouts" or extensions, but shall not include any supporting framework and bracing incidental to the display itself.
- L. The Director shall have the discretion of determining the area of any sign which is irregular in shape, and in such cases will be guided by calculations as made by a licensed, registered engineer when same are shown on the drawing.
- M. Permitted temporary signs shall not be counted as part of allowable area for freestanding, monument, or buildings signs.

30-50.23.6.03 Signs without permits

- A. Within all downtown districts, the following signs, whether temporary or permanent, when not electrically illuminated shall be permitted and exempt from the requirement to obtain a sign permit:
 - 1. Decals, limited to those as required by law, which are affixed to or painted upon store windows, store equipment, fuel pumps or other types of vending equipment used for dispensing retail products.
 - 2. Lettering only, with letters not exceeding three inches in height and limited to a maximum area of two square feet.
 - 3. Building signs, historical markers, memorial signs, tablets or plaques, or the name of a building and the date of erection, when cut into any masonry surface or when constructed of bronze or other permanent material.
 - 4. Professional nameplates for physicians, surgeons, dentists, lawyers, architects, teachers and other professional persons placed on the premises occupied by the person(s), not exceeding two square foot in sign face area, provided the professional has a valid occupational license.
 - 5. Signs denoting the name and profession of an occupant of a building, placed flat against the exterior surface of the building and not exceeding two square feet in sign face area, and provided the occupant has a valid occupational license.
 - 6. Restaurant menu boards, in accordance with subsection 30-90.22(a) of this division.
 - 7. Official traffic, governmental information, and provisional warning signs or sign structures, when erected or required to be erected by a governmental agency.
 - 8. Reserved parking and fuel-efficient parking signs.
 - 9. Election signs permitted only (60) days before election and (5) days after election day.
 - 10. Temporary signs indicating danger or warning of a hazardous physical condition to pedestrians, bicyclists and motorists.
 - 11. Real estate sales signs and real estate leasing signs.
 - 12. Any sign located within a building, lobby or courtyard and not visible from off site. However, such signs are not exempt from the structural, electrical or material specifications as set forth in this code and the adopted state building code.
 - 13. Flags, whether displayed on poles or in another fashion. Installation of a permanent flagpole or other permanent mounting device shall require a building permit. If the flagpole or device is located on property zoned for other than single-family residential uses, the location of the flagpole or device must be shown on the site plan for the property.

14. Decals placed on storefronts facades for product advertisement, product marketing, temporary space leasing , temporary
- B. To the extent that this subsection allows a sign displaying commercial content to be exempt from permitting, it shall allow a sign with the same size, length of display, appearance, location, display area, and other physical characteristics to be exempt from permitting if it displays noncommercial content.
 - C. Special event signs not exceeding six square feet in area will not require a permit.
 - D. Awning, canopy, roller curtain, or umbrella sign or signs shall be limited to eight-inch letters in height or up to twelve-inch letters in height when in lieu of signage attached to a building per Subsection 13-1904(3)b., and shall not exceed a total coverage of 24 square feet. Any such sign shall be limited to the identification of the occupant and/or use of the property. No sign permit shall be required for the awning, canopy, roller curtain or umbrella sign, but the same shall comply with applicable technical codes.
 - E. Disabled, baby stroller or handicapped parking signs. Signs required by State law or County ordinance for parking spaces reserved for disabled or handicapped persons shall not require a sign permit, and signs required for parking spaces reserved for persons transporting young children and baby stroller parking signs shall not require a sign permit.
 - F. Signs not exceeding 1.5 square feet in area and bearing only property street numbers, post box numbers, or name of occupant of premises.
 - G. Legal notices, identification, information, or directional signs erected by or on behalf of governmental bodies.
 - H. Integral decorative and architectural features of buildings except letters, logos, trademarks, moving parts or moving lights.
 - I. Signs within enclosed buildings or structures which are so located that they are not visible from public or private streets or adjacent properties such as signs in interior areas of malls, commercial buildings, ballparks, stadiums and similar structures or uses, providing said signs are erected in such a manner as not to be hazardous. If illuminated, the necessary electrical permits shall be obtained.
 - J. "Danger," "No Parking," "Post No Bills," "Bad Dog," and similar warning signs, provided such signs do not exceed an area of 1.5 square feet. Signs shall be provided in keeping with zoning district regulations.
 - 1. Banners and other decorative materials in conjunction with an event conducted pursuant to a dedication or a grand opening are permitted without a sign permit. Such banners and decorative materials shall not be more than 40 square feet (aggregate) and shall be subject to the same height and setback restrictions as real estate signs and shall not be posted more than 30 days preceding the event, and are to be removed within seven days following the grand opening day of the event.
 - 2. "No Trespassing" signs, provided such signs do not exceed an area of 1.5 square feet. Signs shall be provided in keeping with zoning district regulations.
 - 3. A permanent sign displaying noncommercial copy not exceeding an area of 1.5 square feet. Signs shall be provided in keeping with zoning district regulations.

30-50.23.6. - Definitions.

Terms used throughout this document shall take their commonly accepted meaning unless otherwise defined in Village of Palmetto Bay Code Section 30-40.1 as adopted by the Village of Palmetto Bay. Terms requiring interpretation specific to this chapter are as follows:

Abutting: Being separated by a common border with no other interstitial space .

Access: The place or way by which pedestrians and vehicles have a safe and usable ingress and egress to a site. An unobstructed way or means of approach to provide entry to, or exit from, a property.

Accessory building: An enclosed building that is subordinate to and not the main or principal building on a lot or parcel and that is used as a dwelling unit, garage, storage shed or similar use.

Accommodation uses: Facilities that provide short term lodging including hotels; motels; rooming houses, bed and breakfasts; and similar uses. Accommodations shall be rented in no less than 24-hour (minimum) increments.

Adjacent: A common border with separation from such common border by a roadway, easement or right-of-way.

Alley: An alley is any public or private thoroughfare for the use of pedestrians or vehicles, 20 feet nor more than 30 feet in width, and is intended for service and only a secondary means of access to abutting properties

Apartment: A multi-family unit type that is for rent.

Arcade: See "frontage types."

Automotive uses: Establishments specializing in the service or repair of automobiles; automobile tire sales and replacement; automobile parts sales and installation; sales of new and used automobiles; and gas stations or other form of stations used for the powering/charging of automobiles. Electric vehicle charging stations are excepted.

Base element: A continuous raised platform supporting a building, or a large block of two stories beneath a multi-layer block of a smaller area.

Bicycle lane: An on-road facility specifically dedicated for bicycle use.

Big box retail/services: A chain, commercial-retail establishment with gross floor area greater than 20,000 square feet.

Bioretention means a method used to eliminate contaminants and particles from stormwater runoff which can be in forms of adding organic mulch layers, soil, grass buffer strips, or sand beds.

Bioswale means a channel that is used for the accumulation of excess pollution and debris from small drainage areas that can used along sidewalks, streets and parking lots.

Block: A combination of contiguous building lots, the perimeter of which abuts public street(s), private street(s), easement(s) or dedicated open space(s).

Building frontage: The portion of the building required to be located along the build-to-line.

Building height: The vertical distance measured from the average height of the crown of the road, adjacent to the building frontage, to the top of the highest slab for a flat roof. For a pitched roof, the height of the building shall be measured to the highest point of the finished roof.

Building type: A structure defined by the combination of mass, configuration and placement, within a site.

Build-to-line: 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.

Civic uses: Uses that are accessible to the public and serves the religious, recreational, educational, cultural and/or governmental needs of the community. Civic uses include but are not limited to: convention/meeting halls; private clubs; libraries; police stations; fire stations; post offices; clubhouses; religious buildings; museums; athletic facilities; auditoriums; theaters; other performing arts buildings; and government facilities. The architecture of a civic use building shall reflect its civic nature.

Clear view: For commercial retail uses, unobstructed site line into the units shall be maintained to encourage/generate pedestrian activity/interaction and provide surveillance of the street.

Colleges and universities: Facilities that serve the educational needs of the adult population. This group shall include universities; colleges; commuter colleges; trade schools and other similar uses as determined by the director.

Commercial parking structure: Structures that provide parking as the primary on-site use. These facilities offer short-term parking of vehicles and may charge a fee for such use. This group includes; shared parking facilities; shuttle parking facilities; transit park-and-ride facilities and other similar uses as determined by the director.

Community garden: Open space that is set aside for the cultivation and harvesting of produce such as flowers, fruits and vegetables.

Condominium: An ownership version of a multi-family unit types.

Construction: means any project associated with the creation, development, or erection of any structure required to comply with this section.

Courtyard house: An attached single-family dwelling type that contains a court or atrium. The court shall be enclosed on at least three sides by habitable building space and shall provide penetrable openings such as windows and doors between the interior of the dwelling and the court. A courtyard house may occupy the maximum frontage as allowed by building type within a sector.

Decorative fence: A functional fence that is designed with aesthetics in mind and adds to the appearance and design of the property/building. Fifty percent of the square footage of the fence shall be open.

Department: The Village of Palmetto Bay Planning and Zoning Department.

Designated public open space: An outdoor, at grade space including greens, squares and plazas, as indicated on the public open spaces plan. Designated open spaces may also be set aside by property owners who wish to participate in the Palmetto Bay Downtown Landscape and Open Spaces Program.

Director: The director of the Village of Palmetto Bay Planning and Zoning Department.

Drive-through facilities: Drive-through facilities associated with retail use, personal service establishment or restaurants.

Dwelling unit type: One of three multi-family residential unit types: Flat; loft; or townhouse; each of which can be classified as an apartment or condominium.

Enhanced stormwater quality and quantity improvements: projects that augment water quality and quantity by: Reducing polluted runoff; advancing groundwater recharge, soil infiltration and erosion control; and restoring habitat.

Entertainment uses: Uses in this group shall include; nightclubs; coin arcades; movie theaters; performance theaters; radio, movie and/or television studios; billiard halls; skating rinks; bingo halls; piano bars; bowling alleys and similar uses as determined by the director. The sale of alcohol shall be ancillary to the primary entertainment use.

Entrance (main): The principal point of access of pedestrians to a building. In the support of ped/bike activity, the main or primary entrance shall be oriented to the frontage rather than to the parking.

Environmental monitoring: periodic or continuous surveillance or testing to determine the level of compliance required by the Environmental Protection Agency (EPA), Florida Department of Environmental Protection (DEP), or Miami-Dade County Department of Regulatory and Environmental Resources (RER) and/or pollutant levels in various media (air, soil, water) or biota, as well as to derive knowledge from this process. Examples of environmental monitoring include but are not limited to: water quality sampling and monitoring, groundwater testing and monitoring, and habitat monitoring.

Environmental remediation: clean-up of, or mitigation for, air, soil or water contamination for which the Village is legally responsible for environmental clean-up or mitigation.

Environmental restoration: the return of an ecosystem to a close approximation of its condition prior to any development taking place.

Fenestration: Design and position of windows and other structural openings within a facade.

Flat: A single story dwelling unit, occupied by one single family.

Flex building:

Floor plate: The shape and size of any given floor of a building. The floorplate that touches the ground is called the footprint, after the shape that it leaves on the land.

Food and beverage establishments: Uses in this group shall include; full-service restaurants; fast food restaurants; bars and pubs; and similar uses as determined by the director.

Forecourt: See "frontage types".

Front property line: The property line that runs parallel to the highest-ranking street as identified in the street hierarchy plan.

Frontage type: The architectural element that serves to transition from the public right-of-way to the entrance of a building type. Frontage type, when combine with the public realm and building type create the desired streetscape.

General retail/personal services: Establishments that provide goods and services geared toward an individual consumer. This group shall include businesses such as: banks; beauty parlors; adult day care; bakeries; bookstores; apparel stores; grocery stores; pharmacies; health clubs; gift shops; indoor pet care/boarding and

indoor kennels (soundproof and air conditioned required); vehicle retail showrooms; and similar uses as determined by the director. This group shall also include schools offering instruction in dance, music, martial arts and similar activities as determined by the director.

Green: An outdoor open space that shall not be hard surfaced for more than 20 percent of the area exclusive of dedicated streets. The landscape shall consist of primarily lawn, trees and garden structures.

Green building certification agency: The United States Green Building Code (USGBC) or the International Living Future Institute, as may be selected by the eligible participants.

Green building: Generally, the resource efficient design, construction, and operation of buildings by employing environmentally sensible construction practices, systems and materials.

Green infrastructure: both the natural environment and engineered systems to provide clean water, conserve ecosystem values and functions, and provide a wide array of benefits to people and wildlife. Green infrastructure uses vegetation, soils, and natural processes to manage natural resources and create healthier Village environments. Examples of green infrastructure practices include but are not limited to: Right-of-way bio-swales, green roofs, blue roofs, rain gardens, permeable pavements, infiltration planters, trees and tree boxes, rainwater harvesting systems.

Green roof: A living roof system that is partially or completely covered with vegetation and a growing medium, planted usually over a waterproofing membrane.

Group residential home: A dwelling unit, licensed by the State of Florida Department of Children and Families that serves resident clients and provides a living environment for unrelated residents who operate as a functional equivalent of a family. Uses in this group shall include nursing homes; assisted living facilities; congregate living facilities; foster care facilities; community residential homes; group homes; or other similar uses as determined by the director. Services that support the daily operation of group homes are permitted and shall include dining facilities, doctor's offices, nurse's offices, staff offices, recreation rooms and similar facilities and services.

Habitable building space: Air-conditioned space, the use of which involves regular human presence. Habitable space shall not include areas devoted to parking, storage, service room, private spaces or corridors.

Horizontal projection: The distance in which an architectural element can project off of the facade of a building.

Landscape area: Area within the right-of-way that identifies the type of landscape finishing applied to the ground, between the pedestrian way and pavement transition.

LEED means an effective edition of the Leadership in Energy and Environmental Design (LEED) Green Building Rating System for Building Design and Construction or Homes, as applicable, of the United States Green Building Council (USGBC).

Liner building: Building configuration, shallow in depth, no less than 20 feet and occupied with habitable space to screen a parking garage or surface parking lot from the public realm.

Loft: A double-story height dwelling unit with or without mezzanine, occupied by one single family.

Lot coverage:

Lot depth: The length of a parcel along the interior side or on the secondary frontage.

Lot width: The length of a parcel along the primary frontage.

Maximum base density: The maximum residential dwelling units/acre permitted on a site without applying density unit increases from the Village of Palmetto Bay's Reserve Units Pool and/or through TDR.

Maximum height with bonus: The maximum permitted height in stories, of a building with any applicable bonus(s) stories.

Median area: Landscaped area within the right-of-way that can accommodate landscaping in between travel lanes on a boulevard.

Mezzanine: An intermediate floor, between stories of a building, that does not count against the number of stories, so long as it is no bigger than 30 percent of the area of the main story below.

Mixed-used:

Mixed-used building: A building that includes a combination of residential and non-residential uses or two different categories of non-residential uses that are vertically integrated by floor

Municipal recreation facility: A building, playground or park, owned/operated by the village, county, state or the federal government.

Neighborhood proprietor commercial-retail and office services: Small scale, non-chain businesses, operated on the first floor of a building type, by the owner, such as: hobby shops, tailor or beauty shops, photography studios, bakery cafe shops or other similar uses/offices, as determined by the director. The use shall specifically preclude the use of large machinery or the creation of noxious odors/ambient noise levels that exceed the levels for that area, as provided in the village's noise ordinance and the sale of alcohol shall be ancillary to the primary uses permitted. REVISE

Office uses: Facilities used primarily for the business of professionals with only limited transactions occurring on-site. This group shall include offices for: accountants; architect; appraisers; attorneys; consulates; financial firms; insurance adjusters; realtors; medical offices and other uses as determined by the director. REVISE

Off-site parking: Any parking structure, surface parking or on-street parking located on a development parcel other than the parcel being developed. Off-site parking as used in this article, is parking on a private or public property, but not on a public right-of-way that is to meet the requirements of a developed property that is on a not on the same property.

Off-site: The outside limits of the area encompassed by the lot where a permitted activity is conducted.

On-site parking: Any parking structure, surface parking, tuck under parking, private parking garage or surface parking pad within the property lines and applicable build-to lines on private property. On-site parking as used in this article, is parking to meet the requirements of a developed property that is on the same property.

On-street parking: Parking on a private or public right-of-way street. On-street parking spaces shall be head-in, diagonal or parallel parking, according to the street type parameters for the right-of-way. On-street parking as used in this article, is parking to meet the requirements of a developed property that is on a street or public right-of-way that is immediately adjacent to the development parcel.

Open spaces means all undeveloped land owned, operated or maintained by the Village and not designated as a specific park or park land. This is not correct also see public open space and private open space

Parking area: Area within the right-of-way that includes on-street parking. Also, the parking area will serve as to transition and protect the pedestrian way from the travel lanes.

Parking structure: A multi-level, publicly accessible building with the primary use to accommodate the parking requirements for both residential and non-residential uses.

Pavement transition: Transition between the pedestrian way and travel lanes, within the right-of-way. Can be curb and gutter or swale, as identified in thoroughfare standards.

Pedestrian paseo: Pedestrian-only passage meant to break up the mass of large buildings a mid-block locations, allowing access to the lot behind buildings and connecting directly from the network of sidewalks and open spaces.

Pedestrian way: Area within the right-of-way that is designated as the primary area for pedestrian movement.

Permeable area:

Permeable pavements mean pavements that can maintain a high porosity and allow rainwater to pass through the grass underneath while providing environmental and financial benefits. Permeable pavements can be in forms of porous asphalt, porous turf, permeable clay brick pavers, permeable bound recycled glass porous pavement, and resin-bound paving.

Plaza: An outdoor open space fronted by mixed-use retail and office uses. A minimum of 50 percent and a maximum of 75 percent of the plaza's area, exclusive of dedicated streets, shall be hard-surfaced. The landscape of plazas shall consist primarily of hard-surfaced areas, permanent architecture or water features and trees that are placed in an orderly fashion.

Porch: See "Frontage types".

Premium transit station: A public transportation station that is served by modes of public transportation such as heavy rail, light rail or at a minimum, express bus rapid transit routes.

Primary frontage: For property with multiple frontages, the edge of the property that fronts the highest-ranking street as identified in the street hierarchy plan.

Public Open Space:

Private open space: Any form of courtyards, balconies, terraces, lawns, community gardens, amenity recreation decks and landscaped roof terraces/gardens on buildings/parking structures. In addition, the area of any covered patio, gazebo or other roofed shade structures shall count towards meeting the private open space requirements, as long as two sides are opened to the outside.

Private parking garage: A private parking structure that can accommodate parking requirements for a single-family residential use such as single-family houses, or rowhouse building types, located at the rear of the lot, away from the primary street frontage.

Project means any construction associated with the creation, development or erection of any building required to comply with this section.

Provisional Parking Lots:

Rainwater Harvesting means the collection and storage of rainwater in forms of barrels, containers, and roof gutters that can be used for irrigation, gardening, and drinking.

Reserve commercial square footage: The developable commercial square footage, which is available for allocation by the village, which is in excess of the base square footage identified by the Comprehensive Plan.

Reserve residential units: The residential units identified within the Comprehensive Plan, which are available for allocation by the village, beyond that permitted by the base maximum density within a given sector of the DUV. (remove)

Scorecard means a guide provided by the green building certification agency to assist in determining the total project score and achievable credits and level of certification at the inception of a green building, as provided under this chapter.

Sign shall mean any display of characters, letters, logos, identification, description, illustration, ornamentation, or device illuminated or nonilluminated, which is visible from any outdoor place and which directs attention to a product, service, place, activity, person, institution, or business. A sign includes any permanently installed or situated merchandise; or any emblem, painting, banner, pennant, placard, designed to advertise, announce, identify, indicate direction, or convey information. Exempted from the definition of a sign are customary window displays, official public notices required by federal, state or local regulations, newspapers, leaflets and books intended for individual distribution to members of the public, attire that is being worn, badges, and similar personal gear. The term shall also exclude architectural features, or part thereof, not intended to communicate information. Use of merchandise, products, vehicles, equipment, inflated balloons, or the like as an attention attractor or advertising device, with or without a printed or written message or advertisement, shall be considered a sign.

Single family house. A residential building type that accommodates one primary residence on all floor(s) of the structure and occupies the totality of the site in and of itself. *Solar water heating (SWH)* means the alteration of sunlight into heat to provide energy to a fluid to increase its temperature.

Square: An outdoor open space that shall be flanked by streets on at least three sides and shall not be hard surfaced for more than 50 percent or the area exclusive of dedicated streets. Squares shall be landscaped primarily of hard-surfaced walks, lawns and trees that are placed in an orderly fashion.

Stacked apartment. A neighborhood scaled, multi-family residential building type with similar residential units throughout all floors of the building. Floor plans are intended to accommodate a variety of unit types. *Stoop:* See "frontage types".

Storefront: See "frontage types".

Story: The habitable space between finished floor and finished ceiling.

Street frontage: The edge of the property that abuts a street. See "primary frontage".

Street network: A system of intersecting and interconnecting streets and service roads.

Street vista: A view through or along a street centerline terminating with the view of a significant visual composition of an architectural structure or element.

Street: Any thoroughfare, such as a public street, private street, or easement that affords primary access to an abutting property.

Surface parking pad: A private, surface parking lot that accommodates the parking requirements for single family residential uses and located at the rear of the lot, or away from primary street frontage.

Surface parking: A one-layer parking lot at the ground level that accommodates parking requirements for both residential and non-residential uses.

Temporary Parking Lots: means any property that is used for parking motor vehicles on a temporary basis such as in construction lots and is available to employees for temporary parking of vehicles.

Thoroughfare standards: Design criteria that establish the required elements for the placement and size of the following: sidewalks; curbs and gutters; parking; medians; bike lanes; traffic lanes; street trees and landscaping.

Townhouse: A two- or more story dwelling unit, occupied by one single family.

Transfer of development rights (TDR): The procedure by which development rights to construct residential units may be transferred from one lot within the Downtown Village (DUV) zoning district to another lot within the Downtown Village (DUV) zoning district. (remove)

Travel lane: Area within the right-of-way dedicated for motor vehicles that can also be shared with bicyclists, as identified in thoroughfare standards.

Tuck under parking: Parking spaces integrated on the surface level of a site, where habitable building program cantilevers on the floors above.

USGBC means the United States Green Building Council.

Vertical clearance (ground): An area measured from the finished sidewalk, which shall be kept clear of all objects to the prescribed height for pedestrians to pass under.

Vertical proportion: A proportion that is at a minimum the same width that it is tall. Preferably the height of the subject is greater than the width.

LEGAL DESCRIPTION

LEGAL DESCRIPTION

A parcel of land being a portion of Sections 28, 32 and 33 all of Township 55 South, Range 40 East, said parcel of land being more particularly described as follows:

BEGIN at the intersection of the centerline of Southbound Dixie Highway (S.R. 5) and the South line of the Southeast One-Quarter (SE 1/4) of said Section 32, said South line being the centerline of SW 184th Street'

THENCE Northeasterly along the said centerline of Southbound Dixie Highway (S.R. 5) to the intersection of the centerline of Northbound Dixie Highway (S.R. 5);

THENCE Southerly along the centerline of Northbound Dixie Highway (S.R. 5) to the intersection with the North line of the Northwest One-Quarter (NW 1/4) of said Section 33, said North line being the centerline of SW 168th Street;

THENCE Easterly along said North line of the Northwest One-Quarter (NW 1/4) of Section 33 to the intersection with the East line of the Northwest One-Quarter (NW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33, said East line being the centerline of SW 94th Avenue;

THENCE Southerly along the said East line of the Northwest One-Quarter (NW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33 and along the East line of the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33 to the intersection with the North line of the South One-Half (S 1/2) of the Southeast One-Quarter (SE 1/4) of the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33;

THENCE Westerly along the said North line of the South One-Half (S 1/2) of the Southeast One-Quarter (SE 1/4) of the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33 to the West line of the South One-Half (S 1/2) of the Southeast One-Quarter (SE 1/4) of the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33;

THENCE Southerly along the said West line of the South One-Half (S 1/2) of the Southeast One-Quarter (SE 1/4) of the Southwest One-Quarter (SW 1/4) of the Northwest One-Quarter (NW 1/4) of Section 33 and continue Southerly along the West line of the East One-Half (E 1/2) of the Northwest One-Quarter (NW 1/4) of the Southwest One-Quarter (SW 1/4) of Section 33, said line being the centerline of Park Drive (SW 95th Avenue) to the intersection with the North line of the Northwest One-Quarter (NW 1/4) of the Southwest One-Quarter (SW 1/4) of the Southwest One-Quarter (SW 1/4) of Section 33;

THENCE continue Southerly along the East line of the Northwest One-Quarter (NW 1/4) of the Southwest One-Quarter (SW 1/4) of the Southwest One-Quarter (SW 1/4) of Section 33 to the North line of Lot 9, Block 1, FRANJO PARK SECTION TWO, Plat Book 65, Page 84, Public Records of Miami-Dade County Florida,

THENCE Westerly along the Westerly prolongation of the said North line of Lot 9, Block 1, to a line being 30 feet West of and parallel with the East line of the Northwest One-Quarter (NW 1/4) of the Southwest One-Quarter (SW 1/4) of the Southwest One-Quarter (SW 1/4) of Section 33;

THENCE Southerly along said parallel line to the intersection with a line 30 feet North of and parallel with the South line of the North One-Half (N 1/2) of the Northwest One-Quarter (NW 1/4) of the Southwest One-Quarter (SW 1/4) of the Southwest One-Quarter (SW 1/4) of Section 33;

THENCE Westerly along the said parallel line to the intersection with the East line of the Southeast One-Quarter (SE 1/4) of said Section 32, said East line being the centerline of SW 97th Avenue;

THENCE Southerly along the said East line of the Southeast One-Quarter (SE 1/4) of Section 32 to the

intersection with the South line of the said Southeast One-Quarter (SE 1/4) of said Section 32, said South line being the centerline of SW 184th Street;

THENCE Westerly along the said South line of the Southeast One-Quarter (SE 1/4) of Section 32 to the POINT OF BEGINNING.

ZONING HISTORY



Record Results

[Print This Page](#)

Zoning Records Search

| | |
|---------------------------|---|
| Process Number: | Z1956001329 |
| Applicant: | PORTER-WAGON-RUSSELL, INC. |
| Location: | E/S OF SW 97 AVE. BETWEEN SW 180 ST. & EUREKA DR. |
| Legal Description: | E/S OF SW 97 AVE. BETWEEN SW 180 ST. & EUREKA DR. |
| Request: | |
| Application Date: | 11/26/1956 |
| Result: | |
| Result Date: | |

Hearings

| Board | Resolution | Result | Hearing Date | Item # |
|-------|------------|----------------------------|--------------|--------|
| ACC | 11060 | APPROVED WITH CONDITION(S) | 1/24/1957 | |
| | | | | |
| | | | | |
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Documents

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|-----------------------------|
| APPLICATION |
| RESOLUTION |
| SURVEY |
| TRANSCRIPTS |
| ZONING MAP |

RECEIVED Type of Hearing Zoning Comm
Map Number TC-31
 Date Nov. 23, 1956
 NOV 26 1956

APPLICATION FOR PUBLIC HEARING

DADE COUNTY PLANNING, ZONING
& BLDG. DEPT.

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 NOVEMBER 23, 1956 in order to be heard at the DECEMBER 17, 1956 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) PORTER-WAGOR-RUSSELL, INC.
2. Post Office Address of Applicant 132 ARAGON AVENUE
 City CORAL GABLES State FLORIDA Tel. No. HI-3-5203
3. Legal Description of property covered by Application N $\frac{1}{2}$ OF SW $\frac{1}{4}$ OF SW $\frac{1}{4}$ AND SW $\frac{1}{4}$ OF SW $\frac{1}{4}$ OF SW $\frac{1}{4}$, ALL IN SECTION 33, TOWNSHIP 55 S., RANGE 40E.
4. Size of Area covered by application 30 + ACRES
5. Highway Boundaries S. W. 97TH AVE. ON EAST, EUREKA DRIVE ON SOUTH, S.W. 180TH ST. ON NORTH
6. (a) Ownership of property obtained 5TH day of DECEMBER 1956
 (b) When was contract for purchase or deed signed?
 (c) When was lease signed? Term from _____ to _____
 (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? Yes (FOR 5 ACRE PARCEL IN NW CORNER OF THIS PARCEL)
8. Zone Classification at present AU Minimum Cubic Content at present 7,500 C.F.
9. Zone Classification desired RU-1 Minimum Cubic Content desired 8,000 C.F.
10. What, if any, permit has been applied for? NONE
11. Special uses desired which are not permitted by present zone classification
PRIVATELY OWNED COMMUNITY WATER SYSTEM; INCLUDING, BUT NOT LIMITED TO WELLS, WELL FIELD, PUMP HOUSE, WATER STORAGE FACILITIES, WATER TREATMENT FACILITIES.
12. Special conditions or reason believed justifying change of restriction or appeal
THIS AREA ABUTS RU-1 ZONING ON THE WESTERN BOUNDARY AND SOUTHERN BOUNDARY. THERE ARE RU-1 AREAS SLIGHTLY NORTH AND TO THE EAST OF THIS AREA.

RESOLUTION NO. 11060

The following resolution was offered by Commissioner Ralph A. Fossey,
 _____, seconded by Commissioner Edwin L. Mason,
 and upon vote duly adopted:

WHEREAS, Porter-Wager-Russell, Inc. has applied for a change of zone from AU (Agricultural) to RU-1 (Single Family Residential) and a special permit to permit community water system including wellfields, pump house and water treatment and storage plant on the N $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ and SW $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ all in Section 33, Township 55 South, Range 40 East; East side of S.W. 97th Avenue between S.W. 180th Street and Eureka Drive, Dade County, Florida, and

WHEREAS, a public hearing of the Dade County Zoning Commission was advertised and held as required by law and after hearing all interested parties and considering the adjacent areas, the Zoning Commission recommended that the application for change of zone be approved with a minimum cubic content requirement of 12,500 cubic feet and that a special permit for the community water system be approved subject to the following conditions:

1. That a plot use plan be submitted to and meet with the approval of the Dade County Zoning Director, showing the proposed structures, landscaping, parking layout, fencing, etc.
2. That the water plant site and the area surrounding it be landscaped so that it has the appearance of a park.
3. That the use be established and maintained in accordance with the approved plan.
4. That a trust agreement, providing for the continued and satisfactory operation of the plant, be submitted to and filed with the Dade County Planning, Zoning, and Building Department; said agreement shall meet with the approval of the Federal Housing Administration and/or Veterans Administration or the County Attorney; said approval shall be endorsed in writing on the copy filed with the Dade County Planning, Zoning, and Building Department.
5. That the installation be subject to the approval of the Health Department.
6. That said special permit be automatically renewable annually upon compliance with all terms and conditions applicable, and

WHEREAS, a public hearing of this Board was advertised and held at which time the recommendations of the Zoning Commission were presented and interested parties present, concerned in the same, were heard, and upon due and proper consideration having been given to the matter, it appears to this Board that the change of zone, minimum cubic content requirement, and special permit, as recommended by the Zoning Commission, would be in accord with the overall comprehensive zoning plan for Dade County, Florida;

NOW THEREFORE BE IT RESOLVED by the Board of County Commissioners, Dade County, Florida, that the change of zone, minimum cubic content requirement, and special permit, as recommended by the Zoning Commission, be, and the same are hereby approved and said property is hereby zoned accordingly.

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

PASSED AND ADOPTED this 27th day of January, 1957.

HEARD 12-17-56

February 1, 1957

Wagon
Porter-Wagner-Russell, Inc.
132 Aragon Avenue
Coral Gables, Florida

Gentlemen:

Re: Change of zone to RU-1 and
special permit for a commu-
nity water system on your pro-
perty in Sec. 33-55-40

I am enclosing herewith a copy of Resolution No. 11060, adopted by the Board of County Commissioners, Dade County, Florida, approving your application on the aforescribed property. Please note the conditions under which said approval was granted inasmuch as strict compliance therewith will be required. I would suggest that the required plot use plan be submitted to this office (in duplicate) for approval of the Zoning Director before any detailed plans are prepared, inasmuch as building permits will not be issued prior to the approval of said plan.

Very truly yours,

Chester C. Czebrinski, Deputy Director
Dade Co. Planning, Zoning, & Eldg. Dept.

CCC/era
Encl.

P.S. Please also note the requirements on the trust agreement.

RESOLUTION NO. 11060

The following resolution was offered by Commissioner Ralph A. Fossey

, seconded by Commissioner Edwin L. Mason,

and upon vote duly adopted:

WHEREAS, Porter-Wagor-Russell, Inc. has applied for a change of zone from AU (Agricultural) to RU-1 (Single Family Residential) and a special permit to permit community water system including wellfields, pump house and water treatment and storage plant on the N $\frac{1}{2}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ and SW $\frac{1}{4}$ SW $\frac{1}{4}$ SW $\frac{1}{4}$ all in Section 33, Township 55 South, Range 40 East; East side of S.W. 97th Avenue between S.W. 180th Street and Eureka Drive, Dade County, Florida, and

WHEREAS, a public hearing of the Dade County Zoning Commission was advertised and held as required by law and after hearing all interested parties and considering the adjacent areas, the Zoning Commission recommended that the application for change of zone be approved with a minimum cubic content requirement of 12,500 cubic feet and that a special permit for the community water system be approved subject to the following conditions:

1. That a plot use plan be submitted to and meet with the approval of the Dade County Zoning Director, showing the proposed structures, landscaping, parking layout, fencing, etc.
2. That the water plant site and the area surrounding it be landscaped so that it has the appearance of a park.
3. That the use be established and maintained in accordance with the approved plan.
4. That a trust agreement, providing for the continued and satisfactory operation of the plant, be submitted to and filed with the Dade County Planning, Zoning, and Building Department; said agreement shall meet with the approval of the Federal Housing Administration and/or Veterans Administration or the County Attorney; said approval shall be endorsed in writing on the copy filed with the Dade County Planning, Zoning, and Building Department.
5. That the installation be subject to the approval of the Health Department.
6. That said special permit be automatically renewable annually upon compliance with all terms and conditions applicable, and

WHEREAS, a public hearing of this Board was advertised and held at which time the recommendations of the Zoning Commission were presented and interested parties present, concerned in the same, were heard, and upon due and proper consideration having been given to the matter, it appears to this Board that the change of zone, minimum cubic content requirement, and special permit, as recommended by the Zoning Commission, would be in accord with the overall comprehensive zoning plan for Dade County, Florida;

NOW THEREFORE BE IT RESOLVED by the Board of County Commissioners, Dade County, Florida, that the change of zone, minimum cubic content requirement, and special permit, as recommended by the Zoning Commission, be, and the same are hereby approved and said property is hereby zoned accordingly.

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

PASSED AND ADOPTED this *27th* day of *January*, 1957.

HEARD 12-17-56

February 1, 1957

Wagon
Porter-~~Wagon~~-Russell, Inc.
132 Aragon Avenue
Coral Gables, Florida

Gentlemen:

Re: Change of zone to RU-1 and
special permit for a commu-
nity water system on your pro-
perty in Sec. 33-55-40

I am enclosing herewith a copy of Resolution No. 11000 adopted by the Board of County Commissioners, Dade County, Florida, approving your application on the aforescribed property. Please note the conditions under which said approval was granted inasmuch as strict compliance therewith will be required. I would suggest that the required plot use plan be submitted to this office (in duplicate) for approval of the Zoning Director before any detailed plans are prepared, inasmuch as building permits will not be issued prior to the approval of said plan.

Very truly yours,

Chester C. Czebrinski, Deputy Director
Dade Co. Planning, Zoning, & Eldg. Dept.

CCC/era
Encl.

P.S. Please also note the requirements on the trust agreement.

DADE COUNTY ZONING COMMISSION
EXECUTIVE SESSION
December 17, 1956

40. Porter-Wagon-Russell, Inc.

IV-31

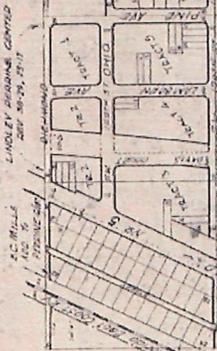
Motion was made by Mr. Guster, seconded by Mr. Farrey, and upon vote it was unanimously carried to recommend that the application for change of zone be ~~denied~~ ^{approved} ~~but~~ ^{subject to} that a special permit for the community water system be approved subject to the following conditions:

1. That a plot use plan be submitted to and meet with the approval of the Dade County Zoning Director, showing the proposed structures, landscaping, parking layout, fencing, etc.
2. That the water plant site and the area surrounding it be landscaped so that it has the appearance of a park.
3. That the use be established and maintained in accordance with the approved plan.
4. That a trust agreement, providing for the continued and satisfactory operation of the plant, be submitted to and filed with the Dade County Planning, Zoning, and Building Department; said agreement shall meet with the approval of the Federal Housing Administration and/or Veterans Administration or the County Attorney; said approval shall be endorsed in writing on the copy filed with the Dade County Planning, Zoning, and Building Department.
5. That the installation be subject to the approval of the Health Department.
6. That said special permit be automatically renewable annually upon compliance with all terms and conditions applicable.

IV-31

Sec. 33
Twp. 35
Rge. 40

DADE COUNTY ENGINEERING DEPARTMENT.
DADE COUNTY, FLORIDA.



Zone District No. 4
School
Dwelling

Block 417
No. 27
Dade County
Property
Block 417-27

LRU
15000

AU

7500 sf

AU

RU-1 of 8
8000
RU-2
6000 sf
RU-2
6000 sf
RU-2
6000 sf



Record Results

[Print This Page](#)

Zoning Records Search

| | |
|---------------------------|--|
| Process Number: | Z1956000804 |
| Applicant: | FRANJO ROAD CORPORATION |
| Location: | SW 94 TO 97 AVES. BETWEEN 180 ST. & EUREKA DR. SW 184 ST |
| Legal Description: | SW 94 TO 97 AVES. BETWEEN 180 ST. & EUREKA DR. SW 184 ST |
| Request: | |
| Application Date: | 7/19/1956 |
| Result: | |
| Result Date: | |

Hearings

| Board | Resolution | Result | Hearing Date | Item # |
|-------|------------|-----------|--------------|--------|
| BCC | 10587 | WITHDRAWN | 11/1/1956 | |
| | | | | |
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Documents

| |
|-----------------------------|
| APPLICATION |
| RESOLUTION |
| SURVEY |
| TRANSCRIPTS |
| ZONING MAP |

RECEIVED

JUL 19 1956

Type of Hearing Zoning Commission
Map Number IV 31

DADE CO. PLANNING, ZONING & BLDG. DEPT. July 18, 1956

APPLICATION FOR PUBLIC HEARING

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 July 27, 1956 in order to be heard at the August 20, 1956 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.

For info. M. Chiles - MO. 7 2024

1. Name of Applicant (print) Franjo Road Corporation, Richard M. White, Pres.
2. Post Office Address of Applicant 800 First National Bank Bldg., Miami, Fla.
City Miami State Fla. Tel. No. FR 3-3621
3. Legal Description of property covered by Application The SW 1/4 of the SW 1/4 of the SW 1/4 and the NE 1/4 of the SW 1/4 of the SW 1/4 and the S half of the NW 1/4 of the SW 1/4 of the SW 1/4, Section 33, Township 55 S, Range 40 E, Dade Co., Fla.
4. Size of Area covered by application 26.58 Acres
5. Highway Boundaries betw SW 94 & 97 Ave 180 - 184 St along the west boundary and Eureka Drive along the west half of the south boundary (See tentative platt for explanation)
(Date deed recorded)
6. (a) Ownership of property obtained 22 day of March 1956
(b) When was contract for purchase or deed signed? Deed dated March 21, 1956
(c) When was lease signed? xx Term from xx to xx
(d) Owners name and address xx
(e) Name and address of mortgagee xx
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? xx
8. Zone Classification at present AU Minimum Cubic Content at present 7500
9. Zone Classification desired RU-1 Minimum Cubic Content desired 11000
10. What, if any, permit has been applied for? xx
11. Special uses desired which are not permitted by present zone classification
Single Family Residences

12. Special conditions or reason believed justifying change of restriction or appeal
The Applicant believes that, even to the casual observer of land conditions in Dade County, and particularly South Dade, it is becoming increasingly clear that good high land suitable for homesites is becoming scarcer. This is due to several factors, among them being the limited amount of high land and the phenomenal rate of growth in population of the County. It is believed, therefore, that wherever it is proper and desirable, it is for the benefit of all that good high land be subdivided into lots of the best possible size, taking into account the health and well-being of the residents, and also conservation of the land. In this case it is felt that lots ranging from 10,000 approx. to 16,000 approx sq. ft. in area is optimum. This is particularly true in view of the enormous developments that have transpired in this area in the past few weeks. The need for building lots and housing is still further increased by the opening of the new Homestead Air Base, only a short distance away. Housing for these men and their families is badly needed. Attention is also called to the fact that, adjoining property on the East, is a five-acre plot of Colored dwelling, which, it seems, offers additional justification for re-zoning to relatively small lots.

13. Will applicant execute a Cash Escrow Agreement to insure completion of the proposed development within six (6) months, if the application is approved? xx
14. What provisions will be made for official rights-of-way xx
-
15. Have four copies of tentative layout of area been submitted to County Engineer? Yes
16. Are any structures now located on property? xx (If so, be sure to show them on plot plan)
17. The following enclosures are needed to complete this application for a public hearing:

- xx Plot Plan of Proposed Layout
- xx Building Plans of Structures to be Erected
- xx Certified Survey of Area in Question
- Included with Appl. Tentative Plat of Proposed Subdivision
- xx Survey by Licensed Engineer or Surveyor of all churches and schools within 3000 feet.
- xx Survey by Licensed Engineer or Surveyor of all places of business serving alcoholic beverages within 2000 feet.
- xx Profiles and Topographical of Proposed Excavation
- Included with Appl. Sketch showing ALL Property Owners within 500 ft. of the property covered by this application
- Included with Appl. List of names and post office addresses of property owners and legal description of property within 500 ft. of the property covered by this application
- State source used to secure same Tax Rolls
- xx Petition of waivers of objection of neighboring property owners
- Included with Appl. 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)

18. The undersigned understands this application must be complete and accurate before a hearing can be advertised Yes

I, Am the owner being first duly sworn, depose and say that: (I am the owner) of the property
(I am the lessee)
(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.

Franjo Road Corporation
By [Signature]
(signature) President

Sworn and subscribed before me

this 18th day of July 19 56.

[Signature]
(Notary)

My commission expires Dec. 8, 1958

Checked by:

[Signature]
Dade County Planning, Zoning and Building Department

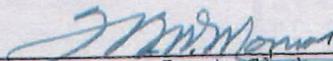
VD 3/16/55

STATE OF FLORIDA)
 : SS
COUNTY OF DADE)

I, E. B. LEATHERMAN, 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. 10787, adopted by the said Board of County Commissioners at its meeting held on November 1, 1956, as appears of record in the minutes of said Board of County Commissioners.

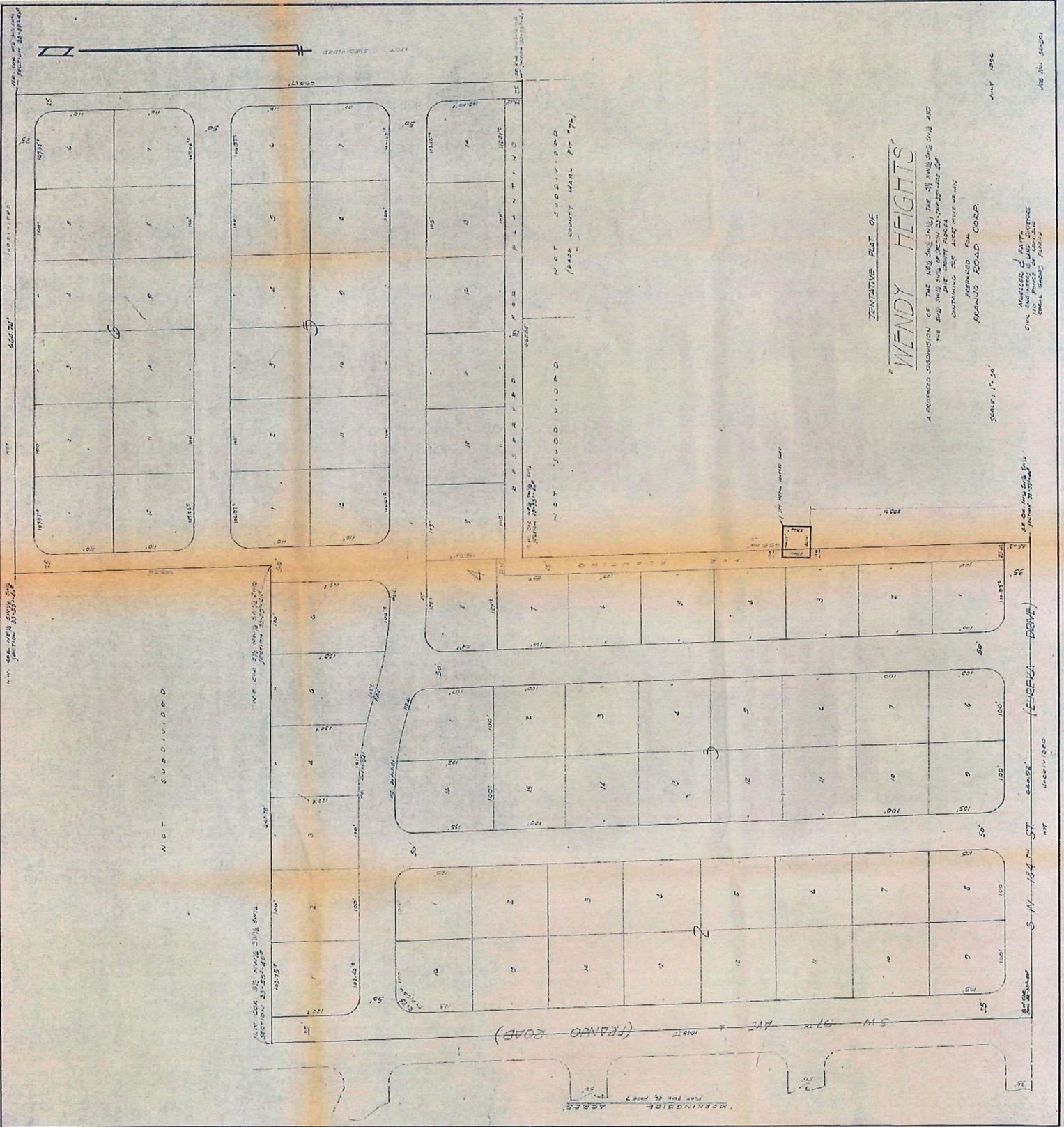
IN WITNESS WHEREOF I have hereunto set my hand and official seal on this 11th day of December, A. D. 1956.

E. B. LEATHERMAN
Ex-Officio Clerk
Board of County Commissioners
Dade County, Florida

By 
Deputy Clerk

SEAL

Board of County Commissioners
Dade County
Florida



TENTATIVE PLAT OF
WENDY HEIGHTS

A PROPOSED SUBDIVISION OF THE NE 1/4 SEC 20, T14N, R10E, S14E AND
 THE SW 1/4 SEC 20, T14N, R10E, S14E, IN
 THE COUNTY OF FRANKLIN, MISSOURI,
 CONTAINING 40 ACRES MORE OR LESS.

PREPARED FOR
FRANK ROAD CORP.

JULY 1956

REGISTERED SURVEYOR
 JOHN W. GARDNER
 1001 W. 11th ST.
 ST. LOUIS, MISSOURI

SCALE: 1" = 30'

NOT SUBDIVIDED

NOT SUBDIVIDED
 (FRANK COUNTY MAIL PIT #74)

(EUBANK DRIVE)

(FRANK ROAD)

S 11th ST

RECEIVED
JUN 15 1988
FBI - MEMPHIS

DADR COUNTY ZONING COMMISSION
EXECUTIVE SESSION
August 22, 1956

63. Franjo Road Corp.

IV-31

Motion was made by Mr. Custer, seconded by Mr. Frix, and upon vote it was unanimously carried to recommend that the application be approved on the basis of the plat submitted, with a minimum cubic content requirement of 12,500 cubic feet.

11/4/58
Abandoned
New owner
Zbrinkin

IV-31

Sec. 35
Twp. 55
Rge. 40

DADE COUNTY ENGINEERING DEPARTMENT.
DADE COUNTY, FLORIDA.

LINDLEY MACHINE CORP.
REV. 10-25, 10-17

C.S. BELLS
100 TO
FRANCIS ST.

Comm. District No. 4
School
Drainage

Church's Access
30-17

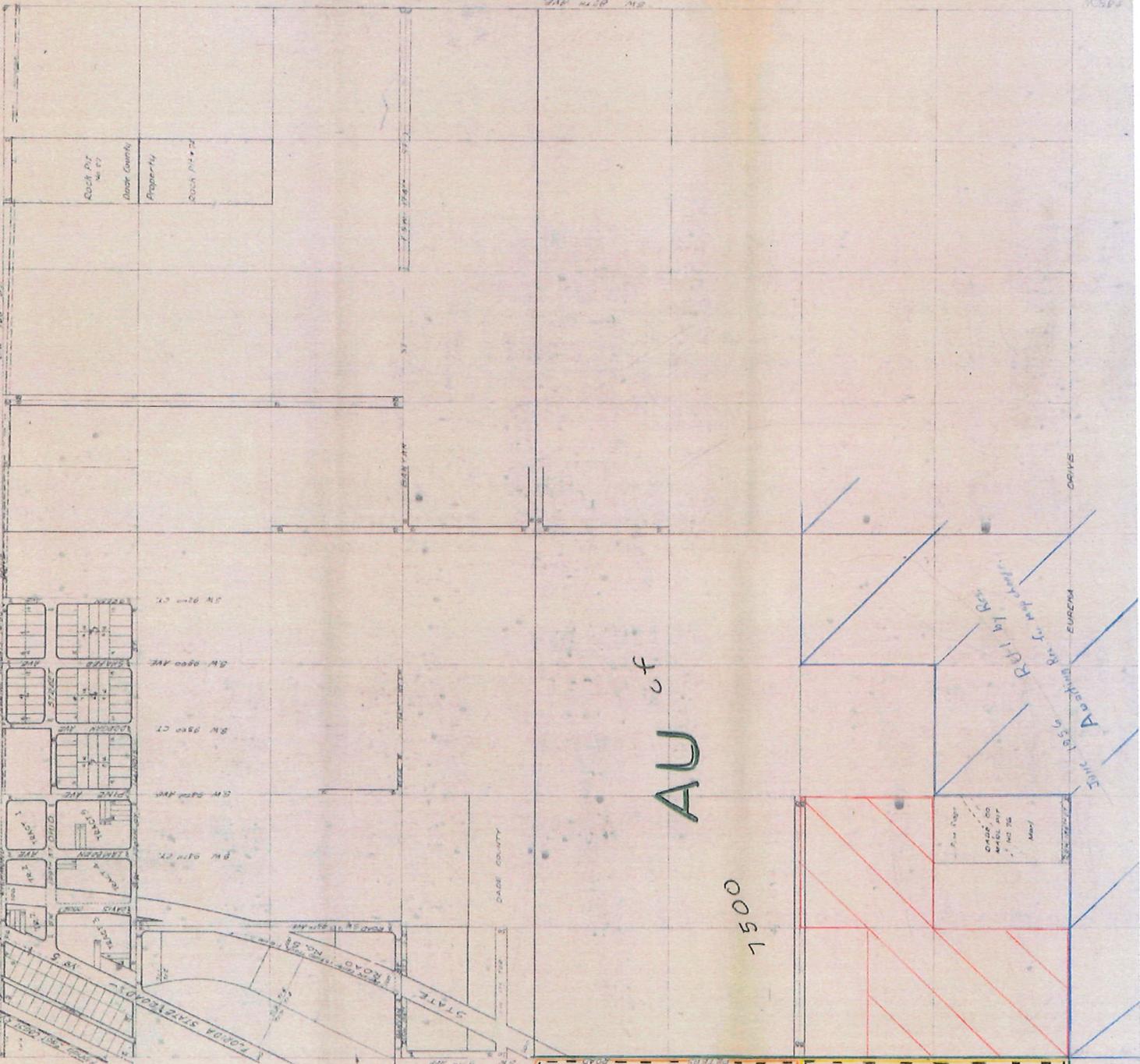
STATE

DADE COUNTY

AU of

1500

8000
R U-1
6100
R U-2
E U-2A



APPLIC. FOR ZONING REV. 1956

R U-1

EUREMA

DRIVE

APPLIC.

REV.

1956

FOR

ZONING

REV.

1956

DADE

COUNTY

FLORIDA

PLAT

NO. 1500

REV.

10-25

10-17

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Record Results

[Print This Page](#)

Zoning Records Search

| | |
|---------------------------|--------------------------------------|
| Process Number: | Z1974000142 |
| Applicant: | PERRINE PETERS METHODIST CHURCH INC. |
| Location: | 9475 SW 184 ST |
| Legal Description: | W 1/2 of SE 1/4 of SW 1/4 of SW 1/4. |
| Request: | |
| Application Date: | |
| Result: | |
| Result Date: | |

Hearings

| Board | Resolution | Result | Hearing Date | Item # |
|-------|------------|----------------------------|--------------|--------|
| BCC | Z29574 | APPROVED WITH CONDITION(S) | 10/8/1974 | 52 |
| | | | | |
| | | | | |
| | | | | |

Documents

RESOLUTION NO. 4-ZAB-144-86

The following resolution was offered by Mr. Thomas A. Conger seconded by Mrs. Margaret C. Nelson and upon poll of members present, the vote was as follows:

| | | | |
|------------------|--------|-----------------------|--------|
| Thomas A. Conger | aye | Margaret Nelson | aye |
| Peter Goldring | absent | Mary Jean Risi | aye |
| Levi A. Johnson | nay | Murray Sisselman | absent |
| Jose A. Losa | nay | R. Jollivette Frazier | aye |
| Joyce Masso | absent | | |

WHEREAS, RICHARD ARNOLD WEBSTER has applied for the following:

APPEAL OF AN ADMINISTRATIVE DECISION that the Director erred in his decision that plans entitled "The Salvation Army South Dade Corps", as prepared by Ferguson, Glasgow and Schuster, Inc., dated 1-15-85 were basically in accordance with those plans approved by the Board of County Commissioners under Resolution Z-295-74, passed and adopted on the 8th day of October, 1974.

SUBJECT PROPERTY: The west 1/2 of the SE 1/4 of the SW 1/4 of the SW 1/4 of Section 33, Township 55 South, Range 40 East, subject to the public use of so much thereof as may be covered by any public road.

LOCATION: 9475 S.W. 184 Street, Dade County, Florida, and

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

WHEREAS, upon due and proper consideration having been given to the matter, it is the opinion of this Board that the the decision of the Director of the Dade County Building and Zoning Department was in error and the grounds and reasons specified for the reversal of the decision were sufficient for the reversal of the decision;

NOW THEREFORE BE IT RESOLVED by the Metropolitan Dade County Zoning Appeals Board, that the decision of the Director be and the same is hereby overruled and the Appeal of the Administrative Decision be and the same is hereby approved.

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

PASSED AND ADOPTED this 30th day of APRIL, 1986.

Heard 4/30/86
Hearing No. 86-4-29
5/1/86 aa

OFFICIAL DADE COUNTY.

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ZONING HEARING FILE

May 2, 1986

Richard Arnold Webster
18301 S.W. 95 Court
Miami, Fl. 33157

Re: Hearing No. 86-4-29; Section
Location: 9475 SW 184 St.

Dear Mr. Webster:

Enclosed herewith is a copy of Resolution No. 4-ZAB-144-86, adopted by the Metropolitan Dade County Zoning Appeals Board, approving your appeal of an Administrative Decision.

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 can be issued until the appeal periods have expired, and only if no appeal has been filed. Application for necessary permits should be made with this Department. The deadline for an appeal by the applicant and/or an aggrieved party is Friday, May 16, 1986.

Very truly yours,

Chester C. Czebrinski
Assistant Director

CCC:aa

Enclosure

cc:

The Salvation Army
1398 S.W. First St.
Miami, Fl. 33135

Mr. Stanley B. Price
Fine, Jacobson, Schwartz, et al
2401 Douglas Road
Miami, Fl. 33145

OFFICIAL DADE COUNTY,

PAGE 73

ZONING HEARING FILE.

RESOLUTION NO. Z-154-86

The following resolution was offered by Commissioner Jorge (George) Valdes, seconded by Commissioner Sherman S. Winn, and upon poll of members present the vote was as follows:

| | | | |
|-----------------------|--------|-----------------------|-----|
| Barbara M. Carey | aye | Barry D. Schreiber | aye |
| Clara Oesterle | nay | Sherman S. Winn | aye |
| Beverly B. Phillips | absent | Jorge (George) Valdes | aye |
| James F. Redford, Jr. | nay | Stephen P. Clark | aye |
| Harvey Ruvin | aye | | |

WHEREAS, RICHARD ARNOLD WEBSTER had applied for the following:

APPEAL OF AN ADMINISTRATIVE DECISION that the Director erred in his decision that plans entitled "The Salvation Army South Dade Corps", as prepared by Ferguson, Glasgow and Schuster, Inc., dated 1-15-85 were basically in accordance with those plans approved by the Board of County Commissioners under Resolution Z-295-74, passed and adopted on the 8th day of October, 1974.

SUBJECT PROPERTY: The west 1/2 of the SE 1/4 of the SW 1/4 of the SW 1/4 of Section 33, Township 55 South, Range 40 East, subject to the public use of so much thereof as may be covered by any public road.

LOCATION: 9475 S.W. 184 Street, 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 upon due and proper consideration having been given to the matter, it was the opinion of the Zoning Appeals Board that the decision of the Dade County Building and Zoning Department was in error and the grounds and reasons specified for the reversal of the decision were sufficient to merit a reversal of the decision and therefore overruled the decision of the Director and approved the appeal, and

WHEREAS, THE SALVATION ARMY, 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, 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 insufficient 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 sustained and the appeal of the original appeal of the Administrative Decision be and the same is hereby denied and the original appeal of the Administrative Decision be and the same is hereby approved.

OFFICIAL DADE COUNTY
 PAGE 193
 ZONING HEARING FILE

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 19th day of June, 1986.

April, 1986
No. 86-4-29
mr
8/4/86

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 7th day of August 1986.

August 7, 1986

Mr. and Mrs. R. A. Webster
18301 S.W. 95 Court
Miami, FL 33157

Re: Hearing No. 86-4-29; 9475 S.W. 184 Street

Dear Mr. and Mrs. Webster:

Enclosed, herewith, is a copy of Resolution No. Z-154-86, adopted by the Board of County Commissioners, which sustained the decision of the Zoning Appeals Board and approved your Appeal of Administrative Decision.

Very truly yours,

Chester C. Czebrinski
Assistant Director

CCC/mr

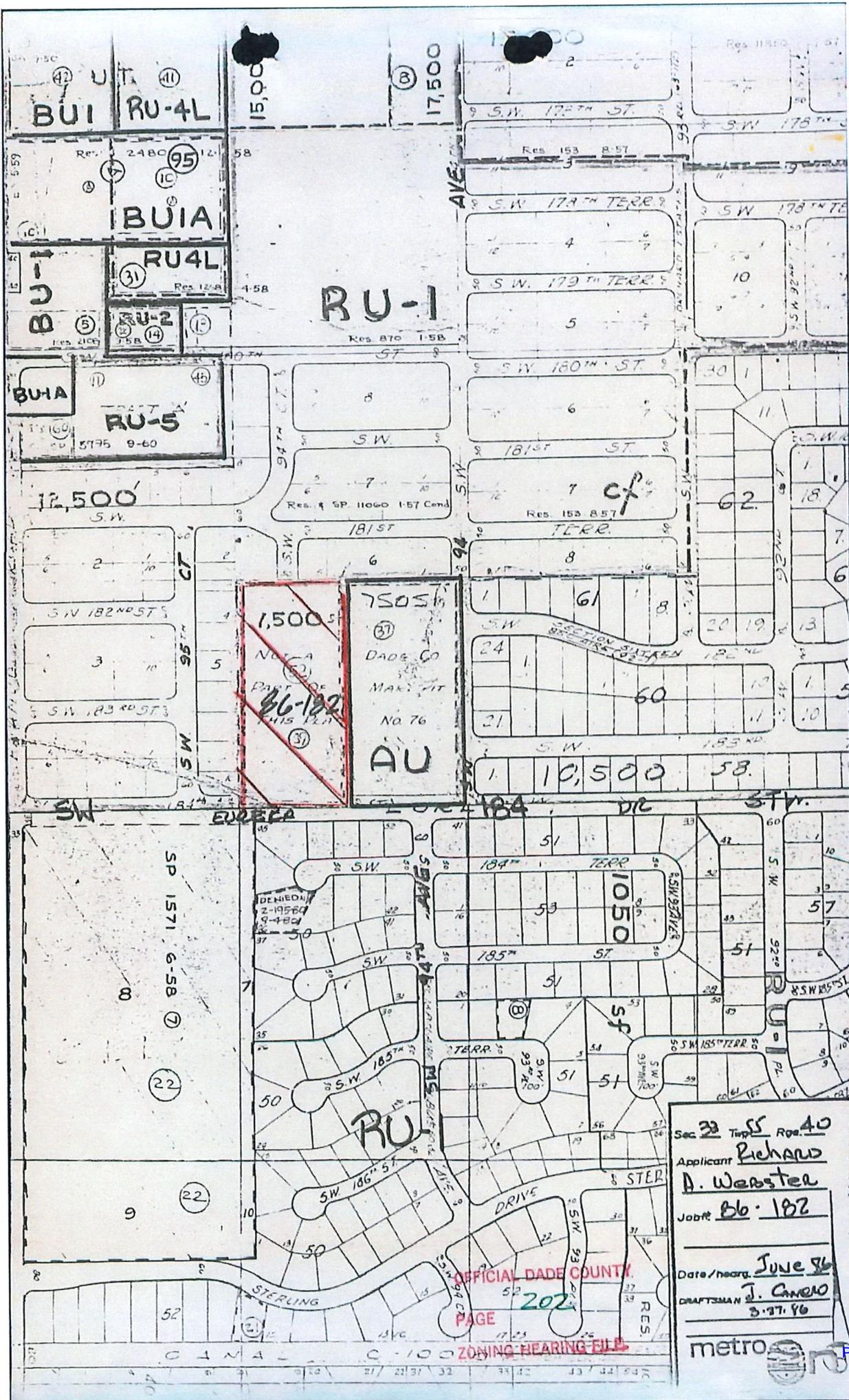
Enclosure

cc: The Salvation Army
c/o Shutts & Bowen
100 Chopin Plaza, Suite 1500
Miami, FL

OFFICIAL DADE COUNTY.

PAGE 195

ZONING HEARING FILE



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Sec 32 Top Rge 40
 Applicant **Richard A. Weaster**
 Job# **B6-182**
 Date/hear. **June 86**
 DRAFTSMAN **J. Canelo**
 5-27-86

OFFICIAL DADE COUNTY
 PAGE 202
 ZONING HEARING FILE





Record Results

[Print This Page](#)

Zoning Records Search

| | |
|---------------------------|---|
| Process Number: | Z1972000171 |
| Applicant: | ESTATE BUILDERS, INC. |
| Location: | N SIDE OF SW 184 ST. BETWEEN THEO. SW 94 CT. AND THEO. SW 95 AVE. |
| Legal Description: | W 1/2 of SE 1/4 of SW 1/4 of SW 1/4. |
| Request: | |
| Application Date: | |
| Result: | |
| Result Date: | |

Hearings

| Board | Resolution | Result | Hearing Date | Item # |
|-------|------------|------------------|--------------|--------|
| BCC | Z18272 | APPROVED | 7/27/1972 | 39 |
| BCC | Z18272 | APPROVED | 7/27/1972 | 37 |
| C04 | 4ZAB32872 | APPROVED IN PART | 6/14/1972 | |
| | | | | |

Documents

All
FAC



Record Results

[Print This Page](#)

Zoning Records Search

| | |
|---------------------------|---|
| Process Number: | VPB-15-018 |
| Applicant: | VILLAGE OF PALMETTO BAY |
| Location: | FRANJO ACTIVITY CENTER. BETWEEN US-1, 168 ST TO THE NORTH, 184 ST TO SOUTH, AND 94 AVE TO THE EAST. |
| Legal Description: | FRANJO ACTIVITY CENTER. BETWEEN US-1, 168 ST TO THE NORTH, 184 ST TO SOUTH, AND 94 AVE TO THE EAST. |
| Request: | FLUM AMENDMENT TO FRANJO ACTIVITY CENTER |
| Application Date: | |
| Result: | APPROVED - PASSED AND ENACTED |
| Result Date: | 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 1st, 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 (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"~~
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.

Page 7 of 8

Additions shown by underlining and deletions shown by ~~overstriking~~.
"***" indicates portions of code excluded.

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.

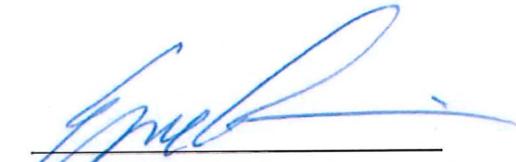
11
12 **Section 8. Codification.** It is the intention of the Village Council and it is hereby
13 ordained the provisions of this Ordinance shall become and be made part of the Comprehensive
14 Plan of the Village of Palmetto Bay, Florida.

15
16 **Section 9. Effective Date.** This ordinance shall take effect 31 days after enactment.

17
18 **PASSED and ENACTED** this 14th 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

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

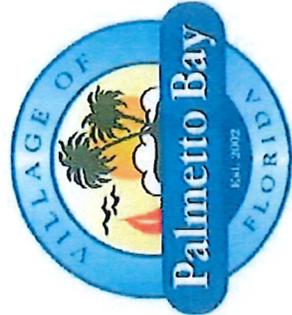
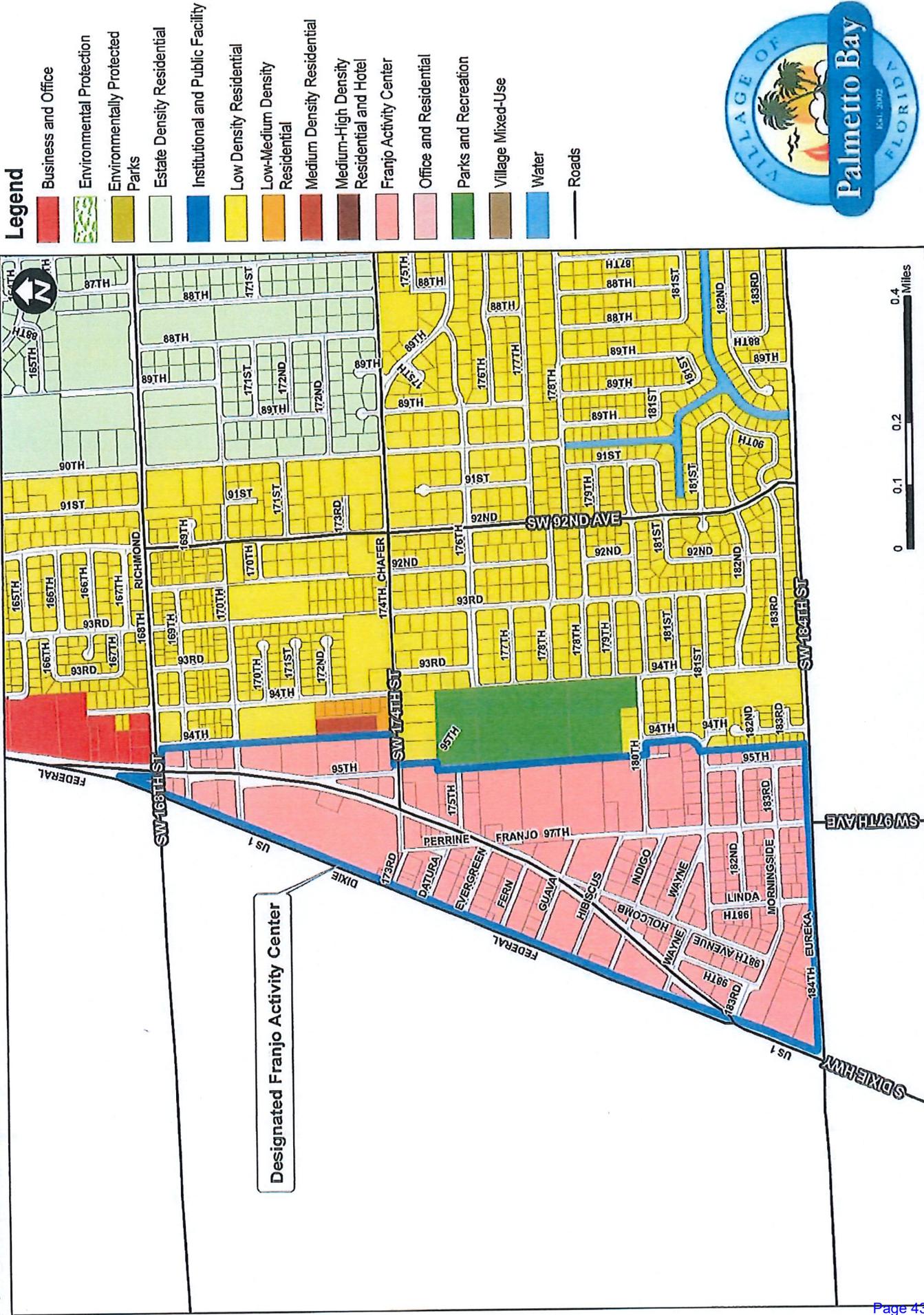
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32 Dexter W. Lehtinen
33 Village Attorney

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36 FINAL VOTE AT ADOPTION:

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38 Council Member Katryn 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

ATTACHMENT A

FUTURE LAND USE MAP



Source: Village of Palmetto Bay

All
DUV



Record Results

[Print This Page](#)

Zoning Records Search

| | |
|---------------------------|---|
| Process Number: | VPB-15-019 |
| Applicant: | VILLAGE OF PALMETTO BAY |
| Location: | BETWEEN US-1, 168 ST TO THE NORTH, 184 ST TO SOUTH, AND 94 AVE TO THE EAST. |
| Legal Description: | BETWEEN US-1, 168 ST TO THE NORTH, 184 ST TO SOUTH, AND 94 AVE TO THE EAST. |
| Request: | REZONING OF FRANJO AREA TO DUV (DOWNTOWN URBAN VILLAGE). |
| Application Date: | |
| Result: | APPROVED - PASSED AND ENACTED |
| Result Date: | 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](#)

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ORDINANCE NO. 2015-19

AN ORDINANCE OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, RELATING TO ZONING; CREATING SECTION 30-50.23, ENTITLED "DOWNTOWN URBAN VILLAGE", CREATING ZONING DEVELOPMENT REGULATIONS FOR A DOWNTOWN PALMETTO BAY DISTRICT; AND AMENDING THE OFFICIAL ZONING MAP; CHANGING THE ZONING OF CERTAIN LANDS AS DESCRIBED ON THE MAP AT ATTACHMENT B 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 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 (F&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 2004 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

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.

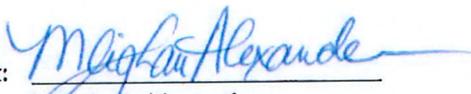
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16 **Section 7. Severability.** The provisions of this Ordinance are declared to be severable,
17 and if any sentence, section, clause or phrase of this Ordinance shall, for any reason, be held to be
18 invalid or unconstitutional, such decision shall 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.

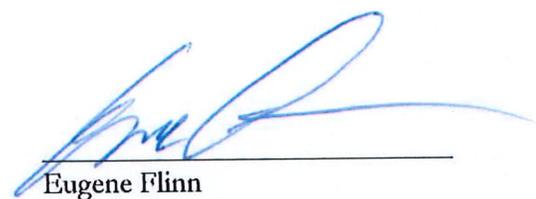
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22 **Section 8. Effective Date.** This ordinance shall take effect immediately upon
23 enactment.

24
25 **PASSED and ENACTED** this 14th 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


34 Eugene Flinn
35 Mayor

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

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41 Dexter W. Lehtinen
42 Village Attorney

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FINAL VOTE AT ADOPTION:

- Council Member Katryn Cunningham YES
- Council Member Tim Schaffer YES
- Council Member Larissa Siegel Lara YES
- Vice-Mayor John DuBois YES
- Mayor Eugene Flinn YES

30-50.23.1 GENERAL INTRODUCTION

Section 1.01 Purpose and Intent

This section provides the detailed regulations for the development within the Village of Palmetto Bay Downtown Urban Village (DUV), and outlines how these regulations will be used as a part of the Village's vision. The intention of this section is to facilitate development of a community village center within the Village of Palmetto Bay. This section will:

- 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).

Section 1.02 Application

The Palmetto Bay Downtown Urban Village Regulations (DUV) is guided by the these provisions herein, for the sole purpose of establishing form based regulations for development within the Downtown Urban Village (DUV). Where there appears to be a conflict between the DUV and other requirements of any other statute, law, or regulation, the most restrictive, and/or imposing the higher standard shall govern, unless otherwise noted.

Section 1.03 Organization

The DUV is organized into the following sections:

- **Regulating Plan and Uses**
Section 2 defines the sectors within the Downtown Urban Village (DUV) boundary, the parcels included within each sector, and describes, sector by sector the standards for building placement, design and use consistent with the permitted uses within the Village.

Section 2.07: Uses identifies the land use types allowed by the Village of Palmetto Bay in each of the sectors established in the Regulating Plans. Parcels within the Village of Palmetto Bay Downtown Urban Village (DUV) boundaries shall be designated only by land uses identified as permitted within the applicable sector.
- **Urban Design Standards**
Section 3 regulates the elements of development that affect the public realm. The urban design standards regulate building and parking placement, building height, and profile, and vary according to the location of the property

within a sector defined on the Sector Plan, Figure 2.

- **Architecture Standards**
Section 4 regulates the way in which development on each individual lot and block is developed to create an environment consistent with the intentions of the Village of Palmetto Bay Illustrative Vision Plan, through the implementation of two (2) main mechanisms: Building Types, Sec. 4.02-4.04 and Frontage Types, Sec. 4.05
- **Street Connectivity Standards**
Section 5 identifies conceptual location of new streets and guidelines for the design of new streets and the retrofit of old streets to support the intentions of the Village of Palmetto Bay Illustrative Vision Plan.
- **Definitions**
Section 6 identifies and defines the terms used in the DUV.

Section 1.04 Non-Conforming Uses and Structures

Nothing contained in this document shall be deemed or construed to prohibit the continuation of a legally established, non-conforming use or structure. The intent of this section is to encourage non conformities to be brought into compliance with these current regulations.

A. Nonconforming Uses

1. Legally established nonconforming uses may continue to operate so long as the use was legally established.
2. If a nonconforming use is discontinued for a period six (6) months, the use may not be reestablished. A use shall be considered discontinued once the activities or commerce, essential to the continuation of the use are abandoned. Discontinuance due to acts of force majeure shall not constitute abandonment provided that a good faith effort is made to reestablish said use.

B. Nonconforming Structures

1. Legally established nonconforming structures may continue to be used and maintained, so long as structure was legally conforming to the existing code at the time of construction.
2. Expansions, repairs, alterations and improvements to nonconforming structures shall be permitted in accordance with the following provisions:
 - (a) Internal and external repairs or improvements (general upkeep) that do not increase the square footage of the nonconforming structure shall be permitted and shall not be subject to the requirements of this section
 - (b) Expansions to a non-conforming structure shall be permitted as follows:
 - (i) If the total square footage of the proposed improvement, is less than or equal to 30% of the structure's square footage at the time

it became nonconforming. Any request for improvement shall require application for site plan approval. In addition, the property shall meet the tree requirements of 20 trees per acre of lot area or participate in the Palmetto Bay Downtown Urban Village (DUV) Landscape and Open Space Program's payment-in-lieu program for relief from standards of Sec.1.07 B

- (ii) If the total square footage of the proposed improvement is greater than 30% of the structure's square footage at the time it became nonconforming, the entire structure and site improvements shall be brought into compliance with the DUV.
3. If a non-conforming structure is damaged by an act of force majeure, repairs shall be subject to the following provisions:
 - (a) If a repair/replacement cost is less than 50% of the building's assessed value, the structure may be reconstructed at the same height and within the same building footprint as permitted originally, provided a new application for building permit is filed within 12 months of the date of damage.
 - (b) If a repair/replacement cost is equal to or greater than 50% of the building's assessed value, the structure and site improvements shall be brought into full compliance with the DUV.

Section 1.05 Urban Design Review Procedure

All applications for development approval within the Village of Palmetto Bay Downtown Urban Village (DUV) shall comply with the requirements of section 30-30.5 and as more particularly required by this section and the review criteria in the sections to follow.

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;

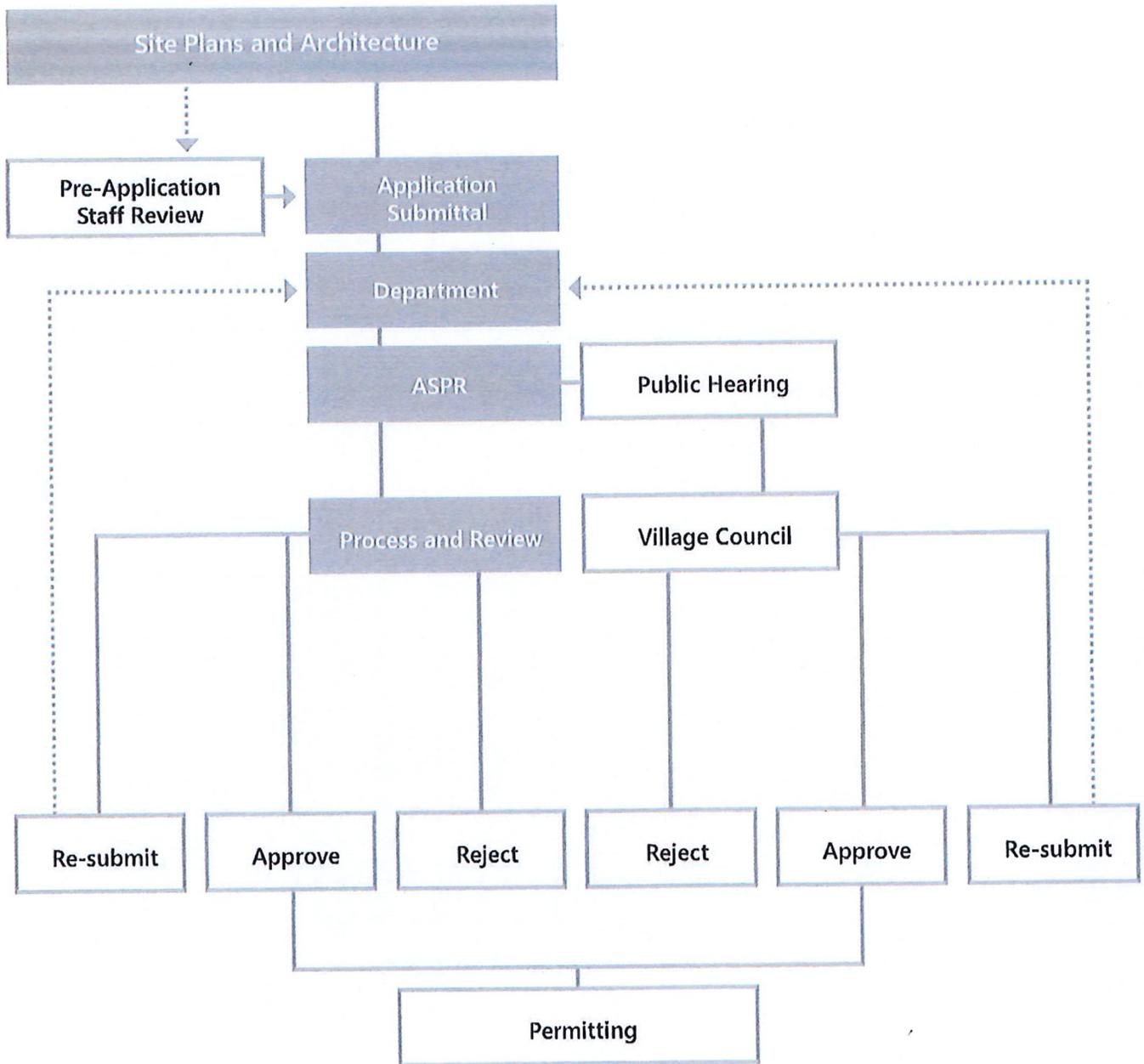
B. Site Plan Review Required

All applications for development pursuant to 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.

C. Reserve Units and Transfer of Development Rights

1. Intent and purpose: The intent of this section is to provide incentives that encourage the development of the Downtown Urban Village (DUV). The goal is to incentivize development in a manner that is sustainable to achieve the stated Goal, Objective or Policies of the Village Comprehensive Plan, to facilitate appropriate redevelopment and revitalization, and to facilitate economic development. This section provides procedures to allocate reserve units and commercial floor area, as authorized and provided by the Comprehensive Plan, and the transfer of residential development rights (TDRs) between properties within the DUV.
2. Specific definitions: The words and phrases in this section shall have the meanings prescribed in this section, except as otherwise defined in Section 6.
3. Application: All requests for assignment of available reserve residential units, reserve commercial square footage, and/or transfer of development rights shall be by application as provided by the Village of Palmetto Bay. All property owners subject to the application request (including owner(s) of the sending site when the application includes a TDR) shall be party to the application. All reserve residential units, reserve commercial square footage, and/or transfer of development rights application request shall be filed with a site plan application of the receiving site pursuant to section 30-30.5
 - (a) All property owners subject to the application request (including the owner(s) of the sending site in the case of TDR) are encouraged to meet with staff prior to submission of an application. The

Figure 1



- purpose of the meeting is to discuss the development and/or redevelopment of the property(s) and to understand any limitations that may be imposed thereupon.
- (b) All property owners subject to the application request shall be a signature to the application, and provide such information as requested by the Village to review the request. At a minimum, the information shall include the following:
 - (i) Identification of the affected properties;
 - (ii) Proof of ownership of the receiver site, and for TDR's proof of ownership of the development right(s) from the sender site;
 - (iii) A complete site plan application of the receiver site to be reviewed pursuant to Division 30-30.5.
 - (c) The Village will review the application to determine:
 - (i) Compliance with the criteria of Sec.1.05 C 4
 - (ii) That the site plan application complies with the Land Development Regulations and Comprehensive Plan.
4. Village Council action and criteria for approval: After a public hearing, the Village Council shall adopt a written resolution granting, granting with conditions, or denying the reserve residential unit, reserve commercial square footage, and/or TDR request. To authorize any such request, the Village Council must determine that the following criteria have been met:
- (a) All property owners subject to the application shall be applicants to the request.
 - (b) All properties subject to the application must be within the DUV zoning district.
 - (c) For TDR's, the amount of residential units on the sender site cannot be reduced below 40% of the maximum base density permitted on the sender site property.
 - (d) An application shall not be approved if the sender site has any active code violations.
 - (e) The receiver site shall be evaluated for its viability as an area of increased development and shall be reviewed pursuant to Section 30-30.5, as reflective of the intended development.
 - (f) All bonds, assessments, back City taxes, fees and liens (other than mortgages) affecting all properties subject to the application shall be paid in full prior to recordation of the warranty deed for the transfer of the development rights.
 - (g) For TDR's, the validity of the sending site's residential development right(s) has been verified as available by the Director.
5. Allocation and Transfer Generally:
- (a) Prior to the issuance of a building permit authorizing the development of the receiver site, deeds of transfer, or other appropriate legal instrument, shall be recorded in the chain of title of all affected

- properties containing a covenant prohibiting the further use of the development right(s) so allocated or transferred. Further, all impact fees and incentive based bonus fees must be paid in full.
- (b) Approved allocation of reserve residential units, reserve commercial square footage and/or TDR's shall expire if the time table for permitting/construction is not met pursuant Section 30-30.2(k) or as so provided in the approved phasing plan of the approved site plan application request. Requests for extension shall be filed pursuant to 30-30.2.
- (c) Unused reserve residential units and unused reserve commercial square footage that were not utilized within the required time period provided herein shall revert to the Village and return to the Village's reserve. In the case of TDR, residential units that were not utilized within the required time period provided herein shall be added to the Village residential reserve.

Section 1.06 Public Improvement Trust Funds

The Village of Palmetto Bay shall create the following Public Improvement Trust Funds:

A. The Village Centralized Parking Trust Fund

The Village Centralized Parking Trust Fund is created to collect funds to build parking facilities within the DUV. The fee schedule of which shall be established by an ordinance.

B. The Village Landscape and Open Spaces Improvement Trust Fund

The Village Landscape and Open Spaces Improvement Trust Fund is created to collect funds for the Village of Palmetto Bay to improve the quality, quantity and character of the right-of-ways, landscaping and public open spaces within the DUV. The fee schedule of which shall be established by an ordinance.

Section 1.07 Development Incentives

The Village of Palmetto Bay creates the following programs to incentivize development within the DUV. In order to implement the concepts and ideas fundamental to the ultimate vision, creative ways to manage and improve the limited available space within the DUV must be explored and addressed to attract the best development.

A. The Village Parking Incentives Program

Parking Standards shall be provided on-site or off-site through a centralized parking system in order to encourage development of property, consolidate parking and implement the vision of the Village.

The Village of Palmetto Bay hereby creates the Village Parking Incentives Program to provide developers an opportunity for relief from parking requirements set forth in the DUV. The intention of this program is to reduce the burden that mandatory

parking requirements have on property owners. These opportunities are as follows:

1. **Proximity to Premium Transit:** To encourage development of sites around transit stations, a 30% reduction of the total parking requirements of this code shall be permitted for all sites within 1,000 feet of a premium transit station.
2. **Ground Floor Mixed-Use:** To encourage mixed-use developments within the DUV, a reduction of 20% of the total parking requirements of this code shall be permitted for development that is mixed-use, with the total area of the development at the ground floor (1st Story) one (1) use (Commercial-Retail, Office,) and the remainder of stories above, another use (Office, Residential).
3. **Payment-in-Lieu:** Developments within the Downtown Village (DV) and Downtown General (DG) Sectors, Figure 2, may provide payment-in-lieu of one (1) parking space for every three (3) parking spaces required by the total parking requirements of this code. The fee of which shall be established by an ordinance and payable to the Village Centralized Parking Trust Fund.

Developments meeting more than one (1) of the qualifications of the parking incentives program shall be permitted to combine multiple reductions; the combined reduction shall be calculated by applying the reductions in the order of applicable criteria above.

B. The Village Landscape and Open Space Improvement Program

It is the vision of the Village of Palmetto Bay to transform into a vibrant, attractively developed Downtown Urban Village (DUV), with a network of pedestrian and bike-friendly, open spaces. The Village of Palmetto Bay hereby creates the Village Landscape and Open Space Program to incentivize development that supports this ultimate vision.

1. Developments that seek relief from the minimum standards for private open space on the site may dedicate an exterior area of their parcel, adjacent to a street frontage, as a public open space. In exchange, developments shall be permitted a reduction of the total private open space requirements for their development, equal to the area designated as public open space. The maximum total reduction shall be a 30% reduction of private open space.
2. Developments that seek relief from the minimum standards for tree requirements on the site may provide payment-in-lieu, up to 35% of the minimum required trees, according to Sec.4.04 A-E 6. The fee of which shall be established by an ordinance and payable to the Village Landscape and Open Space Improvement Trust Fund.

Section 1.08 Green Certification

All development projects within the Village of Palmetto Bay

shall achieve baseline third-party certification, such as LEED, ENERGY STAR for Buildings, National Green Building Standard, or other similar organizations.

Section 1.09 Development Bonuses

The intent of the Development Bonuses program is (1) to provide development design options that contribute to the overall quality of a project, and/or (2) to incentivize future development to contribute to the construction of amenities that provide a public benefit within the downtown area. The program involves standards that exceed minimum required development parameters. Bonuses come in the form of additional building height (stories), not to exceed the maximums as provided for in the eligible districts.

A. Eligibility

Development parcels may be eligible for development bonuses within the DUV as follows:

- All developments within the Downtown Village (DV) and Downtown General (DG) Sectors
- All development parcels, minimum 30,000 sq.ft. lot area, with primary frontage along SW 97th Avenue (Franjo Road) in the Urban Village (UV) Sector.

B. Development Bonus Opportunities

The following bonuses shall be available for eligible development parcels:

1. **Parking Bonus**
 - (a) Developments with underground parking shall be permitted an increase of one (1) story, not to exceed maximum overall bonus building height, as prescribed within each of the sectors. To qualify, the amount of underground parking spaces shall equal a minimum of the average number of spaces on all parking levels combined.
 - (b) Developments that contribute a fee equal to 15% of their adjusted required parking amount shall be permitted an increase of one (1) story, not to exceed maximum overall bonus building height, as prescribed within each of the sectors. This fee shall not be payment-in-lieu of required parking. The fee shall be established by ordinance and payable to the Village Centralized Parking Trust Fund.
2. **Landscape and Open Space Bonus**
 - (a) Developments that contribute a fee in an amount equal to the required park impact fee, shall be permitted an increase of one (1) story, not to exceed the maximum overall bonus building height, as prescribed within each of the sectors. This fee shall not replace the required park impact fee. The fee shall be established by an ordinance and payable to the Village Landscape and Open Spaces Trust Fund.
 - (b) Developments that construct the public open spaces identified on the Public Open Spaces Plan

2.04, shall be permitted an increase of one (1) story, not to exceed maximum overall bonus building height, as prescribed within each of the sectors.

3. Green Bonus

- (a) Development projects that exceed the baseline third-party green certification level shall be permitted an increase of one (1) story, not to exceed the maximum overall bonus building height, as prescribed within each of the sectors.

C. General

Development projects shall be permitted to combine bonuses, not to exceed the maximum overall bonus building height, as prescribed within each of the sectors. All development bonuses shall be permitted pending the approval of the Village Council.

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Village of Palmetto Bay Illustrative Vision Plan



30-50.23.2 REGULATING PLANS

Section 2.01 Purpose

This section establishes the Regulating Plans which define the district wide regulations that foster development on the properties within the Village of Palmetto Bay Downtown Urban Village (DUV). The information within each of the regulating plans, in addition to the standards in Sec.3-6 make up the Village of Palmetto Bay DUV. The Regulating Plans consist of the following plans:

- Sector Plan
- New Streets Plan
- Public Open Spaces Plan
- Street Hierarchy Plan
- Residential Density Plan

Section 2.02 Sector Plan

The Sector Plan, Figure 2, divides the areas within the Downtown Urban Village (DUV) into sectors that progress from urban, more intense type of development to lesser urban areas, all of which provide for a mixture of uses.

Each of the sectors directly reinforce the Village of Palmetto Bay's vision for the Downtown Urban Village (DUV) and provide an opportunity for property owners to develop in a manner that supports these urban design objectives and transforms the urban realm into a cohesive, mixed-use downtown area.

The sectors within the Downtown Urban Village (DUV) allocate land uses, building type, and frontage type within a planned area, in addition to detailed parameters for building placement, form and height.

A. Downtown Village (DV)

The Downtown Village (DV) sector applies to the primary area of the Downtown Urban Village (DUV), which is composed of the most vital, concentrated, ped/bike-oriented areas and defined by multi-story flexible block and flex building typologies.

The flexible block and flex building typologies are suitable to satisfy the broad assortment of retail, office, light service and residential uses that serve a true mixed-use downtown area. Higher intensity commercial uses may line the street front at ground level with offices or multi-family residential units above.

Landscape should reflect the urban character of the sector, emphasizing ped/bike protection and accentuating the architectural character of the area, by planting in tree grates or landscape islands.

Parking is permitted both on-site and off-site within the DV

Sector:

B. Downtown General (DG)

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 US1 into the area intended to become the main, ped/bike-friendly, transit-connected Downtown Urban Village (DUV).

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.

Landscaping should consist of a more urban scale and pattern of planting with street trees planted in tree grates and landscape islands.

Parking is permitted both on-site and off-site within the DG Sector.

C. Urban Village (UV)

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.

D. Neighborhood Village (NV)

The Neighborhood Village (NV) sector is applied to the existing lower intensity areas within the Downtown Urban Village (DUV) but is meant to introduce a mixed-use component compatible with the development of the higher intensity mixed-use sectors.

VILLAGE OF PALMETTO BAY

Rowhouse typologies are introduced, with the ability to provide a mixed-use component to the district but remain compatible with higher intensity residential typologies like Stacked Apartment buildings. Single-Family houses may be developed as a more urban typology like sideyard and courtyard houses, which maintain the street edge and continue to respect the public realm.

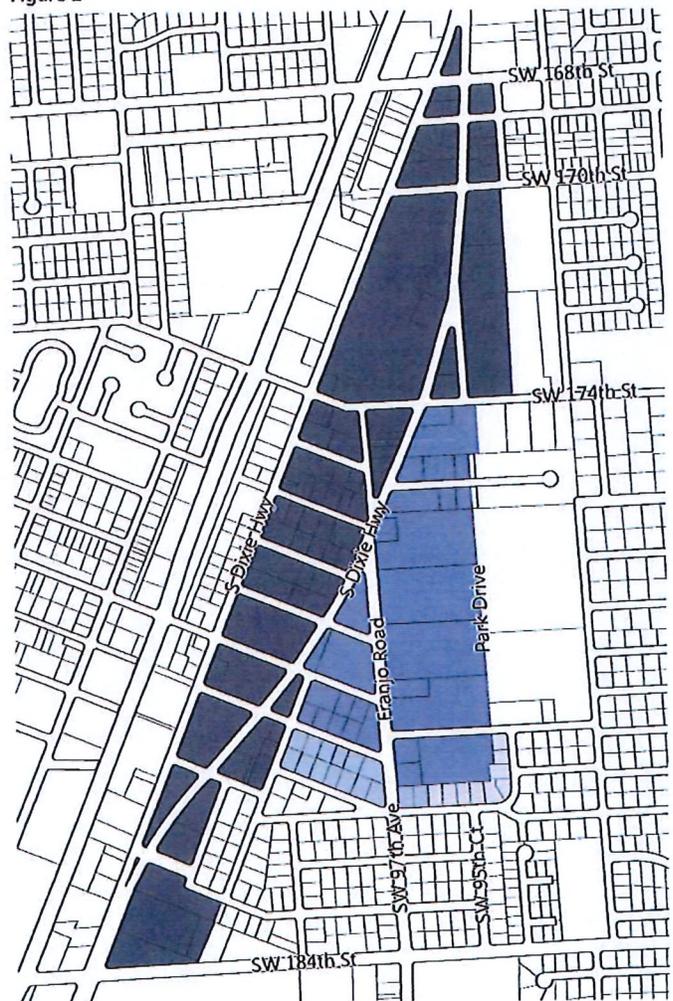
Landscaping should be consistent with the neighborhood scale of the district with shade trees planted in landscape islands or planting strips and some shallow-depth landscaping in any setbacks separating building entrances and frontage features from the public sidewalks.

Parking is permitted both on-site and off-site within the NV Sector.

| Key | |
|------|----------------------|
| (DV) | Downtown Village |
| (DG) | Downtown General |
| (UV) | Urban Village |
| (NV) | Neighborhood Village |

Figure 2

Sector Plan



Section 2.03 New Streets Plan

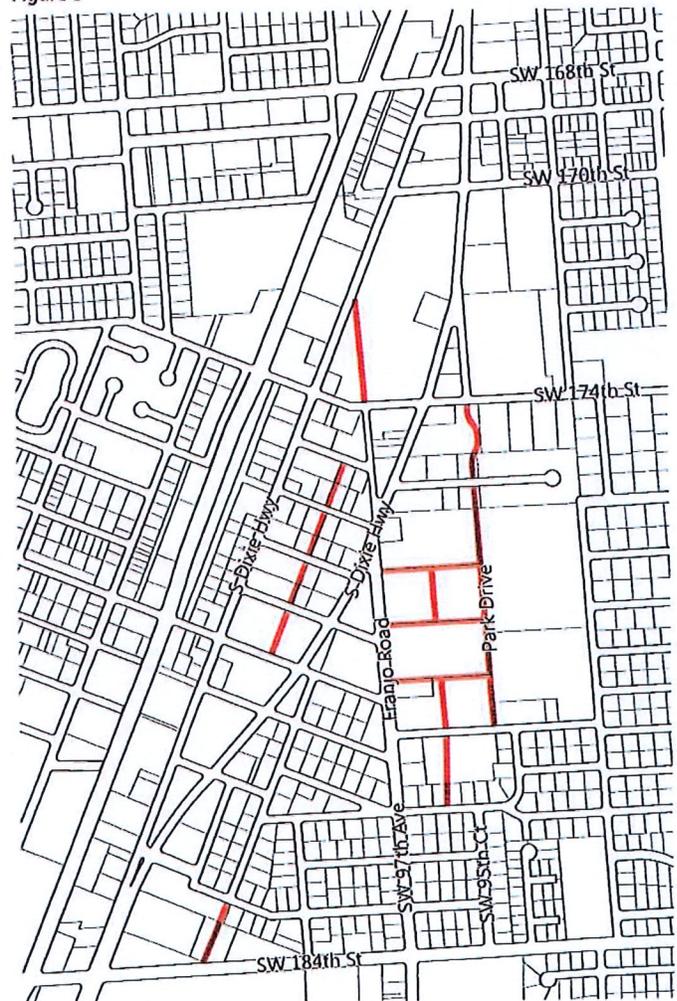
The New Streets Plan, Figure 3, shows the location and number of new streets needed to create the improved network of streets prescribed by the Village of Palmetto Bay Illustrative Vision Plan. All new streets shall be located in the same general location as shown in the New Streets Plan and developed under the standards established by these regulations.

Key
New Street



Figure 3

New Streets Plan



Section 2.04 Public Open Spaces Plan

The Public Open Spaces Plan, Figure 4, shows the number and location of public open spaces proposed to create an improved network of open spaces within the future vision of the Village of Palmetto Bay. The general proportion and size of each public space shall be controlled by Table 1.

Key

Public Open Space
 Palmetto Bay Park (Existing)

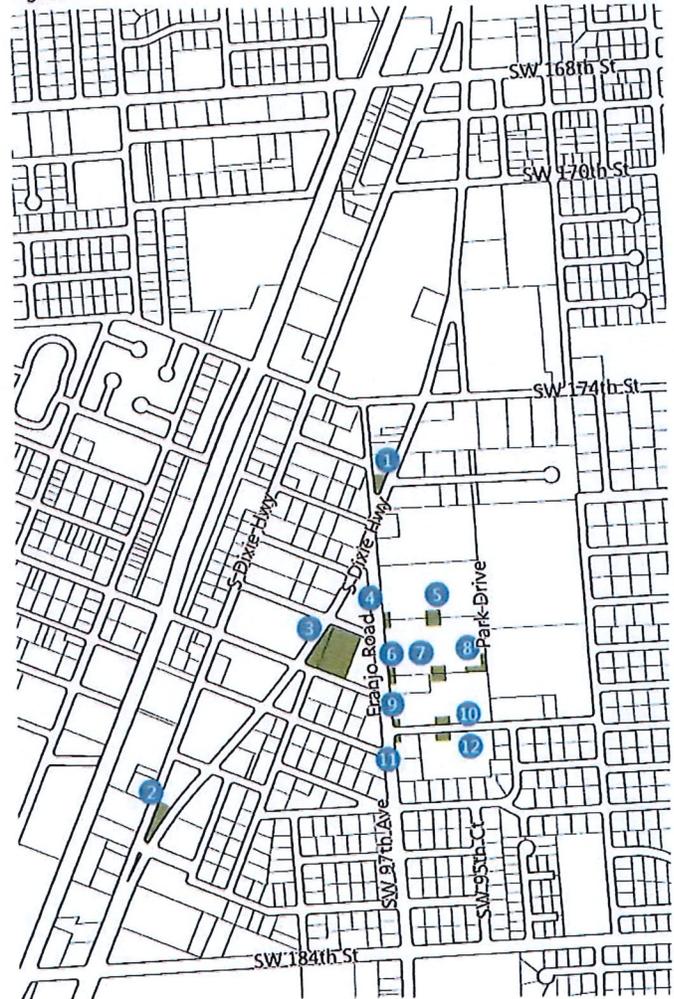


Table 1 Open Space Areas

| Open Space | Area |
|------------|---------------|
| 1 | 7,500 sq.ft. |
| 2 | 14,000 sq.ft. |
| 3 | 70,000 sq.ft. |
| 4 | 4,800 sq.ft. |
| 5 | 9,600 sq.ft. |
| 6 | 4,800 sq.ft. |
| 7 | 9,600 sq.ft. |
| 8 | 8,000 sq.ft. |
| 9 | 2,400 sq.ft. |
| 10 | 4,800 sq.ft. |
| 11 | 2,400 sq.ft. |
| 12 | 4,800 sq.ft. |

Figure 4

Public Open Spaces Plan



Section 2.05 Street Hierarchy Plan

The Street Hierarchy, Figure 5, plan illustrates the types of streets, both existing and new, to be constructed/redeveloped within the Village of Palmetto Bay. Streets designed according to the standards within these regulations contain many new character elements that will contribute to the improved street network and ped/bike character of the Downtown Urban Village (DUV).

For all street types, a build-to line shall be established consistent with the street type that is identified in Figure 62 and the corresponding standards illustrated in Sec.5.01 A-E. For the stoop and porch frontage types in Sec.4.05 D-E, within the Urban Village (UV) and Neighborhood Village (NV) sectors, the setbacks shall be 10 feet.

The following streets and corresponding Figure 5, outline the hierarchy of streets from top priority down. This hierarchy of streets is important for development where frontage and access shall be considered.

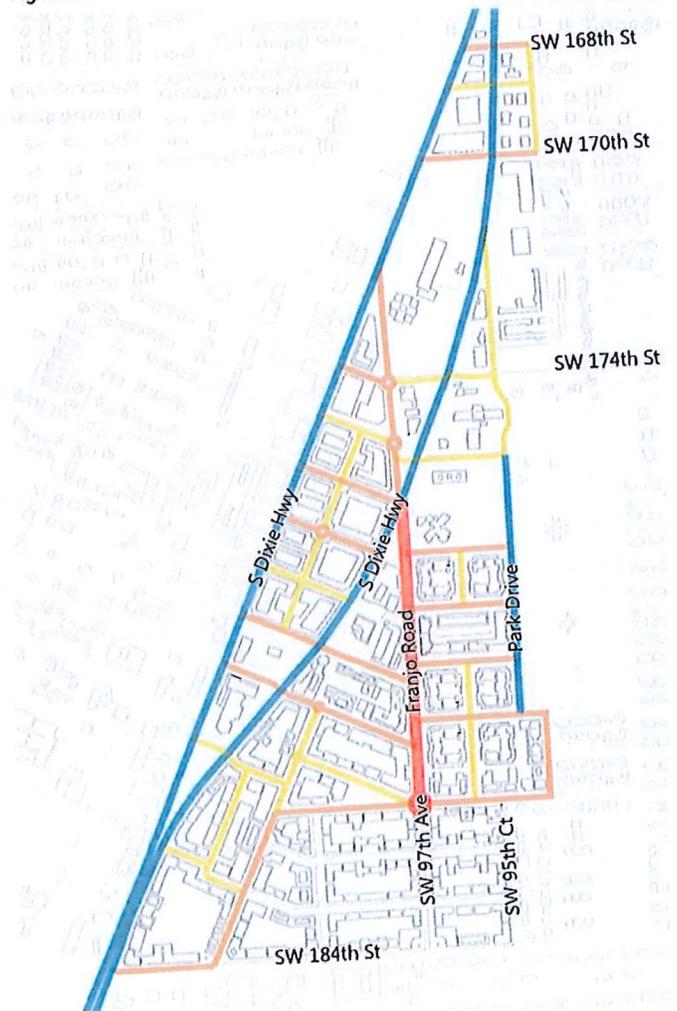
Key

- Priority 'A' Street
- A Street
- Priority 'B' Street
- B Street



Figure 5

Street Hierarchy Plan



Section 2.06 Residential Density Plan

The Residential Density Plan, Figure 6, illustrates the range of densities that shall be permitted on the parcels within the Downtown Urban Village (DUV). All densities shall be based on the gross lot area, meaning that parcels shall be extended to the center line of the street for the purpose of calculating the lot area.

- A. **Minimum Average Unit Size:** In total, a mixture of unit sizes and types shall be provided in all residential components of development. The number of units in a multi-family building to be constructed in the Downtown Urban Village (DUV) shall meet the minimum average required unit size of 750 sq.ft. minimum. This will encourage development of mainly one (1), two (2) and three (3) bedroom residential units. The minimum unit size for any residential units that shall be permitted within the DUV is 625 sq.ft. min.

Key

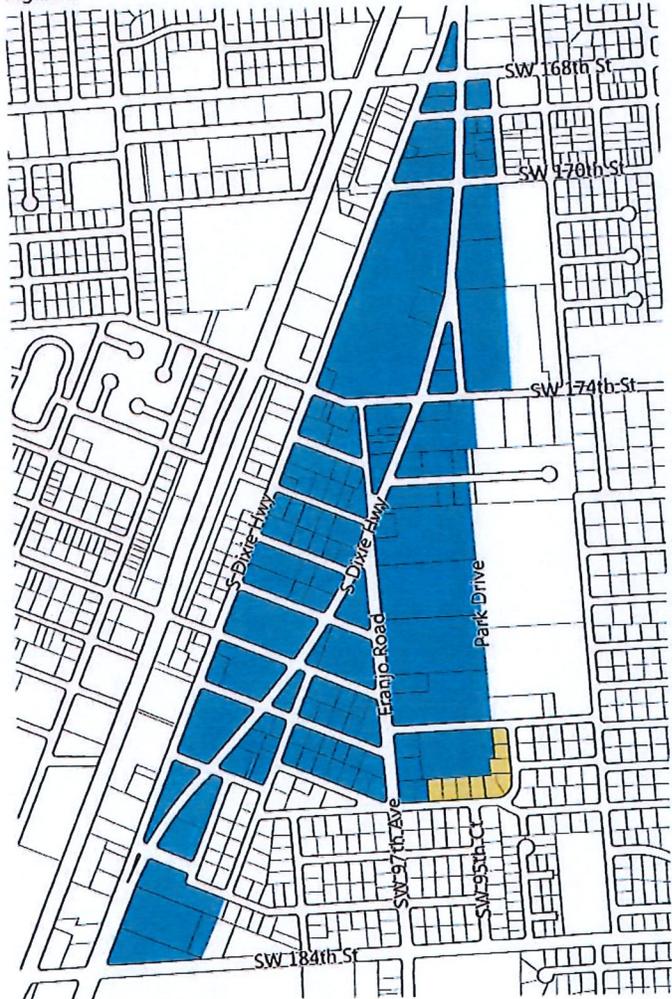
- 24 du/ac max. base density (gross) █
- 14 du/ac max. base density (gross) █

Maximum Base Density: Maximum base density refers to the number of initial residential units permitted per acre before adding available reserve residential units and/or TDR residential units.

Table 2 Minimum Area of Multi-Family Units

| Multi-Family Units | Area (min.) |
|--------------------|--------------|
| Studio | 625 sq.ft. |
| 1 Bedroom | 650 sq.ft. |
| 2 Bedroom | 850 sq.ft. |
| 3 Bedroom | 1,100 sq.ft. |

Figure 6 Residential Density Plan



Section 2.07 Uses

No land, body of water or structure shall be used or permitted to be used, and no structure shall be hereafter erected, constructed, reconstructed, moved, structurally altered, or maintained for any purpose in the Downtown Urban Village (DUV), except as provided in this section. The uses delineated herein shall be permitted only in compliance with the regulating plans and general requirements provided in this section.

- A. **Residential Uses:** Residential uses are permitted in the areas designated in the Sector Plan as Downtown Village (DV), Downtown General (DG), Urban Village (UV) and Neighborhood Village (NV), as provided in Table 3.
- B. **Ancillary Uses:** The following uses shall be permitted as

Table 3 Residential Uses

| Sectors | | | | Residential Uses |
|---------|----|----|----|---------------------------------|
| DV | DG | UV | NV | |
| ○ | ○ | ○ | ● | Detached single-family dwelling |
| ○ | ○ | ○ | ○ | Attached single-family dwelling |
| ● | ● | ● | ● | Multiple-family dwelling unit |

Key
 Permitted ●
 Non-Permitted ○

ancillary uses to a lawful residential units in the areas designated:

1. Urban Village (UV) and Neighborhood Village (NV) sectors:
 - (a) The following accessory buildings and non-residential uses, when located in the rear yard: workshop, garage, utility shed, gazebo, cabana, garden features, basketball hoop, pool and carport;
 - (b) For an attached or detached single-family dwelling, a single accessory dwelling unit with a maximum of 600 square feet of habitable building space under the same ownership as the single-family unit;
 - (c) For Home office, as provided in Section 30-60.14-Home Office of the Village of Palmetto Bay Code.

C. **Mixed Uses:** The vertical or horizontal integration of two or more of residential, business and office, civic and institutional uses may be required as provided herein. Vertical integration allows any combination of primary uses, with commercial/retail uses typically located on the ground floor and office and/or residential uses on the upper floors. Horizontal integration allows any combination of parcels with different primary uses within the same block under the same ownership. Vertical integration of mixed-uses shall be required within buildings that have primary frontage along SW 97th Avenue (Franjo Road).

1. The following non-residential uses shall be permitted

in the areas designated in the Sector Plan as Downtown Village (DV), Downtown General (DG), Urban Village (UV) and Neighborhood Village (NV), as provided in Table 4 and provide no outside storage and/

Table 4 Non-Residential Uses

| Non-Residential Uses | Sectors | | | |
|---|---------|----|----|----|
| | DV | DG | UV | NV |
| Civic Uses | ● | ● | ○ | ○ |
| Religious Facilities | ● | ● | ○ | ○ |
| Schools (K-12) | ● | ● | ○ | ○ |
| Municipal Recreation | ● | ● | ● | ● |
| Group Residential Home | ● | ● | ○ | ○ |
| Big-Box Retail/Service | ● | ● | ○ | ○ |
| General Retail/Personal Service | ● | ● | ○ | ○ |
| Neighborhood Proprietor Commercial-Retail/Office and Services | ● | ● | ● | ● |
| Automotive Uses | ○ | ○ | ○ | ○ |
| Gas/Service Stations | ○ | ○ | ○ | ○ |
| Office Uses | ● | ● | ○ | ○ |
| Colleges and Universities | ● | ● | ○ | ○ |
| Entertainment Uses | ● | ● | ○ | ○ |
| Accommodation Uses | ● | ● | ○ | ○ |
| Food Beverage Establishments | ● | ● | ○ | ○ |
| Drive-Through Facilities | ○ | ○ | ○ | ○ |
| Commercial Parking Structure | ● | ● | ○ | ○ |

Key
 Permitted ● Non-Permitted ○
 Permitted with provision ○
 Sec.2.07 D

or display of merchandise, equipment, materials or supplies;

- D. Supplementary to Table 4, the following uses shall be permitted provided the following:
 1. Civic uses on sites that are less than one (1) acre shall be permitted within the Urban Village (UV) and Neighborhood Village (NV) sectors
 2. 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.
 3. Legally established, presently operating gas stations shall continue to operate as legal but non-conforming and subject to the standards of Sec.1.04
 4. Neighborhood Proprietor Commercial-Retail/Office and Services shall be permitted in the Neighborhood Village (NV) Sector and shall not exceed 20% of the buildings square footage and shall occur at the ground level.
 5. Drive-through facilities shall:

- (a) Be permitted only in the Downtown General (DG) sector;
 - (b) Provide a continuous street façade consisting of buildings or walls along all rights-of-way except driveways. When provided, walls shall not exceed three and one-half (3 1/2ft) feet in height and shall be a minimum of 75% opaque. The main building shall provide a minimum of 40% of building frontage along the primary frontage; and
 - (c) Be permitted upon determination that the drive-through shall create minimal traffic congestion or disruption to adjacent streets.
6. Sidewalk cafe and outdoor table service may be provided in compliance with the Village's Sidewalk Café Ordinance. See Sec.30-60.17.
 7. Any other uses not specifically listed are prohibited.

30-50.23.3 Urban Design Standards

Section 3.01 Purpose

This section identifies the Urban Design Standards for the development in each of the sectors and ensures that said development is consistent with the vision for the Village of Palmetto Bay Downtown Urban Village (DUV). Development within each sector shall be in compliance with the standards for building types, building form and parking. The sectors are organized by the most urban Downtown Village (DV) and Downtown General (DG) to the least, Urban Village (UV) and Neighborhood Village (NV). Unless otherwise stated, all standards in this section are expressed as 'minimums' and may be exceeded in compliance with all applicable provisions of the zoning code.

Section 3.02 Summary of Sectors

Below, in Table 5, the four (4) sectors organized from most urban to least urban in descending order, according their role in the Village of Palmetto Bay Downtown Urban Village (DUV) and as they appear in this Section.

- A. Downtown Village (DV)
- B. Downtown General (DG)
- C. Urban Village (UV)
- D. Neighborhood Village (NV)

Table 5

Summary of Sectors

| DV | DG | UV | NV |
|---|---|--|--|
| Downtown Village | Downtown General | Urban Village | Neighborhood Village |
| Building Types | Building Types | Building Types | Building Types |
| Flexible Block <input checked="" type="radio"/> | Flexible Block <input checked="" type="radio"/> | Flexible Block <input checked="" type="radio"/> | Flexible Block <input type="radio"/> |
| Flex Building <input checked="" type="radio"/> | Flex Building <input checked="" type="radio"/> | Flex Building <input checked="" type="radio"/> | Flex Building <input checked="" type="radio"/> |
| Rowhouse <input type="radio"/> | Rowhouse <input type="radio"/> | Rowhouse <input checked="" type="radio"/> | Rowhouse <input checked="" type="radio"/> |
| Stacked Apartment <input type="radio"/> | Stacked Apartment <input type="radio"/> | Stacked Apartment <input checked="" type="radio"/> | Stacked Apartment <input checked="" type="radio"/> |
| Single Family House <input type="radio"/> | Single Family House <input type="radio"/> | Single Family House <input checked="" type="radio"/> | Single Family House <input checked="" type="radio"/> |
| Frontage Types | Frontage Types | Frontage Types | Frontage Types |
| Arcade <input type="checkbox"/> | Arcade <input type="checkbox"/> | Arcade <input type="checkbox"/> | Arcade <input type="checkbox"/> |
| Storefront <input type="checkbox"/> | Storefront <input type="checkbox"/> | Storefront <input type="checkbox"/> | Storefront <input type="checkbox"/> |
| Forecourt <input type="checkbox"/> | Forecourt <input type="checkbox"/> | Forecourt <input type="checkbox"/> | Forecourt <input type="checkbox"/> |
| Stoop <input type="checkbox"/> | Stoop <input type="checkbox"/> | Stoop <input type="checkbox"/> | Stoop <input type="checkbox"/> |
| Porch <input type="checkbox"/> | Porch <input type="checkbox"/> | Porch <input type="checkbox"/> | Porch <input type="checkbox"/> |

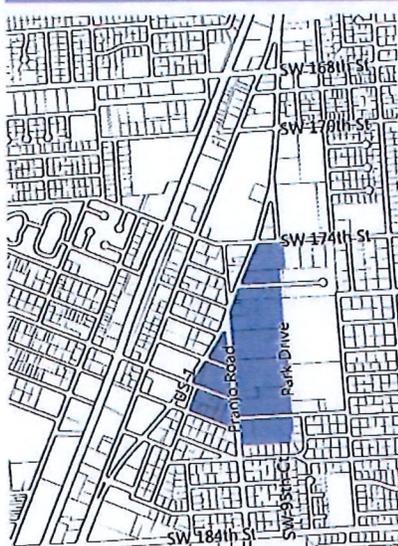
| | |
|---------------|-------------------------------------|
| Key | |
| Permitted | <input checked="" type="radio"/> |
| Non-Permitted | <input type="radio"/> |
| Allowed | <input checked="" type="checkbox"/> |
| Non-Allowed | <input type="checkbox"/> |

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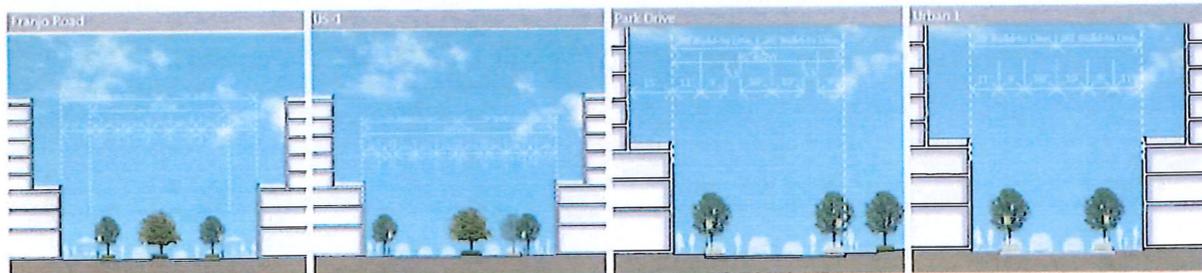
A. Downtown Village (DV)

Sector Summary

| DV Downtown Village | | | | | | | |
|--|------------------|--|--|---------------|--------------------|--------------------|-----------------------|
| Building Types | Lot Size W x D | Residential Density ¹ | Building Height | Uses by Story | | Private Open Space | |
| | | | | 1st | 2nd+ | | |
| Flexible Block | 160'x160' (min.) | 24 du/ac | 3 stories (min.) 5 stories (max.) 8 stories (with bonus) | 1st | C-R/O/R C-R/O/R | 15% of site | |
| Flex Building | 80'x100' (min.) | 24 du/ac | 3 stories (min.) 5 stories (max.) 8 stories (with bonus) | 1st | C-R/O/R C-R/O/R | 15% of site | |
| ¹ Maximum Base Density: Maximum base density refers to the number of initial residential units permitted per acre before adding available reserve and/or TDR units. | | | | | | | |
| Streets and Building Placement | | | | | | | |
| Street Type | ROW | Build-To-Line | | Sidewalk | Bike Lanes | Uses (at Street) | Glazing (at Street) |
| | | Primary | Secondary | | | | |
| Franjo Road (FR) | 70' | 50' (from centerline of road, up to 2 stories) | 65' (from centerline of road, >2 stories) | 20' | Yes | C-R | 70% (min) |
| US-1 (US1) | 100' | 50' (from centerline of road, up to 2 stories) | 65' (from centerline of road, >2 stories) | 16' | N/A | C-R O R | 70% min. (C-R/O only) |
| Park Drive (P) | 60' | 30' (from centerline of road, up to 2 stories) | 45' (from centerline of road, >2 stories) | 10' | Yes | C-R O R | 70% min. (C-R/O only) |
| Urban 1 (TS-U1) | 50' or 60' | 30' (from centerline of road, up to 2 stories) | 45' (from centerline of road, >2 stories) | 10' | N/A | C-R O R | 70% min. (C-R/O only) |



Key: Commercial-Retail: C-R Office: O Residential: R



1. Building Types and Height

Table 6 identifies the permitted building types and the minimum and maximum heights allowed, by building type within the Downtown Village (DV) sector, subject to compliance with all other applicable standards.

Table 6 Building Types and Heights (Stories)

| Building Types | | Min | Max | Max w/ Bonus |
|-------------------------|---|-----|-----|-------------------|
| (a) Flexible Block | ● | 3 | 5 | 8 ^{i,ii} |
| (b) Flex Building | ● | 3 | 5 | 8 ^{i,ii} |
| (c) Rowhouse | ○ | - | - | - |
| (d) Stacked Apartment | ○ | - | - | - |
| (e) Single Family House | ○ | - | - | - |

Key

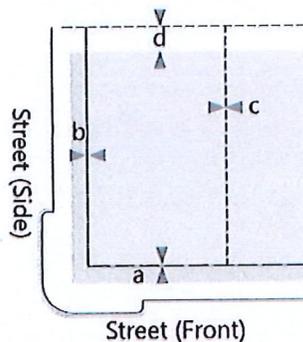
Permitted ●
 Non-Permitted ○
 N/A -

- (i) For buildings abutting Park Drive and overlooking Palmetto Bay Park maximum height shall be 4 stories, and, shall be limited to six (6) stories, with bonus, to provide transition to the park and neighborhoods to the East.
- (ii) Unless primary frontage is along Franjo road, buildings adjacent to a Neighborhood Sector (UV) or Neighborhood Village (NV), maximum height, with bonuses, shall be limited to six (6) stories to provide compatibility with the neighborhood scale.

2. Building Setbacks

Figure 7 and corresponding Table 7 identifies any required setbacks, for the (DV) sector. The required setbacks shall apply to all stories of a building, at the ground level. Setbacks shall be measured from the build-to line along street frontages and the property line for all other sides.

Figure 7



Key

Development Area ■
 Encroachment Area ■
 Build-to Line - -
 Property Line - -

Table 7 Building Setbacks

| Required Setbacks | |
|---------------------|-----------|
| (a) Street (Front) | 0ft |
| (b) Street (Side) | 0ft |
| (c) Side (Interior) | 0ft min. |
| (d) Rear | 15ft min. |

3. Frontage Requirements

All ground floors of building types within the (DV) sector shall comply with the allowed frontage types in Table 8, subject to compliance with all other applicable standards. Refer to Sec.4.04 A-E 7(b) for permitted frontage type by individual building types.

Table 8 Frontage Types

| Frontage Types | |
|----------------|---|
| (a) Arcade | ■ |
| (b) Storefront | ■ |
| (c) Forecourt | ■ |
| (d) Stoop | □ |
| (e) Porch | □ |

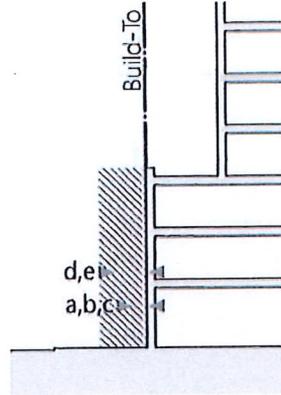
Key

Allowed ■
 Non-Allowed □
 N/A -

4. Encroachments

Figure 8 and corresponding Table 9 identifies the encroachments allowed into the build-to line, and the vertical clearance and horizontal projection by encroachment type, within the (DV) sector.

Figure 8



Key
 Encroachment Area
 Build-to Line

Table 9

| Encroachments | Vertical Clearance (Ground) | Horizontal Projection |
|--------------------------------|-----------------------------|-----------------------|
| Street (Front and Side) | | |
| (a) Signage ⁱ | 8ft min. | 24" max. |
| (b) Lighting ⁱ | 8ft min. | 24" max. |
| (c) Awning | 10ft min. | 6ft max. |
| (d) Balcony | 12ft min. | 6ft max. |
| (e) Window | 12ft min. | 4ft max. |
| Side (Interior) | N/A | N/A |
| Rear | N/A | N/A |

- (i) Horizontal projection of encroachment can exceed the maximum allowable distance at a rate of six (6") inches for every foot above the eight (8ft) feet min. vertical clearance, for a total of 48" max.
- (ii) Sidewalk cafes and outdoor table service may encroach at the sidewalk level, provided that it shall be in compliance with the Village's Sidewalk Café Ordinance. See Sec.30-60.17.

5. Parking Access and Setbacks

All off-street parking and associated access that does not occur within a parking structure, in the (DV) sector, shall be developed according to the requirements provided in Figure 9-10 and accompanying Table 10-11.

Figure 9

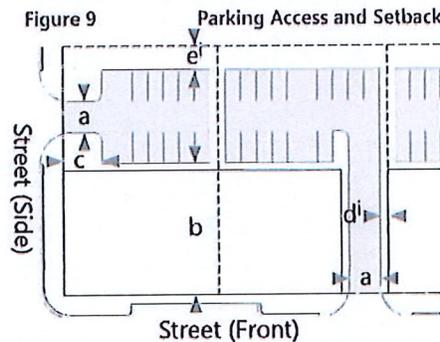
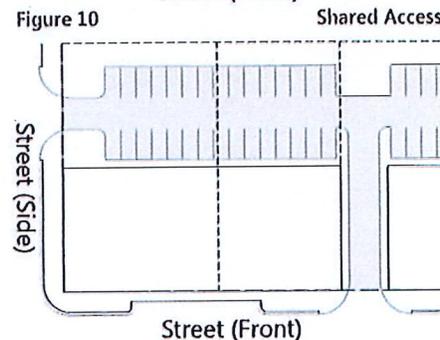


Figure 10



Key
 Parking Area
 Build-to Line
 Property Line

Table 10

| Driveway Dimensions | |
|---------------------------|-------------|
| Parking Access (Driveway) | |
| (a) 1-way | 10ft min. |
| (a) 2-way Parking | 20ft min. |
| | Not Allowed |

Table 11

| Parking Area Setback | |
|----------------------------------|-----------|
| Required Setbacks | |
| (b) Street (Front) | 30ft min. |
| (c) Street (Side) | 10ft min. |
| (d) Side (Interior) ⁱ | 5ft min. |
| (e) Rear ⁱ | 5ft min. |

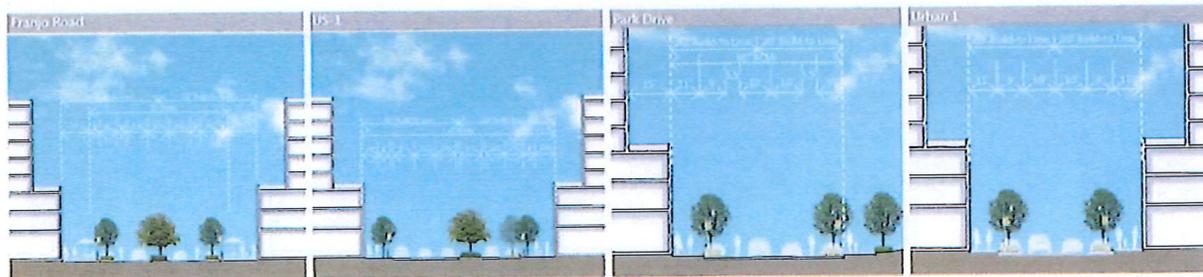
- (i) Side (Interior) and Rear setback shall be min. five (5) feet and landscaped with ground cover and a low hedge/wall or fence, where driveway access is provided to the rear of the lot. See Sec.4.03 B 1(ai-ii)
 Shared access to parking shall be encouraged to limit the frequency of curb cuts along the primary frontage street, which maintains the improved streetscape and street front at the pedestrian level. See Sec.4.03 B 2. A cross access agreement between property owners shall be provided to the Village of Palmetto Bay depicting shared access.

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B. Downtown General (DG)

Sector Summary

| DG Downtown General | | | | | | | |
|--|----------------|---|--|--|---------------|--------------------|-----------------------|
| | Building Types | Lot Size W x D | Residential Density* | Building Height | Uses by Story | | Private Open Space |
| | Flexible Block | 160'x160' (min.) | 24 du/ac | 4 stories (min.) 5 stories (max.) 8 stories (with bonus) | 1st 2nd+ | C-R/O/R C-R/O/R | 15% of site |
| | Flex Building | 80'x100' (min.) | 24 du/ac | 4 stories (min.) 5 stories (max.) 8 stories (with bonus) | 1st 2nd+ | C-R/O/R C-R/O/R | 15% of site |
| *Maximum Base Density: Maximum base density refers to the number of initial residential units permitted per acre before adding available reserve and/or TDR units. | | | | | | | |
| Streets and Building Placement | | | | | | | |
| Street Type | ROW | Build-To Line Primary Secondary | | Sidewalk | Bike Lanes | Uses (at Street) | Glazing (at Street) |
| Franjo Road (FR) | 70' | 50' (from centerline of road, up to 2 stories) | 65' (from centerline of road, >2 stories) | 20' | Yes | C-R | 70% (min) |
| US-1 (US1) | 100' | 50' (from centerline of road, up to 2 stories) | 65' (from centerline of road, >2 stories) | 16' | N/A | C-R O R | 70% min. (C-R/O only) |
| Urban 1 (TS-U1) | 50' or 60' | 30' (from centerline of road, up to 2 stories) | 45' (from centerline of road, >2 stories) | 10' | N/A | C-R O R | 70% min. (C-R/O only) |
| Key: Commercial-Retail: C-R Office: O Residential: R | | | | | | | |



1. Building Types and Height

Table 12 identifies the permitted building types and the minimum and maximum heights allowed, by building type within the Downtown General (DG) sector, subject to compliance with all other applicable standards.

Table 12 Building Types and Heights (Stories)

| Building Types | | Min | Max | Max w/ Bonus |
|-------------------------|---|-----|-----|----------------|
| (a) Flexible Block | ● | 3 | 5 | 8 ⁱ |
| (b) Flex Building | ● | 3 | 5 | 8 ⁱ |
| (c) Rowhouse | ○ | - | - | - |
| (d) Stacked Apartment | ○ | - | - | - |
| (e) Single Family House | ○ | - | - | - |

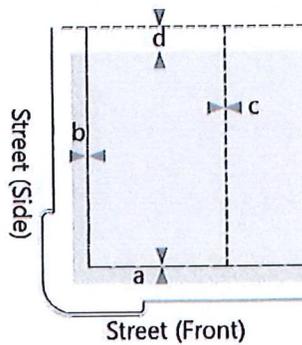
Key
 Permitted ●
 Non-Permitted ○
 N/A -

- (i) Unless primary frontage is along Franjo road, buildings adjacent to a Neighborhood Sector (UV) or Neighborhood Village (NV), maximum height, shall be 4 stories, and, shall be limited to six (6) stories, with bonus, to provide compatibility with the neighborhood scale.
- (ii) For buildings within the Island portion of the DUV, maximum height shall be 7 stories, with additional height available, up to 10 stories maximum height with bonus.

2. Building Setbacks

Figure 11 and corresponding Table 13 identifies any required setbacks, for the (DG) sector. The required setbacks shall apply to all stories of a building, at the ground level. Setbacks shall be measured from the build-to line along the street frontages and the property line for all other sides.

Figure 11 Building Setbacks Table 13 Building Setbacks



Key
 Development Area ■
 Encroachment Area ■
 Build-to Line ---
 Property Line --

| Required Setbacks | |
|---------------------|-----------|
| (a) Street (Front) | 0ft |
| (b) Street (Side) | 0ft |
| (c) Side (Interior) | 0ft min. |
| (d) Rear | 15ft min. |

3. Frontage Requirements

All ground floors of building types within the (DG) sector shall comply with the allowed frontage types in Table 14 subject to compliance with all other applicable standards. Refer to Sec.4.04 A-E 7(b) for permitted frontage type by individual building types.

Table 14 Frontage Types

| Frontage Types | |
|----------------|---|
| (a) Arcade | ■ |
| (b) Storefront | ■ |
| (c) Forecourt | ■ |
| (d) Stoop | □ |
| (e) Porch | □ |

Key
 Allowed ■
 Non-Allowed □
 N/A -

4. Encroachments

Figure 12 and corresponding Table 15 identifies the encroachments allowed into the build-to line, and the vertical clearance and horizontal projection by encroachment type, within the (DG) sector.

Figure 12 Encroachments

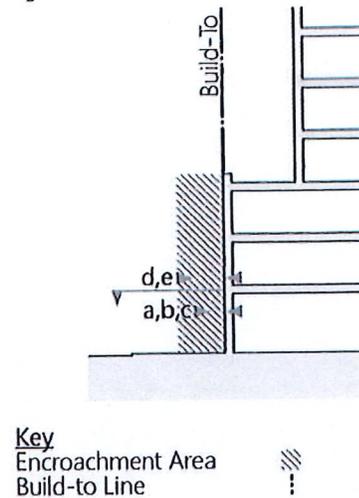


Table 15 Encroachments

| Encroachments | Vertical Clearance (Ground) | Horizontal Projection |
|--------------------------------|-----------------------------|-----------------------|
| Street (Front and Side) | | |
| (a) Signage ⁱ | 8ft min. | 24" max. |
| (b) Lighting ⁱ | 8ft min. | 24" max. |
| (c) Awning | 10ft min. | 6ft max. |
| (d) Balcony | 12ft min. | 6ft max. |
| (e) Window | 12ft min. | 4ft max. |
| Side (Interior) | | |
| Rear | | |
| | N/A | N/A |
| | N/A | N/A |

- (i) Horizontal projection of encroachment can exceed the maximum allowable distance at a rate of six (6") inches for every foot above the eight (8) feet min. vertical clearance, for a total of 48" max.
- (ii) Sidewalk cafes and outdoor table service may be encroach at the sidewalk level, provided that it shall be in compliance with the Village's Sidewalk Café Ordinance, Sec. 30-60.17.

5. Parking Access and Setbacks

All off-street parking and associated access that does not occur within a parking structure, in the (DG) sector, shall be developed according to the requirements provided in Figure 13-14 and accompanying Table 16-17.

Figure 13 Parking Access and Setbacks

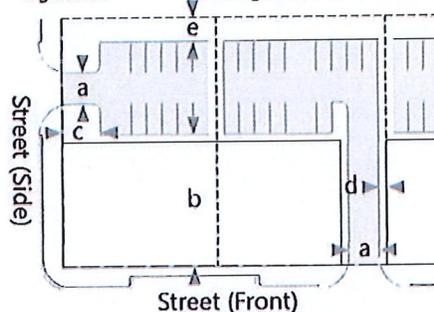


Figure 14 Shared Access

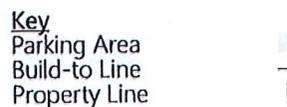
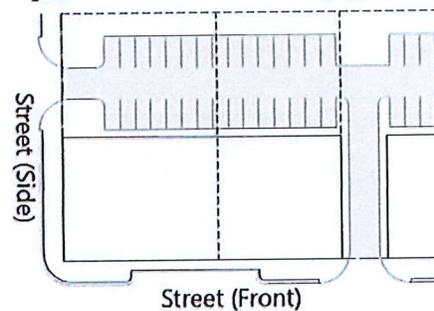


Table 16 Driveway Dimensions

| Parking Access (Driveway) | |
|---------------------------|-------------|
| (a) 1-way | 10ft min. |
| (a) 2-way | 20ft min. |
| Parking | Not Allowed |

Table 17 Parking Area Setback

| Required Setbacks | |
|----------------------------------|-----------|
| (b) Street (Front) | 30ft min. |
| (c) Street (Side) | 10ft min. |
| (d) Side (Interior) ⁱ | 5ft min. |
| (e) Rear ⁱ | 5ft min. |

- (i) Side (Interior) and Rear setback shall be min. five (5) feet and landscaped with ground cover and a low hedge/wall or fence, where driveway access is provided to the rear of the lot. See Sec.4.03 B 1(ai-ii).

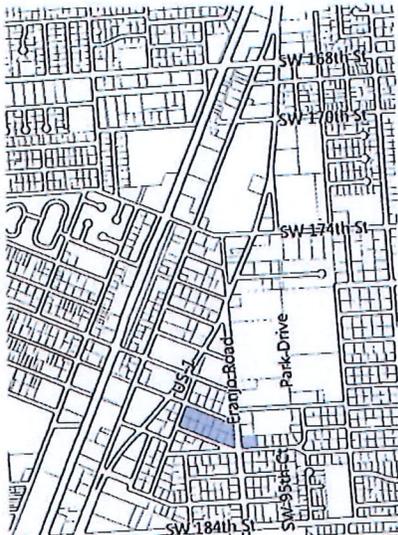
Shared access to parking shall be encouraged to limit the frequency of curb cuts along the primary frontage street, which maintains the improved streetscape and street front at the pedestrian level. See Sec.4.03 B 2. A cross access agreement between property owners shall be provided to the Village of Palmetto Bay depicting shared access.

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C. Urban Village (UV)

Sector Summary

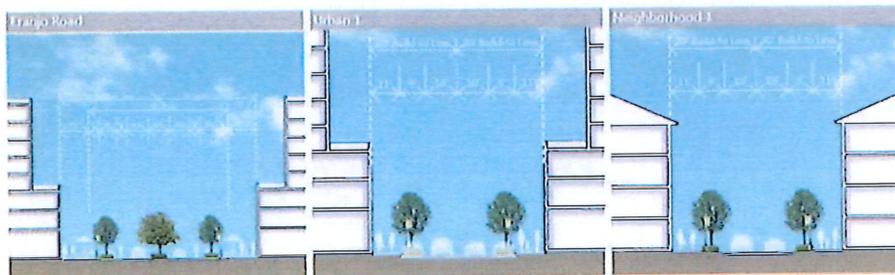
| UV | | Urban Village | | | | | |
|----------------------------|-------------------|----------------------|--|---------------|--------------------|---------------------|--|
| Building Types | Lot Size W x D | Residential Density* | Building Height | Uses by Story | | Private Open Space | |
| Flexible Block | 160'x160' | 24 du/ac | 3 stories (min.) 5 stories (max.) 8 stories (with bonus) | 1st 2nd+ | C-R/O/R C-R/O/R | 15% of site | |
| Flex Building | 80'x100' | 24 du/ac | 3 stories (min.) 5 stories (max.) 6 stories (with bonus) | 1st 2nd+ | C-R/O/R C-R/O/R | 15% of site | |
| Row-house | 80'- 125'x100' | 24 du/ac | 2 stories (min.) 3 stories (max.) | 1st 2nd+ | C-R/O/R R | 400 sq.ft. per unit | |
| Stacked Apartment Building | 80'-200'x 100' | 24 du/ac | 2 stories (min.) 4 stories (max.) | 1st 2nd+ | R R | 10% of site | |
| Single-Family House | 45'- 100'x100' | 24 du/ac | 3 stories (max.) | 1st 2nd+ | R R | 10% of site | |



*Maximum Base Density: Maximum base density refers to the number of initial residential units permitted per acre before adding available reserve and/or TDR units.

| Streets and Building Placement | | | | | | | |
|--------------------------------|------------|--|---|----------|------------|------------------|-----------------------|
| Street Type | ROW | Build To Line | | Sidewalk | Bike Lanes | Uses (at Street) | Glazing (at Street) |
| | | Primary | Secondary | | | | |
| Franjo Road (FR) | 70' | 50' (from centerline of road, up to 2 stories) | 65' (from centerline of road, >2 stories) | 20' | Yes | C-R | 70% (min) |
| Urban 1 (TS-U1) | 50' or 60' | 30' (from centerline of road) | 45' (from centerline of road) | 10' | N/A | C-R O R | 70% min. (C-R/O only) |
| Neighborhood 1 (TS-N1) | 50' or 60' | 30' (from centerline of road) | 45' (from centerline of road) | 10' | N/A | R | N/A |

Key: Commercial-Retail: C-R Office: O Residential: R



1. Building Types and Height

Table 18 identifies the permitted building types and the minimum and maximum heights allowed, by building type within the Urban Village (UV) sector, subject to compliance with all other applicable standards.

Table 18 Building Types and Heights (Stories)

| Building Types | Min | Max | Min w/ Bonus |
|-------------------------|-----|-----|----------------|
| (a) Flexible Block | ● 3 | 5 | 8 ⁱ |
| (b) Flex Building | ● 3 | 5 | 6 ⁱ |
| (c) Rowhouse | ● 2 | 3 | - |
| (d) Stacked Apartment | ● 2 | 4 | - |
| (e) Single Family House | ● - | 3 | - |

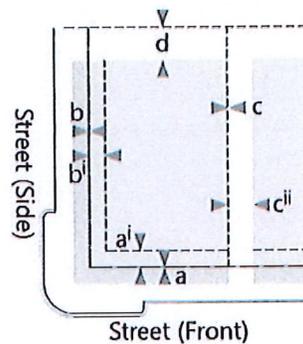
Key
 Permitted ●
 Non-Permitted ○
 N/A -

(i) Unless primary frontage is along Franjo road, buildings adjacent to a Neighborhood Sector (UV) or Neighborhood Village (NV), maximum height, with bonuses, shall be limited to six (6) stories to provide compatibility with the neighborhood scale.

2. Building Setbacks

Figure 15 and corresponding Table 19 identifies any required setbacks, for the (UV) sector. Where applicable, the required setbacks shall apply to all stories of a building, at the ground level. Setbacks shall be measured from the build-to line along the street frontages and the property line for all other sides.

Figure 15 Building Setbacks



Key
 Development Area
 Encroachment Area
 Build-to Line
 Property Line

Table 19 Building Setbacks

| Required Setbacks | |
|-----------------------------------|----------------------------------|
| (a) Street (Front) ⁱ | 0/10ft |
| (b) Street (Side) ⁱ | 0/10ft |
| (c) Side (Interior) ⁱⁱ | 0ft min./5ft ⁱⁱⁱ min. |
| (d) Rear | 15ft min. |

(i) Street (Front and Side) setback shall be 10ft where a stoop frontage type is used in association with an applicable building type, with frontage on a Typical Street, in the (UV) Sector. (Franjo Road frontage excluded)
 (ii) Side (Interior) setback shall be minimum 5ft for Stacked Apartment and Single Family House building types, designed as an edge-yard, in the (UV) sector.
 (iii) For zero-lot line development within the (UV) sector, there shall be minimum 5ft side setback at each end of consolidated development parcel

3. Frontage Requirements

All ground floors of building types within the (UV) sector shall comply with the allowed frontage types in Table 20, subject to compliance with all other applicable standards. Refer to Sec.4.04 A-E 7(b) for permitted frontage type by individual building types.

Table 20 Frontage Types

| Frontage Types | |
|----------------|---|
| (a) Arcade | ■ |
| (b) Storefront | ■ |
| (c) Forecourt | ■ |
| (d) Stoop | ■ |
| (e) Porch | □ |

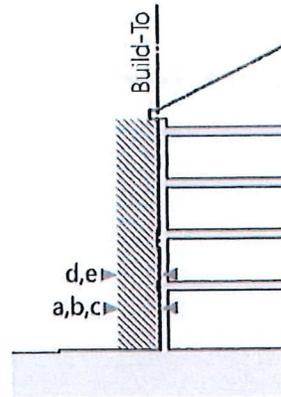
Key
 Allowed ■
 Non-Allowed □
 N/A -

4. Encroachments

Figure 16 and corresponding Table 21 identifies the encroachments allowed into the build-to line, and the vertical clearance and horizontal projection by encroachment type, within the (UV) sector.

For buildings with a stoop frontage, encroachment shall be considered anything that projects from the setback line towards the established build-to line.

Figure 16



Key
 Encroachment Area
 Build-to Line

Encroachments

Table 21

Encroachments

| Encroachments | Vertical Clearance (Ground) | Horizontal Projection |
|--------------------------------|-----------------------------|-----------------------|
| Street (Front and Side) | | |
| (a) Signage ⁱ | 8ft min. | 24" max. |
| (b) Lighting ⁱ | 8ft min. | 24" max. |
| (c) Awning | 10ft min. | 6ft max. |
| (d) Balcony | 12ft min. | 6ft max. |
| (e) Window | 12ft min. | 4ft max. |
| Side (Interior) | | |
| Rear | | |
| | N/A | N/A |
| | N/A | N/A |

- (i) Horizontal projection of encroachment can exceed the maximum allowable distance at a rate of six (6") inches for every foot above the eight (8) feet min. vertical clearance, for a total of 48" max.
- (ii) Sidewalk cafes and outdoor table service may be encroach at the sidewalk level, provided that it shall be in compliance with the Village's Sidewalk Café Ordinance. See Sec. 30-60.17.

5. Parking Access and Setbacks

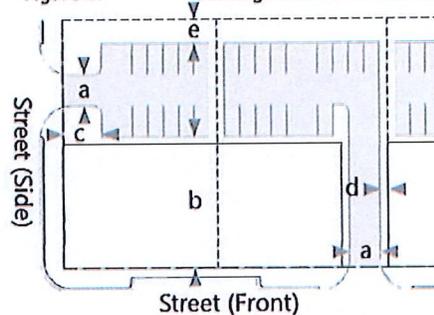
All off-street parking and associated access that does not occur within a parking structure, in the (UV) sector, shall be developed according to the requirements provided in Figure 17-18 and accompanying Table 22-23.

Figure 17

Parking Access and Setbacks

Table 22

Driveway Dimensions



| Parking Access (Driveway) | |
|---------------------------|-------------|
| (a) 1-way | 10ft min. |
| (a) 2-way | 20ft min. |
| Parking | Not Allowed |

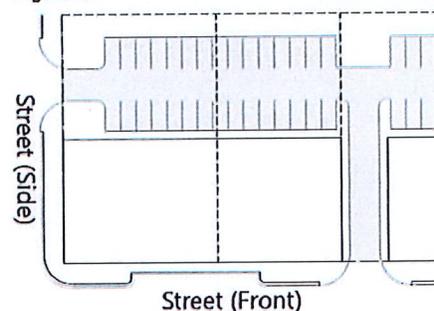
Table 23

Parking Area Setback

Figure 18

Shared Access

| Required Setbacks | |
|----------------------------------|-----------|
| (b) Street (Front) | 30ft min. |
| (c) Street (Side) | 10ft min. |
| (d) Side (Interior) ⁱ | 5ft min. |
| (e) Rear ⁱ | 5ft min. |



- (i) Side (Interior) and Rear setback shall be min. five (5) feet and landscaped with ground cover and a low hedge/wall or fence, where driveway access is provided to the rear of the lot. See Sec.4.03 B 1(ai-ii).

Shared access to parking shall be encouraged to limit the frequency of curb cuts along the primary frontage street, which maintains the improved streetscape and street front at the pedestrian level. See Sec.4.03 B 2. A cross access agreement between property owners shall be provided to the Village of Palmetto Bay depicting shared access.

Key
 Parking Area
 Build-to Line
 Property Line

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D. Neighborhood Village (NV)

Sector Summary

| NV Neighborhood Village | | Building Types | Lot Size W x D | Residential Density* | Building Height | Uses by Story | Private Open Space |
|---|----------------------------|-------------------|----------------|--|-----------------|----------------|---------------------|
| | Flex Building | 80'x100' | 24 du/ac | 3 stories (min.) 5 stories (max.) 6 stories (with bonus) | 1st 2nd+ | C-R/O/R O/R | 15% of site |
| | Row-house | 80'- 125'x100' | 24 du/ac | 2 stories (min.) 3 stories (max.) | 1st 2nd+ | C-R/O/R R | 400 sq.ft. per unit |
| | Stacked Apartment Building | 80'-200'x 100' | 24 du/ac | 2 stories (min.) 4 stories (max.) | 1st 2nd+ | R R | 10% of site |
| | Single-Family House | 45'- 100'x100' | 24 du/ac | 3 stories (max.) | 1st 2nd+ | R R | 10% of site |
| <p>*Maximum Base Density: Maximum base density refers to the number of initial residential units permitted per acre before adding available reserve and/or TDR units.</p> | | | | | | | |

| Streets and Building Placement | | | | | | | |
|--------------------------------|------------|-------------------------------|-------------------------------|----------|------------|------------------|-----------------------|
| Street Type | ROW | Build-To Line | | Sidewalk | Bike Lanes | Uses (at Street) | Glazing (at Street) |
| | | Primary | Secondary | | | | |
| Urban 1 (TS-U1) | 50' or 60' | 30' (from centerline of road) | 45' (from centerline of road) | 10' | N/A | C-R O R | 70% min. (C-R/O only) |
| Neighborhood 1 (TS-N1) | 50' or 60' | 30' (from centerline of road) | 45' (from centerline of road) | 10' | N/A | R | N/A |

Key: Commercial-Retail: C-R Office: O Residential: R



1. Building Types and Height

Table 24 identifies the permitted building types and the minimum and maximum heights allowed, by building type within the Neighborhood Village (NV) sector, subject to compliance with all other applicable standards.

Table 24 Building Types and Heights (Stories)

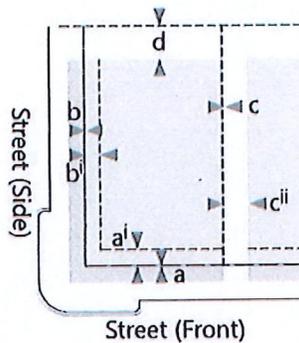
| Building Types | Min | Max | Max w/ Bonus |
|-------------------------|-----|-----|--------------|
| (a) Flexible Block | - | - | - |
| (b) Flex Building | 3 | 5 | 6 |
| (c) Rowhouse | 2 | 3 | - |
| (d) Stacked Apartment | 2 | 4 | - |
| (e) Single Family House | - | 3 | - |

Key
 Permitted ●
 Non-Permitted ○
 N/A -

2. Building Setbacks

Figure 19 and corresponding Table 25 identifies any required setbacks, for the (NV) sector. Where applicable, the required setbacks shall apply to all stories of a building, at the ground level. Setbacks shall be measured from the build-to line along street frontages and the property line for all other sides.

Figure 19



Key
 Development Area
 Encroachment Area
 Build-to Line
 Property Line

Building Setbacks Table 25

| Required Setbacks | |
|-----------------------------------|----------------------------------|
| (a) Street (Front) ⁱ | 0/10ft |
| (b) Street (Side) ⁱ | 0/10ft |
| (c) Side (Interior) ⁱⁱ | 0ft min./5ft ⁱⁱⁱ min. |
| (d) Rear | 15ft min. |

- (i) Street (Front and Side) setback shall be 10ft where a stoop/porch frontage type is used in association with an applicable building type, with frontage on a Typical Street, in the (NV) Sector. (Franjo Road frontage excluded)
- (ii) Side (Interior) setback shall be minimum 5ft for Stacked Apartment and Single Family House building types, designed as an edge-yard, in the (NV) sector.
- (iii) For zero-lot line development within the (NV)sector, there shall be minimum 5ft side setback at each end of consolidated development parcel

3. Frontage Requirements

All ground floors of building types within the (NV) sector shall comply with the allowed frontage types in Table 26 subject to compliance with all other applicable standards. Refer to Sec.4.04 A-E 7(b) for permitted frontage type by individual building types.

Table 26

Frontage Types

| Frontage Types | |
|----------------|-------------------------------------|
| (a) Arcade | <input type="checkbox"/> |
| (b) Storefront | <input checked="" type="checkbox"/> |
| (c) Forecourt | <input checked="" type="checkbox"/> |
| (d) Stoop | <input checked="" type="checkbox"/> |
| (e) Porch | <input checked="" type="checkbox"/> |

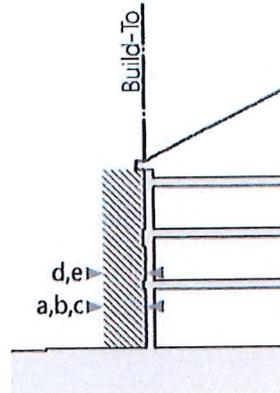
Key
 Allowed
 Non-Allowed
 N/A -

4. Encroachments

Figure 20 and corresponding Table 27 identifies the encroachments allowed into the build-to line, and the vertical clearance and horizontal projection by encroachment type, within the (NV) sector.

For buildings with a stoop/porch frontage, encroachment shall be considered anything that projects from the setback line towards the established build-to line.

Figure 20



Key
 Encroachment Area
 Build-to Line

Encroachments

Table 27

Encroachments

| Encroachments | Vertical Clearance (Ground) | Horizontal Projection |
|--------------------------------|-----------------------------|-----------------------|
| Street (Front and Side) | | |
| (a) Signage ⁱ | 8ft min. | 24" max. |
| (b) Lighting ⁱ | 8ft min. | 24" max. |
| (c) Awning | 10ft min. | 6ft max. |
| (d) Balcony | 12ft min. | 6ft max. |
| (e) Window | 12ft min. | 4ft max. |
| Side (Interior) | N/A | N/A |
| Rear | N/A | N/A |

- (i) Horizontal projection of encroachment can exceed the maximum allowable distance at a rate of six (6") inches for every foot above the eight (8) feet min. vertical clearance, for a total of 48" max.
- (ii) Sidewalk cafes and outdoor table service may be encroach at the sidewalk level, provided that it shall be in compliance with the Village's Sidewalk Café Ordinance. See Sec. 30-60.17.

5. Parking Access and Setbacks

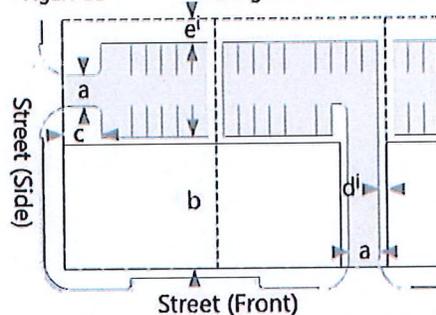
All off-street parking and associated access that does not occur within a parking structure, in the (NV) sector, shall be developed according to the requirements provided in Figure 21-22 and accompanying Table 28-29.

Figure 21

Parking Access and Setbacks

Table 28

Driveway Dimensions



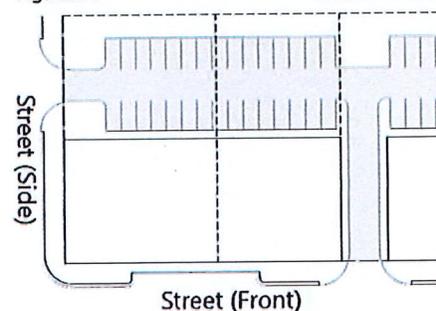
| Parking Access (Driveway) | |
|---------------------------|-------------|
| (a) 1-way | 10ft min. |
| (a) 2-way | 20ft min. |
| Parking | Not Allowed |

Table 29

Parking Area Setback

Figure 22

Shared Access



| Required Setbacks | |
|----------------------------------|-----------|
| (b) Street (Front) | 30ft min. |
| (c) Street (Side) | 10ft min. |
| (d) Side (Interior) ⁱ | 5ft min. |
| (e) Rear ⁱ | 5ft min. |

- (i) Side (Interior) and Rear setback shall be min. five (5) feet and landscaped with ground cover and a low hedge, where driveway access is provided to the rear of the lot. See Sec.4.03 B 1(ai-ii).

Shared access to parking shall be encouraged to limit the frequency of curb cuts along the primary frontage street, which maintains the improved streetscape and street front at the pedestrian level. See Sec.4.03 B 2. A cross access agreement between property owners shall be provided to the Village of Palmetto Bay depicting shared access.

Key
 Parking Area
 Build-to Line
 Property Line

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30-50.23.4 Architecture Standards

Section 4.01 Purpose

This section identifies the range of building types permitted within the Village of Palmetto Bay Downtown Urban Village (DUV). The individual building types are presented in a range of most urban to least urban types. Each type is allowed as identified on the summary Table 30, and its requirements are described on the subsequent pages.

Section 4.02 Permitted Building Types

Subject to the requirements of the applicable sector, a proposed building type shall be designed as one of the building types.

A. Flexible Block

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 (2) street frontages and accommodate larger footprint commercial uses or structured parking within the envelope.

B. Flex Building

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 no more than two (2) street frontages and the shallower footprint provides a versatile form for smaller lots with programmatic requirements, like service or parking in the rear.

C. Rowhouse

A residential building type that shares a party wall with the structure next to it. Each individual structure is occupied by one residence, on all floors, in an array of at least three (3) structures, side by side along the primary street frontage.

D. Stacked Apartment

A neighborhood scaled, multi-family residential building type with similar residential units throughout all floors of the building. Floor plans are intended to accommodate a variety of unit types.

E. Single Family House

A residential building type that accommodates one primary residence on all floor(s) of the structure and occupies the totality of the site in and of itself.

Table 30

Summary of Permitted Building Types

| Building Types | Residential | Commercial/Retail | Office | Lot Width ⁽ⁱ⁾ | Lot Depth | Sectors | | | |
|-------------------------|-------------|-------------------|--------|--------------------------|--------------|-----------|-----------|----|----|
| | | | | | | min.-max. | min.-max. | DV | DG |
| (A) Flexible Block | ■ | ■ | ■ | 160ft (min.) | 160ft (min.) | ● | ● | ● | ○ |
| (B) Flex Building | ■ | ■ | ■ | 80ft (min.) | 100ft (min.) | ● | ● | ● | ● |
| (C) Rowhouse | ■ | ■ | ■ | 80ft-125ft | 100ft (min.) | ○ | ○ | ● | ● |
| (D) Stacked Apartment | ■ | □ | □ | 80ft-200ft | 100ft (min.) | ○ | ○ | ● | ● |
| (E) Single Family House | ■ | □ | □ | 45ft-100ft | 100ft (min.) | ○ | ○ | ● | ● |

Key
 Permitted ●
 Non-Permitted ○
 Allowed ■
 Non-Allowed □

(i) Measurement taken from the front property line of each lot.

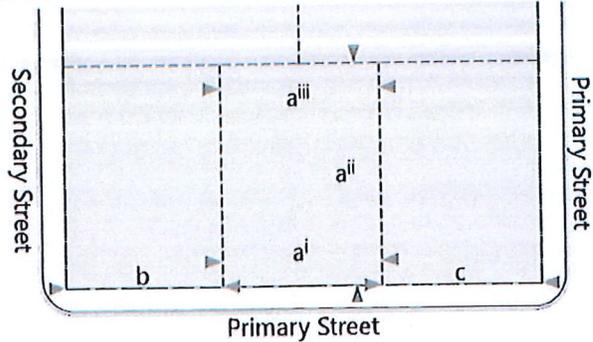
Section 4.03 General Development Parameters

All building types are subject to the following general development parameters:

A. Lot Width and Depth Standards

1. All buildings shall be designed within a specific, individual or assembly of lots.
 - (a) The lot width and depth shall be determined as follows, Figure 23:
 - (i) Front (Lot Width): Primary street frontage
 - (ii) Side (Lot Depth)
 - (iii) Rear (Lot Width)
 - (b) On corner lots fronting two or more streets, the highest ranking street on the Street Hierarchy Plan, Sec.2.05, shall be used to comply with the lot width requirement per building type.
 - (c) On corner lots fronting multiple streets of the same designation on the Street Hierarchy Plan, Sec.2.05, either street frontage may be used to comply with the width/frontage required per building type.

Figure 23 Measuring Lot Dimensions



B. Access Standards

1. All parking and services shall be accessed according to the following:
 - (a) Where there is an alley present:
 - (i) Parking and services shall be accessed from the alley, Figure 24.
 - (ii) All lots, with primary frontage on Franjo Road (SW 97th Avenue), shall be accessed from the lower ranking secondary streets, via shared access driveway/alley.
 - (b) Where there is no alley present:
 - (i) For sites with multiple street frontages, parking and services should be accessed, via driveway, from the lowest ranking street on the Street Hierarchy Plan, Sec.2.05, and Figure 25.
 - (ii) For landlocked sites with singular frontage on a primary street, access to parking and services should be via driveway passage through or driveway alongside the first floor of the building Figure 25-26.
2. Shared access, Figure 27, between adjacent property owners via a cross-access agreement filed with the the Village of Palmetto Bay is encouraged to reduce curb cuts along street frontage and provide consolidated parking areas and inter-block circulation.

Figure 24 Access via Alley

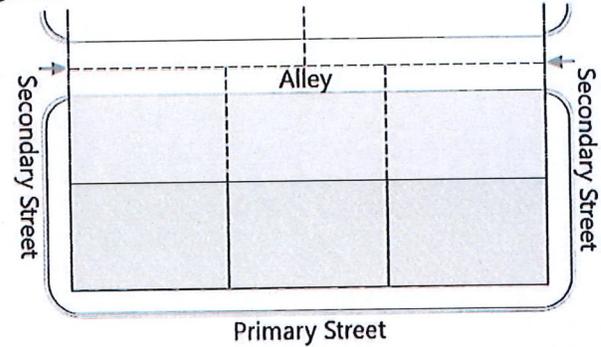


Figure 25 Access without Alley

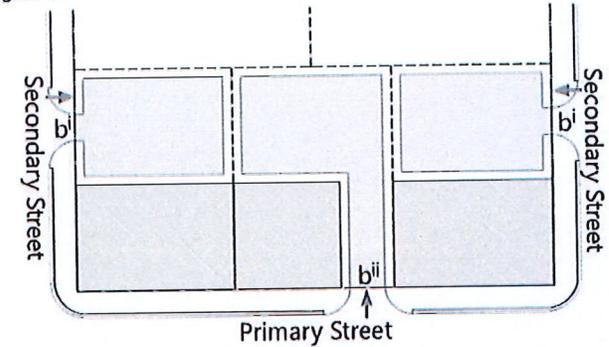
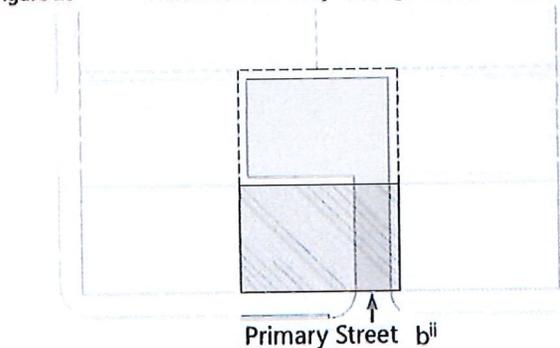


Figure 26 Access without Alley-Through Ground Floor of Building



C. Parking Standards

1. Parking Standards shall be provided on-site or off-site through a centralized parking system in order to encourage development of property, consolidate parking and implement the vision of the Village of Palmetto

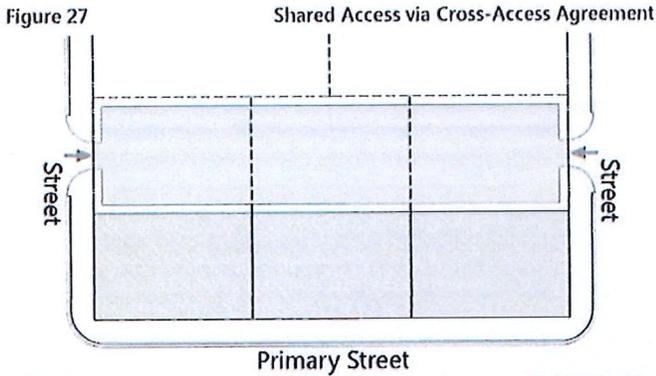
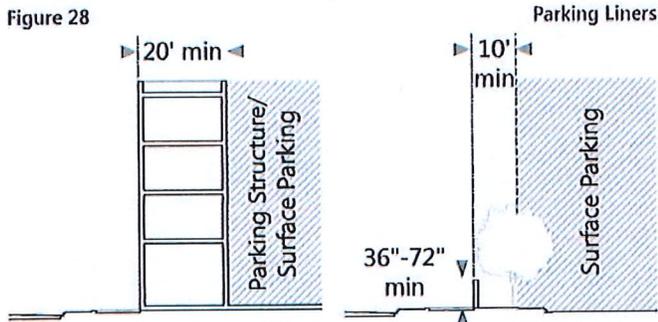


Table 31 Parking by Use

| Building Types | Parking Requirement |
|-----------------------------------|--|
| (A) Single Family Residential | <ul style="list-style-type: none"> • Single family detached: 2 spaces/unit • Rowhouse: 2 spaces/unit |
| (B) Multi-Family Residential | <ul style="list-style-type: none"> • Units 750 sq. ft. and less 1 space/residential unit • Units more than 750 sq. ft. 1.5 spaces/residential unit |
| (C) Housing for the Elderly | <ul style="list-style-type: none"> • 0.5 spaces/unit |
| (D) Hotel/Motel | <ul style="list-style-type: none"> • 1 space/guest rooms(up to 40 guest rooms) • 0.5 spaces/guest room(after 40) |
| (E) Retail | <ul style="list-style-type: none"> • 1 space/300 sq. ft. of gross floor area |
| (F) Offices/Health Care | <ul style="list-style-type: none"> • 1 space/400 sq. ft. of gross floor area |
| (G) Food and Drink Establishments | <ul style="list-style-type: none"> • 1 space/50 sq. ft. of patron area |

All other uses shall comply with the parking standards provided in 30-70.8 of the Village of Palmetto Bay Code.



Bay Downtown Urban Village (DUV). See Sec.4.04 A-E 3(b-c) for parking options specific to each building type.

- (a) On-site parking shall be considered any parking structure, surface parking, tuck under parking, private parking garage or surface parking pad within the property lines and applicable build-to lines on private property.
 - (i) The roof of all parking structures shall be programmed with usable building surface such as: green roof, amenity deck (private open space) or for renewable energy generation.
 - (b) Off-site parking shall be considered any parking structure, surface parking or on-street parking located on a development parcel or adjacent public right of way other than the parcel being developed.
 - (i) The roof of all parking structures shall be programmed with usable building surface such as: green roof, amenity deck (private open space) or for renewable energy generation.
2. Parking requirements may be satisfied off-site within a parking structure or surface parking lot that shall be within 1,000 feet of the nearest point of the parcel being developed.
 - (a) For all off-site parking in a parking structure or surface parking lot subject to the standards above, applicant/owner must submit a parking covenant attached to proposed development plans.
 3. At a minimum, the number of parking spaces shall be provided in accordance with Table 31
 - (a) Reductions from the total parking spaces required by the development are offered as part of the Village Parking Incentives Program, Sec.1.07 A.
 - (b) In addition to the vehicle parking, for every 10 parking spaces required, 1 bicycle parking space shall be provided.
 - (i) A minimum of 25% of the required bicycle parking shall be provided along the primary street frontage as identified in the Street Hierarchy Plan, Sec.2.05.
 4. Parking structures shall be lined with a minimum of 20' of habitable building space along streets, to preserve the character of the street facade, Figure 28.
 5. Surface Parking shall be lined with habitable building space or decorative wall/landscaping at the build-to line, Figure 28.
 - (a) Wall/landscape hedge shall be minimum 36 inches and maximum 72 inches.
 - (b) Surface parking shall not encroach into any required yards.
 6. Private parking garages shall be located at the rear of the lot or facing the side of the lot. For lots with multiple frontages the garage shall face the lowest ranking street. See Sec.2.05 for Street Hierarchy Plan.
 7. Mechanized parking shall be allowed towards parking

counts for all off-street parking within the Downtown Urban Village (DUV) and shall comply with the following:

- (a) A queuing analysis is submitted with application for review. See Sec.1.05
 - (b) Mechanized parking spaces shall not account for more than 50% of the total parking count.
 - (i) For residential developments on lots less than 15,000 sq.ft. 100% of the parking requirements may be mechanical parking.
8. Parking for individuals with disabilities shall comply with the standards of the Florida Building Code.

D. Services Standards

- 1. All services shall be subject to the following:
 - (a) Where there is an alley present:
 - (i) All services, including utility access, above ground equipment and trash enclosures shall be located on alleys.
 - (b) Where there is no alley present:
 - (i) All services, including utility access, above ground equipment and trash enclosures shall be located within the build to line, and subject to all applicable standards for building placement.
 - (c) All services shall be screened from the street view by habitable building space or landscaping/wall and shall not encroach into required setback and landscaped areas.
- 2. All new utilities, other than fire hydrants shall run underground and be accessed according to the standards of this section.
 - (a) For all development with primary frontage along SW 97th Avenue (Franjo Road), all existing street utilities must be replaced underground at the time of development.

E. Private Open Space Standards

- 1. Private open space shall be count in the form of courtyards, balconies, terraces, lawns, community gardens, amenity recreation decks and landscaped roof terraces/gardens on buildings/parking structures.
 - (a) Permitted frontage types shall count towards meeting the private open space requirements of these regulations. See Sec.4.04.
 - (b) The area of any covered patio, gazebo or other roofed shade structures shall count towards meeting the private open space requirements, as long as two (2) sides are opened to the outside.

F. Landscape Standards

- 1. Except as provided herein, landscape shall be provided as required in Village of Palmetto Bay Landscape Regulations, Sec. 30-100.1
- 2. Street trees shall be planted at a maximum of 25ft

Figure 29

Tree Grates

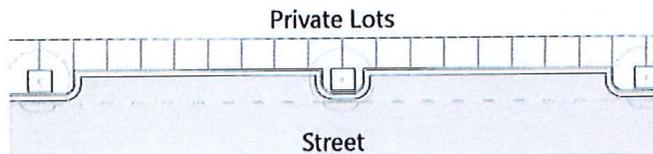


Figure 30

Landscape Islands

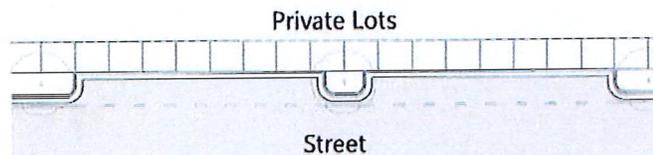
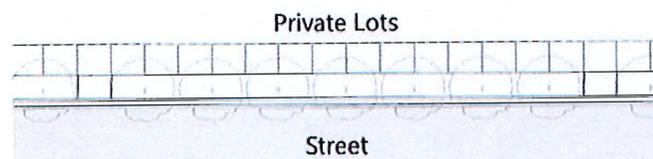


Figure 31

Continuous Landscape Strips



average on center, unless integrated with parking, with a minimum caliper of five (5in.) inches

- (a) As indicated in the Street Connectivity Standards, Sec.5, street trees shall be planted in one or more of the following methods:
 - (i) Tree Grates: Trees are planted within openings on the sidewalk, between groups of parallel parking spaces. Openings shall be covered by permanently installed grates perforated to permit natural irrigation, which are flush to the sidewalk, Figure 29.
 - (ii) Landscape Islands: Trees are planted in the landscaped area between groups of parallel parking spaces. Area should be covered with grass and other natural ground cover to permit natural irrigation Figure 30.
 - (iii) Continuous Landscape Strips: Trees are planted in the area between the curb or roadway edge and the sidewalk. This area, in addition to the required trees, shall be covered with grass and other natural ground cover to permit natural irrigation Figure 31.

G. Frontage Standards

1. Buildings shall occupy a percentage of primary frontage along the street, at the build-to line, by sector, according to Table 32.
 - (a) Lots within the (UV) sector and with primary frontage along Franjo Road shall occupy 80% minimum at the build-to line.
 - (b) For buildings with multiple street frontages, percentage must be applied to the highest ranking street according to Sec.2.05 Street Hierarchy Plan.
2. All buildings shall have a street level frontage types, according to Sec.4.04 A-E 7(b) and shall comply with the applicable standards in Sec. 4.05.
 - (a) For the purpose of calculating the percentage of frontage occupied at the build-to line, permitted frontage types shall count towards the minimum requirement, as long as, all other standards are met.
3. For buildings on sites with greater than 300 feet of frontage, along a street, a pedestrian only paseo, minimum 15 feet in width shall be provided.
 - (a) Pedestrian paseo shall be designed on the frontage so that cross-block access is no more than 200 feet from a Street or other pedestrian paseo.

| Sector | Frontage Occupation (min.) |
|---------------------------|----------------------------|
| (DV) Downtown Village | 80% |
| (DG) Downtown General | 80% |
| (UV) Urban Village | 70% |
| (NV) Neighborhood Village | 60% |

H. Building Size and Massing

1. Buildings shall be constructed as variable masses, with applied horizontal and vertical extrusions to create the desired building form.
 - (a) No building shall occupy more than 250 feet of continuous frontage, along any street within the

- DUV.
- (b) For building articulation, a break in building facade shall occur every 60 feet max. on buildings that occupy 150 feet, or more, of continuous frontage.
 - (i) Break in building facade shall be recessed from the build-to line, up to two (2) feet maximum and shall be at a minimum, be the height of the base element of the building, where required.
2. Building height shall not exceed 125 feet anywhere within the Downtown Urban Village (DUV).
 - (a) Parapet wall shall be a maximum 40 inches tall, measured from the top of the highest slab for a flat roof.
 - (b) Any objects/structures, such as for mechanical equipment or recreational use shall not encroach into the highlighted area in Figure 32, and shall not exceed maximum 15 feet in height, measured from the top of the parapet wall.
 - (i) Stair and elevator towers shall be exempt from the highlighted area Figure 32, provided that they be a design element, consistent with the architectural concept of the building.
 3. Buildings shall be built according to the minimum/maximum heights by sector, Sec.3.02 A-D 1. For the purpose of calculating the number of stories in a building, stories shall be defined as the occupied space between finished floor and finished ceiling. Table 33 identifies the permitted heights for individual stories, within each building type.
 - (a) Basements shall not be considered towards the building height (stories), when the finished surface of the floor, one story above the basement is less than four (4ft) feet above grade.
 - (b) Above ground structure that occupy any level shall be considered towards the building height (feet).
 - (c) Mezzanine shall not count towards the number of floors provided that the total area of mezzanine level is less than 40% of the floor area of that story.
 4. Multi-family residential buildings shall meet the density requirements, as identified in the Residential Density Map.
 5. Residential components of a multi-family dwelling units, Figure 33, shall be any combination of the following dwelling units:
 - (a) Flat: a single (1) story dwelling unit, occupied by one (1) household
 - (b) Loft: a double-story height dwelling unit with or without mezzanine, occupied by one (1) household
 - (c) Townhouse: a two (2) or more story dwelling unit, occupied by one (1) household.
 6. All residential units shall be 24 inches minimum above flood level criteria or average crown of the road, whichever is greater.

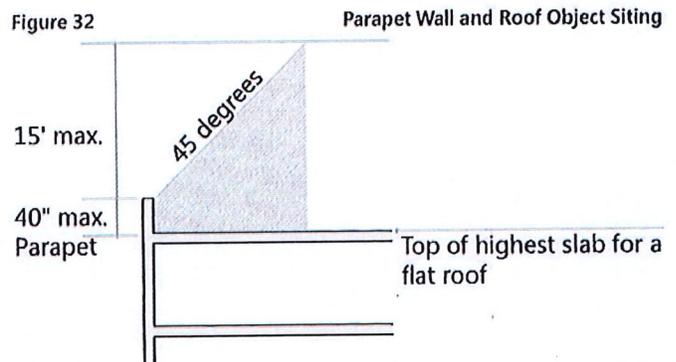


Table 33 Permitted Heights by Story

| Building Types | Ground Story | Story 2+ |
|---------------------|-------------------------|------------------------|
| Flexible Block | 14ft (min.)-18ft (max.) | 9ft (min.)-12ft (max.) |
| Flex Building | | |
| Rowhouse | 10ft (min.)-14ft (max.) | 8ft (min.)-12ft (max.) |
| Stacked Apartment | | |
| Single Family House | 9ft. (min.)-12ft (max.) | |

Key
 Permitted
 Non-Permitted

I. Accessory Structures

Figure 33

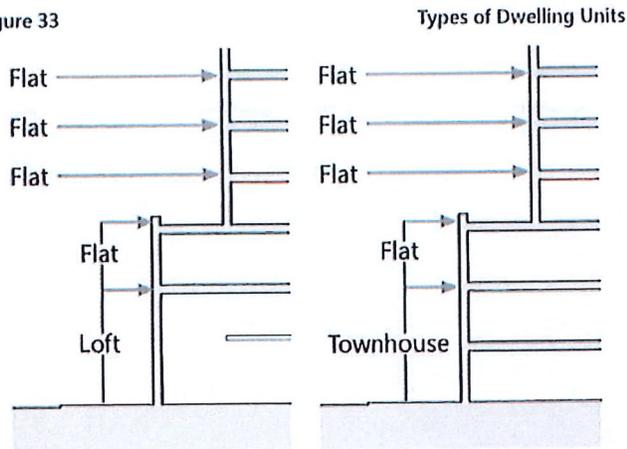


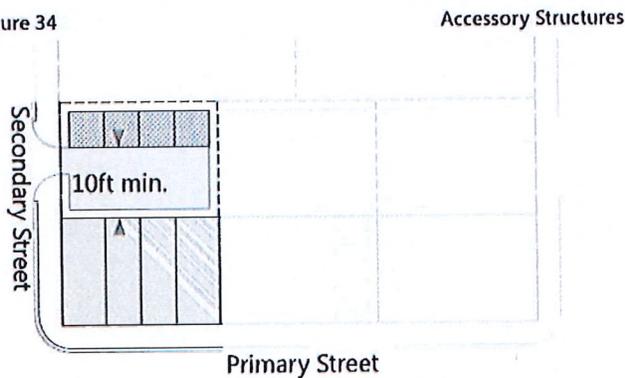
Table 34

| Building Types | Accessory Structure | Height (max.) |
|---------------------|---------------------|---------------|
| Flexible Block | ○ | N/A |
| Flex Building | ○ | N/A |
| Rowhouse | ● | 2 stories |
| Stacked Apartment | ● | 2 stories |
| Single Family House | ● | 2 stories |

Key

Permitted ●
Non-Permitted ○

Figure 34



Key

Principal Building ■
Accessory Structure ▨

1. Accessory structures shall be permitted with specifically allowed building types Table 34, within the Urban Village (UV) and the Neighborhood Village (NV) sectors.
2. Accessory structures shall be subject to all required setbacks of the sector, Sec.3.02 A-D 1, and must be 10ft minimum from the principal building, Figure 34.
3. The height of an accessory structure shall not exceed the minimum allowed height of the principal building on site.

J. Accessory Dwellings

1. Accessory Dwellings shall be permitted within the accessory structures and specifically allowed building types, Sec.4.04 C,E 10(a), within the Urban Village (UV) and the Neighborhood Village (NV) sectors.
2. The height of an accessory dwelling shall be one (1) story in height and shall not exceed 600 sq.ft. area.
 - (a) A flat, Sec.4.03 H 5(a), may be located on the second floor of an accessory structure when first floor is occupied by a private garage.
 - (b) Accessory dwellings shall not have a culinary facility within unit.

K. Lighting

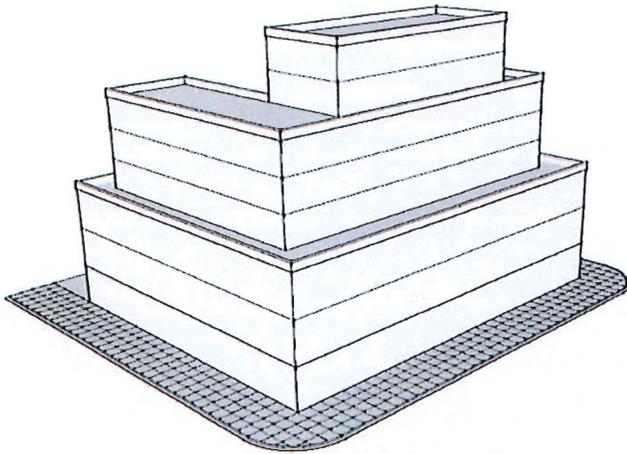
1. All Lighting shall comply with the following:
 - (a) Lighting shall be provided in these areas: drive-ways and parking areas, sidewalks and pedestrian paseos, commercial establishments, entryways, recreation areas and multi-family common areas and entryways.
 - (i) lighting of these area shall comply with Sec. 30-60.6.-Lighting of the Village of Palmetto Bay Code.
 - (b) All light fixtures shall be of a pedestrian scale, with a maximum height of 18 feet and a maximum spacing between fixtures of 60 feet.
2. The type and style of light fixtures shall be approved by the Director, based on uniformity of types, location, right-of-way width along streets and illumination and light trespass.
 - (a) Light standards shall meet and maintain the recommended luminance range and uniformity for each use and/or structure, as specified in the latest issue of the Illuminating Engineering Society of North America's (IESNA) publication.
 - (b) Light standards shall meet and maintain the recommended luminance range to minimize light trespass, as specified in the latest issue of the Illuminating Engineering Society of North America's (IESNA) publication.

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Section 4.04 Specific Development Parameters by Building Type

Figure 35

Flexible Block Massing



A. Flexible Block Building

A mixed-use building type, that may accommodate some commercial uses at the ground floor and office/multi-family residential units on the floor(s) above. The building is intended to front more than two (2) street frontages and accommodate larger footprint commercial uses or structured parking within the envelope.

1. Lot Width and Depth
 - (a) All flexible block building types shall be in accordance with Sec.4.03 A in addition to the following:
 - (b) The minimum lot width to accommodate a flexible block building along the primary street frontage shall be 160 feet and the minimum lot depth shall be 160 feet.
2. Access Standards
 - (a) All flexible block buildings shall be accessed in accordance with Sec.4.03 B, in addition to the following:
 - (b) The primary entrance to each unit at the street level shall face and be entered from the highest ranking street. See Sec.2.05 for Street Hierarchy Plan.
 - (c) The primary entrance to the units on floor(s) above shall be accessed through a ground level lobby/courtyard with stairs/elevator connected to a system of corridors leading to the units.
 - (d) Each level of building shall have access to a garage (if applicable) via stairs/elevator.
3. Parking Standards
 - (a) All parking for flexible block buildings shall be in accordance with Sec.4.03 C, in addition to the following:
 - (b) On-Site parking shall be accommodated via parking structure, surface parking, tuck under parking or a combination thereof Table 35.
 - (c) Off-site parking may be accommodated via parking structure, surface parking and on-street parking or a combination thereof Table 35.
4. Services Standards
 - (a) All services for flexible block buildings shall be in accordance with Sec.4.03 D, in addition to the following:
 - (b) Services shall be located out of view of the street and shall not impact the general aesthetic of the architecture of the building.
 - (c) For buildings with street frontages on multiple sides, services should be located to the rear of the lot or screened on the lowest ranking street with an architectural wall, solid fence or landscaped hedge. See Sec.2.05 for Street Hierarchy Plan.
5. Private Open Space Standards
 - (a) All flexible block buildings shall meet the private open space standards set forth in Sec.4.03 E, in addition to the following:
 - (b) All multi-family residential, non-residential and

Figure 36

Minimum Lot Size

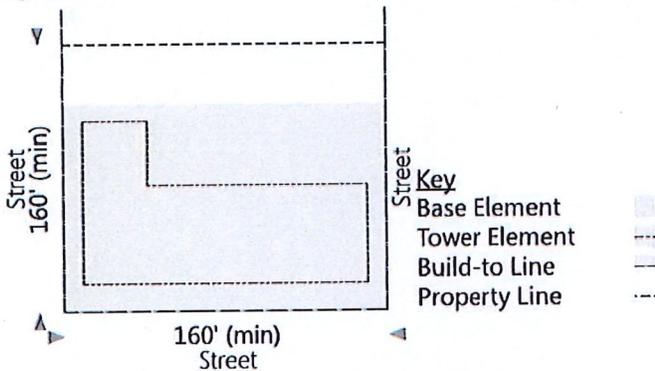


Table 35

On-Site and Off-Site Parking Options

| On- Street Parking | |
|--------------------------|-------------|
| Parking Structure | Allowed |
| Surface Parking | Allowed |
| Tuck Under Parking | Allowed |
| Parking Garage (Private) | Non-Allowed |
| Surface Parking Pad | Non-Allowed |
| Off- Site Parking | |
| Parking Structure | Allowed |
| Surface Parking | Allowed |
| On-Street Parking | Allowed |

A. Flexible Block Building continued...

mixed-use developments, with a residential component shall provide a minimum of 15% of the site for common, private open space.

6. Landscape Standards
 - (a) All flexible block buildings shall meet the landscape standards set forth in Sec.4.03 F, in addition to the following:
 - (b) Within the areas designated private open space, tree requirements for the flexible block building typology shall be minimum 20 trees per acre of lot area.
 - (i) a maximum of 35% of the total tree requirement within the private open space on a lot may be met by a payment-in-lieu under the Village Landscape and Open Space Improvement Program. See Sec.1.07 B.

7. Frontage Standards

- (a) All frontage for flexible block buildings shall be in accordance with Sec.4.03 G, in addition to the following:
- (b) All flexible block buildings shall have a street level frontage type allowed by sector, according to Table 36.
- (c) For non-residential use, all habitable, semi public operating spaces at the ground level shall enter from and front the street.
 - (i). all service room, storage closets and private office space shall be located backing corridors or in the rear of the unit, away from the street.
- (d) For residential uses, only habitable building space shall be oriented towards the street, at the ground level.

8. Building Size and Massing

- (a) All flexible block buildings shall be in accordance with Sec.4.03 H, in addition to the following:
- (b) Buildings shall be composed of a base element with secondary tower element(s) of reduced footprint above the base, Figure 37.
 - (i) Each building shall meet requirements for each sector as provided in Sec.3.02 A-D
- (c) The base element shall occupy a minimum percentage of primary frontage along the street, at the build-to line, by sector, according to Table 32.
 - (i) Balconies on the facade of secondary massing element shall make up no more than 70% of elevation at that story.
- (d) Above the third story, building mass should step back 15 feet along the primary frontage and 10 feet along all other sides, where applicable.
- (e) Each building shall be composed of floors programmed with the uses identified in Figure 38.
 - (i). All ground floor units along Franjo Road shall be designed to accommodate commercial/retail or office uses.
 - (ii) All individual commercial/retail units shall be

Table 36 Permitted Frontage Types by Buildings

| Flexible Block | DV | DG | UV | NV |
|----------------|----|----|----|----|
| Arcade | ● | ● | ● | - |
| Storefront | ● | ● | ● | - |
| Forecourt | ● | ● | ● | - |
| Stoop | ○ | ○ | ○ | - |
| Porch | ○ | ○ | ○ | - |

Key
 Permitted ●
 Non-Permitted ○
 N/A -

Figure 37

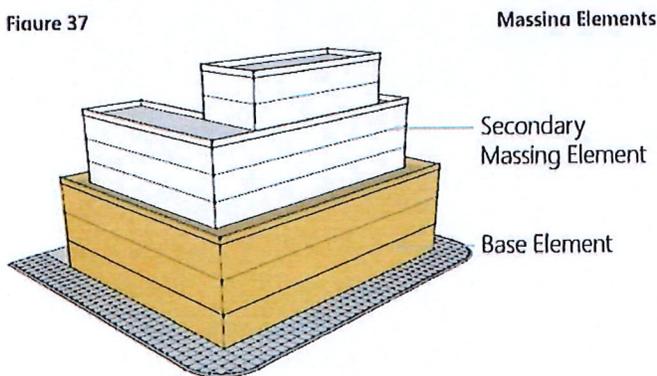
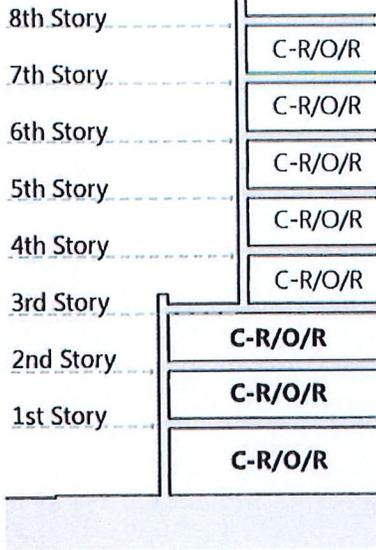


Figure 38

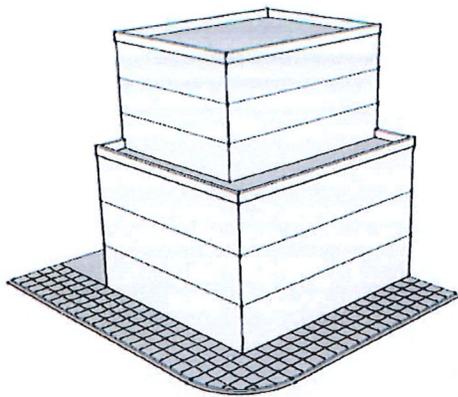


Permitted Uses by Floor A. Flexible Block Building continued...

- limited to 12,500 sq.ft. maximum area.
- (iii) Buildings with multiple street frontages shall provide fenestration on all sides facing the street.
- (iv) A minimum of 30% of the total building facade shall be fenestrated with windows along all street frontages.
- f. Each unit within the building, regardless of use shall have outdoor exposure and access to open space.
- 9. Accessory Structures
 - (a) Accessory structures shall not be permitted.
- 10. Accessory Dwellings
 - (a) Accessory dwellings shall not be permitted.
- 11. Lighting Standards
 - (a) All flexible block buildings shall be in accordance with Sec.4.03 K.

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Figure 39

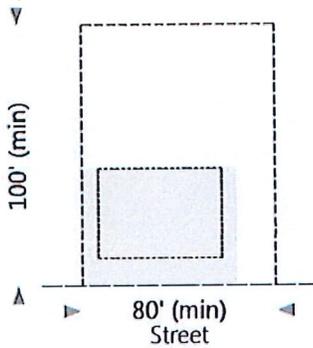


Flex Building Massing

B. Flex Building

A mixed-use building type that may accommodate commercial uses at the ground floor and office/multi-family residential units, of similar configuration on the floor(s) above.. The building is intended to front no more than two (2) street frontages and the shallower footprint provides a versatile form for smaller lots with programmatic requirements, like service or parking in the rear.

Figure 40



Minimum Lot Size

Key
 Base Element
 Secondary Element
 Build-to Line
 Property Line

Table 37

On-Site and Off-Site Parking Options

| On- Site Parking | |
|--------------------------|---|
| Parking Structure | ■ |
| Surface Parking | ■ |
| Tuck Under Parking | ■ |
| Parking Garage (Private) | □ |
| Surface Parking Pad | □ |
| Off- Site Parking | |
| Parking Structure | ■ |
| Surface Parking | ■ |
| On-Street Parking | ■ |

Key
 Allowed
 Non-Allowed

1. Lot Width and Depth
 - (a) All flex building types shall be in accordance with Sec.4.03 A, in addition to the following:
 - (b) The minimum lot width to accommodate a flex building along the primary street frontage shall be 80 feet and the minimum lot depth shall be 100 feet.
2. Access Standards
 - (a) All flex buildings shall be accessed in accordance with Sec.4.03 B, in addition to the following:
 - (b) The primary entrance to each unit at the street level shall face and be entered from the highest ranking street. See Sec.2.05 for Street Hierarchy Plan.
 - (c) The primary entrance to the units on floor(s) above shall be accessed through a ground level lobby/courtyard with stairs/elevator connected to a system of corridors leading to the units.
 - (d) Each level of building shall have access to a garage (if applicable) via stairs/elevator.
3. Parking Standards
 - (a) All parking for flex buildings shall be in accordance with Sec.4.03 C, in addition to the following:
 - (b) On-Site parking shall be accommodated via parking structure, surface parking, tuck under parking or a combination thereof Table 37.
 - (c) Off-site parking may be accommodated via parking structure, surface parking and on-street parking or a combination thereof Table 37.
4. Services Standards
 - (a) All services for flex buildings shall be in accordance with Sec.4.03 D, in addition to the following:
 - (b) Services shall be located out of view of the street and shall not impact the general aesthetic of the architecture of the building.
 - (c) For buildings with street frontages on multiple sides, services should be located to the rear of the lot or screened on the lowest ranking street with an architectural wall, solid fence or landscaped hedge, minimum 36 inches to 60 inches maximum. See Sec.2.05 for Street Hierarchy Plan.
5. Private Open Space Standards
 - (a) All flex buildings shall meet the private open space standards set forth in Sec.4.03 E, in addition to the following:
 - (b) All multi-family residential, non-residential and mixed-use developments, with a residential com-

B. Flex Building continued...

ponent shall provide a minimum of 10% of the site for common, private open space.

6. Landscape Standards
 - (a) All flex buildings shall meet the landscape standards set forth in Sec.4.03 F, in addition to the following:
 - (b) Within the areas designated private open space, tree requirements for the flex building typology shall be minimum 20 trees per acre of lot area.
 - (i) a maximum of 35% of the total tree requirement within the private open space on a lot may be met by a payment-in-lieu under the Palmetto Bay Downtown Urban Village (DUV) Landscape and Open Space Program.
7. Frontage Standards
 - (a) All frontage for flex buildings shall be in accordance with Sec.4.03 G, in addition to the following:
 - (b) All flex buildings shall have a street level frontage type allowed by sector, according to Table 38.
 - (c) For non-residential use, all habitable, semi public operating spaces at the ground level shall enter from and front the street.
 - (i) all service room, storage closets and private office space shall be located backing corridors or in the rear of the unit, away from the street.
 - (d) For residential uses, only habitable building space shall be oriented towards the street, at the ground level.
8. Building Size and Massing
 - (a) All flex buildings shall be in accordance with Sec.4.03 H, in addition to the following:
 - (b) Buildings shall be composed of a base element with secondary massing element(s) of reduced footprint above the base.
 - (i) Each building shall meet requirements for each sector as provided in Sec.3.02 A-D.
 - (c) The base element shall occupy a minimum percentage of primary frontage along the street, at the build-to line, by sector, according to Table 32.
 - (i) Balconies on the facade of secondary massing element shall make up no more than 70% of elevation at that story.
 - (d) Above the third story, building mass should step back 15 feet along the primary frontage and 10 feet along all other sides, where applicable.
 - (e) Each building shall be composed of floors programmed with the uses identified in Figure 42.
 - (i) All ground floor units along Franjo Road shall be designed to accommodate commercial/retail or office uses.
 - (ii) All individual commercial/retail units shall be limited to 12,500 sq.ft. maximum area.
 - (iii) Buildings with multiple street frontages shall provide fenestration on all sides facing the street.

Table 38 Permitted Frontage Types by Buildings

| Flex Building | DV | DG | UV | NV |
|---------------|----|----|----|----|
| Arcade | ● | ● | ● | ○ |
| Storefront | ● | ● | ● | ● |
| Forecourt | ● | ● | ● | ● |
| Stoop | ○ | ○ | ● | ● |
| Porch | ○ | ○ | ○ | ○ |

Key
 Permitted ●
 Non-Permitted ○
 N/A -

Figure 41 Massing Elements

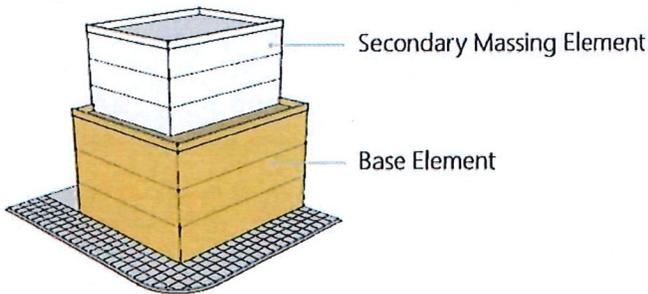
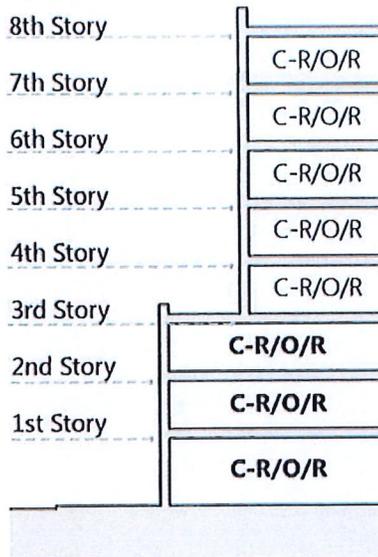


Figure 42

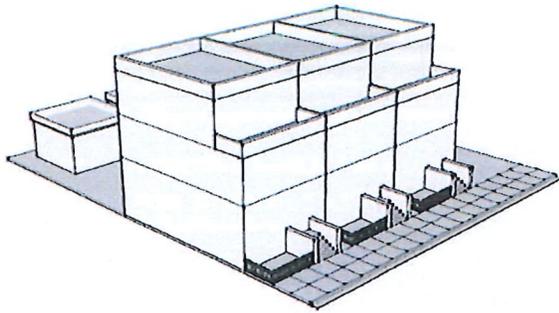


Permitted Uses by Floor B. Flex Building continued...

- (iv) A minimum of 30% of the total building facade shall be fenestrated with windows along all street frontages.
- f. Each unit within the building, regardless of use shall have outdoor exposure and access to open space.
- 9. Accessory Structures
 - (a) Accessory structures shall not be permitted.
- 10. Accessory Dwellings
 - (a) Accessory dwellings shall not be permitted.
- 11. Lighting Standards
 - (a) All flex buildings shall be in accordance with Sec.4.03 K.

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Figure 43



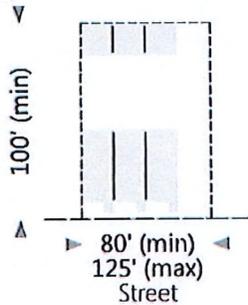
Rowhouse Massing

C. Rowhouse Building

A residential building type that shares a party wall with the structure next to it. Each individual structure is occupied by one residence, on all floors, in an array of at least three (3) structures, side by side along the primary street frontage.

1. Lot Width and Depth
 - (a) All rowhouse building types shall be in accordance with Sec.4.03 A, in addition to the following:
 - (b) The minimum lot width to accommodate 3 rowhouse units side by side along the primary street frontage shall be 80 feet and the maximum lot width shall be 125 feet. The lot depth shall be 100 feet minimum.
2. Access Standards
 - (a) All rowhouse buildings shall be accessed in accordance with Sec.4.03 B, in addition to the following:
 - (b) The primary entrance to each, individual rowhouse unit shall face and be entered from the highest ranking street. See Sec.2.05 for Street Hierarchy Plan.
3. Parking Standards
 - (a) All parking for rowhouse buildings shall be in accordance with Sec.4.03 C, in addition to the following:
 - (b) On-Site parking shall be accommodated via surface parking, tuck under parking, private parking garage or a combination thereof Table 39.
 - (c) Off-site parking may be accommodated via surface parking, on-street parking or a combination thereof Table 39.
4. Services Standards
 - (a) All services for rowhouse buildings shall be in accordance with Sec.4.03 D, in addition to the following:
 - (b) Services shall be located out of view of the street and shall not impact the general aesthetic of the architecture of the building.
 - (c) For buildings with street frontages on multiple sides, services should be located to the rear of the lot or screened on the lowest ranking street with an architectural wall, solid fence or landscaped hedge. See Sec.2.05 for Street Hierarchy Plan.
5. Private Open Space Standards
 - (a) All rowhouse buildings shall be meet the private open space standards set forth in Sec.4.03 E, in addition to the following:
 - (b) All residential, rowhouse development shall provide a minimum of 400 sq. ft. of private open space, per unit.
6. Landscape Standards
 - (a) All rowhouse buildings shall meet the landscape standards set forth in Sec.4.03 F, in addition to the following:
 - (b) Within the areas designated private open space, tree requirements for the rowhouse building

Figure 44



Minimum Lot Size

Key
 Building
 Build-to Line
 Property Line

Table 39

On-Site and Off-Site Parking Options

| On- Site Parking | |
|--------------------------|-------------------------------------|
| Parking Structure | <input type="checkbox"/> |
| Surface Parking | <input checked="" type="checkbox"/> |
| Tuck Under Parking | <input checked="" type="checkbox"/> |
| Parking Garage (Private) | <input checked="" type="checkbox"/> |
| Surface Parking Pad | <input type="checkbox"/> |
| Off- Site Parking | |
| Parking Structure | <input type="checkbox"/> |
| Surface Parking | <input checked="" type="checkbox"/> |
| On-Street Parking | <input checked="" type="checkbox"/> |

Key
 Allowed
 Non-Allowed

Table 40 Permitted Frontage Types by Buildings

| Rowhouse | DV | DG | UV | NV |
|------------|----|----|----|----|
| Arcade | - | - | ○ | ○ |
| Storefront | - | - | ● | ● |
| Forecourt | - | - | ○ | ○ |
| Stoop | - | - | ● | ● |
| Porch | - | - | ○ | ○ |

Key
 Permitted ●
 Non-Permitted ○
 N/A -

C. Rowhouse Building continued...

typology shall be minimum 20 trees per acre of lot area.

- (i) a maximum of 35% of the total tree requirement within the private open space on a lot may be met by a payment-in-lieu under the Palmetto Bay Downtown Urban Village (DUV) Landscape and Open Space Program.

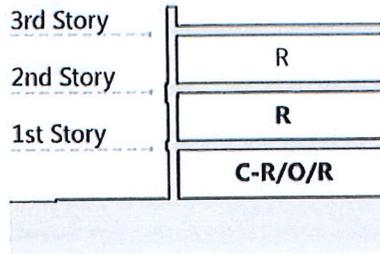
7. Frontage Standards

- (a) All frontage for rowhouse buildings shall be in accordance with Sec.4.03 G, in addition to the following:
- (b) All rowhouse buildings shall have a street level frontage type allowed by sector, according to Table 41
- (c) For non-residential use, all habitable, semi public operating spaces at the ground level shall enter from and front the street.
 - (i) all service room, storage closets and private office space shall be located backing corridors or in the rear of the unit, away from the street.
- (d) For residential uses, only habitable, building space shall be oriented towards the street, at the ground level.

8. Building Size and Massing

- (a) All rowhouse buildings shall be in accordance with Sec.4.03 H, in addition to the following:
- (b) Buildings shall be composed of a two (2) or three (3) story massing element(s) that meets the requirements for each sector as provided in Sec.3.02 A-D
- (c) The minimum unit frontage shall be 20 feet.
- (d) The building, no less than three (3) rowhouse units, shall occupy a minimum percentage of primary frontage along the street, at the build-to line, by sector, according to Table 32.
- (e) Between the second and third story, buildings shall provide unique architectural detailing/fenestration that unifies all buildings, horizontally, on a lot by lot basis, regardless of building type, at the street elevation.
- f. Each building shall be composed of floors programmed with the uses identified in Figure 45.
 - (i) All individual commercial/retail units shall be limited to 12,500 sq.ft. maximum area.
 - (ii) Buildings with multiple street frontages shall provide fenestration on all street fronting sides.
 - (iii) A minimum of 30% of the total building facade shall be fenestrated with windows along all street frontages.
- g. For three (3) story rowhouse units only, ground floor may be a separate flat unit type, accessed separately from the primary frontage, with a townhouse dwelling on the second and third floor, accessed by separate stair and front door.

Figure 45



Key
 Commercial-Retail Office C-R
 Residential O
Minimum Stories R
 Optional Stories

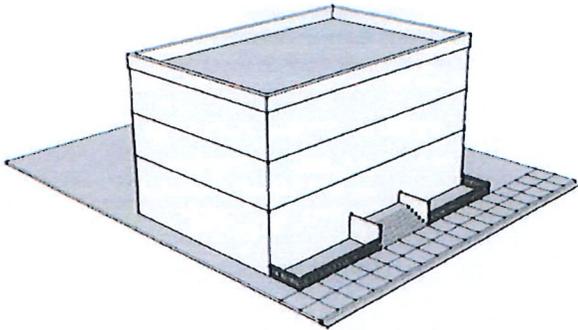
Permitted Uses by Floor C. Rowhouse Building continued...

- (h) Each unit within the building group, regardless of use shall have outdoor exposure and access to open space.
- 9. Accessory Structures
 - (a) Accessory structures shall be permitted in accordance with Sec.4.03 I.
- 10. Accessory Dwellings
 - (a) Accessory dwellings shall be permitted in accordance with Sec.4.03 J.
- 11. Lighting Standards
 - (a) All rowhouse buildings shall be in accordance with Sec.4.03 K.

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Figure 46

Stacked Apartment Massing



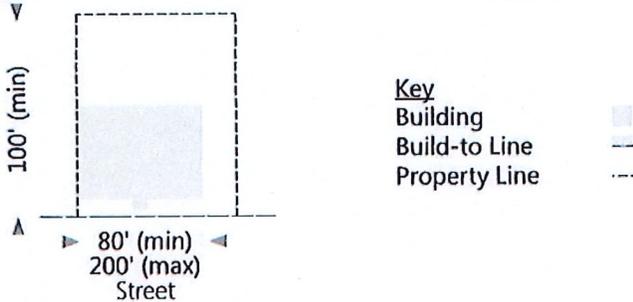
D. Stacked Apartment Building

A multi-family residential building type with similar residential units throughout all floors of the building. Floor plans are intended to accommodate a variety of unit types.

1. Lot Width and Depth
 - (a) All stacked apartment building types shall be in accordance with Sec.4.03 A, in addition to the following:
 - (b) The minimum lot width to accommodate a stacked apartment building along the primary street frontage shall be 80 feet and the maximum lot width shall be 200 feet. The lot depth shall be 100 feet minimum.
2. Access Standards
 - (a) All stacked apartment buildings shall be accessed in accordance with Sec.4.03 B, in addition to the following:
 - (b) Street level residences may be accessed directly from the street, with secondary access to those units from the primary entrance to the upper floors.
 - (c) The primary entrance to the stacked apartments building shall face and be entered from the highest ranking street. See Sec.2.05 for Street Hierarchy Plan.
 - (d) Residences shall be accessed through a ground level lobby/courtyard connected to a system of corridors leading to the units.
 - (e) Each level of building shall have access to a garage (if applicable) via stairs/elevator.
3. Parking Standards
 - (a) All parking for stacked apartment buildings shall be in accordance with Sec.4.03 C, in addition to the following:
 - (b) On-Site parking shall be accommodated via surface parking, tuck under parking or a combination thereof Table 41.
 - (c) Off-site parking may be accommodated via surface parking, on-street parking or a combination thereof Table 41.
4. Services Standards
 - (a) All services for stacked apartment buildings shall be in accordance with Sec.4.03 D, in addition to the following:
 - (b) Services shall be located out of view of the street and shall not impact the general aesthetic of the architecture of the building.
 - (c) For buildings with street frontages on multiple sides, services should be located to the rear of the lot or screened on the lowest ranking street with an architectural wall, solid fence or landscaped hedge. See Sec.2.05 for Street Hierarchy Plan.
5. Private Open Space Standards
 - (a) All stacked apartment buildings shall be meet the private open space standards set forth in Sec.4.03

Figure 47

Minimum Lot Size



Key
 Building
 Build-to Line
 Property Line

Table 41

On-Site and Off-Site Parking Options

| On-Site Parking | |
|--------------------------|-------------------------------------|
| Parking Structure | <input type="checkbox"/> |
| Surface Parking | <input checked="" type="checkbox"/> |
| Tuck Under Parking | <input checked="" type="checkbox"/> |
| Parking Garage (Private) | <input type="checkbox"/> |
| Surface Parking Pad | <input type="checkbox"/> |
| Off-Site Parking | |
| Parking Structure | <input type="checkbox"/> |
| Surface Parking | <input checked="" type="checkbox"/> |
| On-Street Parking | <input checked="" type="checkbox"/> |

Key
 Allowed
 Non-Allowed

D. Stacked Apartment Building continued...

E, in addition to the following:

- (b) All multi-family residential shall provide a minimum of 10% of the site for common, private open space.

6. Landscape Standards

- (a) All stacked apartment buildings shall meet the landscape standards set forth in Sec.4.03 F, in addition to the following:
- (b) Within the areas designated private open space, tree requirements for the stacked apartment building typology shall be minimum 20 trees per acre of lot area.
 - (i) a maximum of 35% of the total tree requirement within the private open space on a lot may be met by a payment-in-lieu under the Palmetto Bay Downtown Urban Village (DUV) Landscape and Open Space Program.

7. Frontage Standards

- (a) All frontage for stacked apartment buildings shall be in accordance with Sec.4.03 G, in addition to the following:
- (b) All stacked apartment buildings shall have a street level frontage type allowed by sector, according to Table 42.
- (c) In the stacked apartment building, only habitable, building space shall be oriented towards the street, at the ground level.
 - (i) More private rooms, such as service, sleeping or bathrooms shall be oriented away from the street frontage.

8. Building Size and Massing

- (a) All stacked apartment buildings shall be in accordance with Sec.4.03 H, in addition to the following:
- (b) Buildings may be composed of a primary volume with secondary massing element(s) of reduced volume attached to it.
 - (i) Each building shall meet requirements for each sector as provided in Sec.3.02 A-D
- (c) The building shall occupy a minimum percentage of primary frontage along the street, at the build-to line, by sector, according to Table 32.
- (d) Between the second and third story, buildings shall provide unique architectural detailing/fenestration that unifies all buildings, horizontally, on a lot by lot basis, regardless of building type, at the street elevation.
- (e) Each building shall be composed of floors programmed with the uses identified in Figure 48.
 - (i) Buildings with multiple street frontages shall provide fenestration on all street fronting sides.
 - (ii) A minimum of 30% of the total building facade must be fenestrated with windows along all street frontages.
- f. Each unit within the building group, regardless of

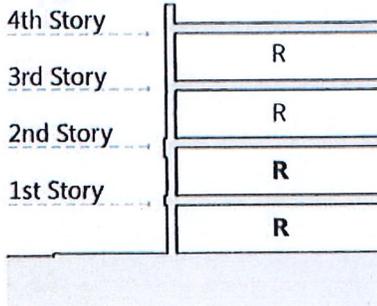
Table 42 Permitted Frontage Types by Buildings

| Stacked Apartment | DV | DG | UV | NV |
|-------------------|----|----|----|----|
| Arcade | - | - | ○ | ○ |
| Storefront | - | - | ○ | ○ |
| Forecourt | - | - | ○ | ○ |
| Stoop | - | - | ● | ● |
| Porch | - | - | ○ | ● |

Key

- Permitted ●
- Non-Permitted ○
- N/A -

Figure 48



Permitted Uses by Floor

- Key**
 Commercial-Retail C-R
 Office O
 Residential R
Minimum Stories
 Optional Stories

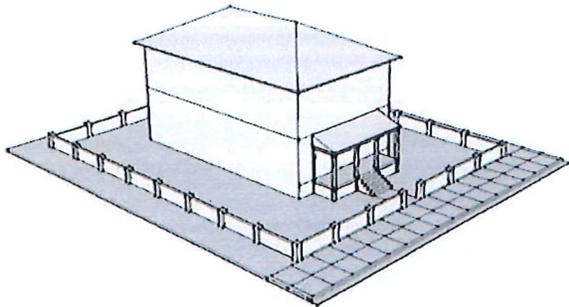
D. Stacked Apartment Building continued...

- use shall have outdoor exposure and access to open space.
- 9. Accessory Structures
 - (a) Accessory structures shall not be permitted.
- 10. Accessory Dwellings
 - (a) Accessory dwellings shall not be permitted.
- 11. Lighting Standards
 - (a) All stacked apartment buildings shall be in accordance with Sec.4.03 K.

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Figure 49

Single Family House Massing



E. Single Family House Building

A residential building type that accommodates one primary residence on all floor(s) of the structure and occupies the totality of the site in and of itself.

1. Lot Width and Depth
 - (a) All single family house building types shall be in accordance with Sec.4.03 A, in addition to the following:
 - (b) The minimum lot width to accommodate a single family house unit along the primary street frontage shall be 45 feet and the maximum lot width shall be 100 feet. The depth of the lot shall be 100 feet minimum.
2. Access Standards
 - (a) All single family houses shall be accessed in accordance with Sec.4.03 B, in addition to the following:
 - (b) The primary entrance to the single family house shall face and be entered from the highest ranking street. See Sec.2.05 for Street Hierarchy Plan.
3. Parking Standards
 - (a) All parking for single family house buildings shall be in accordance with Sec.4.03 C, in addition to the following:
 - (b) On-Site parking shall be accommodated via tuck under parking, private parking garage or surface parking pad Table 43.
 - (c) Off-site parking may be accommodated via on-street parking Table 43.
 - (d) Private garage may be attached or detached to the residence and shall not face onto the primary street frontage.
4. Services Standards
 - (a) All services for single family house buildings shall be in accordance with Sec.4.03 D, in addition to the following:
 - (b) For buildings with frontages on multiple sides, services should be located to the rear of the lot or screened on the lowest ranking street. See Sec.2.05 for Street Hierarchy Plan.
 - (c) Services shall be located at least 10' behind the front of the facade and screened from the street with a solid fence or landscape hedge.
5. Private Open Space Standards
 - (a) All single family house buildings shall be meet the private open space standards set forth in Sec.4.03 E, in addition to the following:
 - (b) All single-family residential shall provide a minimum of 10% of the lot for private open space.
6. Landscape Standards
 - (a) All single family house buildings shall meet the landscape standards set forth in Sec.4.03 F, in addition to the following:
 - (b) Within the areas designated private open space, tree requirements for the single family house building typology shall be minimum 20 trees per

Figure 50

Minimum Lot Size

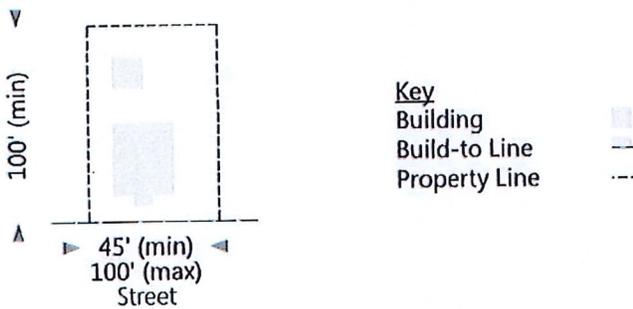


Table 43

On-Site and Off-Site Parking Options

| On- Site Parking | |
|--------------------------|--------------------------|
| Parking Structure | <input type="checkbox"/> |
| Surface Parking | <input type="checkbox"/> |
| Tuck Under Parking | <input type="checkbox"/> |
| Parking Garage (Private) | <input type="checkbox"/> |
| Surface Parking Pad | <input type="checkbox"/> |
| Off- Site Parking | |
| Parking Structure | <input type="checkbox"/> |
| Surface Parking | <input type="checkbox"/> |
| On-Street Parking | <input type="checkbox"/> |

Key
 Allowed
 Non-Allowed

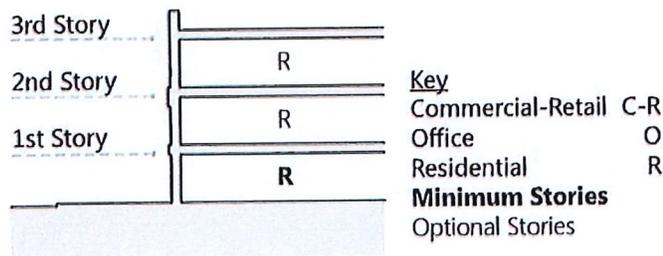
Table 44 Permitted Frontage Types by Buildings

| Single Family House | DV | DG | UV | NV |
|---------------------|----|----|----|----|
| Arcade | - | - | ○ | ○ |
| Storefront | - | - | ○ | ○ |
| Forecourt | - | - | ○ | ○ |
| Stoop | - | - | ● | ● |
| Porch | - | - | ○ | ● |

Key
 Permitted ●
 Non-Permitted ○
 N/A -

Figure 51

Permitted Uses by Floor



E. Single Family House Building continued...

acre of lot area.

- (i) a maximum of 35% of the total tree requirement within the private open space on a lot may be met by a payment-in-lieu under the Palmetto Bay Downtown Urban Village (DUV) Landscape and Open Space Program.

7. Frontage Standards

- (a) All frontage for single family house buildings shall be in accordance with Sec.4.03 G, in addition to the following:
- (b) All single family house buildings shall have a street level frontage type allowed by sector, according to Table 44.
- (c) In the single family house building, only habitable, building space shall be oriented towards the street, at the ground level.
 - (i) More private rooms, such as service, sleeping or bathrooms shall be oriented away from the street frontage or on the floors above.

8. Building Size and Massing

- (a) All single family house buildings shall be in accordance with Sec.4.03 H, in addition to the following:
- (b) Buildings shall be composed of one (1) and/or two (2) story volume.
 - (i) Each building shall meet requirements for each sector as provided in Sec.3.02 A-D
- (c) The building shall occupy a minimum percentage of primary frontage along the street, at the build-to line, by sector, according to Table 32.
- (d) Each building shall be composed of floors programmed with the uses identified in Figure 51.
 - (i) Buildings with multiple street frontages shall provide fenestration on all street fronting sides.
 - (ii) A minimum of 30% of the total building facade must be fenestrated with windows along all street frontages.

9. Accessory Structures

- (a) Accessory structures shall be permitted in accordance with Sec.4.03 I.

10. Accessory Dwellings

- (a) Accessory dwellings shall be permitted in accordance with Sec.4.03 J.

11. Lighting Standards

- (a) All single family house buildings shall be in accordance with Sec.4.03 K.

Section 4.05 Permitted Frontage Types

Subject to the requirements of the applicable sector, building types shall be designed with one of the permitted frontage types, to ensure that development within the Village of Palmetto Bay meets and addresses the street in accordance with the Village's ultimate vision for the built environment.

A. Arcade

The arcade is a facade application with a street level colonnade at the build-to line, open to the street sidewalk, and with building program on the floors above. Ideal for a commercial/retail use in an urban setting, and complimentary to the storefront frontage type, the arcade frontage type shall only be permitted in certain building types, Sec.4.04 A-B 7(b), and only on the primary frontage along Franjo Road.

B. Storefront

The storefront is a facade placed flush to build-to line, with entrance to the unit at sidewalk level. Ideal for commercial/retail frontage, but also suitable for some higher intensity residential buildings with common entrances. This frontage type can be accompanied by a cantilevered roof(s)/awning(s). Recessed entryways are also accepted in the storefront frontage type. When complimentary to another frontage type, the storefront frontage type may be set back off of the build-to line.

C. Forecourt

The forecourt is a semi-public, exterior open space, compatible with the arcade and storefront frontage type, that is partially surrounded by building on at least two (2) sides and also opened to the street sidewalk, forming a court. The forecourt is appropriate in the form of outdoor landscaped open space/gathering area and suitable for commercial/retail, office or residential uses.

D. Stoop

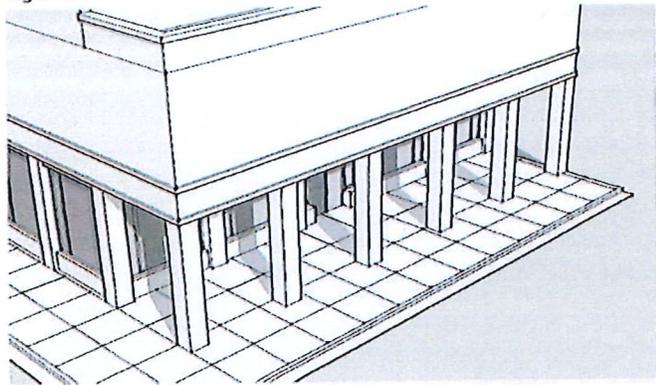
The stoop is an elevated entry pad, that can encroach into the setback and corresponds directly to the entrance of a building or individual unit. An elevated ground story ensures additional privacy for windows and doors. This frontage type is ideal for residential uses at the ground floor, and also compatible with some lower intensity commercial/retail frontages. When building facade is set back, a decorative fence, shall be required at the build-to line, to preserve the street edge.

E. Porch

Associated with single-family houses, the porch frontage is an elevated semi-private, exterior space, that is built at the setback line and corresponds to the front of a single family house building. The landscape yard space of the setback transitions to an elevated landing before entrance into the building. A fence or shall be built at the build-to line to enclose the yard space and preserve the street edge.

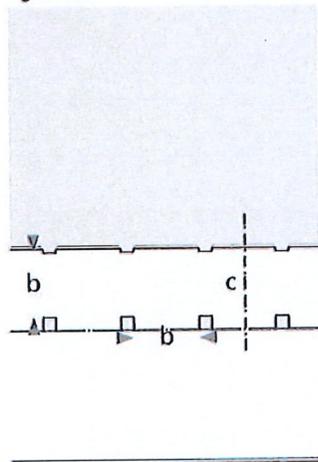
Section 4.06 Specific Parameters by Frontage Type

Figure 52



Arcade: 3D View

Figure 53



Arcade Plan and Section

Street (Front)

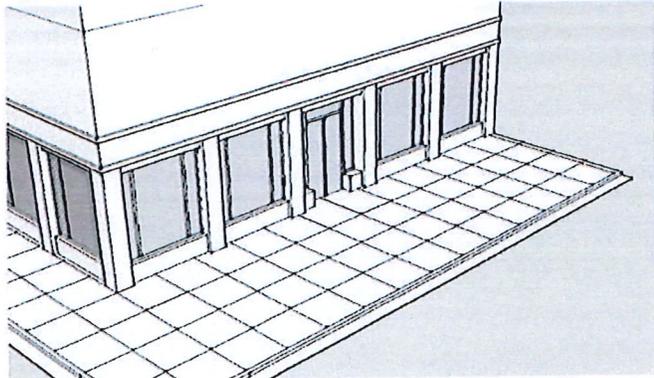
Street (Front)

A. Arcade

The arcade is a facade application with a street level colonnade at the build-to line, open to the street sidewalk, and with building program on the floors above. This frontage type is ideal for a commercial/retail use in an urban setting, and complimentary to the storefront and forecourt frontage type.

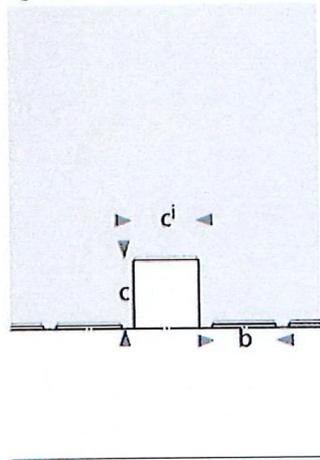
1. The arcade frontage type shall be permitted with certain building types in the given sector, and only along the primary frontage along Franjo Road, Sec.4.04 A-E 7(b).
2. Soffits, columns, arches/openings and other details shall be treated consistent with the architectural character of the whole building.
3. The openings of the arcade shall be of vertical proportion and have a finished floor that matches at the adjoining sidewalk.
 - (a) The minimum unobstructed clear height, from finished floor to the highest point of arcade opening shall be 14 feet.
 - (b) The minimum clear width from column face to column face, or column face to building face shall be no less than 10 feet.
 - (c) Openings within the storefront shall be aligned to the centerline between the columns and a minimum 10 feet tall.
 - (i) Openings within the storefront shall meet all other requirements for a storefront frontage type. See Sec.4.05 B.
4. Elements may project off the facade of the frontage subject to the standards for encroachments by sector in Sec.3.02 A-D (4)
5. Awnings shall be a maximum 10 feet in width and shall only correspond to and attach to the openings of the arcade.
 - (a) Awnings shall be a minimum one (1) foot clear from the edge of the building in elevation.

Figure 54

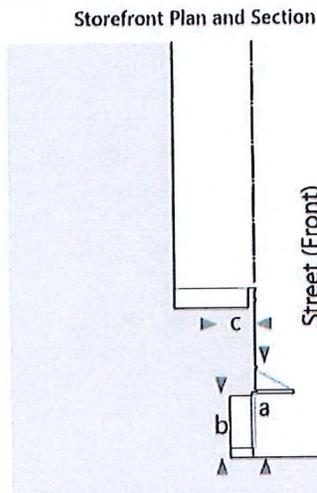


Storefront: 3D View

Figure 55



Street (Front)



Street (Front)

B. Storefront

The storefront is a facade placed flush to build-to line, with entrance to the unit at sidewalk level. Ideal for commercial/retail frontage, but also suitable for some higher intensity residential buildings with common entrances. This frontage type can be accompanied by a cantilevered roof(s)/awning(s). Recessed entryways are also accepted in the storefront frontage type. When complimentary to another frontage type, the storefront frontage type may be set back off of the build-to line.

1. The storefront frontage type shall be permitted with certain building types in a given sector. See Sec.4.04 A-E 7(b).
2. The following shall apply to all storefronts as independent frontage types or complimentary to another frontage type, such as with the arcade or forecourt types:
 - (a) A minimum 14 feet clear to a maximum 18 feet tall, as measured from the finished floor/adjoining sidewalk.
 - (b) Openings within the storefront shall be vertically proportioned and a minimum of 10 feet wide and 10 feet tall.
 - (i) A minimum of 70% of the ground floor storefront shall be glazed with a transparent, non-opaque/non reflective glazing to provide clear view into the unit.
 - (ii) Display cases or merchandise/goods storage shall be 36 inches maximum in height from the finished sidewalk and shall maintain a minimum of 70% clear view into the unit.
 - (iii) Security measures, such as gates, grating or roll down shutters shall be prohibited from exterior application and shall only occur on the interior side of the glass and shall be minimum 50% clear view into the storefront.
 - (c) Entrances to storefront may be recessed eight (8) feet maximum from the build-to line, when used as an independent frontage type.
 - (i) Width of recessed entrance shall be the width of one (1) storefront bay or 10ft maximum, whichever is less.
3. Elements may project off the facade of the frontage subject to the standards for encroachments by sector in Sec.3.02 A-D (4).
4. Awnings shall be a maximum 10 feet in width.
 - (a) Awnings shall only cover storefront openings, not entire facade.
 - (b) For spans wider than 10 feet, a break of eight (8) inches shall be provided between awnings.
 - (c) Awnings shall be a minimum one (1) foot clear from the edge of the building in elevation.

Figure 56

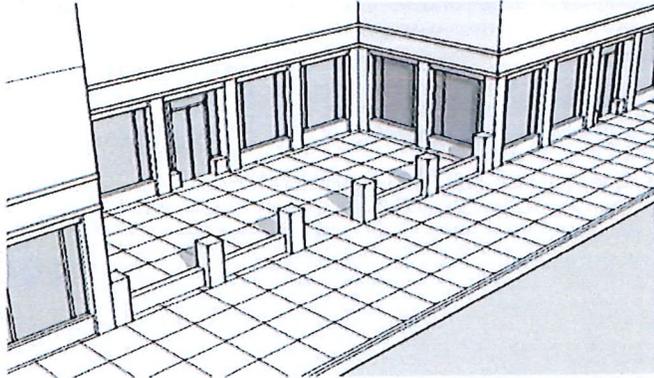
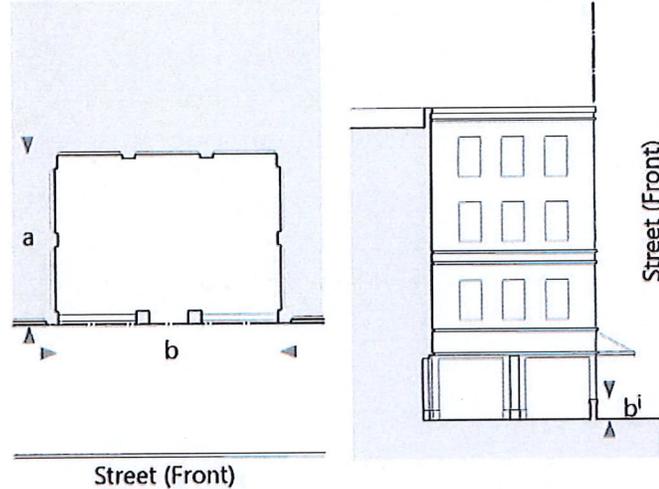


Figure 57



C. Forecourt

The forecourt is a semi-public, exterior open space, compatible with the arcade and storefront frontage type, that is partially surrounded by building on at least two (2) sides and also opened to the street sidewalk, forming a court. The forecourt is appropriate in the form of outdoor landscaped open space/gathering area and suitable for commercial/retail, office or residential uses.

1. The forecourt frontage type shall be permitted with certain building types in a given sector. See Sec.4.04 A-E 7(b).
2. The following shall apply to all buildings with forecourt in conjunction with another frontage type, such as with the arcade or storefront types:
 - (a) A minimum 10 feet to a maximum 40 feet deep along the primary frontage
 - (b) A minimum 20 feet wide and maximum 30% of the lot width along the frontage
 - (i) A decorative fence, maximum three (3) feet in height, may be placed along the build-to line and count towards minimum frontage % standards for a building along the primary street.
3. Openings within the storefront shall meet all other requirements for a storefront frontage type. See Sec.4.05 B.
4. Elements may project off the facade of the frontage subject to the standards for encroachments by sector in Sec.3.02 A-D (4).
5. Awnings shall be a maximum 10 feet in width.
 - (a) Awnings shall only cover storefront openings, not entire facade.
 - (b) For spans wider than 10 feet, a break of eight (8) inches shall be provided between awnings.
 - (c) Awnings shall be a minimum one (1) foot clear from the edge of the building in elevation.

Figure 58

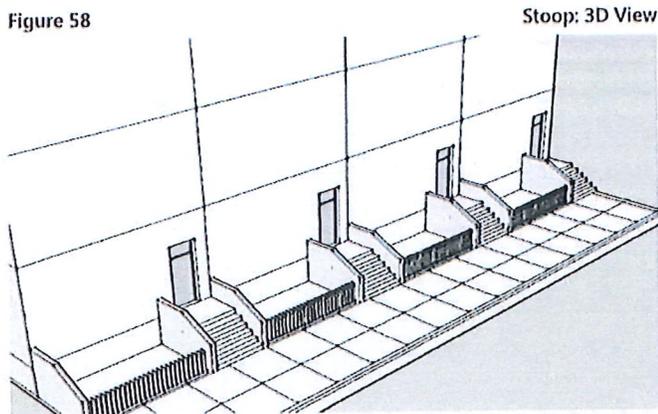
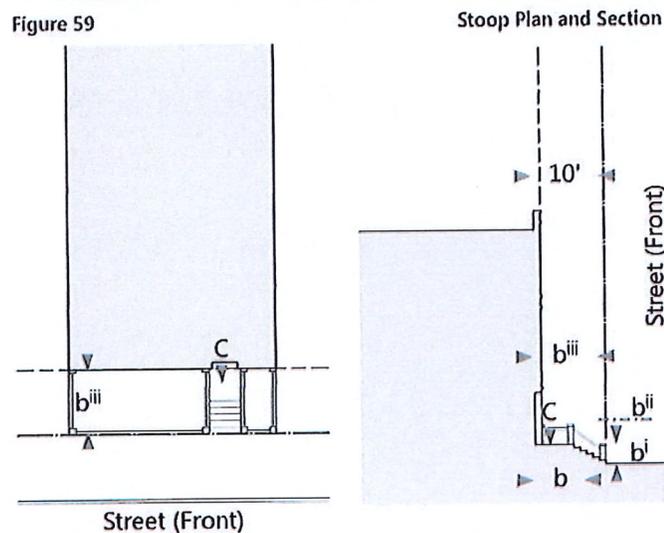


Figure 59

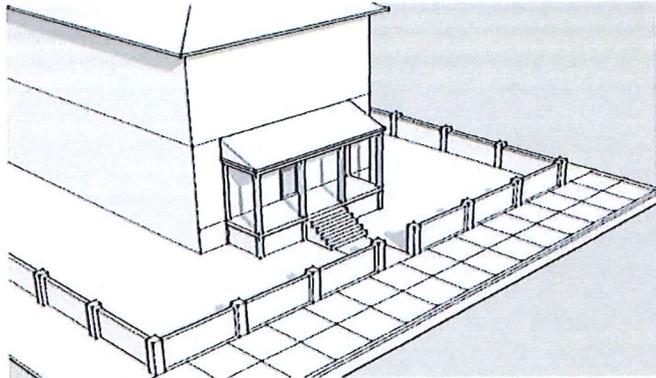


D. Stoop

The stoop is an elevated entry pad, that can encroach into the setback and corresponds directly to the entrance of a building or individual unit. An elevated ground story ensures additional privacy for windows and doors. This frontage type is ideal for residential uses at the ground floor, and also compatible with some lower intensity commercial/retail frontages. When building facade is set back, a decorative fence, shall be required at the build-to line, to preserve the street edge.

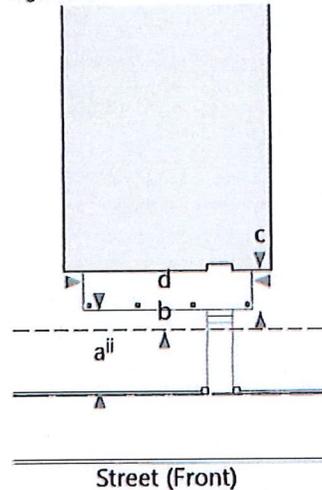
1. The stoop frontage type shall be permitted with certain building types in a given sector. See Sec.4.04 A-E 7(b).
2. The following shall apply to all buildings with a stoop frontage type:
3. Stoops may encroach a maximum of eight (8) feet into the build-to line when used on street frontages along Franjo Road.
 - (a) For all other buildings with a stoop frontage, set back shall be 10 feet from the build-to line, on the primary frontage.
 - (b) Stoop may encroach a maximum of eight (8) feet into the setback along all streets excluding Franjo Road.
 - (i) A decorative fence, maximum three (3) feet in height, may be placed along the build-to line and count towards minimum frontage % standards for a building along the primary street.
 - (ii) Area between the interior face of the fence and facade of building shall be landscaped and count towards private open space requirements.
 - (c) Entry pad must be a minimum four (4) feet deep, four (4) feet wide and correspond directly with the entry to the building.
 - (d) Stoop shall transition from adjoining sidewalk level to that of the entry pad, which meets the first floor of the building at the entrance.
 - (i) first floor of building shall be raised a maximum of two (2) feet above the sidewalk level.
4. Elements may project off the facade of the frontage subject to the standards for encroachments by sector in Sec.3.02 A-D (4).
5. Awnings shall be a maximum 10 feet in width.
 - (a) For spans wider than 10 feet, a break of eight (8) inches shall be provided between awnings.
 - (b) Awnings shall be a minimum one (1) foot clear from the edge of the building in elevation.

Figure 60

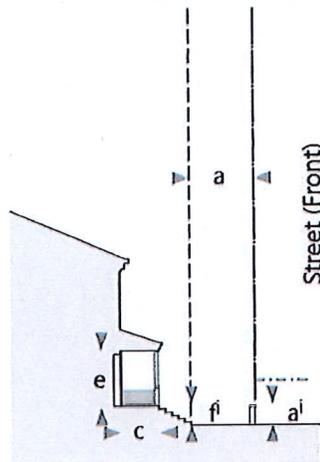


Porch: 3D View

Figure 61



Porch Plan and Section



E. Porch

Associated with single-family houses, the porch frontage is an elevated semi-private, exterior space, that is built at the setback line and corresponds to the front of a single family house building. The landscape yard space of the setback transitions to an elevated landing before entrance into the building. A fence or shall be built at the build-to line to enclose the yard space and preserve the street edge.

1. The porch frontage type shall be permitted with certain building types in a given sector. See Sec.4.04 A-E 7(b).
2. Porch frontage type shall be permitted only in the Neighborhood Village (NV) sector
 - (a) For all single family houses with a porch frontage types, setback shall be 10 feet from the build to line, on the primary frontage.
 - (i) A decorative fence, maximum three (3) feet in height, may be placed along the build-to line and count towards minimum frontage % standards for a building along the primary street.
 - (ii) Area between the interior face of the wall and porch shall be landscaped and count towards private open space requirements.
 - (b) Porch shall not encroach into 10 foot setback area to preserve yard space.
 - (c) Porch shall be a minimum six (6) feet deep.
 - (d) A minimum 12 feet wide and correspond directly to the entry of the single family house.
 - (e) A height of minimum eight (8) feet clearance from finished floor of porch to ceiling.
 - (f) Porch shall transition from adjoining sidewalk and yard level to meet the first floor of the building at the entrance.
3. Elements may project off the facade of the frontage subject to the standards for encroachments by sector in Sec.3.02 A-D (4).
4. Awnings shall be a maximum 10 feet in width.
 - (a) For spans wider than 10 feet, a break of eight (8) inches shall be provided between awnings.
 - (b) Awnings shall be a minimum one (1) foot clear from the edge of the building in elevation.

30-50.23.5 Street Connectivity Standards

Section 5.01 Purpose

This section identifies the standards, by which all streets both new and existing, shall be met with regards to the dedication, construction and/or redevelopment by both the Village of Palmetto Bay and its individual property owners, in addition to any other public entities/stakeholders.

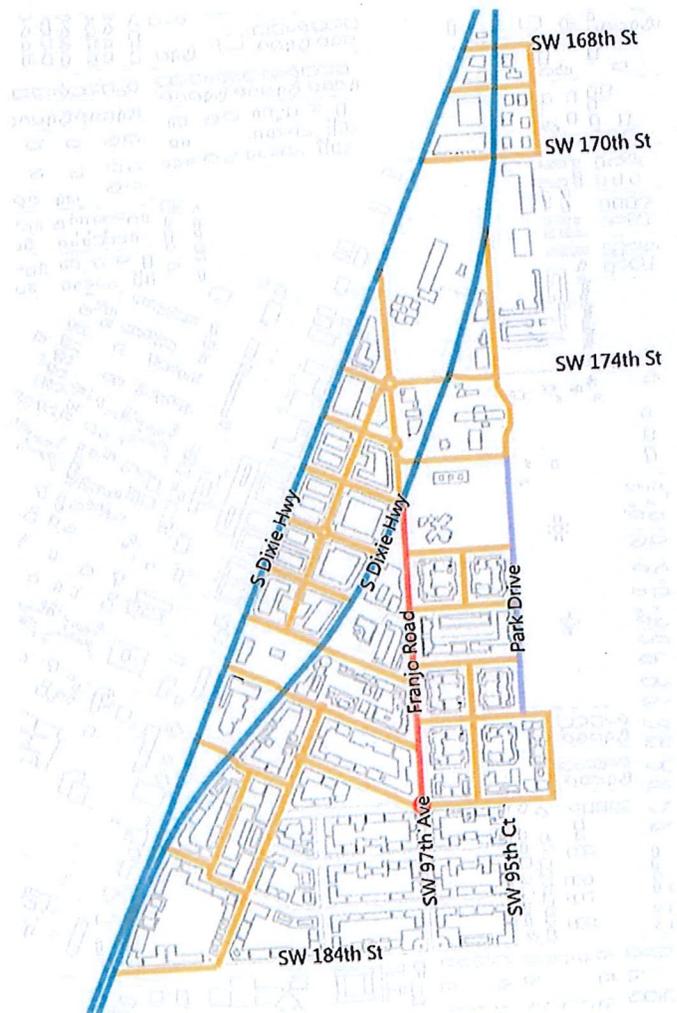
All construction of new and redevelopment of existing right-of-ways shall be the responsibility of the individual property owners and are intended to support the Village of Palmetto Bay's future vision for a highly connected, multi-modal, ped/bike-friendly, network of streets within the Downtown Urban Village (DUV). Property owners shall be responsible for the portion of the right-of-way on all sides of development, considered street frontage.

The intention of this section is to provide the tools necessary for property owners and potential developers to determine the type of street and the elements within the right of way necessary to achieve the Village of Palmetto Bay's vision for the Downtown Urban Village (DUV). The size, location and treatment of the elements that compose the right of way shall determine the relevant build-to-line, in which property owners and developers shall base plans for their parcels and apply all parameters of development.

| Key | | |
|-------|----------------|---|
| (FR) | Franjo Road |  |
| (US1) | US-1 |  |
| (P) | Park Drive |  |
| (TS) | Typical Street |  |

Figure 62

Street Type Plan



VILLAGE OF PALMETTO BAY

A. Franjo Road (FR)

Figure 63



Table 45

Elements of the ROW

| Street Type | Sectors | | | |
|----------------|---------|----|----|----|
| | DV | DG | UV | NV |
| FR Franjo Road | ■ | ■ | ■ | □ |

| ROW Elements | Type |
|-------------------------|-----------------------------|
| (a) Pedestrian Way | Sidewalk |
| (b) Landscape Area | Trees (Integrated) |
| (c) Parking Area | Parallel Parking |
| (d) Pavement Transition | Curb and Gutter |
| (e) Bicycle Lane | One-Way (Striped) |
| (f) Travel Lane | One-Way (Vehicular) |
| (g) Pavement Transition | Curb and Gutter |
| (h) Median Area | Landscaped (with Left Turn) |

Key

Allowed

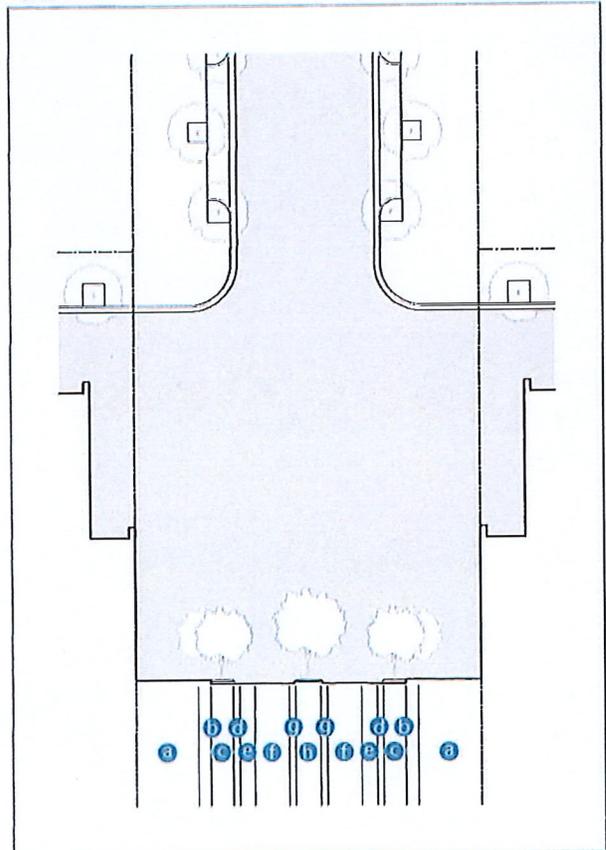
Non-Allowed

N/A -

- At a minimum, there shall be provided a minimum ROW of 70', 35' from the centerline of the road at all times.
- All ground floor uses along Franjo Road shall be of commercial/retail uses in accordance with Sec.2.07.

Figure 64

Elements of the ROW



B. US-1 (US1)

Figure 65

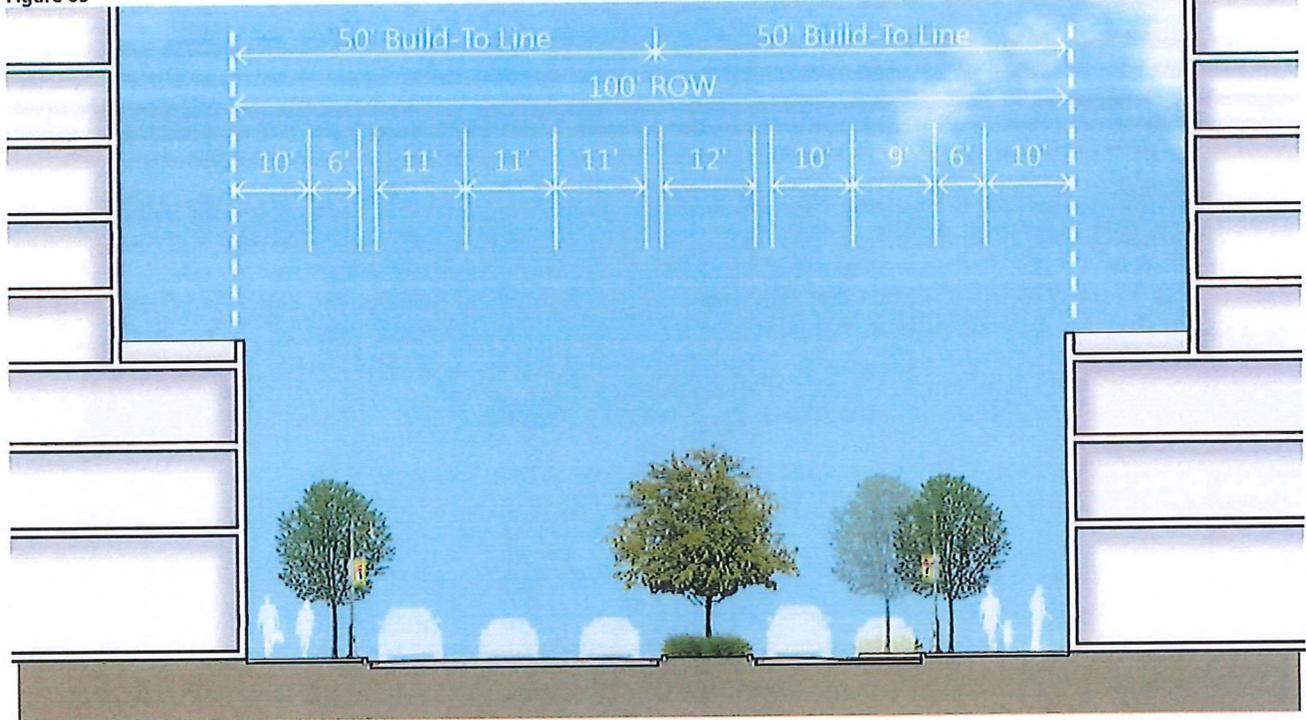


Table 46

Elements of the ROW

| | | Sectors | | | |
|-------------|------|---------|----|----|----|
| | | DV | DG | UV | NV |
| Street Type | US-1 | ■ | ■ | □ | □ |

| ROW Elements | Type |
|-------------------------|---------------------------|
| (a) Pedestrian Way | Sidewalk |
| (b) Landscape Area | Tree Grate |
| (c) Parking Area | Parallel Parking (1 Side) |
| (d) Pavement Transition | Curb and Gutter |
| (e) Bicycle Lane | - |
| (f) Travel Lane | One-Way (Vehicular) |
| (g) Pavement Transition | Curb and Gutter |
| (h) Median Area | Landscaped |

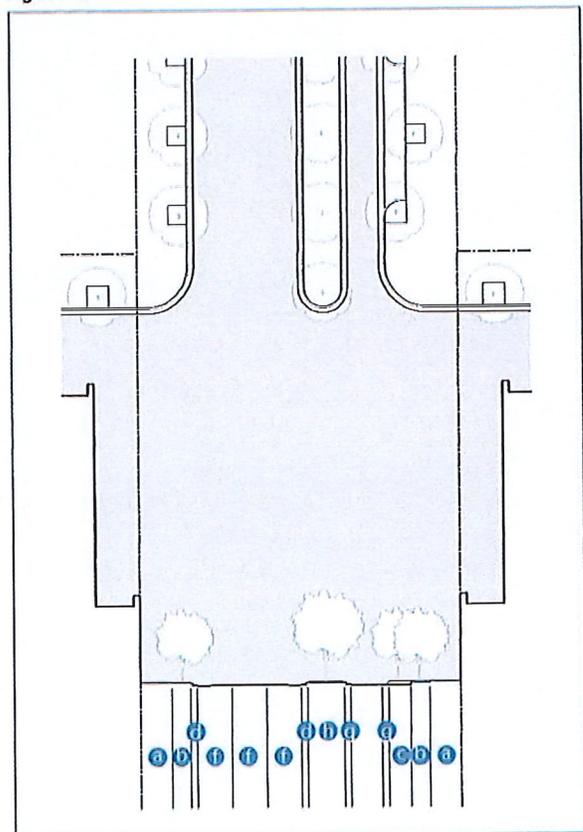
Key

- Allowed
- Non-Allowed
- N/A

1. For southbound lanes of US-1, where ROW is less than 100', setback and build-to line shall be 16'.
2. Slip lanes shall not be required for Southbound lanes of US-1.

Figure 66

Elements of the ROW



C. Park Drive (P)

Figure 67

Thoroughfare Standards

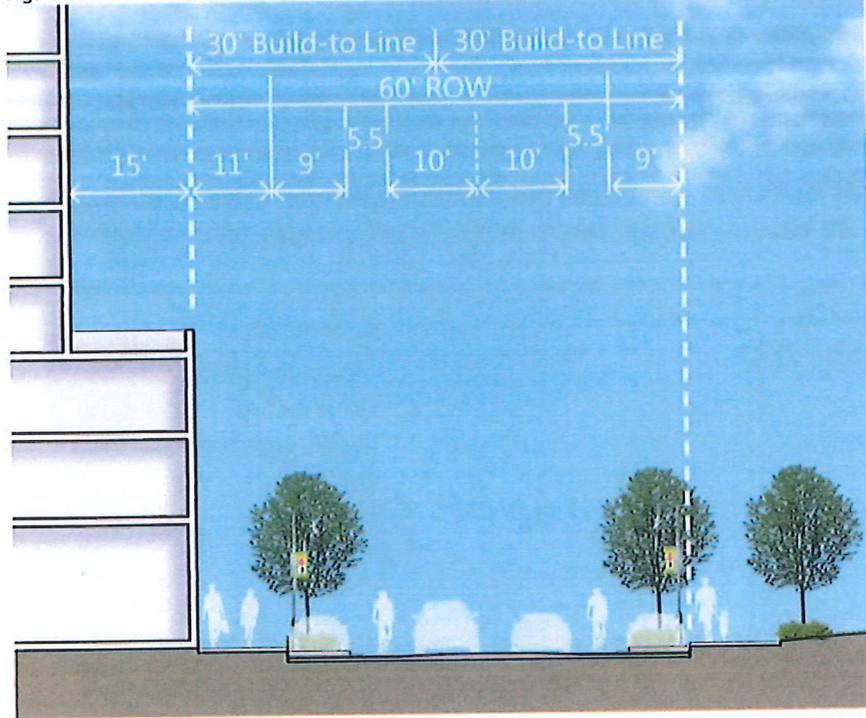


Table 47

Elements of the ROW

| Street Type | Sectors | | | |
|--------------|---------|----|----|----|
| | DV | DG | UV | NV |
| P Park Drive | ■ | □ | □ | □ |

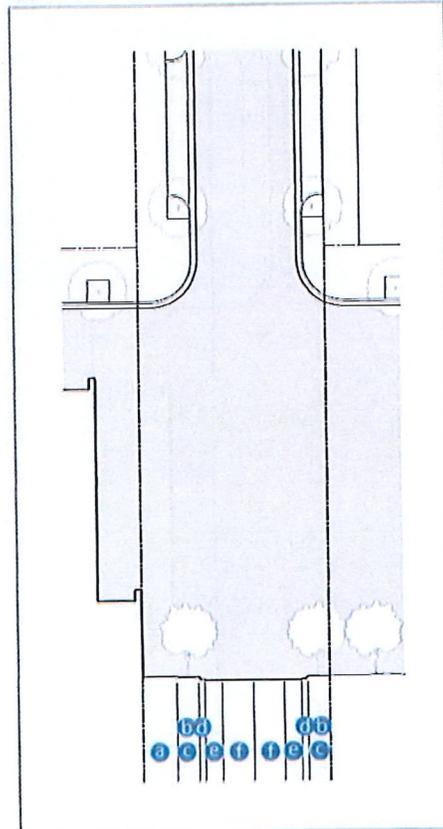
| ROW Elements | Type |
|-------------------------|---------------------|
| (a) Pedestrian Way | Sidewalk |
| (b) Landscape Area | Trees (Integrated) |
| (c) Parking Area | Parallel Parking |
| (d) Pavement Transition | Curb and Gutter |
| (e) Bicycle Lane | One-Way (Striped) |
| (f) Travel Lane | One-Way (Vehicular) |
| (g) Pavement Transition | - |
| (h) Median Area | - |

Key

- Allowed
- Non-Allowed
- N/A

Figure 68

Elements of the ROW



E. Typical Street: Neighborhood 1 (TS-N1)

Figure 71

Thoroughfare Standards

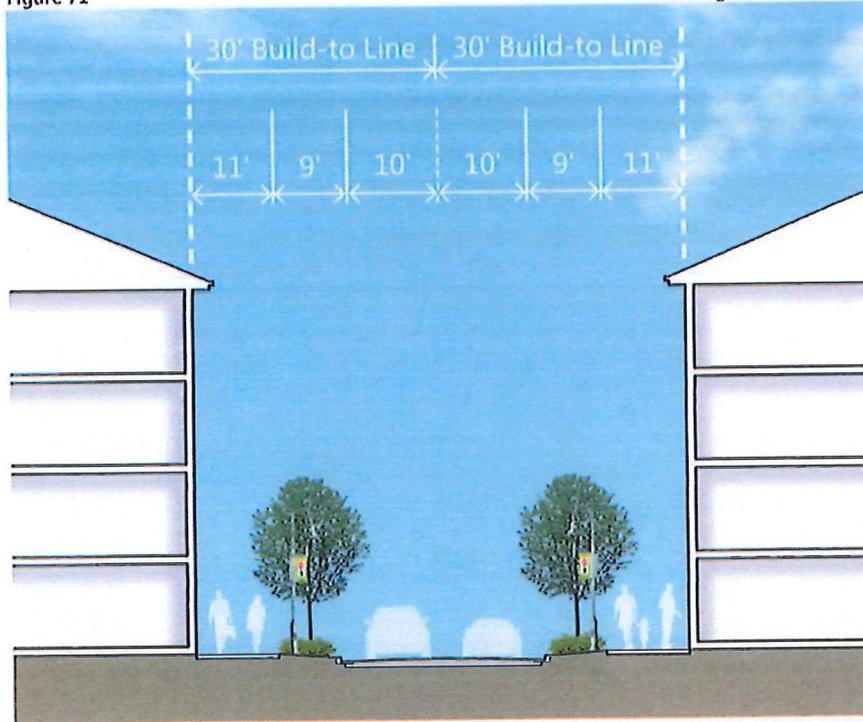


Table 49

Elements of the ROW

| Street Type | Sectors | | | |
|----------------------|---------|----|----|----|
| | DV | DG | UV | NV |
| TS-N1 Neighborhood 1 | □ | □ | ■ | ■ |

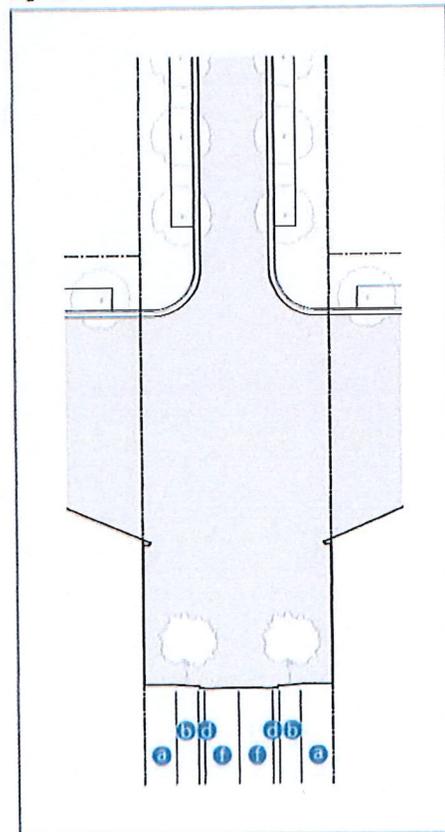
| ROW Elements | Type |
|-------------------------|---------------------|
| (a) Pedestrian Way | Sidewalk |
| (b) Landscape Area | Planting Strip |
| (c) Parking Area | - |
| (d) Pavement Transition | Curb and Gutter |
| (e) Bicycle Lane | - |
| (f) Travel Lane | One-Way (Vehicular) |
| (g) Pavement Transition | - |
| (h) Median Area | - |

Key

- Allowed
- Non-Allowed
- N/A

Figure 72

Elements of the ROW



30-50.23.6 DEFINITIONS

Terms used throughout this document shall take their commonly accepted meaning unless otherwise defined in Village of Palmetto Bay Code Sec. 30-40.1 as adopted by the Village of Palmetto Bay. Terms requiring interpretation specific to this chapter are as follows:

Abutting: A common border or being separated from such common border by a roadway, easement or right-of-way.

Access: The place or way by which pedestrians and vehicles have a safe and usable ingress and egress to a site. An unobstructed way or means of approach to provide entry to, or exit from, a property.

Accessory Building: An enclosed building that is subordinate to and not the main or principal building on a lot or parcel and that is used as a dwelling unit, garage, storage shed or similar use.

Accommodation Uses: Facilities that provide short term lodging including: hotels; motels; rooming houses, bed and breakfasts; and similar uses. Accommodations shall be rented in no less than 24 hour (minimum) increments.

Alley: An alley is any public or private thoroughfare for the use of pedestrians or vehicles, 20 feet nor more than thirty 30 feet in width, and is intended for service and only a secondary means of access to abutting properties

Apartment: A multi-family unit type that is for rent.

Arcade: See 'Frontage Types'

Automotive Uses: Establishments specializing in the service or repair of automobiles; automobile tire sales and replacement; automobile parts sales and installation; sales of new and used automobiles; and gas stations or other form of stations used for the powering/charging of automobiles.

Base Element: A continuous raised platform supporting a building, or a large block of two stories beneath a multi-layer block of a smaller area.

Bicycle Lane: An on-road facility specifically dedicated for bicycle use.

Big Box Retail/Services: A chain, commercial-retail establishment with gross floor area greater than 20,000 sq. ft.

Block: A combination of contiguous building lots, the perimeter of which abuts public street(s), private street(s), easement(s) or dedicated open space(s).

Building Frontage: The portion of the building required to be located along the build-to-line.

Building Height: The vertical distance measured from the average height of the crown of the road, adjacent to the building frontage, to the top of the highest slab for a flat roof. For a pitched roof, the height of the building shall be measured to the highest point of the finished roof.

Building Type: A structure defined by the combination of mass, configuration and placement, within a site.

Build-to-Line: 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.

Civic Uses: Uses that are accessible to the public and serves the religious, recreational, educational, cultural and/or governmental needs of the community. Civic Uses include, but are not limited to: convention/meeting halls; private clubs; libraries; police stations; fire stations; post offices; clubhouses; religious buildings; museums; athletic facilities; auditoriums; theaters; other performing arts buildings; and government facilities. The architecture of a civic use building shall reflect its civic nature.

Clear View: For commercial-retail uses, unobstructed site line into the units shall be maintained to encourage/generate pedestrian activity/interaction and provide surveillance of the street.

Colleges and Universities: Facilities that serve the educational needs of the adult population. This group shall include universities; colleges; commuter colleges; trade schools and other similar uses as determined by the Director.

Commercial Parking Structure: Structures that provide parking as the primary on-site use. These facilities offer short-term parking of vehicles and may charge a fee for such use. This group includes; shared parking facilities; shuttle parking facilities; transit park-and-ride facilities and other similar uses as determined by the Director.

Community Garden: Open space that is set aside for the cultivation and harvesting of produce such as flowers, fruits and vegetables.

Condominium: An ownership version of a multi-family unit types.

Courtyard House: An attached single-family dwelling type that contains a court or atrium. The court shall be enclosed on at least three sides by habitable building space and shall provide penetrable openings such as windows and doors between the interior of the dwelling and the court. A courtyard house may occupy the maximum frontage as allowed by building type within a sector.

Decorative Fence: A functional fence that is designed with aesthetics in mind and adds to the appearance and design of the property/building. 50% of the square footage of the fence shall be open.

Department: The Village of Palmetto Bay Planning and Zoning Department

Designated Public Open Space: An outdoor, at grade space including greens, squares and plazas, as indicated on the Public Open Spaces Plan. Designated open spaces may also be set aside by property owners who wish to participate in the Palmetto Bay Downtown Urban Village (DUV) Landscape and Open Spaces Program.

Director: The director of the Village of Palmetto Bay Planning and Zoning Department.

Drive-Through Facilities: Drive-through facilities associated with retail use, personal service establishment or restaurants.

Dwelling Unit Type: One of three (3) multi-family residential unit types: Flat; Loft; or Townhouse; each of which can be classified as an Apartment or Condominium.

Entertainment Uses: Uses in this group shall include; night-clubs; coin arcades; movie theaters; performance theaters; radio, movie and/or television studios; billiard halls; skating rinks; bingo halls; piano bars; bowling alleys and similar uses as determined by the Director. The sale of alcohol shall be ancillary to the primary entertainment use.

Entrance (Main): The principal point of access of pedestrians to a building. In the support of ped/bike activity, the main or primary entrance shall be oriented to the frontage rather than to the parking.

Flat: a single (1) story dwelling unit, occupied by one (1) single-family.

Fenestration: Design and position of windows and other structural openings within a facade.

Flexible Block Building: See 'Building Type'

Flex Building: See 'Building Type'

Floor Plate: The shape and size of any given floor of a building. The floorplate that touches the ground is called the footprint, after the shape that it leaves on the land.

Food and Beverage Establishments: Uses in this group shall include; full service restaurants; fast food restaurants; bars and pubs; and similar uses as determined by the Director.

Forecourt: See 'Frontage Types'

Frontage Type: The architectural element that serves to transition from the public right-of-way to the entrance of a building type. Frontage type, when combine with the public realm and building type create the desired streetscape.

Front Property Line: The property line that runs parallel to the highest ranking street as identified in the Street Hierarchy Plan.

General Retail/Personal Services: Establishments that provide goods and services geared toward an individual consumer. This group shall include businesses such as: banks; beauty parlors; adult day care; bakeries; bookstores; apparel stores; grocery stores; pharmacies; health clubs; gift shops; indoor pet care/boarding and indoor kennels (soundproof and air conditioned required); vehicle retail showrooms; and similar uses as determined by the Director. This group shall also include schools offering instruction in dance, music, martial arts and similar activities as determined by the Director.

Green: An outdoor open space that shall not be hard surfaced for more than 20% of the area exclusive of dedicated streets. The landscape shall consist of primarily lawn, trees and garden structures.

Group Residential Home: A dwelling unit, licensed by the State of Florida Department of Children and Families that serves resident clients and provides a living environment for unrelated residents who operate as a functional equivalent of a family. Uses in this group shall include: nursing homes; assisted living facilities; congregate living facilities; foster care facilities; community residential homes; group homes; or other similar uses as determined by the Director. Services that support the daily operation of group homes are permitted and shall include dining facilities, doctor's offices, nurse's offices, staff offices, recreation rooms and similar facilities and services.

Habitable Building Space: Air-conditioned space, the use of which involves regular human presence. Habitable space shall not include areas devoted to parking, storage, service room, private spaces or corridors.

Horizontal Projection: The distance in which an architectural element can project off of the facade of a building.

Landscape Area: Area within the right-of-way that identifies the type of landscape finishing applied to the ground, between the pedestrian way and pavement transition.

Liner Building: Building configuration, shallow in depth, no less than 20' and occupied with habitable space to screen a

parking garage or surface parking lot from the public realm.

Loft: a double-story height dwelling unit with or without mezzanine, occupied by one (1) single-family.

Lot Width: The length of a parcel along the primary frontage.

Lot Depth: The length of a parcel along the interior side or on the secondary frontage.

Maximum Base Density: The maximum residential dwelling units/acre permitted on a site without applying density unit increases from the Village of Palmetto Bay's Reserve Units Pool and/or through TDR.

Maximum Height with Bonus: The maximum permitted height in stories, of a building with any applicable bonus(s) stories.

Median Area: Landscaped area within the right-of-way that can accommodate landscaping in between travel lanes on a boulevard.

Mezzanine: An intermediate floor, between stories of a building, that does not count against the number of stories, so long as it is no bigger than 30% of the area of the main story below.

Municipal Recreation Facility: A building, playground or park, owned/operated by the Village, County, State or the Federal Government.

Mixed-Used Building: A building that includes a combination of residential and non-residential uses or two different non-residential uses, vertically integrated, such as: retail/office uses at the ground floor and residential on the floors above.

Neighborhood Proprietor Commercial-Retail and Office Services: Small scale, non-chain businesses, operated on the first floor of a building type, by the owner, such as: hobby shops, tailor or beauty shops, photography studios, bakery cafe shops or other similar uses/offices, as determined by the Director. The use shall specifically preclude the use of large machinery or the creation of noxious odors/ambient noise levels that exceed the levels for that area, as provided in the Village's noise ordinance and the sale of alcohol shall be ancillary to the primary uses permitted.

Office Uses: Facilities used primarily for the business of professionals with only limited transactions occurring on-site. This group shall include offices for: accountants; architect; appraisers; attorneys; consulates; financial firms; insurance adjusters; realtors; medical offices and other uses as determined by the Director.

Off-site: The outside limits of the area encompassed by the lot where a permitted activity is conducted.

Off-site parking: Any parking structure, surface parking or on-street parking located on a development parcel or public right of way other than the parcel being developed.

On-Site Parking: Any parking structure, surface parking, tuck under parking, private parking garage or surface parking pad within the property lines and applicable build-to lines on private property.

On-Street Parking: Parking on a private or public right-of-way street. On-street parking spaces shall be head-in, diagonal or parallel parking, according to the street type parameters for the right-of-way.

Parking Area: Area within the right-of-way that includes on-street parking. Also, the parking area will serve as to transition and protect the pedestrian way from the travel lanes.

Parking Structure: A multi-level, publicly accessible building with the primary use to accommodate the parking requirements for both residential and non-residential uses.

Pavement Transition: Transition between the Pedestrian way and travel lanes, within the right-of-way. Can be curb and gutter or swale, as identified in thoroughfare standards.

Pedestrian Paseo: Pedestrian-only passage meant to break up the mass of large buildings a mid-block locations, allowing access to the lot behind buildings and connecting directly from the network of sidewalks and openspaces.

Pedestrian Way: Area within the right of way that is designated as the primary area for pedestrian movement.

Porch: See 'Frontage Types'

Plaza: An outdoor open space fronted by mixed-use retail and office uses. A minimum of 50% and a maximum of 75% of the plaza's area, exclusive of dedicated streets, shall be hard surfaced. The landscape of plazas shall consist primarily of hard-surfaced areas, permanent architecture or water features and trees that are placed in an orderly fashion.

Premium Transit Station: A public transportation station that is served by modes of public transportation such as heavy rail, light rail or at a minimum, express bus rapid transit routes.

Primary Frontage: For property with multiple frontages, the edge of the property that fronts the highest ranking street as identified in the Street Hierarchy Plan.

Private Open Space: Any form of courtyards, balconies, terraces, lawns, community gardens, amenity recreation decks and landscaped roof terraces/gardens on buildings/parking structures. In addition, the area of any covered patio, gazebo or other roofed shade structures shall count towards meeting the private open space requirements, as long as two (2) sides are opened to the outside.

Private Parking Garage: A private parking structure that can accommodate parking requirements for a single family residential uses such as single-family houses, or rowhouse building types, located at the rear of the lot, away from the primary street frontage.

Reserve Commercial Square Footage: The developable commercial square footage which is available for allocation by the Village, which is in excess of the base square footage identified by the Comprehensive Plan.

Reserve Residential Units: The residential units identified within the Comprehensive Plan, which are available for allocation by the Village, beyond that permitted by the Base Maximum Density within a given sector of the DUV.

Rowhouse Building: See 'Building Type'

Sender site: The designated lot that sends/transfers residential development unit rights, to a lot identified as the receiver site.

Single Family House Building: See 'Building Type'

Square: An outdoor open space that shall be flanked by streets on at least three (3) sides and shall not be hard surfaced for more than 50% or the area exclusive of dedicated streets. Squares shall be landscaped primarily of hard-surfaced walks, lawns and trees that are placed in an orderly fashion.

Stacked Apartment Building: See 'Building Type'

Stoop: See 'Frontage Types'

Storefront: See 'Frontage Types'

Story: The habitable space between finished floor and finished ceiling.

Street: Any thoroughfare, such as a public street, private street, or easement that affords primary access to an abutting property.

Street Frontage: The edge of the property that abuts a street. See Primary Frontage

Street Network: A system of intersecting and interconnect-

ing streets and service roads.

Surface Parking: A one-layer parking lot at the ground level that accommodates parking requirements for both residential and non-residential uses.

Surface Parking Pad: a private, surface parking lot that accommodates the parking requirements for single-family residential uses and located at the rear of the lot, or away from primary street frontage.

Street Vista: A view through or along a street centerline terminating with the view of a significant visual composition of an architectural structure or element.

Townhouse: a two (2) or more story dwelling unit, occupied by one (1) single-family.

Transfer of development rights (TDR): The procedure by which development rights to construct residential units may be transferred from one lot within the Downtown Urban Village (DUV) zoning district to another lot within the Downtown Urban Village (DUV) zoning district.

Travel Lane: Area within the right-of-way dedicated for motor vehicles that can also be shared with bicyclists, as identified in thoroughfare standards.

Tuck Under Parking: Parking spaces integrated on the surface level of a site, where habitable building program cantilevers on the floors above.

Thoroughfare Standards: Design criteria that establish the required elements for the placement and size of the following: sidewalks; curbs and gutters; parking; medians; bike lanes; traffic lanes; street trees and landscaping.

Vertical Clearance (Ground): An area measured from the finished sidewalk, which shall be kept clear of all objects to the prescribed height for pedestrians to pass under.

Vertical Proportion: a proportion that is at a minimum the same width that it is tall. Preferably the height of the subject is greater than the width.

DUV
first addition



Record Results

[Print This Page](#)

Zoning Records Search

| | |
|---------------------------|---|
| Process Number: | VPB-16-400 |
| Applicant: | VILLAGE OF PALMETTO BAY |
| Location: | BETWEEN US-1, 168 ST TO THE NORTH, 184 ST TO SOUTH, AND 94 AVE TO THE EAST. |
| Legal Description: | BETWEEN US-1, 168 ST TO THE NORTH, 184 ST TO SOUTH, AND 94 AVE TO THE EAST. |
| Request: | REZONING OF FRANJO AREA TO DUV (DOWNTOWN URBAN VILLAGE). |
| Application Date: | |
| Result: | APPROVED - PASSED AND ENACTED |
| Result Date: | 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

[Ordinance No 2016 04.pdf](#)

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

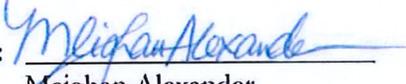
15 **Section 7. Severability.** The provisions of this Ordinance are declared to be severable,
16 and if any sentence, section, clause or phrase of this Ordinance shall, for any reason, be held to be
17 invalid or unconstitutional, such decision shall not affect the validity of the remaining sentences,
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

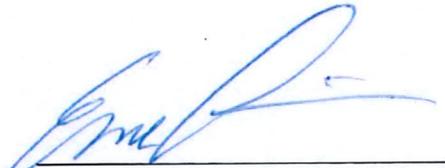
21 **Section 8. Effective Date.** This ordinance shall take effect immediately upon
22 enactment.
23

24 **PASSED and ENACTED** this 4th day of January, 2016.
25

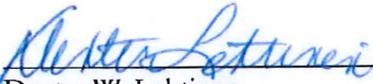
26 First Reading: December 14, 2015
27 Second Reading: January 4, 2016
28
29

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 Dexter W. Lehtinen
42 Village Attorney
43

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FINAL VOTE AT ADOPTION:

- Council Member Katryn Cunningham YES
- Council Member Tim Schaffer YES
- Council Member Larissa Siegel Lara YES
- Vice-Mayor John DuBois YES
- Mayor Eugene Flinn YES

ATTACHMENT A
DUV AMENDMENT

Village of Palmetto Bay Illustrative Vision Plan



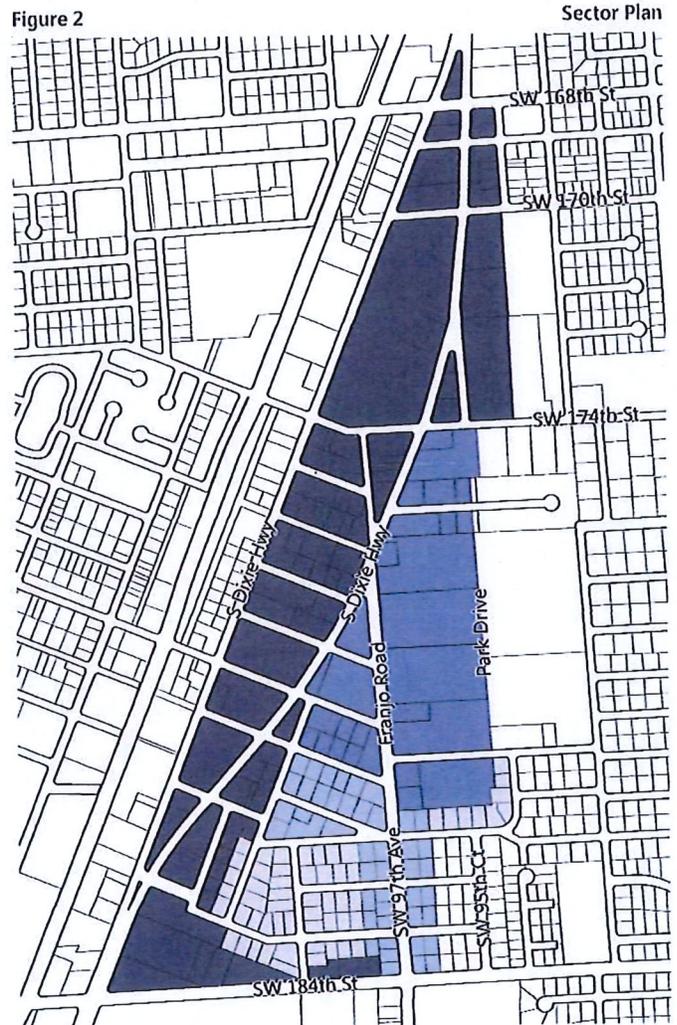
VILLAGE OF PALMETTO BAY

Rowhouse typologies are introduced, with the ability to provide a mixed-use component to the district but remain compatible with higher intensity residential typologies like Stacked Apartment buildings. Single-Family houses may be developed as a more urban typology like sideyard and courtyard houses, which maintain the street edge and continue to respect the public realm.

Landscaping should be consistent with the neighborhood scale of the district with shade trees planted in landscape islands or planting strips and some shallow-depth landscaping in any setbacks separating building entrances and frontage features from the public sidewalks.

Parking is permitted both on-site and off-site within the NV Sector.

| Key | |
|------|----------------------|
| (DV) | Downtown Village |
| (DG) | Downtown General |
| (UV) | Urban Village |
| (NV) | Neighborhood Village |



Section 2.03 New Streets Plan

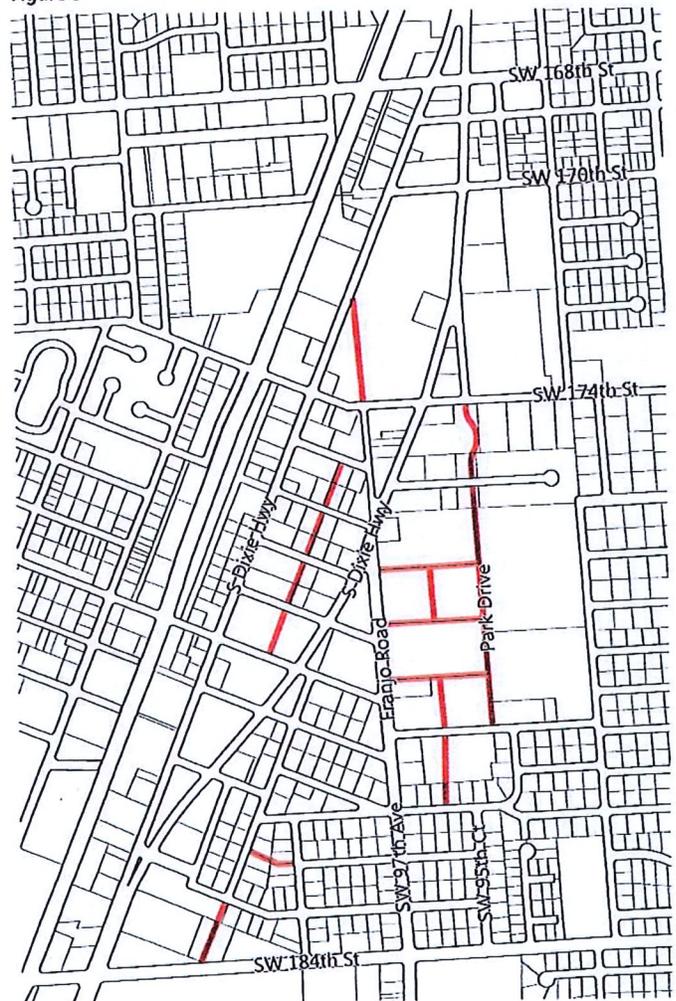
The New Streets Plan, Figure 3, shows the location and number of new streets needed to create the improved network of streets prescribed by the Village of Palmetto Bay Illustrative Vision Plan. All new streets shall be located in the same general location as shown in the New Streets Plan and developed under the standards established by these regulations.

Key
New Street



Figure 3

New Streets Plan



Section 2.04 Public Open Spaces Plan

The Public Open Spaces Plan, Figure 4, shows the number and location of public open spaces proposed to create an improved network of open spaces within the future vision of the Village of Palmetto Bay. The general proportion and size of each public space shall be controlled by Table 1.

Key

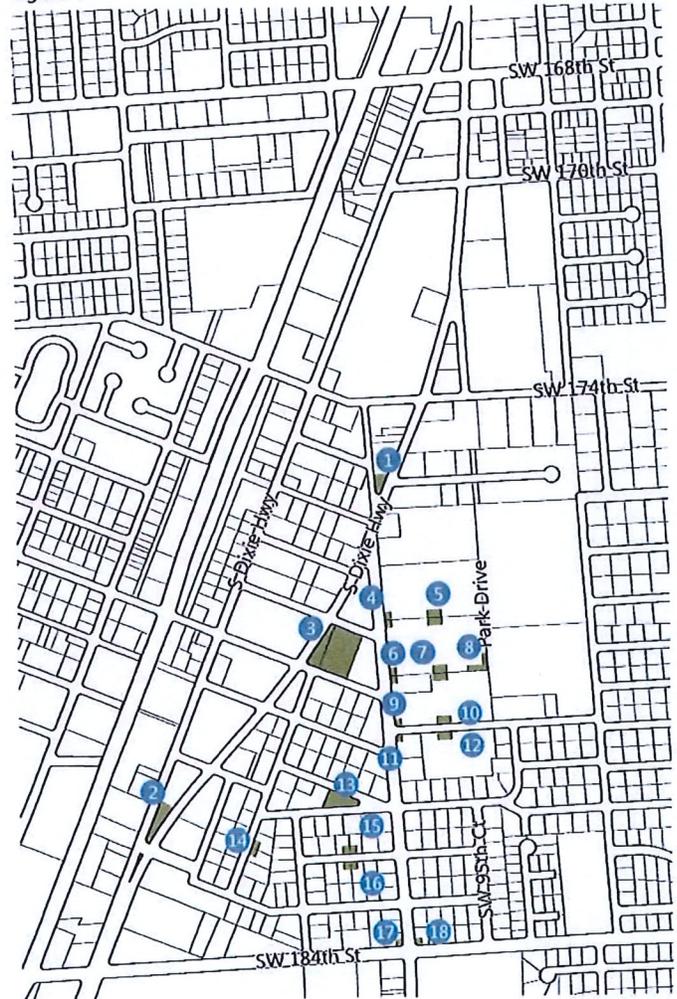
Public Open Space 

Table 1 Open Space Areas

| Open Space | Area |
|------------|---------------|
| 1 | 7,500 sq.ft. |
| 2 | 14,000 sq.ft. |
| 3 | 70,000 sq.ft. |
| 4 | 4,800 sq.ft. |
| 5 | 9,600 sq.ft. |
| 6 | 4,800 sq.ft. |
| 7 | 9,600 sq.ft. |
| 8 | 8,000 sq.ft. |
| 9 | 2,400 sq.ft. |
| 10 | 4,800 sq.ft. |
| 11 | 2,400 sq.ft. |
| 12 | 4,800 sq.ft. |
| 13 | 16,000 sq.ft. |
| 14 | 4,800 sq.ft. |
| 15 | 4,800 sq.ft. |
| 16 | 4,800 sq.ft. |
| 17 | 2,400 sq.ft. |
| 18 | 2,400 sq.ft. |

Figure 4

Public Open Spaces Plan



Section 2.05 Street Hierarchy Plan

The Street Hierarchy, Figure 5, plan illustrates the types of streets, both existing and new, to be constructed/redeveloped within the Village of Palmetto Bay. Streets designed according to the standards within these regulations contain many new character elements that will contribute to the improved street network and ped/bike character of the Downtown Urban Village (DUV).

For all street types, a build-to line shall be established consistent with the street type that is identified in Figure 62 and the corresponding standards illustrated in Sec.5.01 A-E. For the stoop and porch frontage types in Sec.4.05 D-E, within the Urban Village (UV) and Neighborhood Village (NV) sectors, the setbacks shall be 10 feet.

The following streets and corresponding Figure 5, outline the hierarchy of streets from top priority down. This hierarchy of streets is important for development where frontage and access shall be considered.

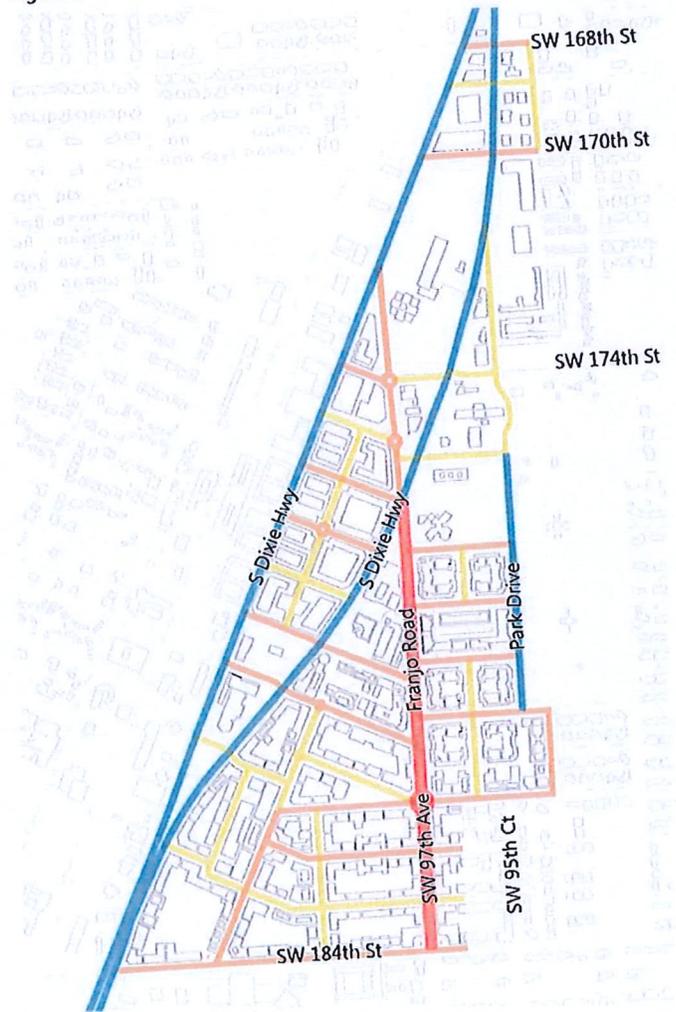
Key

- Priority 'A' Street
- A Street
- Priority 'B' Street
- B Street



Figure 5

Street Hierarchy Plan



Section 2.06 Residential Density Plan

The Residential Density Plan, Figure 6, illustrates the range of densities that shall be permitted on the parcels within the Downtown Urban Village (DUV). All densities shall be based on the gross lot area, meaning that parcels shall be extended to the center line of the street for the purpose of calculating the lot area.

- A. **Minimum Average Unit Size:** In total, a mixture of unit sizes and types shall be provided in all residential components of development. The number of units in a multi-family building to be constructed in the Downtown Urban Village (DUV) shall meet the minimum average required unit size of 750 sq.ft. minimum. This will encourage development of mainly one (1), two (2) and three (3) bedroom residential units. The minimum unit size for any residential units that shall be permitted within the DUV is 625 sq.ft. min.

Key

- 24 du/ac max. base density (gross)
- 14 du/ac max. base density (gross)



Maximum Base Density: Maximum base density refers to the number of initial residential units permitted per acre before adding available reserve residential units and/or TDR residential units.

Table 2 Minimum Area of Multi-Family Units

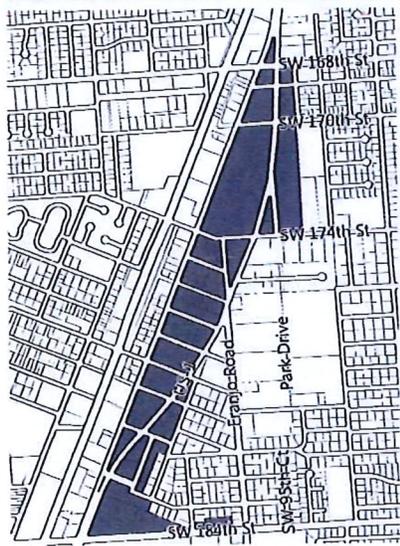
| Multi-Family Units | Area (min.) |
|--------------------|--------------|
| Studio | 625 sq.ft. |
| 1 Bedroom | 650 sq.ft. |
| 2 Bedroom | 850 sq.ft. |
| 3 Bedroom | 1,100 sq.ft. |



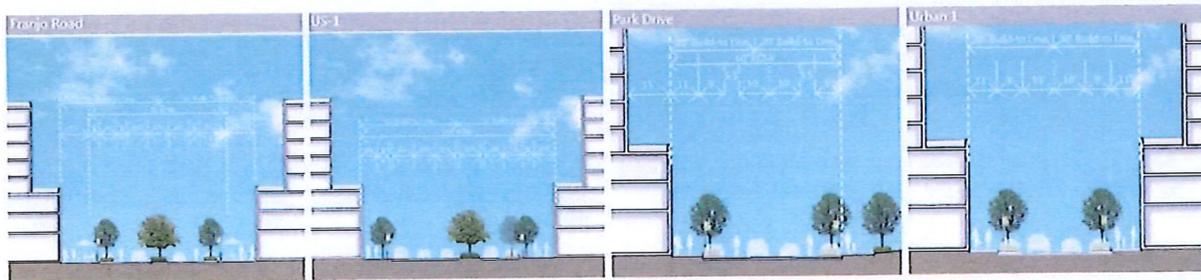
B. Downtown General (DG)

Sector Summary

| DG Downtown General | | | | | | | |
|--|------------------|---|--|---------------|--------------------|---------------------|--------------------------|
| Building Types | Lot Size W x D | Residential Density* | Building Height | Uses by Story | | Private Open Space | |
| | | | | 1st | 2nd+ | | |
| Flexible Block | 160'x160' (min.) | 24 du/ac | 4 stories (min.) 5 stories (max.) 8 stories (with bonus) | 1st | C-R/O/R C-R/O/R | 15% of site | |
| Flex Building | 80'x100' (min.) | 24 du/ac | 4 stories (min.) 5 stories (max.) 8 stories (with bonus) | 1st | C-R/O/R C-R/O/R | 15% of site | |
| *Maximum Base Density: Maximum base density refers to the number of initial residential units permitted per acre before adding available reserve and/or TDR units. | | | | | | | |
| Streets and Building Placement | | | | | | | |
| Street Type | ROW | Build-To Line Primary | Build-To Line Secondary | Sidewalk | Bike Lanes | Uses (at Street) | Glazing (at Street) |
| Franjo Road (FR) | 70' | 50' (from centerline of road, up to 2 stories) | 65' (from centerline of road, >2 stories) | 20' | Yes | C-R | 70% (min) |
| US-1 (US1) | 100' | 50' (from centerline of road, up to 2 stories) | 65' (from centerline of road, >2 stories) | 16' | N/A | C-R O R | 70% min. (C-R/O only) |
| Urban 1 (TS-U1) | 50' or 60' | 30' (from centerline of road, up to 2 stories) | 45' (from centerline of road, >2 stories) | 10' | N/A | C-R O R | 70% min. (C-R/O only) |



Key: Commercial-Retail: C-R Office: O Residential: R



D. Neighborhood Village (NV)*

Sector Summary

| NV Neighborhood Village | | Building Types | Lot Size W x D | Residential Density* | Building Height | Uses by Story | Private Open Space |
|----------------------------|----------------------------|-------------------|----------------|--|-----------------|----------------|---------------------|
| | Flex Building | 80'x100' | 24 du/ac | 3 stories (min.) 5 stories (max.) 6 stories (with bonus) | 1st 2nd+ | C-R/O/R O/R | 15% of site |
| | Row-house | 80'- 125'x100' | 24 du/ac | 2 stories (min.) 3 stories (max.) | 1st 2nd+ | C-R/O/R R | 400 sq.ft. per unit |
| | Stacked Apartment Building | 80'-200'x 100' | 24 du/ac | 2 stories (min.) 4 stories (max.) | 1st 2nd+ | R R | 10% of site |
| | Single-Family House | 45'- 100'x100' | 24 du/ac | 3 stories (max.) | 1st 2nd+ | R R | 10% of site |

*Maximum Base Density: Maximum base density refers to the number of initial residential units permitted per acre before adding available reserve and/or TDR units.

Streets and Building Placement

| Street Type | ROW | Build-To Line | | Sidewalk | Bike Lanes | Uses (at Street) | Glazing (at Street) |
|------------------------|------------|-------------------------------|-------------------------------|----------|------------|------------------|-----------------------|
| | | Primary | Secondary | | | | |
| Urban 1 (TS-U1) | 50' or 60' | 30' (from centerline of road) | 45' (from centerline of road) | 10' | N/A | C-R O R | 70% min. (C-R/O only) |
| Neighborhood 1 (TS-N1) | 50' or 60' | 30' (from centerline of road) | 45' (from centerline of road) | 10' | N/A | R | N/A |

Key: Commercial-Retail: C-R Office: O Residential: R



(*) Notwithstanding any provision of this code amendment or the Downtown Urban Village Ordinance, any land, development applications or permit requests regarding properties within the Neighborhood Village or Urban Village, which are currently (as of January 4, 2016, which is the date of passage of this amendment on second reading) constructed as single family residences shall be analyzed and approved or permitted under the rules applicable to R-1 zoning district at the time of application or permit request.

30-50.23.5 Street Connectivity Standards

Section 5.01 Purpose

This section identifies the standards, by which all streets both new and existing, shall be met with regards to the dedication, construction and/or redevelopment by both the Village of Palmetto Bay and its individual property owners, in addition to any other public entities/stakeholders.

All construction of new and redevelopment of existing right-of-ways shall be the responsibility of the individual property owners and are intended to support the Village of Palmetto Bay's future vision for a highly connected, multi-modal, ped/bike-friendly, network of streets within the Downtown Urban Village (DUV). Property owners shall be responsible for the portion of the right-of-way on all sides of development, considered street frontage.

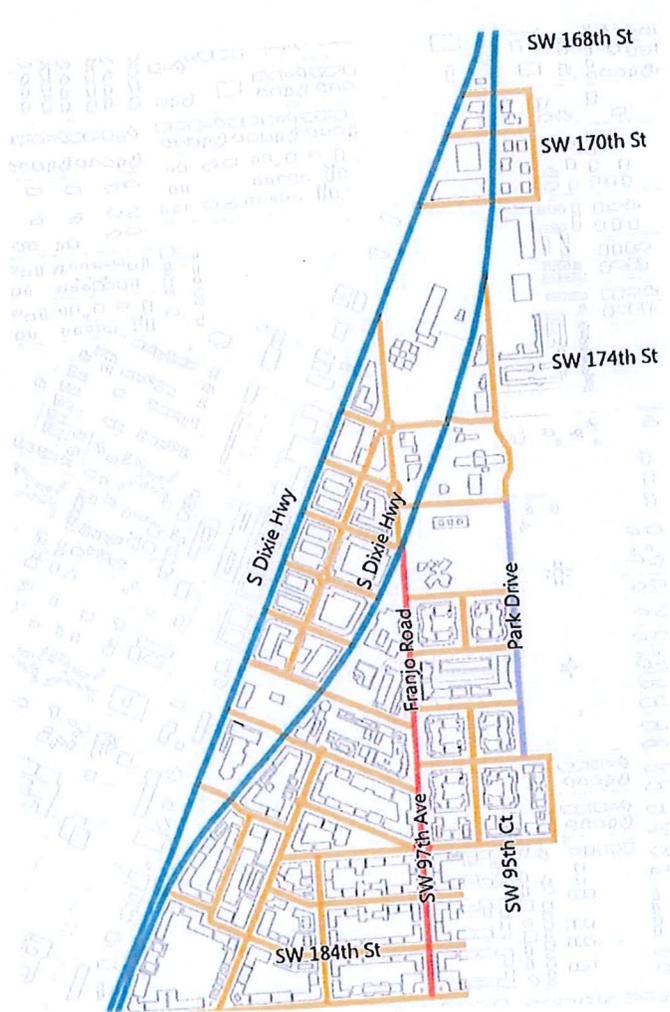
The intention of this section is to provide the tools necessary for property owners and potential developers to determine the type of street and the elements within the right of way necessary to achieve the Village of Palmetto Bay's vision for the Downtown Urban Village (DUV). The size, location and treatment of the elements that compose the right of way shall determine the relevant build-to line, in which property owners and developers shall base plans for their parcels and apply all parameters of development.

Key

| | | |
|-------|----------------|---|
| (FR) | Franjo Road |  |
| (US1) | US-1 |  |
| (P) | Park Drive |  |
| (TS) | Typical Street |  |

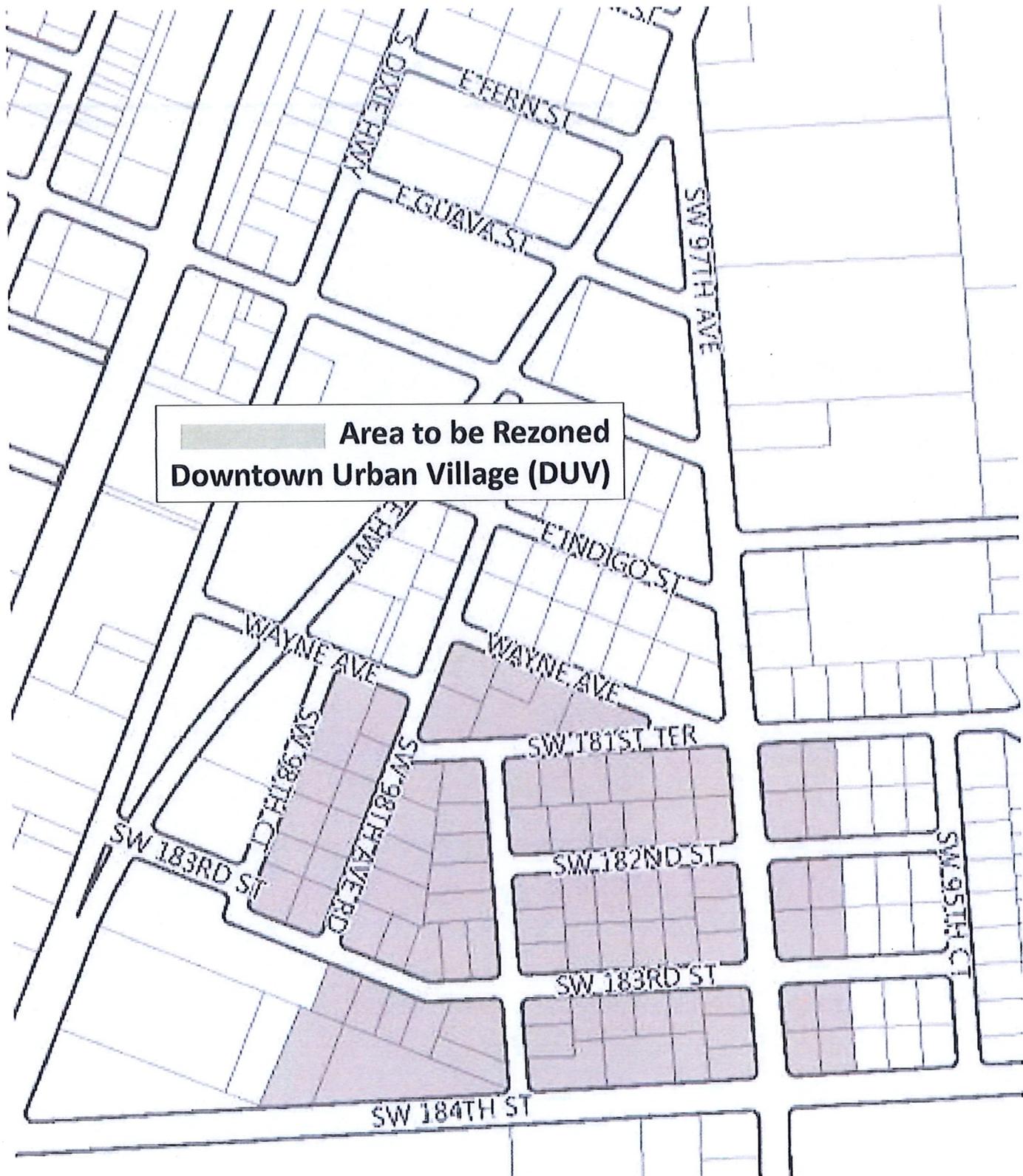
Figure 62

Street Type Plan



ATTACHMENT B
DUV REZONING MAP

ATTACHMENT B



All
ΔFAC



Record Results

[Print This Page](#)

Zoning Records Search

| | |
|---------------------------|--|
| Process Number: | VPB-16-110 |
| Applicant: | VILLAGE OF PALMETTO BAY |
| Location: | MULTIPLE PARCELS NEAR FRANJO TRIANGLE. BETWEEN 184 ST AND 181 TER, AND 94 CT AND 97 AVE. ALSO AN AREA BETWEEN 168 ST AND 175 TER, AND 94 AVE AND ROUGHLY US 1. |
| Legal Description: | MULTIPLE PARCELS NEAR FRANJO TRIANGLE. BETWEEN 184 ST AND 181 TER, AND 94 CT AND 97 AVE. ALSO AN AREA BETWEEN 168 ST AND 175 TER, AND 94 AVE AND ROUGHLY US 1. |
| Request: | FLUM AMENDMENT TO FRANJO ACTIVITY CENTER (FAC) AND AMENDING THE FAC CATEGORY FOR NUMBER OF PERMITTED UNITS FROM 5,389 TO 5,661 UNITS. |
| Application Date: | |
| Result: | PASSED AND ENACTED |
| Result Date: | 5/2/2016 |

Hearings

| Board | Resolution | Result | Hearing Date | Item # |
|-------|------------|----------------------------|--------------|--------|
| VPB | 2016-11 | PASSED AND ENACTED | 5/2/2016 | |
| VPB | | DEFERRED TO SECOND READING | 2/1/2016 | |
| | | | | |
| | | | | |

Documents

[Ordinance2016-11.pdf](#)

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ORDINANCE NO. 2016-11

AN ORDINANCE OF THE MAYOR AND VILLAGE COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, ACTING IN ITS CAPACITY AS THE MAYOR AND VILLAGE COUNCIL AND AS THE LOCAL PLANNING AGENCY, RELATING TO A LARGE SCALE AMENDMENT OF THE FUTURE LAND USE MAP (FLUM) CONSISTENT WITH 163.3161 AND 163.3184, FLORIDA STATUTES; CHANGING THE LAND USE DESIGNATION OF CERTAIN LANDS WITHIN THE DOWNTOWN AREA OF THE VILLAGE OF PALMETTO BAY, AS FURTHER DESCRIBED AT ATTACHMENT A, FROM LOW DENSITY RESIDENTIAL, LOW MEDIUM RESIDENTIAL, AND MEDIUM RESIDENTIAL, TO FRANJO ACTIVITY CENTER (FAC); AND AMENDING THE VILLAGE'S COMPREHENSIVE PLAN'S LAND USE CATEGORY, FAC; ADJUSTING THE NUMBER OF UNITS PERMITTED WITHIN THE FAC FROM 5,389 TO 5,661; PROVIDING FOR TRANSMITTAL TO THE DEPARTMENT OF ECONOMIC OPPORTUNITY; PROVIDING FOR ORDINANCES IN CONFLICT, CODIFICATION, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, the Comprehensive Plan for the Village of Palmetto Bay was originally adopted on August 1st, 2005, provided for a range of permitted uses and development intensities for certain lands within the Village which included the designations of Mixed Use Corridor and Neighborhood Mixed Use; and

WHEREAS, on December 14, 2015, the Mayor and Village Council, in partial fulfilled the vision of the Downtown Redevelopment Task Force (DRTF) vision, adopted the Franjo Activity Center (FAC) land use designation for the purpose of supporting the development of a downtown within the southwest quadrant of the Village; and

WHEREAS, the DRTF envisioned an area larger than that adopted by the Village Council on December 14, 2015; and

WHEREAS, the Mayor and Village Council now desire to incorporate additional lands into the FAC land use designation that lay along the edges of the adopted district; and

WHEREAS, the specific authority and requirements for municipalities to do Comprehensive Planning in Florida emanates from Chapter 163, Florida Statutes; and

WHEREAS, as the Comprehensive Plan, and amendments thereto are adopted via Ordinance; and

WHEREAS, after receiving input and participation by the public at first reading of the proposed amendment, the Village Council transmitted the proposed amendment to the Florida

1 Department of Economic Opportunity (DEO) and to all other agencies, as required under law, for
2 their review pursuant to Section 163.3184, Florida Statutes; and

3
4 **WHEREAS**, the DEO reviewed the proposed FLUM and return its Objections,
5 Recommendations and Comments (ORC) Report to the Village; and

6
7 **WHEREAS**, the Mayor and Village Council conducted a second duly noticed public hearing
8 on the amendment as required under law following the receipt of approval by the DEO; and

9
10 **WHEREAS**, pursuant to Section 163.3174, *Florida Statutes* the Village Council has been
11 designated as the Local Planning Agency for the Village; and

12
13 **WHEREAS**, on May 2, 2016, the Local Planning Agency approved the proposed
14 amendment; and

15
16 **WHEREAS**, the Village Council have reviewed the criteria of 30-30.8(b) and find the
17 ordinance in compliance with the applicable standards and the Comprehensive Plan; and

18
19 **WHEREAS**, the Mayor and Village Council of the Village of Palmetto Bay desire to amend
20 the Land Use Element of the Comprehensive Plan and the FLUM.

21
22 **NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND VILLAGE**
23 **COUNCIL OF THE VILLAGE OF PALMETTO BAY, FLORIDA, ACTING IN ITS**
24 **CAPACITY AS THE LOCAL PLANNING AGENCY OF THE VILLAGE OF**
25 **PALMETTO BAY, FLORIDA, AS FOLLOWS:**

26
27 **Section 1.** Recitals. The above recitals are true and correct and incorporated herein by
28 this reference.

29
30 **Section 2.** Compliance with Criteria. In evaluating an application for a Comprehensive
31 Plan amendment, from Neighborhood Mixed Use and Mixed Use Corridor, the Palmetto Bay
32 Village Council is applying the standard under 30-30.8(b), of the Village's Code.

33
34 **Section 3.** The Land Use Element of the Village's Comprehensive Plan is amended to
35 read as follows:

36
37 1.0 FUTURE LAND USE ELEMENT

38
39 GOAL 1 TO GUIDE THE VILLAGE OF PALMETTO BAY FROM BIRTH TO EARLY
40 MATURITY AS AN OUTSTANDING AND TRULY LIVABLE COMMUNITY
41 IN SOUTHEAST FLORIDA BY BUILDING ON, AND IMPROVING, THE
42 EXISTING LAND USE BLUEPRINT THROUGH VISIONARY PLANNING
43 AND PLACE-MAKING, COST EFFICIENT PROVISION OF HIGH
44 QUALITY FACILITIES AND SERVICES, QUALITY NEIGHBORHOOD
45 PROTECTION, AND ENHANCEMENT OF ITS UNIQUE AND BEAUTIFUL
46 COASTAL ENVIRONMENTAL RESOURCES.

1
2 Objective 1.1 Future Land Use Map

3 Adoption and implementation of the Future Land Use Map (FLUM), including the
4 land use amendments to individual parcels as referenced in the supporting Data,
5 Inventory, and Analysis, and presented in Exhibit 1 and the element goals,
6 objectives, and policies herein as the official and primary standard governing land use
7 density and intensity in the Village of Palmetto Bay.

8
9 * * *

10
11 Policy 1.1.1: The following future land use categories contained on the Village's Future Land
12 Use Map are identified, and the use and development standards for each defined,
13 below:

14
15 * * *

16
17 *Franjo Activity Center (FAC)*. This designation encourages development or
18 redevelopment that seeks to facilitate multi-use and mixed-use projects that
19 encourage mass transit, reduce the need for automobile travel, provide incentives
20 for quality development, provide for the efficient use of land and infrastructure,
21 provide for urban civic open space, and give definition to a pedestrian urban
22 form. The Franjo Activity Center is intended to support the achievement of a
23 residential to non-residential balance that increases the opportunities for
24 transportation demand management alternatives including but not limited to
25 walking and transit, reduced vehicle miles traveled, and reduced single use trips.
26 The Franjo Activity Center shall serve as a significant, multifamily, employment,
27 office and commercial center of the Village.

28
29 * * *

30
31 Total densities and intensities of development within the Franjo Activity Center
32 shall be as follows:

- 33 • Residential Land Uses – ~~5,389~~ 5,661 dwelling units, of which 1,246 are to be
34 held in reserve by the Village to be allocated by the Village at the time of site
35 plan approval;

36
37 * * *

38
39 **Section 4.** The amended Future Land Use Map is incorporated by reference and
40 attached hereto as Attachment A, and shall be included in the "2013-2025 Future Land Use Map."

41
42 **Section 5.** Transmittal. The Village Council, acting in its capacity as the Local Planning
43 Agency, approves the above amendment, as further modified herein, to the FLUM, which is
44 attached to this ordinance. The Village Council, acting in its capacity as the Local Planning Agency,
45 further recommends to the Village Council that it authorize the Village Clerk to transmit the

1 attached amendments to the FLUM to the State of Florida Department of Economic Opportunity
2 (DEO) and all other governmental bodies, agencies, or private individuals as required by State law.
3

4 **Section 6. Severability.** The provisions of this ordinance are declared to be severable,
5 and if any sentence, section, clause or phrase of this ordinance shall, for any reason, be held to be
6 invalid or unconstitutional, such decision shall not affect the validity of the remaining sentences,
7 sections, clauses or phrases of the ordinance, but they shall remain in effect it being the legislative
8 intent that this ordinance shall stand notwithstanding the invalidity of any part.
9

10 **Section 7. Conflicts.** The provisions of the Comprehensive Plan of the Village of
11 Palmetto Bay, Florida and all ordinances or parts of ordinances in conflict with the provisions of
12 this ordinance are hereby repealed.
13

14 **Section 8. Codification.** It is the intention of the Village Council and it is hereby
15 ordained the provisions of this Ordinance shall become and be made part of the Comprehensive
16 Plan of the Village of Palmetto Bay, Florida.
17

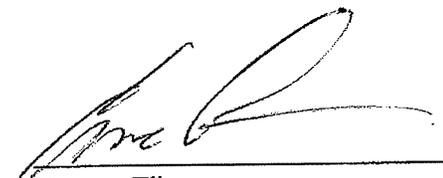
18 **Section 9. Effective Date.** This ordinance shall upon enactment.
19

20 **PASSED and ENACTED** this 2nd day of May, 2016.
21

22 First Reading: February 1, 2016
23

24 Second Reading: May 2, 2016
25

26
27
28 Attest: 
29 Meighan Alexander
30 Village Clerk
31


Eugene Flinn
Mayor
32

33 APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE
34 USE AND RELIANCE OF THE VILLAGE OF PALMETTO BAY ONLY:
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38 Dexter W. Lehtinen
39 Village Attorney
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FINAL VOTE AT ADOPTION:

- Council Member Karyn Cunningham YES
- Council Member Tim Schaffer YES
- Council Member Larissa Siegel Lara YES
- Vice-Mayor John DuBois YES
- Mayor Eugene Flinn YES

All
A DUW



Record Results

[Print This Page](#)

Zoning Records Search

| | |
|---------------------------|--|
| Process Number: | VPB-16-120 |
| Applicant: | VILLAGE OF PALMETTO BAY |
| Location: | MULTIPLE PARCELS NEAR FRANJO TRIANGLE. BETWEEN 184 ST AND 181 TER, AND 94 CT AND 97 AVE. ALSO AN AREA BETWEEN 168 ST AND 175 TER, AND 94 AVE AND ROUGHLY US 1. |
| Legal Description: | MULTIPLE PARCELS NEAR FRANJO TRIANGLE. BETWEEN 184 ST AND 181 TER, AND 94 CT AND 97 AVE. ALSO AN AREA BETWEEN 168 ST AND 175 TER, AND 94 AVE AND ROUGHLY US 1. |
| Request: | AN ORDINANCE AMENDING SECTION 30-50.23, ENTITLED "DOWNTOWN URBAN VILLAGE", TO INCLUDE THE AMENDED PAGES AT ATTACHMENT A; AND AMENDING THE OFFICIAL ZONING MAP BY CHANGING THE ZONING OF THOSE LANDS EFFECTED AS DESCRIBED AT ATTACHMENT B TO A ZONING DISTRICT OF DOWNTOWN URBAN VILLAGE DISTRICT. |
| Application Date: | |
| Result: | PASSED AND ENACTED |
| Result Date: | 5/2/2016 |

Hearings

| Board | Resolution | Result | Hearing Date | Item # |
|-------|------------|----------------------------|--------------|--------|
| VPB | 2016-12 | PASSED AND ENACTED | 5/2/2016 | |
| VPB | | DEFERRED TO SECOND READING | 2/1/2016 | |
| | | | | |
| | | | | |

Documents

[Ordinance2016-12.pdf](#)

ORDINANCE NO. 2016-12

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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 PAGES AT ATTACHMENT A; AND AMENDING THE OFFICIAL ZONING MAP BY CHANGING THE ZONING OF THOSE LANDS EFFECTED AS DESCRIBED AT ATTACHMENT B, FROM AG, AGRICULTURAL DISTRICT; R-1, SINGLE FAMILY DISTRICT; R-2; TWO FAMILY RESIDENTIAL, R-3M APARTMENT DISTRICT; R-4L, LIMITED APARTMENT DISTRICT; AND I, INTERIM DISTRICT; TO DOWNTOWN URBAN VILLAGE DISTRICT; IN PALMETTO BAY, FLORIDA; PROVIDING FOR ORDINANCES IN CONFLICT, CODIFICATION, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, on December 14, 2015, the Mayor and Village Council, in partial fulfilled the vision of the Downtown Redevelopment Task Force (DRTF) vision, adopted the Downtown Urban Village (DUV) zoning regulations for the purpose of supporting the development of a downtown within the southwest quadrant of the Village; and

WHEREAS, the DRTF envisioned an area larger than that adopted by the Village Council on December 14, 2015; and

WHEREAS, the Mayor and Village Council now desire to incorporate additional lands into the DUV land use designation that lay along the edges of the adopted district; and

WHEREAS, pursuant to Chapter 166, *Florida Statutes*, new zoning provisions, and a change of zoning, otherwise known as a district boundary change, of more than 10 acres, requires a public hearing on second reading, and a Local Planning Agency public hearing prior to approval of the rezoning by ordinance; and

WHEREAS, pursuant to Section 163.3174, *Florida Statutes* the Village Council has been designated as the Local Planning Agency for the Village; and

WHEREAS, on May 2, 2016, the Local Planning Agency approved the proposed amendment; and

WHEREAS, to approve a zoning code and/or zoning map amendment, the request must be consistent with the Village's Comprehensive Plan and a basic finding of compatibility to Code Section 30-30.7(b) must be rendered by the Mayor and Village Council; and

1 WHEREAS, the Mayor and Village Council, now desire to enact land development
2 regulations for lands within the downtown area as provided at Attachment A, and to rezone the
3 certain lands within Village's downtown area accordingly, as further described at Attachment B.
4

5 BE IT ENACTED BY THE MAYOR AND VILLAGE COUNCIL OF THE
6 VILLAGE OF PALMETTO BAY, FLORIDA, AS FOLLOWS:
7

8 **Section 1.** **Compliance with Code Section 30-30.7(b).** The Mayor and Village
9 Council find the downtown zoning land development regulations and rezoning consistent with
10 Code Section 30-30.7(b) of the Code of Ordinances.
11

12 **Section 2.** **Compliance with FS Chapter 166.** The Village Council, in compliance
13 with Chapter 166, *Florida Statutes*, after the first reading and Local Planning Agency hearing,
14 approved the request to rezone.
15

16 **Section 3.** **Amendment of Downtown Urban Village Regulations.** Section 30-
17 50.23 is amended within the Village's Code of Ordinances to read as provided at Attachment A
18 of this ordinance.
19

20 **Section 4.** **Codification.** It is the intention of the Village Council and it is hereby
21 ordained the provisions of this Ordinance shall become and be made part of the Code of
22 Ordinances of the Village of Palmetto Bay, Florida, that sections of this Ordinance may be
23 renumbered or re-lettered to accomplish such intentions, and that the word "Ordinance" shall be
24 changed to "Section" or other appropriate word.
25

26 **Section 5.** **Rezoning.** That all lands as described and so designated at Attachment B
27 of this ordinance are rezoned accordingly and be shall reflected on the Village of Palmetto Bay's
28 Official Zoning Map.
29

30 **Section 6.** **Conflicting Provisions.** The provisions of the Code of Ordinances of
31 the Village of Palmetto Bay, Florida and all ordinances or parts of ordinances in conflict with the
32 provisions of this ordinance are hereby repealed.
33

34 **Section 7.** **Severability.** The provisions of this Ordinance are declared to be
35 severable, and if any sentence, section, clause or phrase of this Ordinance shall, for any reason, be
36 held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining
37 sentences, sections, clauses or phrases of the Ordinance, but they shall remain in effect. It is the
38 legislative intent that this Ordinance shall stand notwithstanding the invalidity of any part.
39

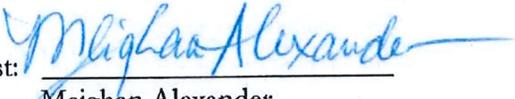
40 **Section 8.** **Effective Date.** This Ordinance shall take effect immediately upon
41 enactment.
42

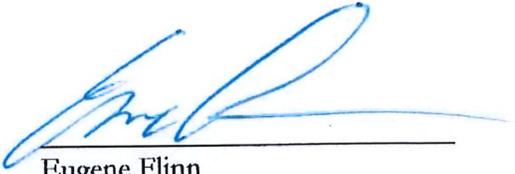
1
2 **PASSED and ENACTED** this 2nd day of May, 2016.

3
4 First Reading: February 1, 2016

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6 Second Reading: May 2, 2016

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9
10 Attest:


11 Meighan Alexander
12 Village Clerk


13 Eugene Flinn
14 Mayor

15 APPROVED AS TO FORM AND LEGAL SUFFICIENCY FOR THE
16 USE AND RELIANCE OF THE VILLAGE OF PALMETTO BAY ONLY:
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20 Dexter W. Lehtinen
21 Village Attorney

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25 FINAL VOTE AT ADOPTION:

| | |
|---------------------------------------|------------|
| 26 Council Member Karyn Cunningham | <u>YES</u> |
| 27 Council Member Tim Schaffer | <u>YES</u> |
| 28 Council Member Larissa Siegel Lara | <u>YES</u> |
| 29 Vice-Mayor John DuBois | <u>NO</u> |
| 30 Mayor Eugene Flinn | <u>YES</u> |

VILLAGE OF PALMETTO BAY

Rowhouse typologies are introduced, with the ability to provide a mixed-use component to the district but remain compatible with higher intensity residential typologies like Stacked Apartment buildings. Single-Family houses may be developed as a more urban typology like sideyard and courtyard houses, which maintain the street edge and continue to respect the public realm.

Landscaping should be consistent with the neighborhood scale of the district with shade trees planted in landscape islands or planting strips and some shallow-depth landscaping in any setbacks separating building entrances and frontage features from the public sidewalks.

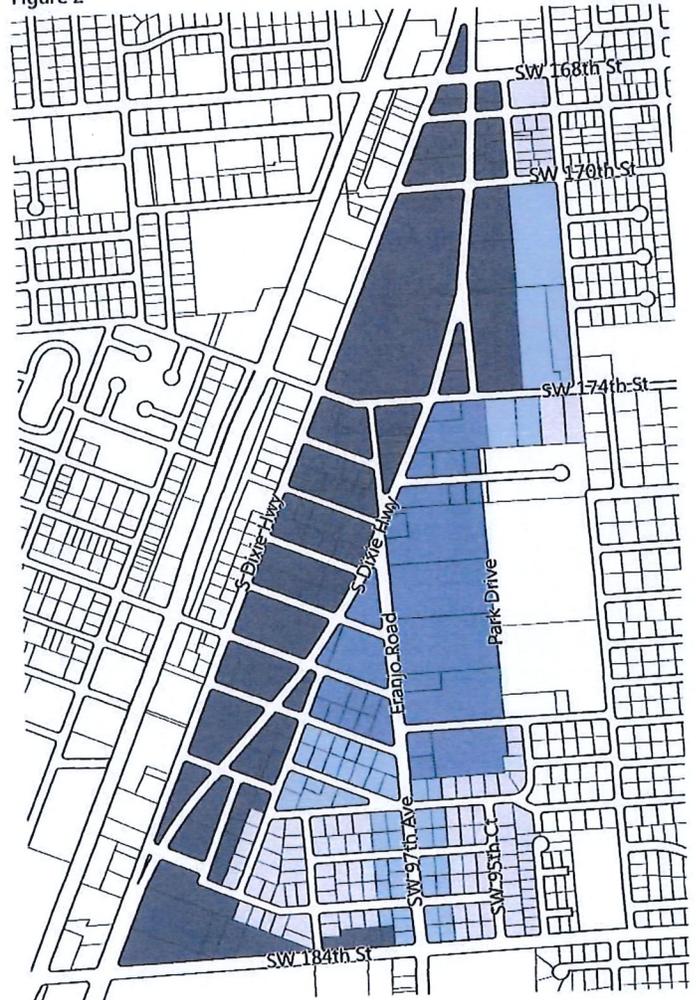
Parking is permitted both on-site and off-site within the NV Sector.

Key

- (DV) Downtown Village
- (DG) Downtown General
- (UV) Urban Village
- (NV) Neighborhood Village

Figure 2

Sector Plan



Section 2.05 Street Hierarchy Plan

The Street Hierarchy, Figure 5, plan illustrates the types of streets, both existing and new, to be constructed/redeveloped within the Village of Palmetto Bay. Streets designed according to the standards within these regulations contain many new character elements that will contribute to the improved street network and ped/bike character of the Downtown Urban Village (DUV).

For all street types, a build-to line shall be established consistent with the street type that is identified in Figure 62 and the corresponding standards illustrated in Sec.5.01 A-E. For the stoop and porch frontage types in Sec.4.05 D-E, within the Urban Village (UV) and Neighborhood Village (NV) sectors, the setbacks shall be 10 feet.

The following streets and corresponding Figure 5, outline the hierarchy of streets from top priority down. This hierarchy of streets is important for development where frontage and access shall be considered.

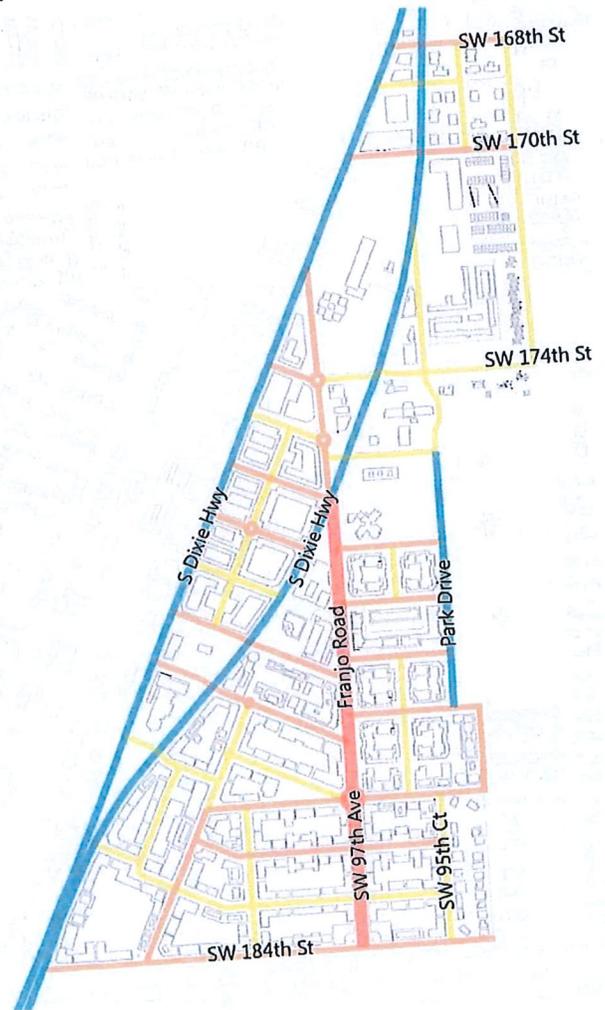
Key

- Priority 'A' Street
- A Street
- Priority 'B' Street
- B Street



Figure 5

Street Hierarchy Plan



Section 2.06 Residential Density Plan

The Residential Density Plan, Figure 6, illustrates the range of densities that shall be permitted on the parcels within the Downtown Urban Village (DUV). All densities shall be based on the gross lot area, meaning that parcels shall be extended to the center line of the street for the purpose of calculating the lot area.

- A. **Minimum Average Unit Size:** In total, a mixture of unit sizes and types shall be provided in all residential components of development. The number of units in a multi-family building to be constructed in the Downtown Urban Village (DUV) shall meet the minimum average required unit size of 750 sq.ft. minimum. This will encourage development of mainly one (1), two (2) and three (3) bedroom residential units. The minimum unit size for any residential units that shall be permitted within the DUV is 625 sq.ft. min.

Key

- 24 du/ac max. base density (gross) █
- 14 du/ac max. base density (gross) █

Maximum Base Density: Maximum base density refers to the number of initial residential units permitted per acre before adding available reserve residential units and/or TDR residential units.

Table 2 Minimum Area of Multi-Family Units

| Multi-Family Units | Area (min.) |
|--------------------|--------------|
| Studio | 625 sq.ft. |
| 1 Bedroom | 650 sq.ft. |
| 2 Bedroom | 850 sq.ft. |
| 3 Bedroom | 1,100 sq.ft. |



C. Urban Village (UV)*

Sector Summary

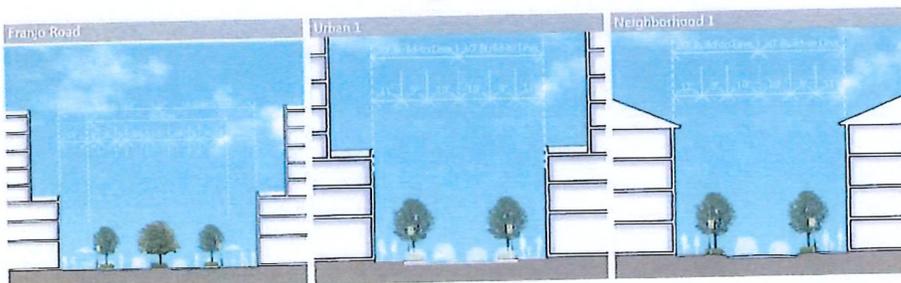
| UV Urban Village | | Building Types | Lot Size W x D | Residential Density* | Building Height | Uses by Story | Private Open Space |
|---------------------|----------------------------|-------------------|-------------------|--|-----------------|--------------------|------------------------|
| | Flexible Block | 160'x160' | 24 du/ac | 3 stories (min.) 5 stories (max.) 8 stories (with bonus) | 1st 2nd+ | C-R/O/R C-R/O/R | 15% of site |
| | Flex Building | 80'x100' | 24 du/ac | 3 stories (min.) 5 stories (max.) 6 stories (with bonus) | 1st 2nd+ | C-R/O/R C-R/O/R | 15% of site |
| | Row-house | 80'- 125'x100' | 24 du/ac | 2 stories (min.) 3 stories (max.) | 1st 2nd+ | C-R/O/R R | 400 sq.ft. per unit |
| | Stacked Apartment Building | 80'-200'x 100' | 24 du/ac | 2 stories (min.) 4 stories (max.) | 1st 2nd+ | R R | 10% of site |
| | Single-Family House | 45'- 100'x100' | 24 du/ac | 3 stories (max.) | 1st 2nd+ | R R | 10% of site |

*Maximum Base Density: Maximum base density refers to the number of initial residential units permitted per acre before adding available reserve and/or TDR units.

Streets and Building Placement

| Street Type | ROW | Build-To Line | | Sidewalk | Bike Lanes | Uses (at Street) | Glazing (at Street) |
|------------------------|------------|---|--|----------|------------|------------------|-----------------------|
| | | Primary | Secondary | | | | |
| Franjo Road (FR) | 70' | 50' (from centerline of road, up to 2 stories) | 65' (from centerline of road, >2 stories) | 20' | Yes | C-R | 70% (min) |
| Urban 1 (TS-U1) | 50' or 60' | 30' (from centerline of road) | 45' (from centerline of road) | 10' | N/A | C-R O R | 70% min. (C-R/O only) |
| Neighborhood 1 (TS-N1) | 50' or 60' | 30' (from centerline of road) | 45' (from centerline of road) | 10' | N/A | R | N/A |

Key: Commercial-Retail: C-R Office: O Residential: R



(*) Notwithstanding any provision of this code amendment or the Downtown Urban Village Ordinance, any land, development applications or permit requests regarding properties within the Neighborhood Village or Urban Village, which are currently (as of January 4, 2016, which is the date of passage of this amendment on second reading) constructed as single family residences shall be analyzed and approved or permitted under the rules applicable to R-1 zoning district at the time of application or permit request.

30-50.23.5 Street Connectivity Standards

Section 5.01 Purpose

This section identifies the standards, by which all streets both new and existing, shall be met with regards to the dedication, construction and/or redevelopment by both the Village of Palmetto Bay and its individual property owners, in addition to any other public entities/stakeholders.

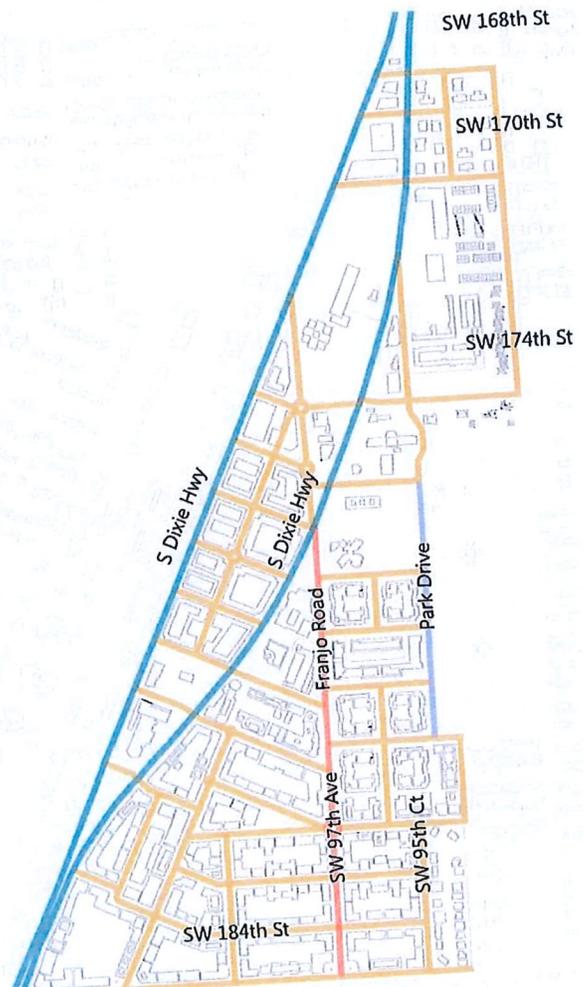
All construction of new and redevelopment of existing right-of-ways shall be the responsibility of the individual property owners and are intended to support the Village of Palmetto Bay's future vision for a highly connected, multi-modal, ped/bike-friendly, network of streets within the Downtown Urban Village (DUV). Property owners shall be responsible for the portion of the right-of-way on all sides of development, considered street frontage.

The intention of this section is to provide the tools necessary for property owners and potential developers to determine the type of street and the elements within the right of way necessary to achieve the Village of Palmetto Bay's vision for the Downtown Urban Village (DUV). The size, location and treatment of the elements that compose the right of way shall determine the relevant build-to line, in which property owners and developers shall base plans for their parcels and apply all parameters of development.

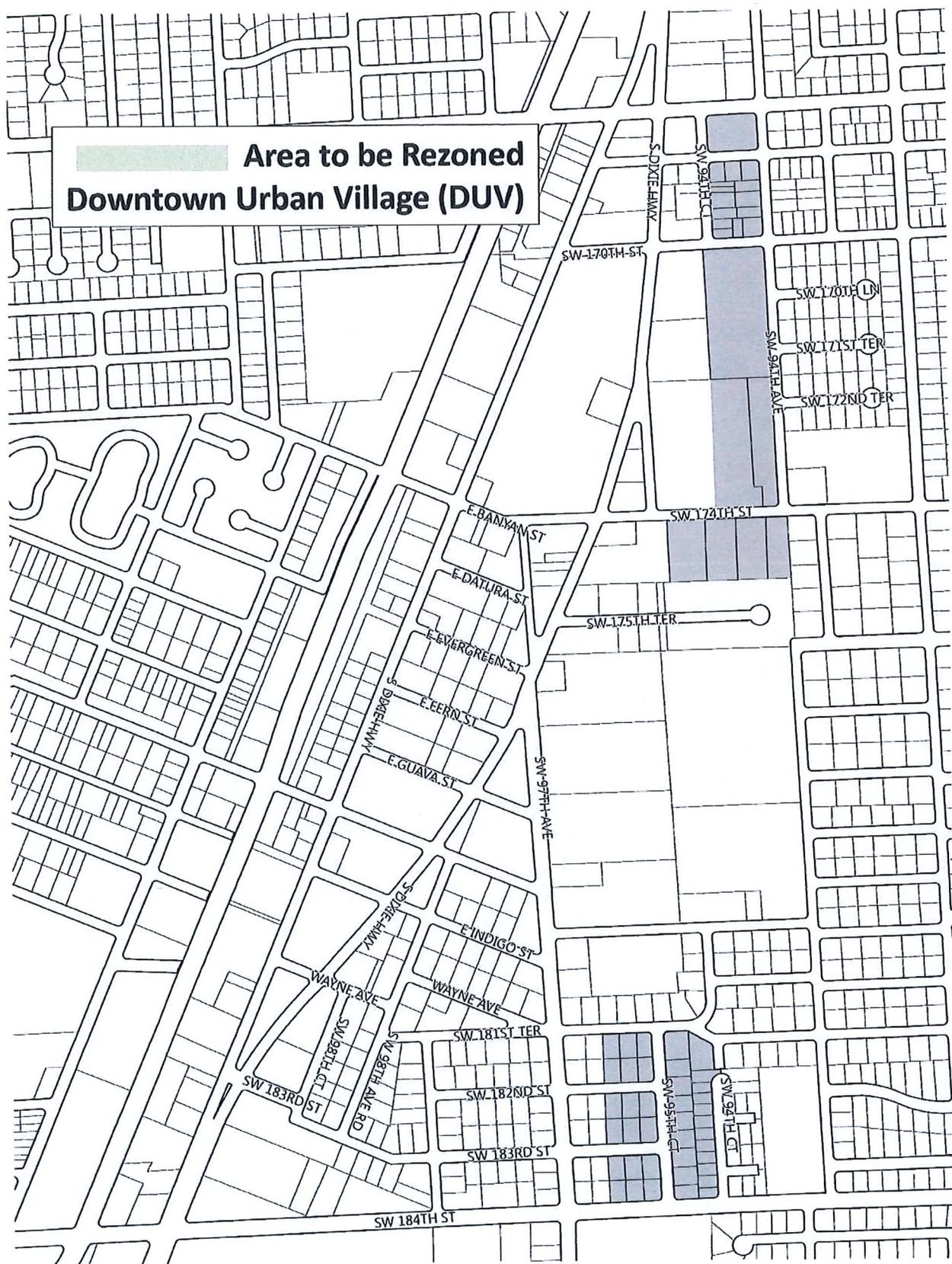
| Key | |
|-------|----------------|
| (FR) | Franjo Road |
| (US1) | US-1 |
| (P) | Park Drive |
| (TS) | Typical Street |

Figure 62

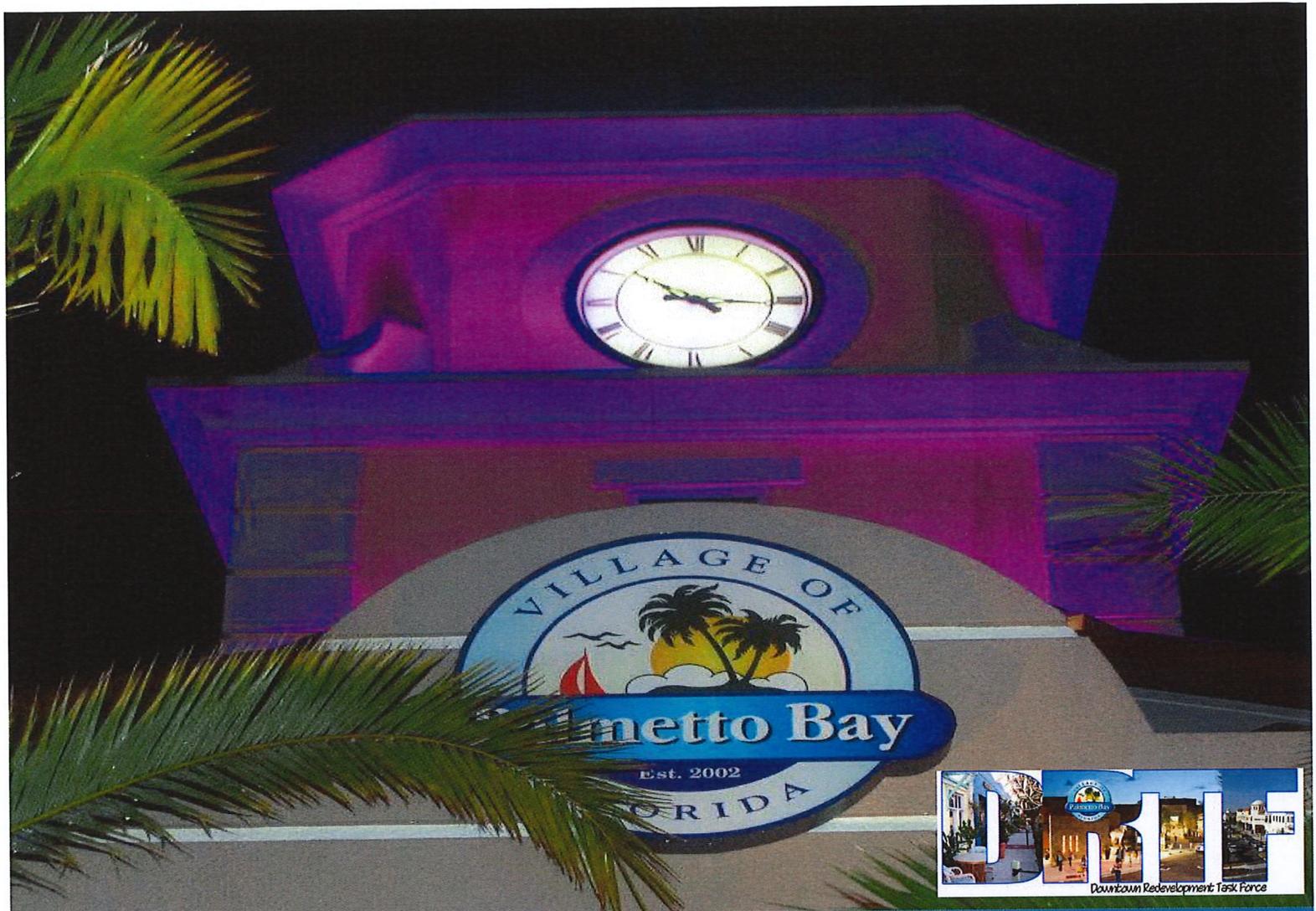
Street Type Plan



ATTACHMENT B



TRAFFIC IMPACT STUDY



Prepared for:

Village of Palmetto Bay

MARLIN

DRAFT REPORT

Prepared for:

MARLIN ENGINEERING, INC.

1700 NW 66th Avenue

Suite 106

Plantation, Florida 33313

P: 305.477.7575

www.marlinengineering.com

Traffic Impact Analysis for

Downtown Redevelopment Task Force

May 2019

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- Appendix C – Work Program
- Appendix D – Growth Rate Analysis/Historical Traffic Data
- Appendix E – Miami-Dade County Transit System 2018
- Appendix F – Cardinal Distribution
- Appendix G – Synchro Printouts

1. Introduction

The purpose of this report is to document the results of the Traffic Impact Analysis for the Downtown Redevelopment of the Village of Palmetto Bay, located between SW 174th Street and SW 184th Street along US-1 and SW 97th Avenue in Palmetto Bay, Florida. The proposed project consists of residential and potential retail and office land uses.

Since the Village's incorporation in 2002, the residents of Palmetto Bay have envisioned a thriving downtown district in the Village's southwest corner near US-1. This area, now known as the Franjo Triangle and Island or the FT&I District, has been long overdue for a positive transformation that befits the Palmetto Bay community. The group is focusing on transforming the existing business district into an attractive downtown district and expanding services for the Palmetto Bay residents, with an eye on enhancing the Village's overall financial viability now and well into the future.

Marlin Engineering, Inc. has completed this traffic impact analysis for submittal to the Village of Palmetto Bay. The purpose of the study is to assess the project's impact on the surrounding transportation network and to determine if adequate capacity is available to support future demand.

The study's methodology is consistent with the requirements outlined by the Village of Palmetto Bay for traffic impact analyses and coordination with Miami-Dade County. This report summarizes the data collection, project trip generation, and capacity analysis. An initial methodology meeting was conducted with Village of Palmetto Bay. The following sections summarize the results of the traffic study along with potential impacts from the project.

1.1 Project Description

The development consists of multi-family residential uses, as well as a potential retail/office component, as listed below.

- Residential – 3,826 mid-rise multi-family units
- Office – 1,169,771 square feet
- General Retail – 146,380 square feet
- Café – 138,124 square feet
- Full-Service Restaurant – 8,097 square feet
- Movie Theater – 68,265 square feet

1.2 Project Location

The project site is located limited to US-1 to the west, SW 97th Avenue to the east, SW 184th Street to the south, and SW 174th Street to the north, in Palmetto Bay, Florida. **Figure 1** depicts the general location of the downtown redevelopment site and the study area. Since the proposed site is easily accessed via the regional roadway system, the area of influence, where most of the traffic entering and exiting the project will be concentrated, is limited to adjacent roadways and intersections in close proximity to the site.

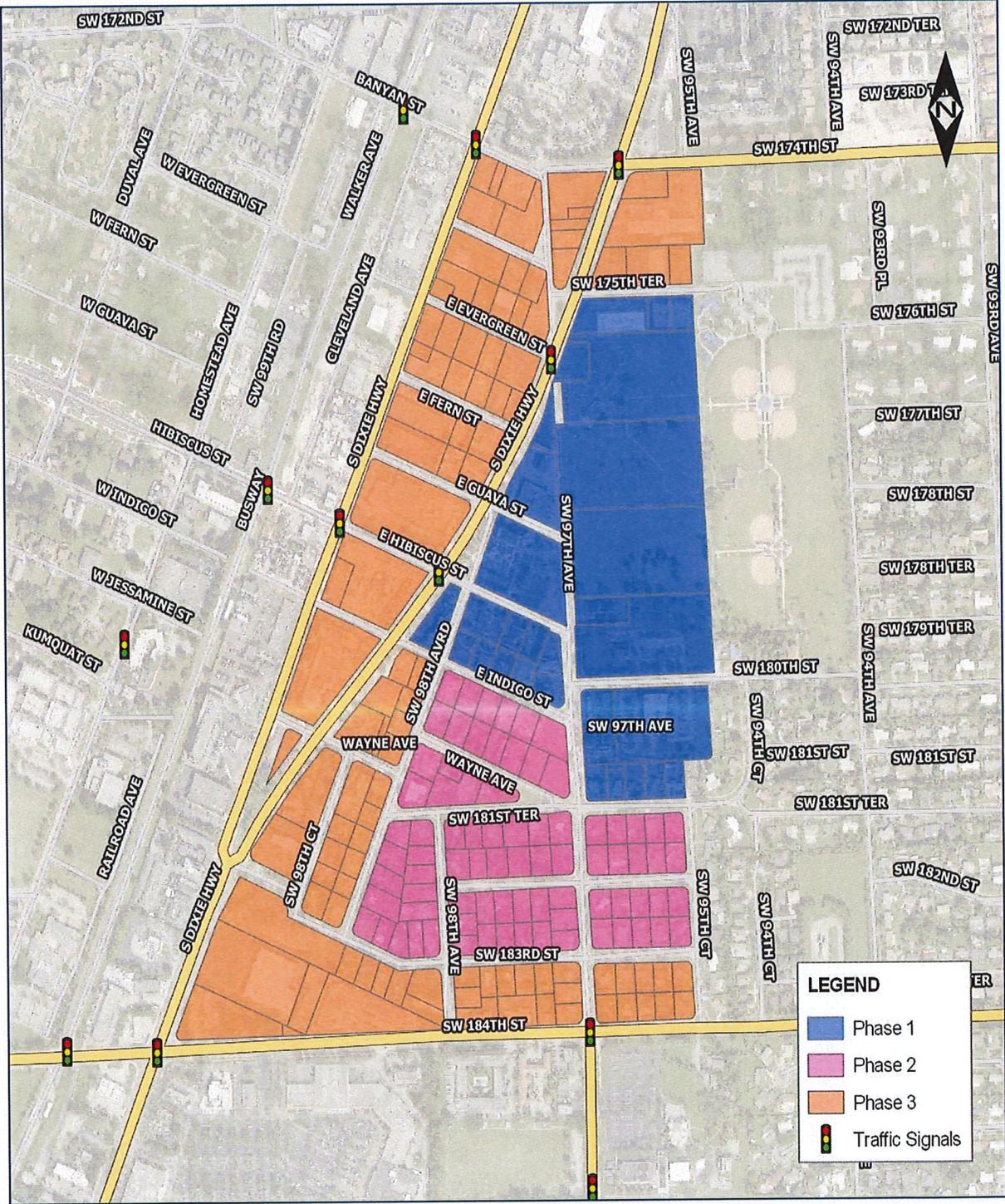


Figure 1 – Project Location Map

2. Data Collection

2.1 Traffic Count Data

Traffic data was collected at the intersections and roadway segments within the project study area as shown on **Figure 2**. The traffic volume data includes six-hour intersection turning movement volumes, during the AM and PM peak hours.

2.1.1 24-Hour Bi-Directional Machine Counts

24-Hour Bi-Directional Machine Counts were collected on February 13, 2014 at the following locations:

1. SW 97th Avenue, north of SW 181st Terrace
2. SW 97th Avenue, between SW 183rd Street and SW 182nd Street
3. SW 97th Avenue, north of E Guava Street
4. SW 98th Avenue Road, north of E Indigo Street
5. SW 175th Terrace, between US-1 and SW 97th Avenue
6. SW 181st Terrace, between SW 97th Avenue and SW 95th Court
7. SW 182nd Street, between SW 97th Avenue and SW 95th Court
8. SW 182nd Street, between SW 98th Avenue Road and SW 97th Avenue
9. SW 183rd Street, between SW 97th Avenue and SW 95th Court
10. SW 183rd Street, between SW 98th Avenue Road and SW 97th Avenue
11. E Indigo Street, between SB and NB US-1
12. Wayne Avenue, between SB and NB US-1

2.1.2 Turning Movement Counts (TMC's)

Traffic data was previously collected in February 13, 2014 when the study was first initiated by the Village. These traffic counts were updated to 2018 with a growth rate and utilized in the analysis. Turning movement counts (TMC's) were collected during the 7:00–9:00 AM and 4:00–6:00 PM within the determined traffic study area as listed below:

1. SW 97th Avenue at SW 174th Street (Unsignalized)
2. SW 97th Avenue at US-1 at Evergreen Street (Signalized)
3. SW 97th Avenue at Hibiscus Street (Unsignalized)
4. SW 97th Avenue at SW 180th Street (Unsignalized)
5. SW 97th Avenue at E Indigo Street (Unsignalized)
6. SW 97th Avenue at SW 181st Terrace (Unsignalized)
7. SW 97th Avenue and SW 182nd Street (Unsignalized)
8. SW 97th Avenue and SW 183rd Street (Unsignalized)
9. SW 97th Avenue and SW 184th Street (Signalized)

10. SW 95th Court at SW 184th Street (Unsignalized)
11. US-1 at SW 184th Street (Signalized)
12. US-1 (NB) at Wayne Avenue (Unsignalized)
13. US-1 (NB) at E Indigo Street (Unsignalized)

Additionally, the TMC's for three new intersections were collected since previous data was not available at these locations. For these locations, data was conducted on September 27, 2018 for peak period (7:00–9:00 AM and 4:00–6:00 PM). These intersections were manually adjusted to balance with the traffic data previously collected for the study back in 2014. New turning movement counts were collected at the following intersections:

- US-1 (SB) at Banyan Street (Signalized)
- US-1 (SB) at Evergreen Street (Unsignalized)
- US-1 (SB) at E Hibiscus Street (Signalized)

2.1.3. Segment Traffic Volumes

Segment traffic volumes for the morning AM and afternoon PM peak period were calculated from the intersection turning movement counts (TMCs).

2.2. Additional Traffic Data Collection

2.2.1. Peak Hour Factors

A peak hour factor was used for hourly variation of the traffic flow in the peak period, as prescribed by the Florida Department of Transportation (FDOT) within the Quality/Level of Service Handbook. The peak hour factors for each intersection were obtained from the collected turning movement counts.

2.2.2. Peak Season Adjustment Factors

Peak season conversion factors (PSCF) were used to adjust raw counts to reflect average annual for typical weekday conditions and seasonal variations. These factors were obtained from the 2017 FDOT Florida Traffic Information & Highway Online. The peak season factors for SW 97th Avenue and 95th Avenue is (1.00). On US-1 SB the peak season factor is (1.01). The peak seasonal factor report is included in **Appendix A**.

2.2.3. Other Data

In addition to the traffic data counts, existing characteristics of the roadway network including intersection geometry, lane geometry and posted speed limits within the traffic study area were verified.

The data collection date and corresponding peak season conversion factors are shown in **Table 1**. Turning movement counts, 24-hour volume counts, and peak season conversion factors are provided in **Appendix A**.

2.2.4 Signal Timing Analysis

Existing signal timing and phasing was obtained from the Miami-Dade County Advanced Traffic Management System (ATMS) Website, and is included in **Appendix B**.

2.3. Roadway Description

The following table describes the physical characteristics of the roadways within the traffic impact area.

Table 1 – Roadway Characteristics within the Study Area

| Intersection | Road Direction | Lane Configuration | Posted Speed Limit (mph) |
|---|---------------------|--------------------|--------------------------|
| US-1 | Northeast-southwest | 6-lane divided | 45 |
| SW 97 th Avenue/ Franjo Road | North-south | 2-lane undivided | 30 |
| SW 174 th Street | East-west | 2-lane undivided | 30 |
| SW 184 th Street | East-west | 4-lane undivided | 40 |
| SW 95 th Court | North-south | 2-lane undivided | 30 |
| E Hibiscus Street | Northwest-southeast | 2-lane undivided | 30 |
| E Indigo Street | Northwest-southeast | 2-lane undivided | 30 |
| Wayne Avenue | Northwest-southeast | 2-lane undivided | 30 |
| SW 183 rd Street | West-east | 2-lane undivided | 30 |
| SW 182 nd Street | West-east | 2-lane undivided | 30 |
| SW 181 st Terrace | West-east | 2-lane undivided | 30 |
| SW 180 th Street | West-east | 2-lane undivided | 30 |
| Evergreen Street | Northwest-southeast | 2-lane undivided | 30 |
| Banyan Street | Northwest-southeast | 2-lane undivided | 30 |

2.4. Intersection Descriptions

There are five (5) signalized intersections and eleven (11) un-signalized intersections located within the project study area as listed in Section 2.1.2. The lane configurations for the intersections within the study area are provided in **Figure 3**.

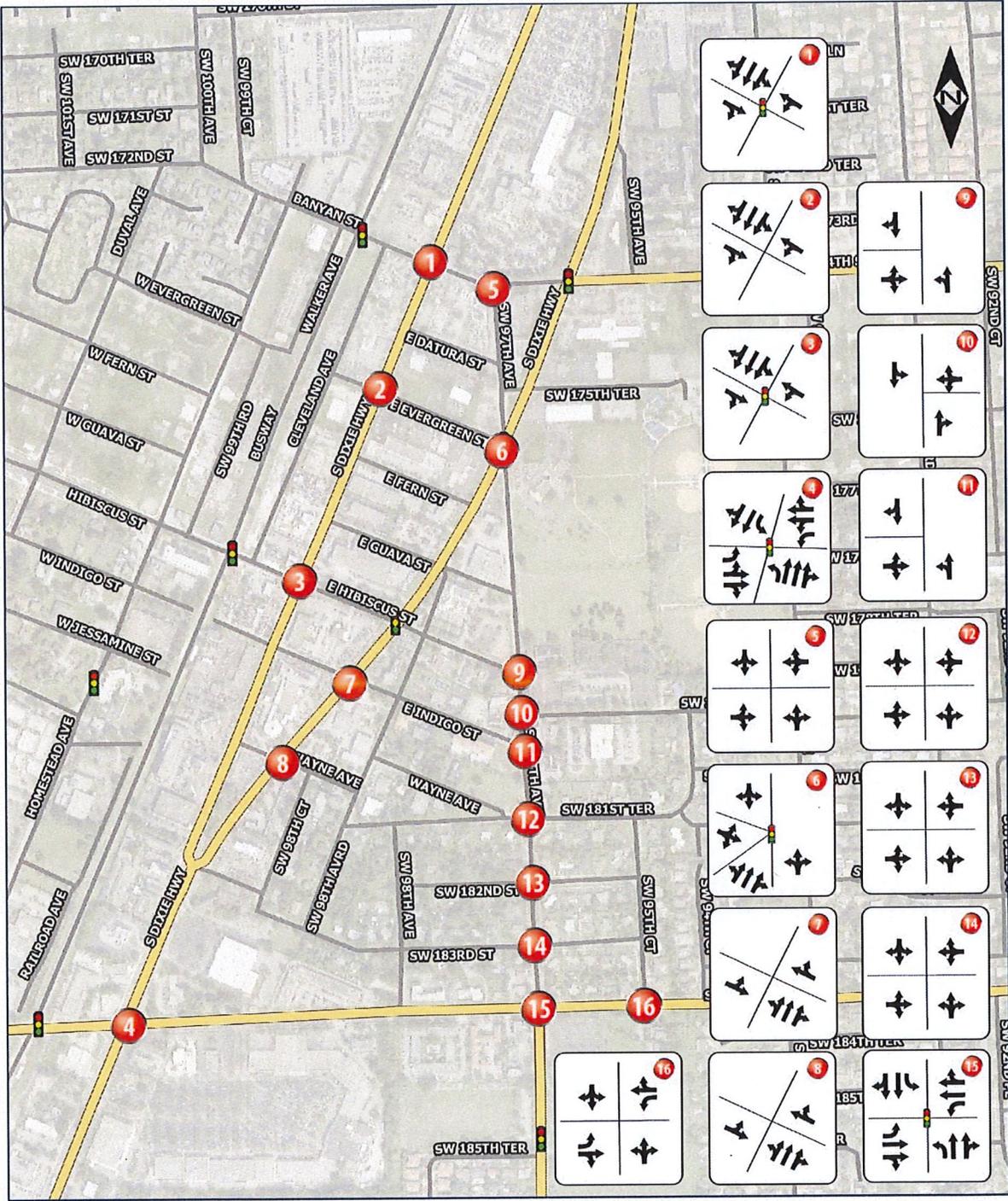


Figure 3 - Existing Lane Configuration

3. Existing Conditions Analysis

Level of Service (LOS) is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six (6) LOS are defined for each type of facility that have Highway Capacity Manual (HCM) analysis procedures available. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each Level of Service represents a range of operating conditions and the driver’s perception of those conditions.

Analysis of existing traffic conditions was performed for the AM and PM peak hour conditions on the roadway segments within the study area. The Florida Department of Transportation (FDOT) Generalized Level of Service (LOS) Tables were used to identify the vehicular capacity on the roadway segments. Intersection Levels of Service were also determined for the AM and PM peak period conditions using Synchro, based on the procedures of the HCM at all intersections within the study area. The levels of service thresholds used for the analysis are based on the “Generalized” tables for Urbanized Areas within the FDOT Level of Service Handbook, for the Miami-Dade County adopted threshold, which is Level of Service “E”.

3.2. Roadway Segment Level of Service Analysis

Existing conditions were examined to determine current levels of service for the study segments. The roadway segment Level of Service thresholds, measured in volume (v) to capacity (c) ratios, were developed from the 2013 FDOT Quality/Level of Service Handbook, as summarized in **Table 2** and included in **Appendix A**. The peak hour directional traffic for the study segments were obtained from the collected AM and PM turning movement counts, as presented in **Table 3**.

Table 2 – Roadway Segment Level of Service Thresholds

| LOS | US-1 ⁽³⁾ | | SW 97 Avenue / Franjo Road ⁽⁴⁾ | | SW 184 Street ⁽⁵⁾ | |
|-----|--|--------------------|---|------------------|--|--------------------|
| | Peak Hour Directional Volumes Thresholds | V/C Ratio | Peak Hour Directional Volumes Thresholds | V/C Ratio | Peak Hour Directional Volumes Thresholds | V/C Ratio |
| A | – ⁽¹⁾ | – ⁽¹⁾ | – ⁽¹⁾ | – ⁽¹⁾ | – ⁽¹⁾ | – ⁽¹⁾ |
| B | – ⁽¹⁾ | – ⁽¹⁾ | – ⁽¹⁾ | – ⁽¹⁾ | – ⁽¹⁾ | – ⁽¹⁾ |
| C | 3,528 | 0.97 | 266 | 0.46 | 1,633 | 0.96 |
| D | 3,624 | 1.00 | 540 | 0.94 | 1,710 | 1.00 |
| E | n/a ⁽²⁾ | n/a ⁽²⁾ | 576 | 1.00 | n/a ⁽²⁾ | n/a ⁽²⁾ |
| F | n/a ⁽²⁾ | n/a ⁽²⁾ | - | >1.00 | n/a ⁽²⁾ | n/a ⁽²⁾ |

⁽¹⁾ Cannot be achieved per Table 7 from FDOT’s 2013 Quality/Level of Service Handbook

⁽²⁾ Not applicable for that Level of Service letter grade

⁽³⁾ From FDOT’s 2013 Quality/Level of Service Handbook - Class I / Generalized LOS Tables (with One-Way Facility Adjustment of 1.2)

⁽⁴⁾ From FDOT’s 2013 Quality/Level of Service Handbook - Class II / Generalized LOS Tables (with Non-State Signalized Roadways Adjustments of - 10% and Median and Turn Lane Adjustments of -20% for Undivided with not Exclusive Left/Right Lanes)

⁽⁵⁾ From FDOT’s 2013 Quality/Level of Service Handbook - Class I / Generalized LOS Tables (with Median and Turn Lane Adjustments of -5% for Undivided with Exclusive Left Lanes)

The results of the roadway segment level of service analysis are presented in **Table 3**. As indicated in this table, the study segments currently operate at acceptable levels of service during both peak periods.

Table 3 – Existing Conditions Roadway Segment Analysis

| Principal Roadway | | Peak Hour Roadway Volumes (V) | | Peak Hour Vehicular Capacity* (C) | Peak Hour Excess Capacity | | Peak Hour Level of Service | | | |
|----------------------------|------|-------------------------------|-------|-----------------------------------|---------------------------|-------|----------------------------|-----|------|-----|
| | | AM | PM | | AM | PM | AM | | PM | |
| | | | | | | | V/C | LOS | V/C | LOS |
| US-1 | NE B | 3,181 | 2,201 | 3,624 | 443 | 1,423 | 0.88 | C | 0.61 | C |
| SW 97 Avenue / Franjo Road | NB | 555 | 356 | 576 | 21 | 220 | 0.96 | E | 0.62 | D |
| | SB | 163 | 495 | 576 | 413 | 81 | 0.28 | C | 0.86 | D |
| SW 184 Street | EB | 536 | 647 | 1,710 | 1,174 | 1,063 | 0.31 | C | 0.38 | C |
| | WB | 626 | 721 | 1,710 | 1,084 | 989 | 0.37 | C | 0.42 | C |

(*) Peak hour capacity derived from FDOT's 2013 Quality/Level of Service Handbook

3.1. Existing Intersection Level of Service Analysis

AM and PM peak hour capacity analysis were performed for the study intersections. **Table 4** presents the results of the peak hour capacity analysis. As shown in the table, the following intersections operate below the adopted level of service:

- SW 97th Avenue at US-1 and Evergreen Street (signalized) during the AM peak hour
- SW 97th Avenue at SW 184th Street (signalized) during both AM and PM peak hours
- US-1 at Wayne Avenue (unsignalized) during both AM and PM peak hours
- US-1 at E. Indigo Street (unsignalized) during both AM and PM peak hours
- US-1 at SB Evergreen Street (unsignalized) during the PM peak hour

The remaining study intersections operate above the adopted level of service during both periods. Detailed information from the intersection capacity analysis is included in **Appendix G**.

Table 4 – Existing Conditions Intersection Level of Service Analysis

| Intersection | Existing Conditions | | | |
|---|---------------------|----|-------------|-------|
| | Overall Peak Hour | | | |
| | LOS | | Delay (sec) | |
| | AM | PM | AM | PM |
| SW 97 th Avenue at SW 174 th Street (Unsignalized) | A | A | 8.6 | 9.3 |
| SW 97 th Avenue at US-1 at Evergreen Street (Signalized) | F | C | 99.8 | 33.0 |
| SW 97 th Avenue at Hibiscus Street (Unsignalized) | B | B | 10.1 | 10.2 |
| SW 97 th Avenue at SW 180 th Street (Unsignalized) | B | B | 14.6 | 13.2 |
| SW 97 th Avenue at E Indigo Street (Unsignalized) | B | B | 10.1 | 10.9 |
| SW 97 th Avenue at SW 181 st Terrace (Unsignalized) | C | B | 15.2 | 14.2 |
| SW 97 th Avenue at SW 182 nd Street (Unsignalized) | B | B | 14.7 | 13.3 |
| SW 97 th Avenue at SW 183 rd Street (Unsignalized) | B | C | 12.8 | 16.0 |
| SW 97 th Avenue at SW 184 th Street (Signalized) | F | F | 152.5 | 195.7 |
| SW 184 th Street and SW 95 th Court (Unsignalized) | C | D | 21.2 | 26.9 |
| US-1 at SW 184 th Street (Signalized) | E | E | 61.4 | 57.9 |
| US-1 at Wayne Avenue (Unsignalized) | F | F | 90.6 | 71.9 |
| US-1 at E Indigo Street (Unsignalized) | F | F | 205.4 | 120.0 |
| US-1 at SB E Hibiscus St (Signalized) | A | A | 9.8 | 7.4 |
| US-1 at SB Evergreen St (Unsignalized) | D | F | 30.4 | 90.4 |
| US-1 at SB Banyan St (Signalized) | C | B | 22.1 | 17.8 |

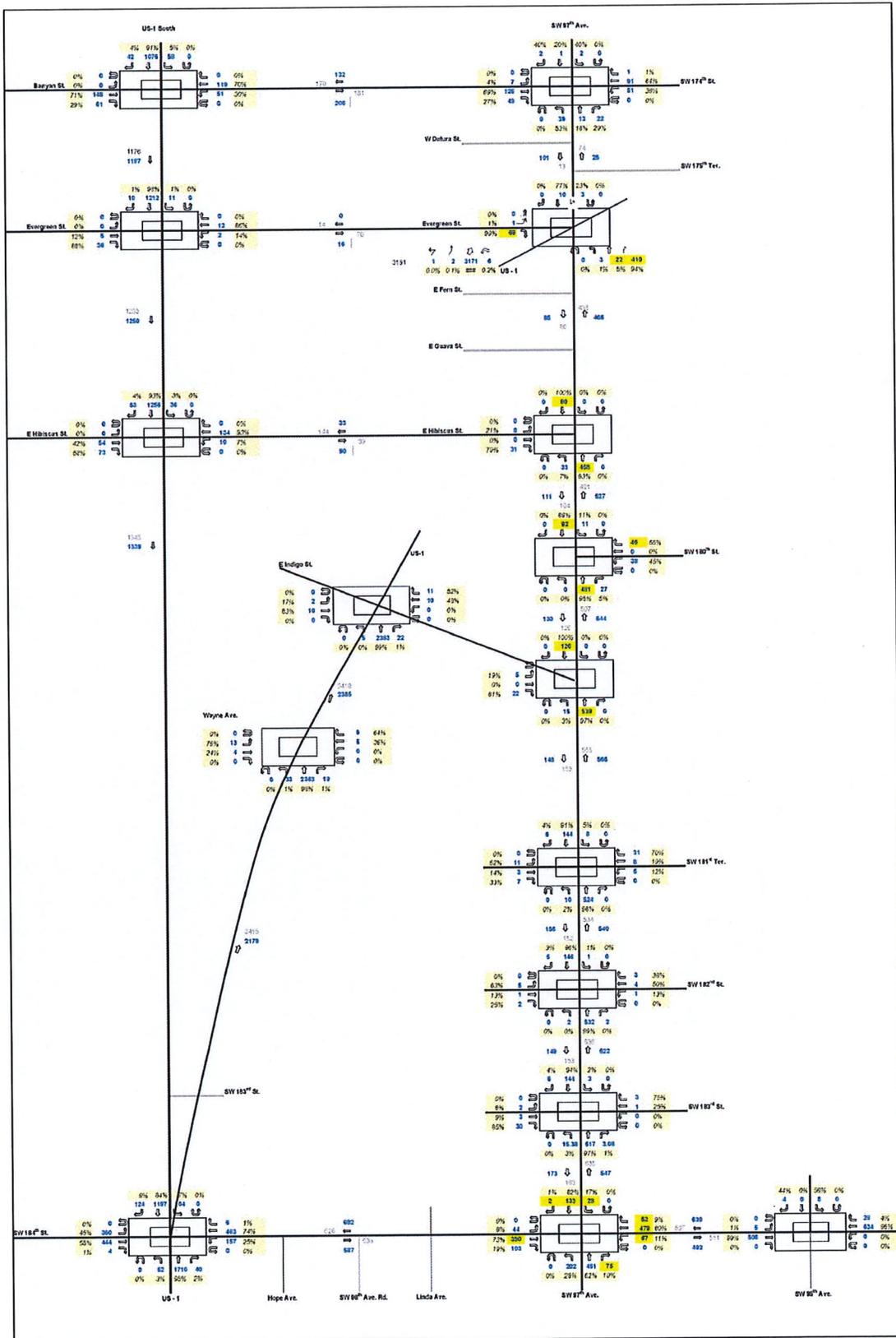


Figure 4 –Existing Traffic Volumes (AM Peak Hour)

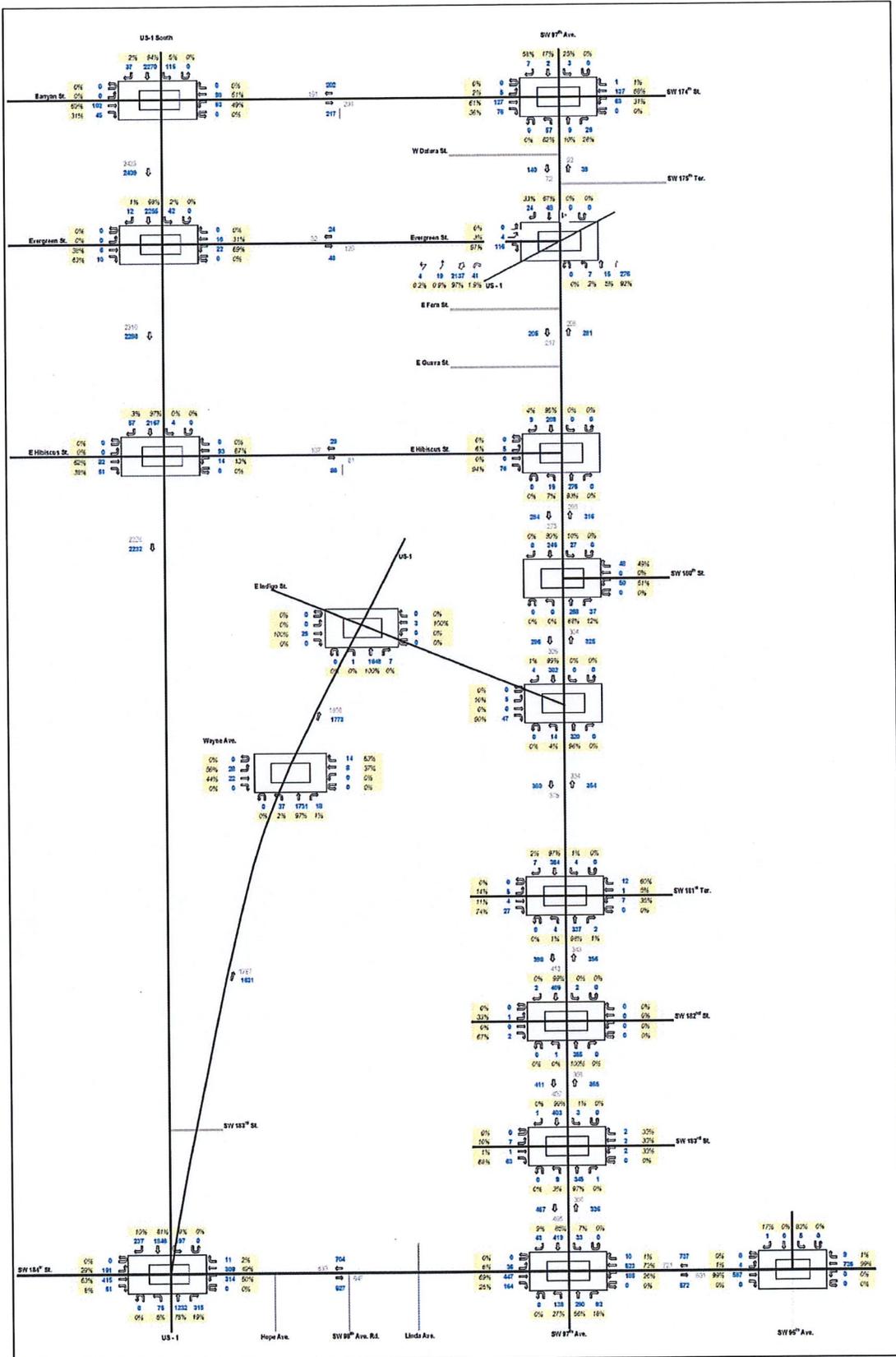


Figure 5 – Existing Traffic Volumes (PM Peak Hour)

4. Future Traffic Analysis

The Village of Palmetto Bay staff recognizes the projected capacity challenges represented along SW 97th Avenue and has proposed construction of a parallel facility along SW 95th Avenue to alleviate congestion. This proposed new facility would run in the north-south direction, connecting to US-1, just north of SW 174th Street down to SW 184th Street, south of the proposed development. Therefore, future traffic projections within the study area were performed for 2040 for three (3) scenarios, as follows:

- a) Background traffic with the existing roadway network
- b) Background traffic with the proposed SW 95th Avenue segment
- c) Total traffic, which includes background traffic with the proposed SW 95th Avenue segment, plus project traffic

The purpose of the analysis is to isolate the impacts of the traffic associated with the project from traffic due to population growth and construction of new development.

The following sections describe the process used to determine future roadway improvements planned by the City, County, and state agencies; the methodology used to estimate background traffic; and trips associated with the proposed site.

4.1. Planned and Programmed Roadway Improvements

Programmed (funded and/or committed) transportation improvements within the traffic impact study area were obtained from the Florida Department of Transportation's (FDOT) five-year work program, Miami-Dade County's Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) and the 2040 Long Range Transportation Plan (LRTP). As mentioned in **Appendix C**, it is anticipated there will be some additional vehicular capacity improvement within the proposed project site by the full-build out year of the project in 2040 with the anticipated projects, including the US-1 signal timing optimization and the proposed managed lanes within the US-1 Busway corridor. However, due to the uncertainty of these improvements, they were not included in the analysis for this project.

4.2. Background Traffic

Background traffic was calculated to account for future growth in the area. Future background traffic for this study was developed by applying a yearly growth rate to the seasonally adjusted traffic counts for the year 2040, which is the project's anticipated full build-out year. The growth rate calculations were based on historical traffic counts obtained from FDOT Florida Traffic Online. Growth rate data is included in **Appendix D**. **Table 5** provides a summary of the analysis. The following FDOT count stations were referenced for this analysis:

- Count Station no. 87-1114, located on SR 994/Quail Roost Dr., west of US-1 on SW 186th Street
- Count Station no. 87-2562, located on SR 5/US-1 S Dixie Hwy SB, south of SW 174th Street
- Count Station no. 87-2563, located on SR 5/US-1 S Dixie Hwy NB, south of SW 174th Street

Table 5 – Growth Rate Analysis Summary

| Station | 5-year Historical | 10-year Historical | Average Growth | Recommended Growth Rate |
|----------------|-------------------|--------------------|----------------|-------------------------|
| 87-1114 | 2.56% | 0.17% | 0.09% | 0.50% |
| 87-2562 | -0.34% | -0.57% | | |
| 87-2563 | -0.17% | -1.10% | | |
| Average | 0.68% | -0.50% | | |

Since the trend analysis resulted in nominal growth, a growth rate of 0.5 percent (%) was utilized to represent the expected traffic growth within the entire traffic impact area. This growth rate was also applied to the previously collected 2014 traffic counts to estimate current conditions.

4.3. Future Background Analysis

As previously stated, the future background conditions peak hour analysis was performed with and without the proposed SW 95 Avenue corridor segment, for the following:

- Roadway Segment Capacity Analysis
- Intersection Level of Service Analysis

4.3.1 Future Background Conditions

Table 6 presents the results of the roadway segment capacity analysis for the 2040 background traffic conditions during the AM and PM peak hour, without the proposed SW 95th Avenue segment. As indicated in this table, the corridors have sufficient capacity and are expected to operate above the adopted levels of service, with the exception of SW 97th Avenue, which fails in 2040 during the AM peak hour.

Table 6 – 2040 Future Background Peak Hour Roadway Segment Analysis

| Principal Roadway | | Peak Hour Roadway Volumes (V) | | Peak Hour Vehicular Capacity* (C) | Peak Hour Excess Capacity | | Peak Hour Level of Service | | | |
|----------------------------|-----|-------------------------------|-------|-----------------------------------|---------------------------|-------|----------------------------|----------|------|-----|
| | | AM | PM | | AM | PM | AM | | PM | |
| | | | | | | | V/C | LOS | V/C | LOS |
| US-1 | NEB | 3,549 | 2,458 | 3,624 | 75 | 1,166 | 0.98 | D | 0.68 | C |
| SW 97 Avenue / Franjo Road | NB | 619 | 397 | 576 | -43 | 179 | 1.07 | F | 0.69 | D |
| | SB | 182 | 553 | 576 | 394 | 23 | 0.32 | C | 0.96 | E |
| SW 184 Street | EB | 598 | 722 | 1,710 | 1,112 | 988 | 0.35 | C | 0.42 | C |
| | WB | 699 | 803 | 1,710 | 1,011 | 907 | 0.41 | C | 0.47 | C |

(*) Peak hour capacity derived from FDOT's 2013 Quality/Level of Service Handbook

Table 7 presents the results of the intersection level of service analysis. The intersection timings were optimized to reflect the change in traffic patterns in the future. Each of the study intersections operate above the adopted level of service, with the exception of the following intersections as noted:

- SW 97th Avenue at US-1 / Evergreen Street (signalized) during the AM peak hour
- SW 97th Avenue at SW 184th Street (signalized) during both AM and PM peak hours
- US-1 at Wayne Avenue (unsignalized) during both AM and PM peak hours
- US-1 at E Indigo Street (unsignalized) during both AM and PM peak hours
- US-1 SB Evergreen Street (unsignalized) during the PM peak hour

Although the same intersections as in existing conditions fail in the future, the delays are greatly increased. This is primarily due to the growth of traffic anticipated by 2040 in the area. In particular, unsignalized intersections suffer from an increase in traffic on the major roadways to the detriment of the minor cross-streets.

Table 7 – 2040 Future Background Intersection Level of Service Analysis

| Intersection | 2040 Future Background | | | |
|---|------------------------|----|-------------|-------|
| | Overall Peak Hour | | | |
| | LOS | | Delay (sec) | |
| | AM | PM | AM | PM |
| SW 97 th Avenue at SW 174 th Street (Unsignalized) | A | A | 8.9 | 9.8 |
| SW 97 th Avenue at US-1 at Evergreen Street (Signalized) | F | D | 184.5 | 35.9 |
| SW 97 th Avenue at Hibiscus Street (Unsignalized) | B | B | 10.4 | 10.6 |
| SW 97 th Avenue at SW 180 th Street (Unsignalized) | C | B | 16.2 | 14.3 |
| SW 97 th Avenue at E Indigo Street (Unsignalized) | B | B | 10.6 | 11.4 |
| SW 97 th Avenue at SW 181 st Terrace (Unsignalized) | C | C | 15.5 | 15.8 |
| SW 97 th Avenue at SW 182 nd Street (Unsignalized) | C | B | 16.3 | 14.2 |
| SW 97 th Avenue at SW 183 rd Street (Unsignalized) | B | C | 13.6 | 17.7 |
| SW 97 th Avenue at SW 184 th Street (Signalized) | F | F | 158.2 | 215.1 |
| SW 184 th Street and SW 95 th Avenue (Unsignalized) | D | D | 25.1 | 33.2 |
| US-1 at SW 184 th Street (Signalized) | E | E | 69.7 | 59.9 |
| US-1 at Wayne Avenue (Unsignalized) | F | F | 172.4 | 140.6 |
| US-1 at E Indigo Street (Unsignalized) | F | F | 423.8 | 229.2 |
| US-1 at SB E Hibiscus St (Signalized) | B | B | 10.9 | 10.6 |
| US-1 at SB Evergreen St (Unsignalized) | E | F | 38.8 | 193.3 |
| US-1 at SB Banyan St (Signalized) | B | C | 13.6 | 27.6 |

Note: Overall intersection LOS not provided for two-way stop-controlled intersections. The worst minor street movement is indicated.

Figures 6 and 7 show the background traffic volumes within the study area for the AM and PM peak hours. Synchro output sheets are included in **Appendix G**.

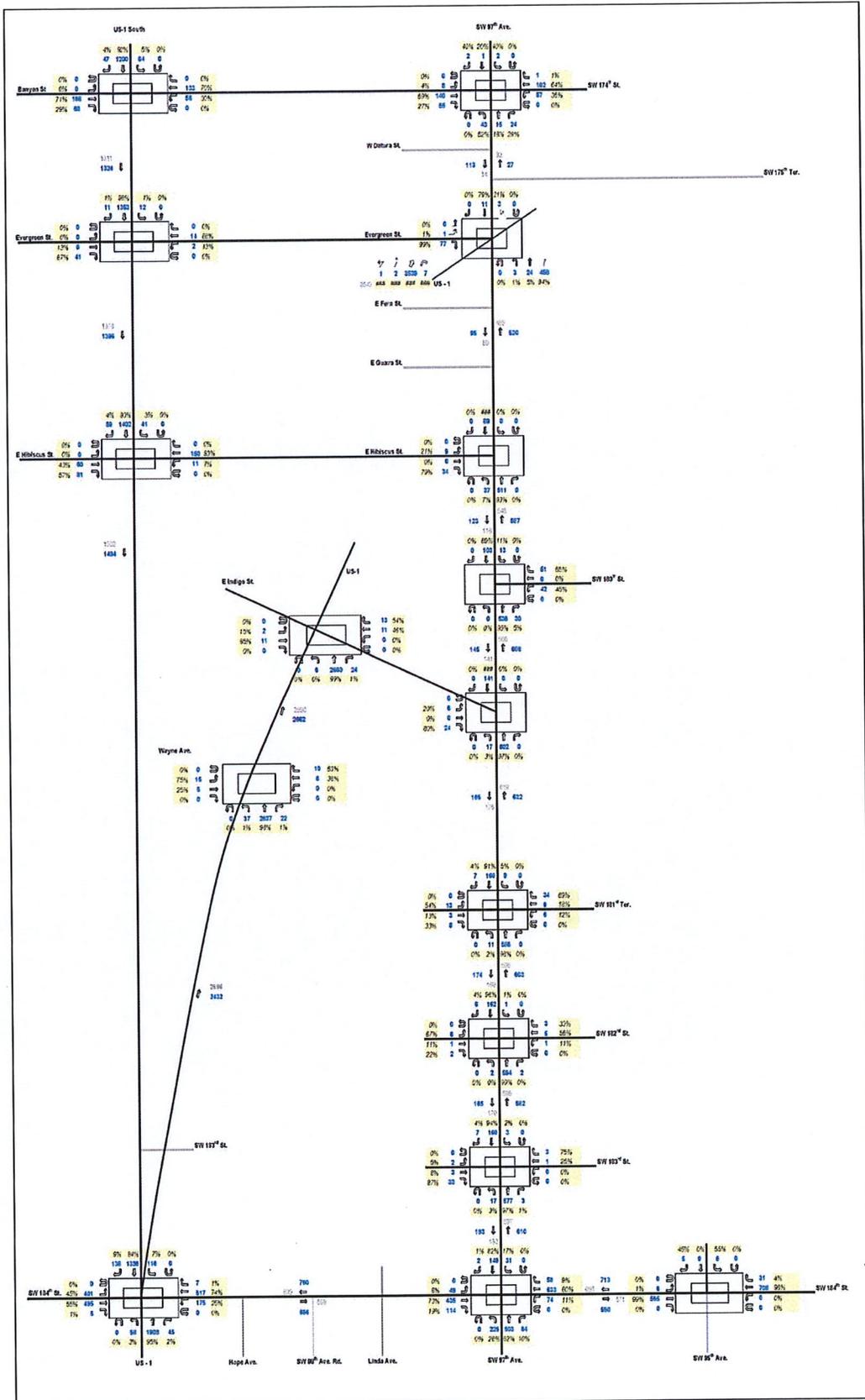


Figure 6 – 2040 Future Background Traffic Volumes (AM Peak Hour)

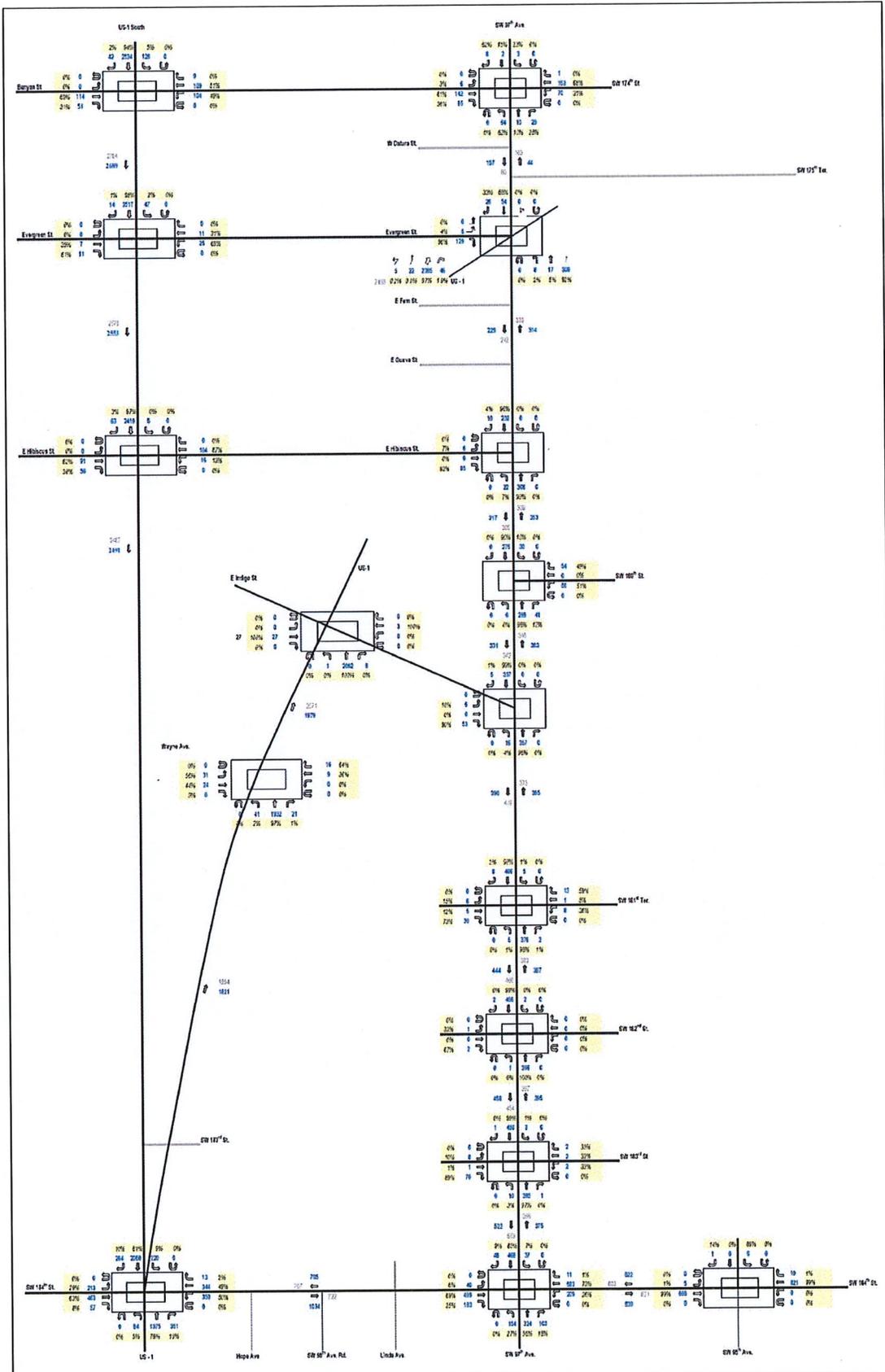


Figure 7 – 2040 Future Background Traffic Volumes (PM Peak Hour)

4.3.2. 2040 Future Background Conditions with SW 95th Avenue

Based on the summary of the roadway characteristics for Franjo Road and SW 95th Avenue as shown in the **Table 8** below, assumptions were made to divert some of the traffic along SW 97th Avenue to the new parallel facility.

Table 8 – Summary of Roadway Characteristics

| SW 97 th Avenue/Franjo Road | SW 95 th Avenue |
|--|--|
| SW 174 th Street to Old Cutler Road | SW 184 th Street to SW 174 th Street |
| 2.3 miles | 0.64 miles |
| 4 signalized and 25 unsignalized intersections | 4 unsignalized intersections |

The diversion considered the existing and proposed land uses in the study area, as well as the roadway network. Based on the comparison of the facilities, SW 97th Avenue will most likely carry the most traffic since this road extends all the way south to Old Cutler Road, which will feed vehicular traffic from the outer limits of the study area. Meanwhile, SW 95th Avenue is anticipated to serve as a local street for traffic within the Downtown area specifically. Therefore, an 80% split was assumed for SW 97th Avenue, while 20% of the traffic was re-assigned to SW 95th Avenue.

Table 9 present the results of the roadway segment capacity analysis for the year 2040 during the AM and PM peak hour background traffic conditions, with the proposed SW 95th Avenue segment. As indicated in this table, the corridors have sufficient capacity and are expected to operate above the adopted levels of service for 2040 during both AM and PM peak hours.

Table 9 – 2040 Future Background with SW 95th Avenue Roadway Segment Analysis

| Principal Roadway | | Peak Hour Roadway Volumes (V) | | Peak Hour Vehicular Capacity* (C) | Peak Hour Excess Capacity | | Peak Hour Level of Service | | | |
|----------------------------|-----|-------------------------------|-------|-----------------------------------|---------------------------|-------|----------------------------|-----|------|-----|
| | | AM | PM | | AM | PM | A.M. | | P.M. | |
| | | | | | | | V/C | LOS | V/C | LOS |
| US-1 | NEB | 2,839 | 1,966 | 3,624 | 785 | 1,658 | 0.78 | C | 0.54 | C |
| SW 97 Avenue / Franjo Road | NB | 495 | 318 | 576 | 81 | 258 | 0.86 | D | 0.55 | D |
| | SB | 146 | 441 | 576 | 430 | 135 | 0.25 | C | 0.77 | D |
| SW 95 Avenue | NB | 119 | 79 | 576 | 457 | 497 | 0.21 | C | 0.14 | C |
| | SB | 36 | 104 | 576 | 540 | 472 | 0.06 | C | 0.18 | C |
| SW 184 Street | EB | 479 | 722 | 1,710 | 1,231 | 988 | 0.28 | C | 0.42 | C |
| | WB | 699 | 897 | 1,710 | 1,011 | 813 | 0.41 | C | 0.52 | C |

(*) Peak hour capacity derived from FDOT's 2013 Quality/Level of Service Handbook

Table 10 presents the results of the intersection capacity analysis. The intersection timings were optimized to reflect the change in traffic patterns in future years. Each of the study intersections operate above the adopted level of service during all analysis periods, with the exception of the following intersections as noted:

- SW 97th Avenue at US-1 / Evergreen Street (signalized) during the AM peak hour
- SW 97th Avenue at SW 184th Street (signalized) during both AM and PM peak hours

- US-1 at Wayne Avenue (unsignalized) during both AM and PM peak hours
- US-1 at E Indigo Street (unsignalized) during both AM and PM peak hours
- US-1 SB Evergreen Street (unsignalized) during the PM peak hour

As anticipated, the general overall delay times are reduced and level of service is improved at most of the study intersections with the addition of the proposed SW 95th Avenue segment. Also, for the signalized intersections of SW 97th Avenue at US-1 / Evergreen Street and SW 97th Avenue at SW 184th Street, which operate below acceptable conditions, there is a significant reduction in overall delay during the AM peak hour, about 53% and 39% respectively. Detailed information from the intersection capacity analysis is included in **Appendix G**.

Table 10 – 2040 Future Background with SW 95th Avenue Intersection Level of Service Analysis

| Intersection | 2040 Future Background with SW 95 th Ave. | | | |
|---|--|----|-------------|-------|
| | Overall Peak Hour | | | |
| | LOS | | Delay (sec) | |
| | AM | PM | AM | PM |
| SW 97 th Avenue at SW 174 th Street (Unsignalized) | A | A | 8.4 | 8.9 |
| SW 97 th Avenue at US-1 at Evergreen Street (Signalized) | F | C | 86.1 | 31.9 |
| SW 97 th Avenue at Hibiscus Street (Unsignalized) | A | B | 9.8 | 10.0 |
| SW 97 th Avenue at SW 180 th Street (Unsignalized) | B | B | 13.4 | 12.3 |
| SW 97 th Avenue at E Indigo Street (Unsignalized) | B | B | 10.0 | 10.6 |
| SW 97 th Avenue at SW 181 st Terrace (Unsignalized) | B | B | 14.1 | 13.1 |
| SW 97 th Avenue at SW 182 nd Street (Unsignalized) | B | B | 13.7 | 12.5 |
| SW 97 th Avenue at SW 183 rd Street (Unsignalized) | B | B | 12.1 | 14.8 |
| SW 97 th Avenue at SW 184 th Street (Signalized) | F | F | 96.5 | 216.6 |
| SW 184 th Street and SW 95 th Avenue (Unsignalized) | C | C | 15.3 | 20.1 |
| US-1 at SW 184 th Street (Signalized) | E | E | 69.7 | 59.9 |
| US-1 at Wayne Avenue (Unsignalized) | F | F | 172.4 | 124.0 |
| US-1 at E Indigo Street (Unsignalized) | F | F | 423.8 | 229.2 |
| US-1 at SB E Hibiscus Street (Signalized) | A | B | 5.7 | 12.2 |
| US-1 at SB Evergreen Street (Unsignalized) | C | F | 23.3 | 193.3 |
| US-1 at SB Banyan Street (Signalized) | B | C | 13.6 | 23.1 |
| SW 95 th Avenue at SW 183 rd Street (Unsignalized) | A | A | 8.5 | 8.9 |
| SW 95 th Avenue at SW 182 nd Street (Unsignalized) | A | A | 9.4 | 0.0 |
| SW 95 th Avenue at SW 181 st Terrace (Unsignalized) | A | A | 9.1 | 0.1 |
| SW 95 th Avenue at SW 180 th Street (Unsignalized) | A | A | 0.9 | 0.7 |
| SW 95 th Avenue at SW 174 th Street (Unsignalized) | A | A | 9.0 | 9.9 |

Note: Overall intersection LOS not provided for two-way stop-controlled intersections. The worst minor street movement is indicated.

Due to proximity, existing volumes at the intersection of SW 184 Street at SW 95 Court were used at the new intersection of SW 184 Street at SW 95 Avenue for balancing and future projections.

Figures 8 and 9 show the AM and PM background traffic volumes with the proposed SW 95th Avenue segment within the study area. Synchro output sheets are included in **Appendix G**.

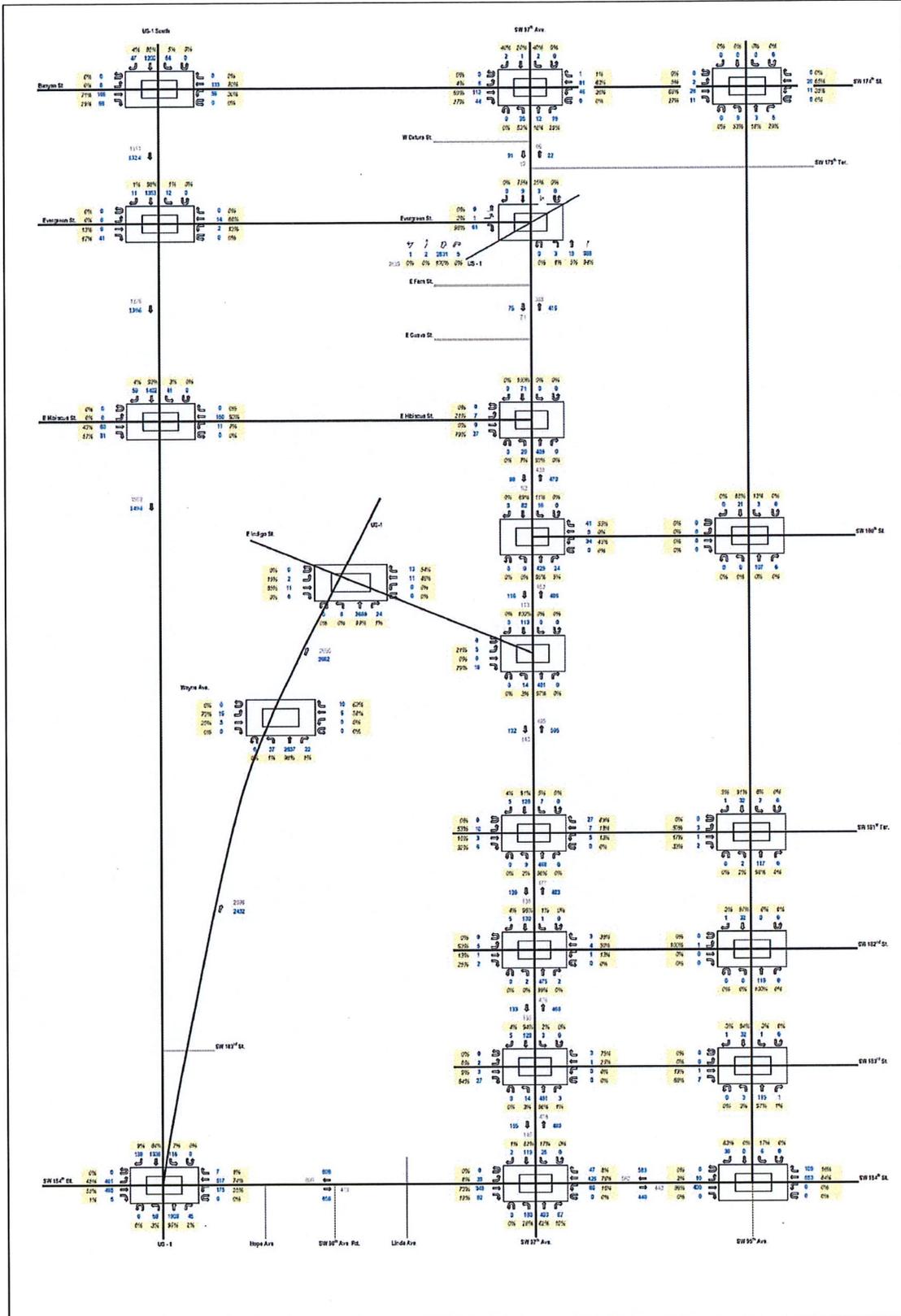


Figure 8 – 2040 Future Background with SW 95th Avenue - Traffic Volumes (AM Peak Hour)

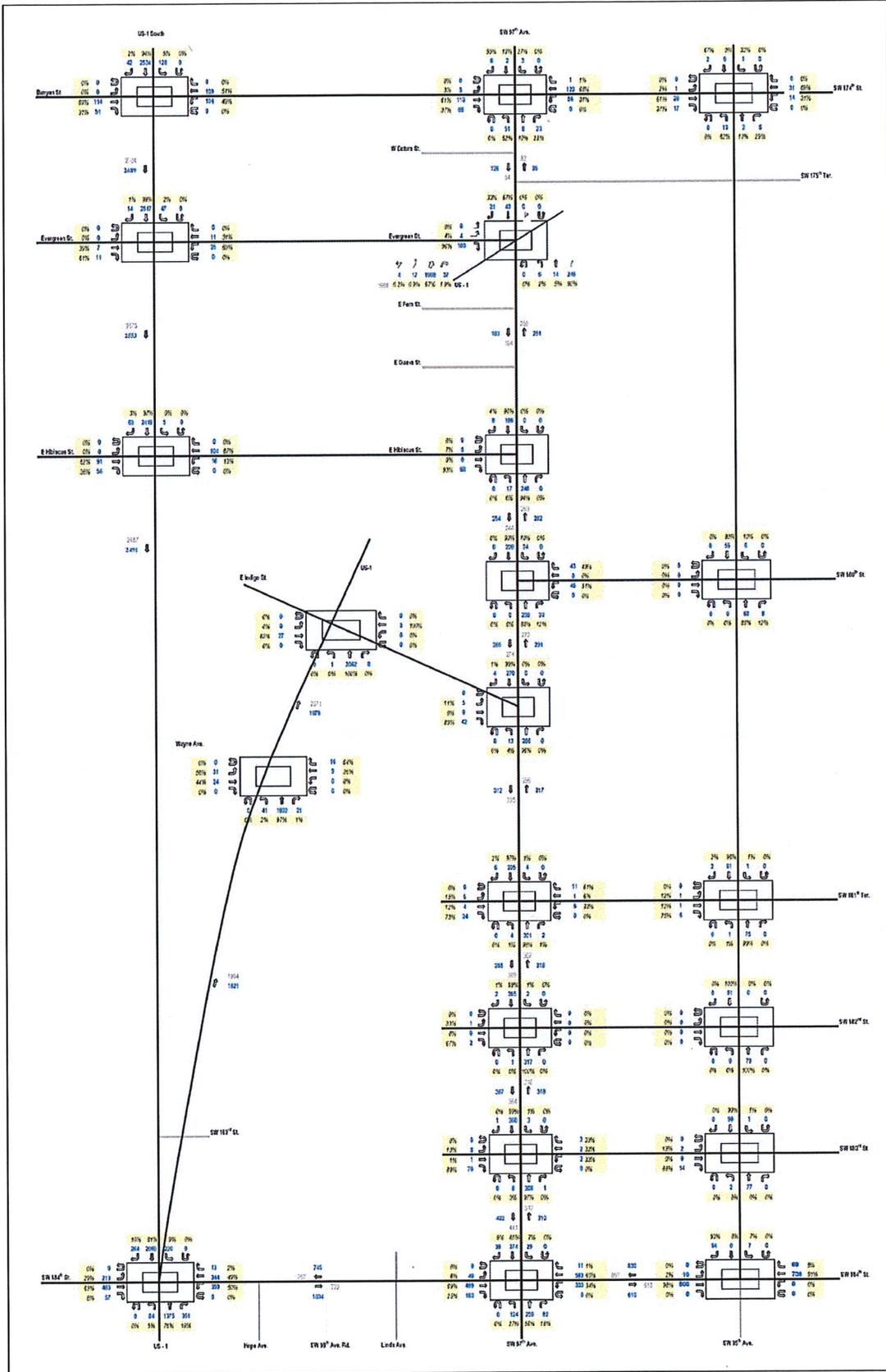


Figure 9 – 2040 Future Background with SW 95th Avenue - Traffic Volumes (AM Peak Hour)

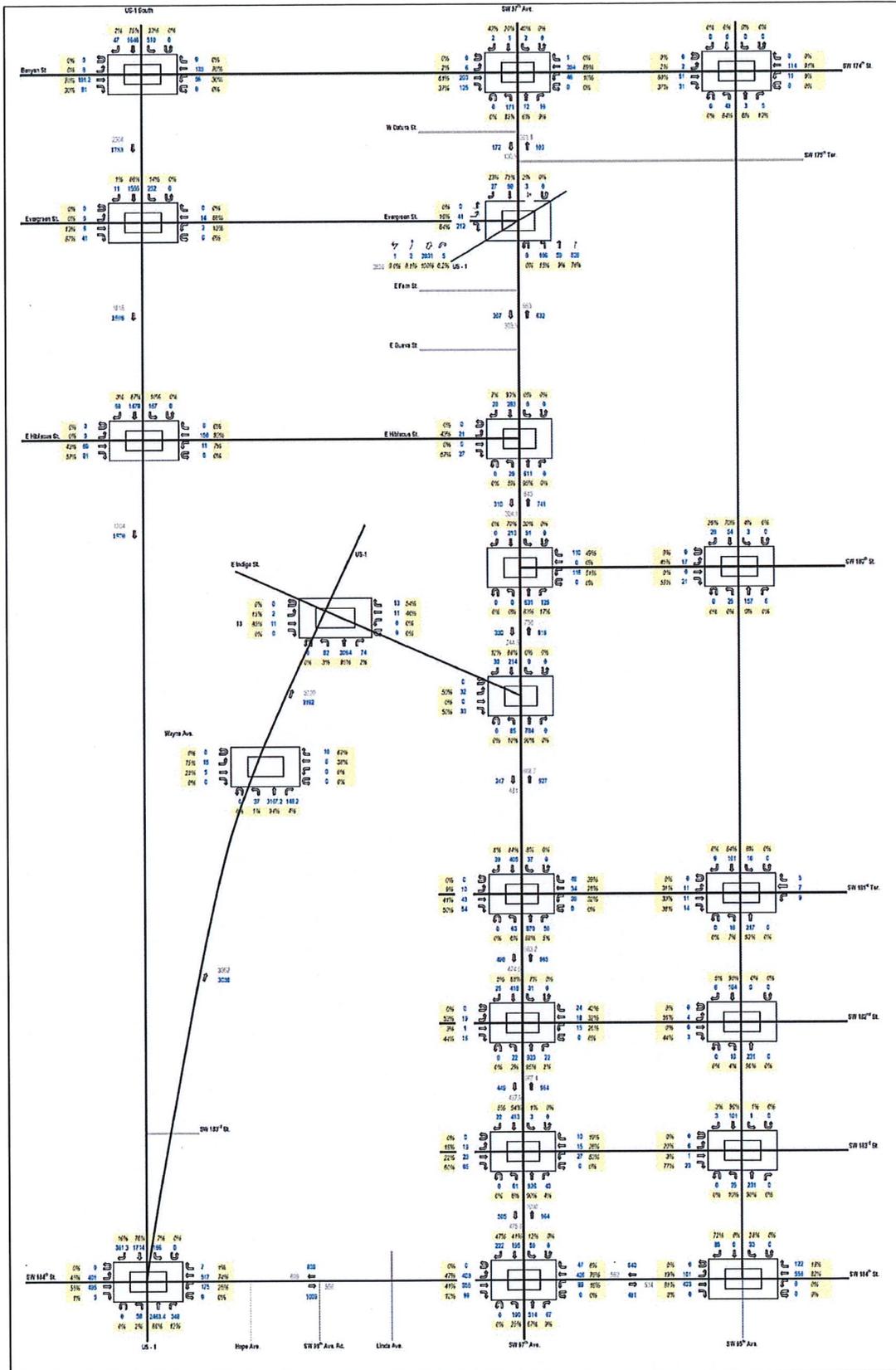


Figure 10 – 2040 Future Background with SW 95th Avenue - Traffic Volumes (PM Peak Hour)

4.4. Project Traffic

Project traffic was developed using trip generation guidelines from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, for each land use as previously described:

- Residential – 3,826 mid-rise multi-family units
- Office – 1,169,771 square feet
- General Retail – 146,380 square feet
- Café – 138,124 square feet
- Full-Service Restaurant – 8,097 square feet
- Movie Theater – 68,265 square feet

4.4.1. Trip Generation

Trip generation is the method by which the amount of traffic, or the number of trips to and from a site, is estimated. The ITE Trip Generation Manual is a common source of trip generation characteristics, providing data on a variety of development types on a daily and peak-hour basis. Based on the ITE land use codes noted below, the proposed project's trip generation were determined:

- Land Use Code 221 (Mid-Rise Apartment)
- Land Use Code 444 (Movie Theater)
- Land Use Code 710 (General Office Building)
- Land Use Code 875 (Retail)
- Land Use Code 932 (Full-Service Restaurant)
- Land Use Code 933 (Cafe)

Internal Capture Volumes

Internal capture trips are trips that occur between various land uses within the development without needing to access the external roadway network. Based on the calculations as indicated in the ITE Trip Generation Manual, 3rd Edition, an internal capture of 16.5% and 15.0% was estimated for the AM and PM peak hour, respectively.

Pass-By Capture Volumes

A portion of the trips at the project driveways will be the result of the project's new trips. Pass-by trips are stops on the way from an origin to a primary trip destination without a route diversion and that are existing trips on the roadway network. As a conservative approach, no pass-by reductions were used in the analysis of the project trips.

Transit Reduction

The study area is served by the South-Dade Transit way in close vicinity parallel to US1 and is served by express bus routes including routes 34 and 38. Each of these routes has schedule of every 10 minutes along northbound and southbound directions during peak periods. Also, the study area served by several Miami-Dade bus routes including routes 1, 31, 35, 52, and 200 connecting the Village to neighboring communities and rest of the County. In addition, an urban center station is also proposed in County's and Village's

planned improvements within the close vicinity of the project and premium transit service operations would be provided within the redeveloped downtown study area. The supporting material is included in **Appendix E**.

For the transit reduction factor a brief research was also performed for available studies and documents. In Miami, the “Miami Downtown Development of Regional Impact Increment II” report provides transit reduction factor and pedestrian factor as 23 percent and 10 percent respectively. The Franjo Activity Center has many similar features like mix land use, pedestrian connectivity, and vicinity to express transit routes and transit centers as mentioned earlier. Also, the Transportation Element of Village of Palmetto Bay Comprehensive Plan (policy 2A.1.1) recognizes role of transit service in order to reduce transportation impacts of a development. The policy states that the level of service for roadways between the Urban Development Boundary (UDB) and Urban Infill Area (UIA), where extraordinary transit service exists, such as express bus service, parallel roadways within a half-mile shall operate at no greater than 120% of their capacity. In light of these study and transit role indicators, a minimum transit reduction factor of 15 percent is used.

Net New Project Trips

Net new, external vehicle trips are equal to the gross project trips minus the internal capture trips, transit reduction trips and the pass-by capture trips. Detailed trip generation calculations are shown in the **Appendix F**.

4.4.2. Trip Distribution

The likely distribution of project traffic was forecast for trips expected to be generated by the project. The trip distribution was based on a cardinal trip distribution obtained from the 2040 Cost Feasible Plan for the project site's traffic analysis zone (TAZ 1143, 1144 and 1145). The cardinal trip distribution is provided in **Table 11**. The detailed cardinal distribution is included in **Appendix F**.

Table 11 – Cardinal Distribution

| Cardinal Direction | Percentage of Trips | | | Average |
|--------------------|---------------------|----------------|----------------|----------------|
| | TAZ 1143 | TAZ 1144 | TAZ 1145 | |
| NNE | 28.80% | 27.20% | 24.70% | 26.90% |
| ENE | 2.10% | 2.00% | 3.50% | 2.53% |
| ESE | 1.60% | 5.10% | 2.40% | 3.03% |
| SSE | 3.80% | 8.20% | 6.00% | 6.00% |
| SSW | 20.20% | 23.40% | 24.70% | 22.77% |
| WSW | 13.50% | 9.60% | 11.80% | 11.63% |
| WNW | 15.90% | 10.40% | 13.10% | 13.13% |
| NNW | 14.20% | 14.10% | 13.80% | 14.03% |
| Total | 100.00% | 100.00% | 100.00% | 100.00% |

Based on the percentages shown above and the density for the development on a sector by sector basis as detailed in the Village's development program for the Downtown Redevelopment, entering and exiting percentages were assigned for the project trips to be distributed throughout the roadway network as shown in **Figure 10**.

4.4.3. Trip Assignment

Based on the percentages estimated for the project trip distribution described in the previous section, trips were assigned throughout the network within the study area for the AM and PM peak hours as shown in **Figures 11 and 12**.

4.5. 2040 Future Total Project Scenario with SW 95th Avenue

Table 12 present the results of the roadway segment capacity analysis for the year 2040 during the AM and PM peak hour total future project scenario with the proposed SW 95th Avenue segment in place. As indicated in these table, the corridors have sufficient capacity and are expected to operate above the adopted levels of service for year 2040 during both AM and PM peak hour period, except northbound SW 97th Avenue during both AM and PM peak hours.

Table 12 – 2040 Future Total Project Scenario with SW 95th Avenue Roadway Segment Analysis

| Principal Roadway | | Peak Hour Roadway Volumes | | Peak Hour Vehicular Capacity* | Peak Hour Excess Capacity | | Peak Hour Level of Service | | | |
|------------------------------|-----|---------------------------|------|-------------------------------|---------------------------|------|----------------------------|-----|------|-----|
| | | AM | PM | | AM | PM | A.M. | | P.M. | |
| | | | | | | | V/C | LOS | V/C | LOS |
| US-1 | NEB | 2839 | 1966 | 3624 | 785 | 1658 | 0.78 | C | 0.54 | C |
| SW 97 Avenue / Franjo Road 1 | NB | 869 | 822 | 576 | -293 | -246 | 1.51 | F | 1.43 | F |
| | SB | 476 | 961 | 576 | 100 | -385 | 0.83 | D | 1.67 | F |
| SW 95 Avenue | NB | 241 | 210 | 576 | 335 | 366 | 0.42 | C | 0.36 | C |
| | SB | 118 | 213 | 576 | 458 | 363 | 0.20 | C | 0.37 | C |
| SW 184 Street | EB | 856 | 1086 | 1710 | 854 | 624 | 0.50 | C | 0.64 | C |
| | WB | 699 | 954 | 1710 | 1011 | 756 | 0.41 | C | 0.56 | C |

(*) Peak hour capacity derived from FDOT's 2013 Quality/Level of Service Handbook

Table 13 presents the results of the intersection capacity analysis. The intersection timings were optimized to reflect the change in traffic patterns in the future. Almost all the intersections within the study area operate below the acceptable level of service thresholds as follows:

- SW 97th Avenue at SW 174th Street during the PM peak hour
- SW 97th Avenue at US-1 / Evergreen Street during both AM and PM peak hours
- SW 97th Avenue at SW 180th Street during both AM and PM peak hours
- SW 97th Avenue at E Indigo Street during the PM peak hour
- SW 97th Avenue at SW 181st Terrace during the AM peak hour
- SW 97th Avenue at SW 182nd Street during both AM and PM peak hours
- SW 97th Avenue at SW 183rd Street during both AM and PM peak hours
- SW 97th Avenue at SW 184th Street during both AM and PM peak hours

- SW 184th Street and SW 95th Avenue during the PM peak hour
- US-1 at SW 184th Street during both AM and PM peak hours
- US-1 at Wayne Avenue during both AM and PM peak hours
- US-1 at E Indigo Street during both AM and PM hours
- US-1 SB Evergreen Street during both AM and PM peak hours
- US-1 SB Banyan Street during the PM peak hours

**Table 13 – 2040 Total Future Project Scenario with SW 95th Avenue
Intersection Level of Service Analysis**

| Intersection | 2040 Total Trips | | | |
|---|-------------------|----|-------------|--------|
| | Overall Peak Hour | | | |
| | LOS | | Delay (sec) | |
| | AM | PM | AM | PM |
| SW 97 th Avenue at SW 174 th Street (Unsignalized) | C | F | 25.0 | 54.9 |
| SW 97 th Avenue at US-1 at Evergreen Street (Signalized) | F | F | 235.5 | 116.7 |
| SW 97 th Avenue at Hibiscus Street (Unsignalized) | C | C | 16.1 | 17.5 |
| SW 97 th Avenue at SW 180 th Street (Unsignalized) | F | F | 130.0 | 159.4 |
| SW 97 th Avenue at E Indigo Street (Unsignalized) | C | F | 22.0 | 54.9 |
| SW 97 th Avenue at SW 181 st Terrace (Unsignalized) | F | A | 618.4 | 0.8 |
| SW 97 th Avenue at SW 182 nd Street (Unsignalized) | F | F | 68.7 | 189.3 |
| SW 97 th Avenue at SW 183 rd Street (Unsignalized) | F | F | 161.0 | 1012.4 |
| SW 97 th Avenue at SW 184 th Street (Signalized) | F | F | 245.5 | 435.5 |
| SW 184 th Street and SW 95 th Avenue (Unsignalized) | D | F | 28.0 | 115.9 |
| US-1 at SW 184 th Street (Signalized) | F | F | 137.5 | 237.6 |
| US-1 at Wayne Avenue (Unsignalized) | F | F | 729.6 | 668.8 |
| US-1 at E Indigo Street (Unsignalized) | F | F | 1161.6 | 896.3 |
| US-1 at SB E Hibiscus St (Signalized) | B | B | 11.1 | 13.0 |
| US-1 at SB Evergreen St (Unsignalized) | F | F | 143.1 | 615.3 |
| US-1 at SB Banyan St (Signalized) | C | F | 22.4 | 274.1 |
| SW 95 th Avenue at SW 183 rd Street (Unsignalized) | A | B | 9.5 | 10.2 |
| SW 95 th Avenue at SW 182 nd Street (Unsignalized) | B | B | 10.1 | 10.8 |
| SW 95 th Avenue at SW 181 st Terrace (Unsignalized) | B | B | 11.6 | 11.5 |
| SW 95 th Avenue at SW 180 th Street (Unsignalized) | A | A | 9.6 | 9.9 |
| SW 95 th Avenue at SW 174 th Street (Unsignalized) | B | B | 10.2 | 10.5 |

Note: Overall intersection LOS not provided for two-way stop-controlled intersections. The worst minor street movement is indicated.

Due to proximity, existing volumes at the intersection of SW 184 Street at SW 95 Court were used at the new intersection of SW 184 Street at SW 95 Avenue for balancing and future projections.

As can be expected, the majority of the failures at these intersections are due primarily to the anticipated growth in the area, in addition to the trips that will be generated by the project. Franjo Road will be the major thoroughfare for the Downtown area; therefore, the majority of trips are anticipated to travel along this road. For the majority of the unsignalized intersections along SW 97th Avenue, the cross-street traffic will suffer due to the increase of traffic on the major road.

Likewise, US-1 also suffers a deterioration in the levels of service associated with the minor cross-street traffic trying to find a gap within the heavy main traffic volumes. Meanwhile, SW 95th Avenue is operating at acceptable levels of service.

Figures 13 and 14 show the AM and PM total project traffic volumes with the proposed SW 95th Avenue segment within the study area. Synchro output sheets are included in **Appendix G**.

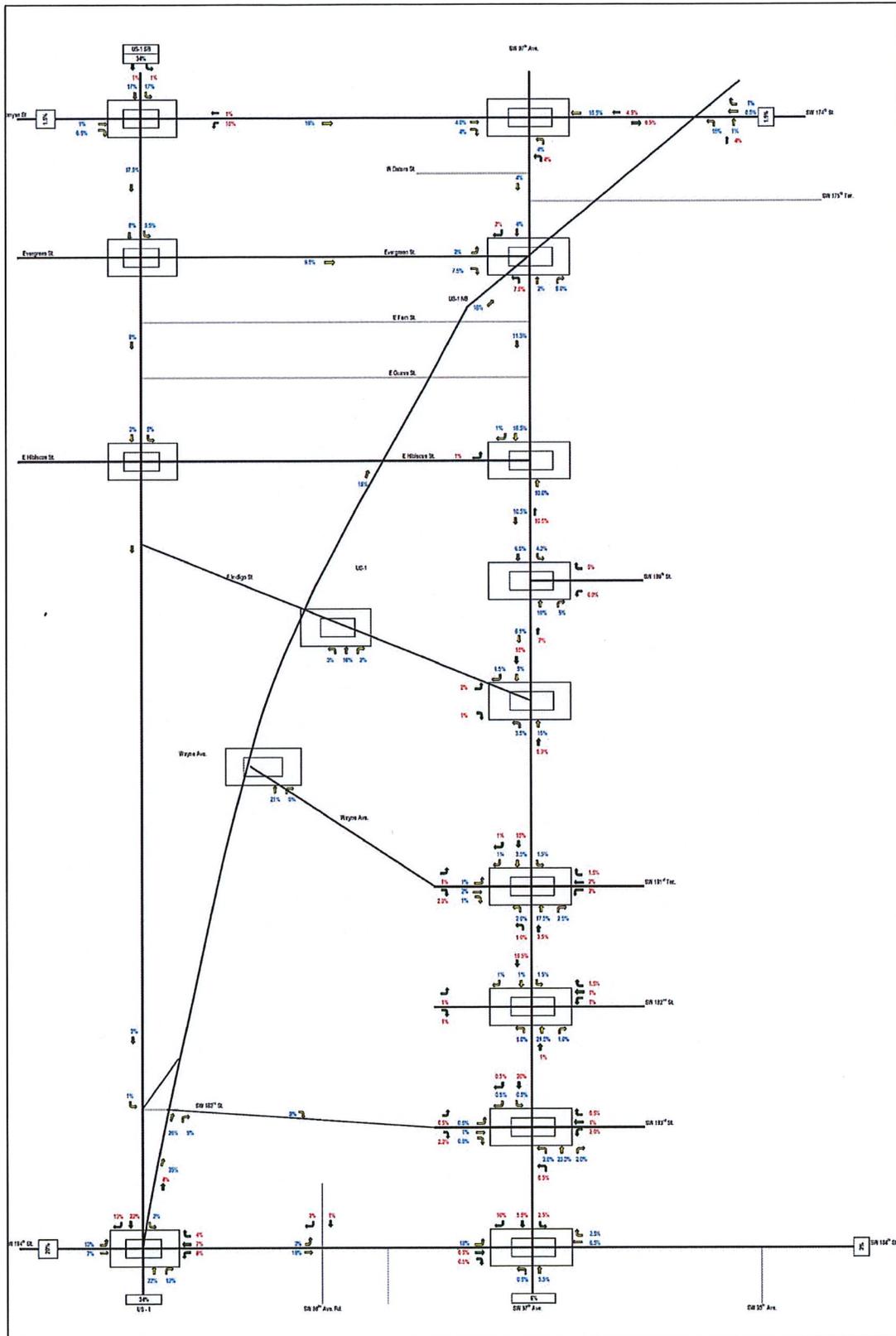


Figure 11 – Trip Distribution

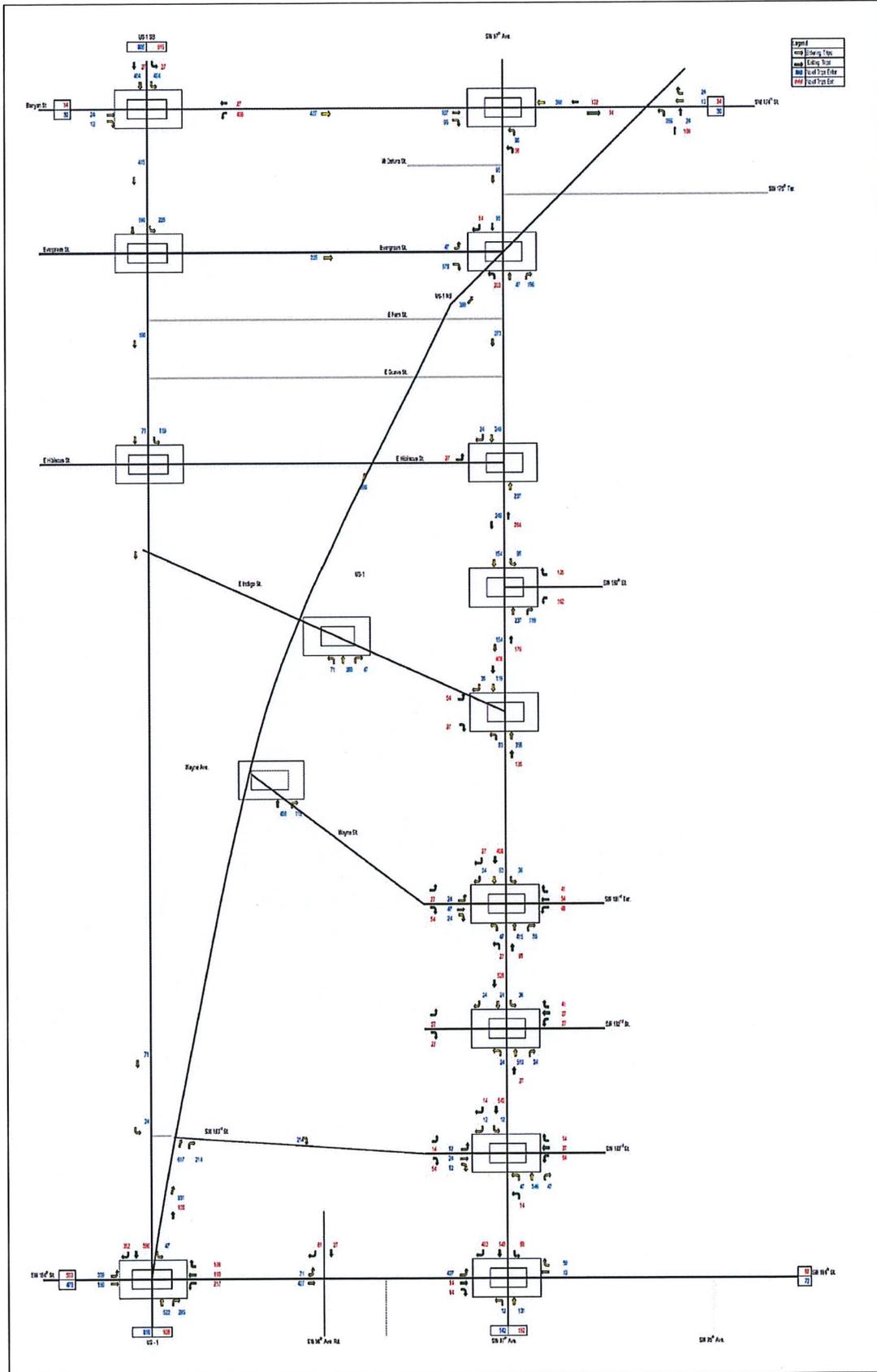


Figure 13 – Trip Assignment (PM Peak Hour)

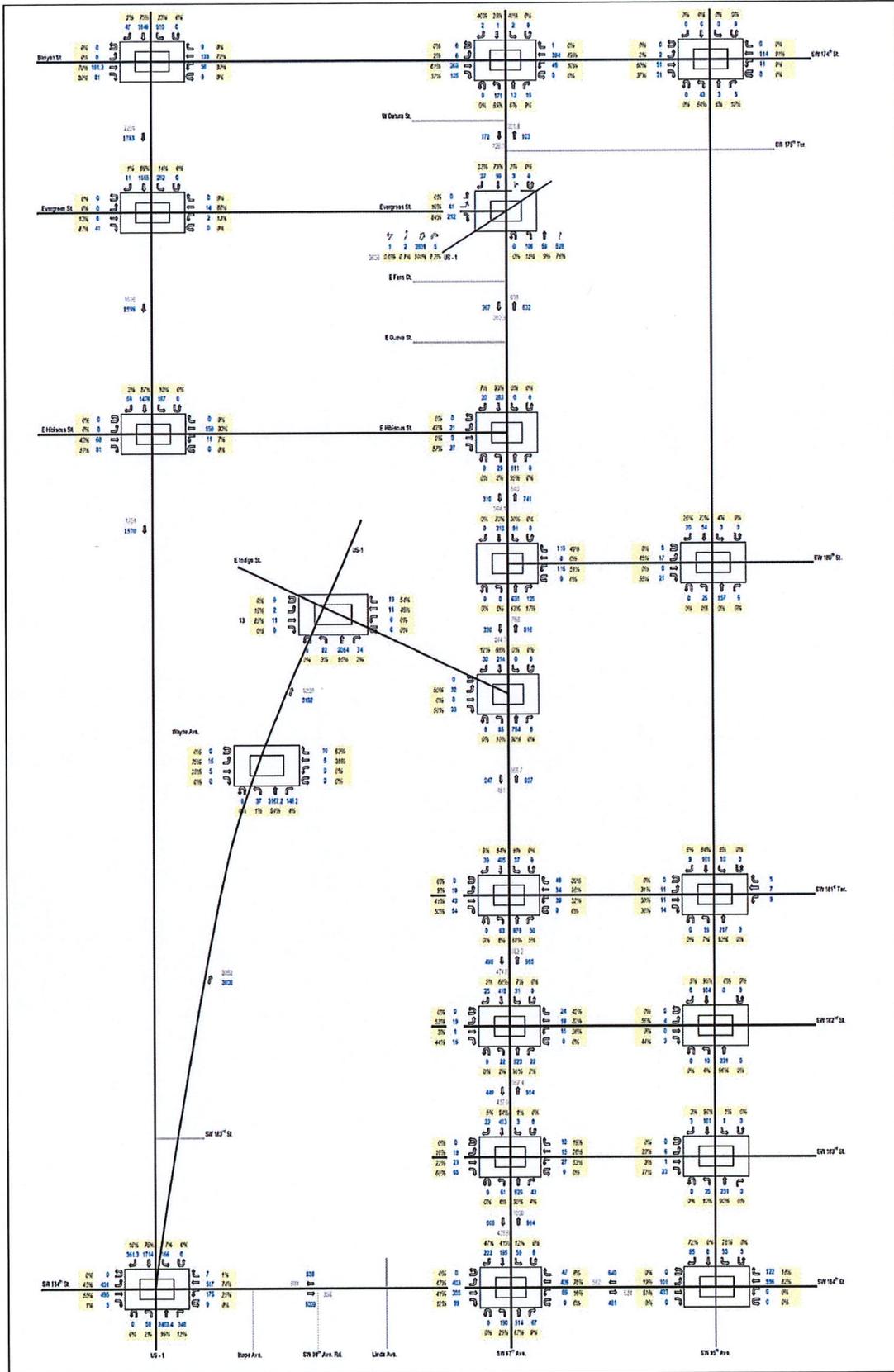


Figure 14 – 2040 Future Total Project Scenario with SW 95th Avenue
 Traffic Volumes (AM Peak Hour)

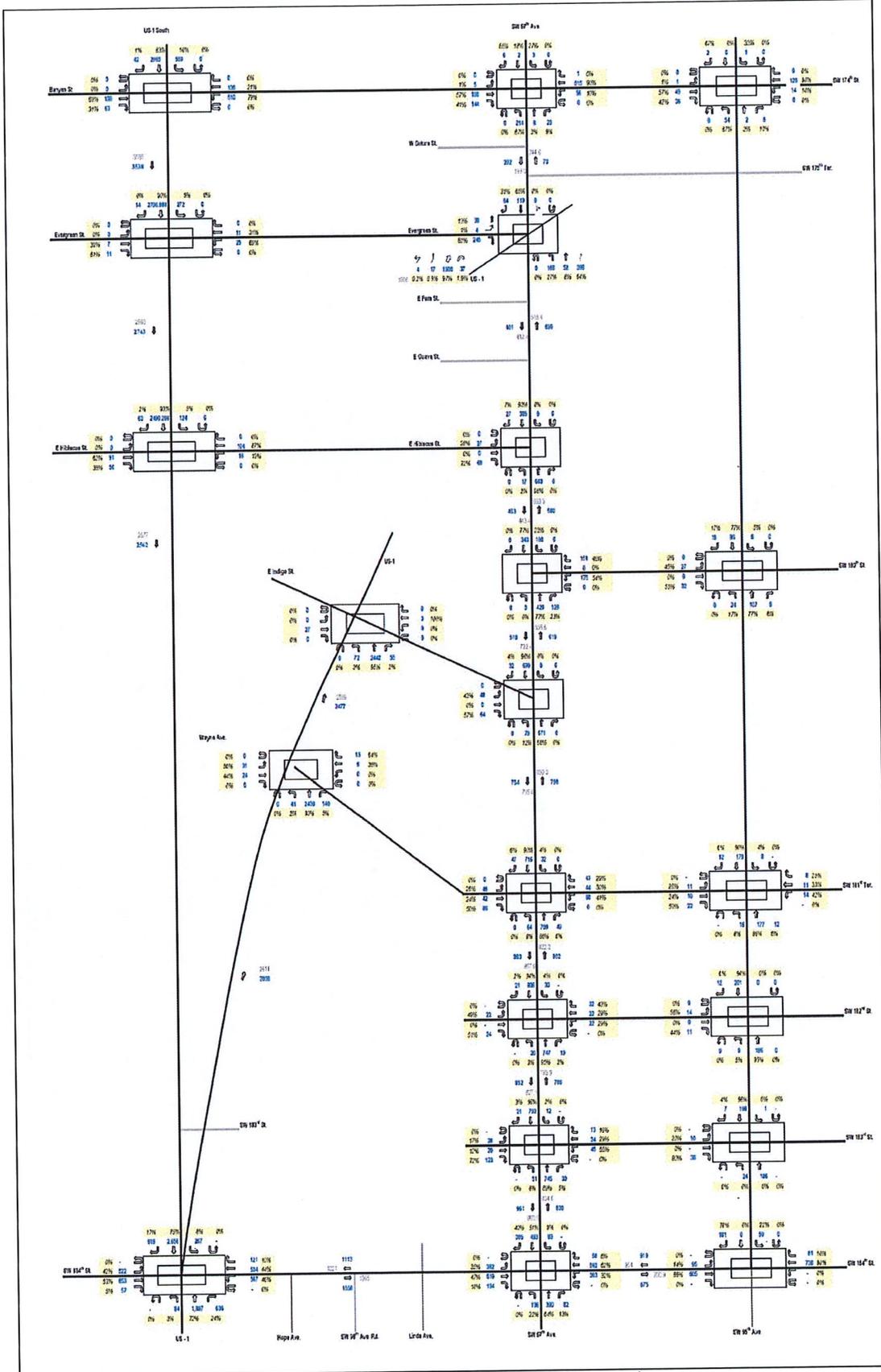


Figure 15 – 2040 Future Total Project Scenario with SW 95th Avenue
Traffic Volumes (PM Peak Hour)

5. Conclusions

This report documented the results of the traffic impacts associated with the Village of Palmetto Bay Downtown Redevelopment, located between SW 174th Street and SW 184th Street along US-1 and SW 97th Avenue in Palmetto Bay, Florida. The proposed project consists of residential and potential retail and office land uses.

- Residential – 3,826 mid-rise multi-family units
- Office – 1,169,771 square feet
- General Retail – 146,380 square feet
- Café – 138,124 square feet
- Full-Service Restaurant – 8,097 square feet
- Movie Theater – 68,265 square feet

The study summarized the data collection, project trip generation, and capacity analysis for the roadway segments and intersection level of service within the study limits.

The existing roadway segment analysis determined that all the roadways operate at acceptable levels of service during both peak hours. Meanwhile, the following intersections operate below the adopted level of service for existing conditions:

- SW 97th Avenue at US-1 and Evergreen Street (signalized) during the AM peak hour
- SW 97th Avenue at SW 184th Street (signalized) during both AM and PM peak hours
- US-1 at Wayne Avenue (unsignalized) during both AM and PM peak hours
- US-1 at E. Indigo Street (unsignalized) during both AM and PM peak hours
- US-1 at SB Evergreen Street (unsignalized) during the PM peak hour

The 2040 Future Background Conditions roadway segment analysis determined that all the roadways operate at acceptable levels of service, with the exception of SW 97th Avenue, which fails in 2040 during the AM peak hour. Although the same intersections as in existing conditions fail in with the Future Background conditions, the delays were greatly increased, due to traffic growth anticipated by 2040. In particular, unsignalized intersections suffered from an increase in traffic on the major roadways to the detriment of the minor cross-streets.

A traffic diversion analysis was made based on a comparison of the roadway characteristics for Franjo Road and SW 95th Avenue. An 80% split was assumed for SW 97th Avenue, while 20% of the traffic was re-assigned to SW 95th Avenue.

With the proposed SW 95th Avenue, the corridors continue to have sufficient capacity and are expected to operate above the adopted levels of service for 2040 during both AM and PM peak hours. In contrast, the overall delay times were reduced and level of service was improved at most of the study intersections with the addition of the proposed SW 95th Avenue segment.

Trip generation calculations were made for the proposed development program and internalization captures rates were estimate. In addition, a transit reduction was utilized as documented. The net external project trips were then distributed and assigned throughout the roadway network abased on the cardinal

distribution. The resulting project trips were then added to the 2040 future background conditions with SW 95th Avenue in order to estimate the 2040 Future Total Project scenario.

The results of the roadway segment capacity analysis for the year 2040 during the AM and PM peak hour Future Total Project scenario with the proposed SW 95th Avenue segment, indicates that the corridors have sufficient capacity and are expected to operate above the adopted levels of service for year 2040 during both AM and PM peak hour period, except for northbound SW 97th Avenue during both AM and PM peak hours.

However, almost all the intersections within the study area operate below the acceptable level of service thresholds. As can be expected, the majority of the failures at these intersections are due primarily to the anticipated growth in the area, in addition to the trips that will be generated by the project. For the majority of the unsignalized intersections along SW 97th Avenue, the cross-street traffic will suffer due to the increase of traffic on the major road. Likewise, US-1 also suffers a deterioration in the levels of service associated with the minor cross-street traffic trying to find a gap within the heavy main traffic volumes. Meanwhile, SW 95th Avenue is operating at acceptable levels of service.

Appendix A

Traffic Data



Marlin Engineering Inc.
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Count Name: S Dixie Hwy at Banyan St
 Site Code: S Dixie Hwy at Banyan St
 Start Date: 09/27/2016
 Page No: 1

Turning Movement Data

| Start Time | S Dixie Hwy Southbound | | | | | Banyan St Westbound | | | | | S Dixie Hwy Northbound | | | | | Banyan St Eastbound | | | | | Int. Total |
|---------------|------------------------|------|------|--------|------------|---------------------|------|------|--------|------------|------------------------|------|------|--------|------------|---------------------|------|------|--------|------------|------------|
| | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | |
| 7:00 AM | 2 | 202 | 6 | 0 | 210 | 0 | 24 | 5 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 17 | 35 | 0 | 0 | 52 | 291 |
| 7:15 AM | 7 | 267 | 14 | 0 | 288 | 0 | 13 | 6 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 14 | 30 | 0 | 0 | 44 | 351 |
| 7:30 AM | 9 | 277 | 18 | 0 | 304 | 0 | 26 | 4 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 18 | 37 | 0 | 0 | 55 | 389 |
| 7:45 AM | 12 | 267 | 18 | 0 | 297 | 0 | 25 | 11 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 18 | 31 | 0 | 0 | 49 | 382 |
| Hourly Total | 30 | 1013 | 56 | 0 | 1099 | 0 | 88 | 26 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 67 | 133 | 0 | 0 | 200 | 1413 |
| 8:00 AM | 8 | 208 | 7 | 0 | 223 | 0 | 28 | 16 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 11 | 48 | 0 | 0 | 59 | 326 |
| 8:15 AM | 9 | 310 | 14 | 0 | 333 | 0 | 36 | 12 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 17 | 37 | 0 | 0 | 54 | 435 |
| 8:30 AM | 13 | 280 | 18 | 0 | 311 | 0 | 29 | 11 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 14 | 31 | 0 | 0 | 45 | 396 |
| 8:45 AM | 6 | 257 | 14 | 0 | 277 | 0 | 16 | 10 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 15 | 40 | 0 | 0 | 55 | 358 |
| Hourly Total | 36 | 1055 | 53 | 0 | 1144 | 0 | 109 | 49 | 0 | 158 | 0 | 0 | 0 | 0 | 0 | 57 | 156 | 0 | 0 | 213 | 1515 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | 9 | 593 | 26 | 0 | 628 | 0 | 24 | 24 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 13 | 35 | 0 | 0 | 48 | 724 |
| 4:15 PM | 7 | 512 | 25 | 0 | 544 | 0 | 15 | 23 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 9 | 19 | 0 | 0 | 28 | 610 |
| 4:30 PM | 13 | 527 | 28 | 0 | 568 | 0 | 30 | 27 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 12 | 23 | 0 | 0 | 35 | 660 |
| 4:45 PM | 8 | 616 | 35 | 0 | 659 | 0 | 28 | 18 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 11 | 24 | 0 | 0 | 35 | 740 |
| Hourly Total | 37 | 2248 | 114 | 0 | 2399 | 0 | 97 | 92 | 0 | 189 | 0 | 0 | 0 | 0 | 0 | 45 | 101 | 0 | 0 | 146 | 2734 |
| 5:00 PM | 26 | 510 | 26 | 0 | 562 | 0 | 21 | 19 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 9 | 21 | 0 | 0 | 30 | 632 |
| 5:15 PM | 16 | 549 | 31 | 0 | 596 | 0 | 25 | 18 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 12 | 20 | 0 | 0 | 32 | 671 |
| 5:30 PM | 21 | 559 | 30 | 0 | 610 | 0 | 24 | 15 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 18 | 22 | 0 | 0 | 40 | 689 |
| 5:45 PM | 10 | 539 | 24 | 0 | 573 | 0 | 22 | 13 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 20 | 14 | 0 | 0 | 34 | 642 |
| Hourly Total | 73 | 2157 | 111 | 0 | 2341 | 0 | 92 | 65 | 0 | 157 | 0 | 0 | 0 | 0 | 0 | 59 | 77 | 0 | 0 | 136 | 2634 |
| Grand Total | 176 | 6473 | 334 | 0 | 6983 | 0 | 386 | 232 | 0 | 618 | 0 | 0 | 0 | 0 | 0 | 228 | 467 | 0 | 0 | 695 | 8296 |
| Approach % | 2.5 | 92.7 | 4.8 | 0.0 | - | 0.0 | 62.5 | 37.5 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 32.8 | 67.2 | 0.0 | 0.0 | - | - |
| Total % | 2.1 | 78.0 | 4.0 | 0.0 | 84.2 | 0.0 | 4.7 | 2.8 | 0.0 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 5.6 | 0.0 | 0.0 | 8.4 | - |
| Lights | 174 | 6388 | 331 | 0 | 6893 | 0 | 369 | 228 | 0 | 597 | 0 | 0 | 0 | 0 | 0 | 211 | 456 | 0 | 0 | 667 | 8157 |
| % Lights | 98.9 | 98.7 | 99.1 | - | 98.7 | - | 95.6 | 98.3 | - | 96.6 | - | - | - | - | - | 92.5 | 97.6 | - | - | 96.0 | 98.3 |
| Buses | 1 | 9 | 1 | 0 | 11 | 0 | 13 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 14 | 9 | 0 | 0 | 23 | 48 |
| % Buses | 0.6 | 0.1 | 0.3 | - | 0.2 | - | 3.4 | 0.4 | - | 2.3 | - | - | - | - | - | 6.1 | 1.9 | - | - | 3.3 | 0.6 |
| Trucks | 1 | 76 | 2 | 0 | 79 | 0 | 4 | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 5 | 91 |
| % Trucks | 0.6 | 1.2 | 0.6 | - | 1.1 | - | 1.0 | 1.3 | - | 1.1 | - | - | - | - | - | 1.3 | 0.4 | - | - | 0.7 | 1.1 |



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Count Name: S Dixie Hwy at Banyan St
Site Code: S Dixie Hwy at Banyan St
Start Date: 09/27/2018
Page No: 3

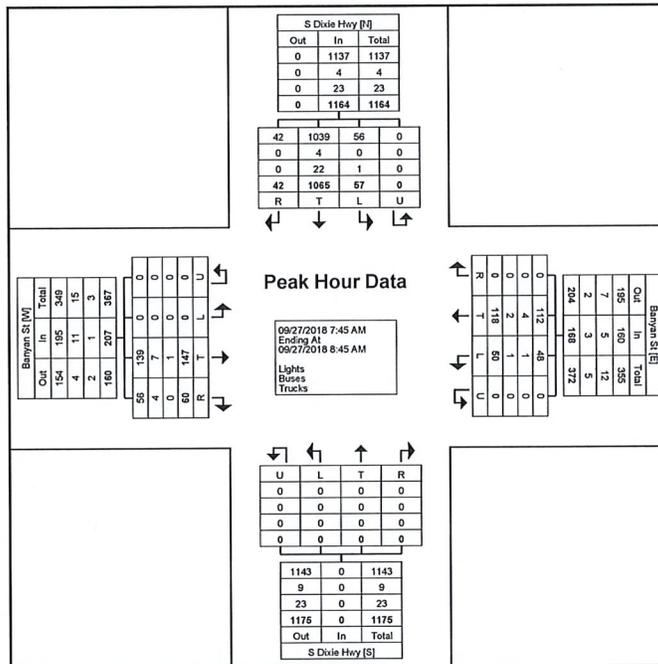
Turning Movement Peak Hour Data (7:45 AM)

| Start Time | S Dixie Hwy Southbound | | | | | Banyan St Westbound | | | | | S Dixie Hwy Northbound | | | | | Banyan St Eastbound | | | | | Int. Total |
|------------|------------------------|-------|-------|--------|------------|---------------------|-------|-------|--------|------------|------------------------|-------|-------|--------|------------|---------------------|-------|-------|--------|------------|------------|
| | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | |
| 7:45 AM | 12 | 267 | 18 | 0 | 297 | 0 | 25 | 11 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 18 | 31 | 0 | 0 | 49 | 382 |
| 8:00 AM | 8 | 208 | 7 | 0 | 223 | 0 | 28 | 16 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 11 | 48 | 0 | 0 | 59 | 326 |
| 8:15 AM | 9 | 310 | 14 | 0 | 333 | 0 | 36 | 12 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 17 | 37 | 0 | 0 | 54 | 435 |
| 8:30 AM | 13 | 280 | 18 | 0 | 311 | 0 | 29 | 11 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 14 | 31 | 0 | 0 | 45 | 396 |
| Total | 42 | 1065 | 57 | 0 | 1164 | 0 | 118 | 50 | 0 | 168 | 0 | 0 | 0 | 0 | 0 | 60 | 147 | 0 | 0 | 207 | 1539 |
| Approach % | 3.6 | 91.5 | 4.9 | 0.0 | - | 0.0 | 70.2 | 29.8 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 29.0 | 71.0 | 0.0 | 0.0 | - | - |
| Total % | 2.7 | 69.2 | 3.7 | 0.0 | 75.6 | 0.0 | 7.7 | 3.2 | 0.0 | 10.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.9 | 9.6 | 0.0 | 0.0 | 13.5 | - |
| PHF | 0.808 | 0.859 | 0.792 | 0.000 | 0.874 | 0.000 | 0.819 | 0.781 | 0.000 | 0.875 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.833 | 0.766 | 0.000 | 0.000 | 0.877 | 0.884 |
| Lights | 42 | 1039 | 56 | 0 | 1137 | 0 | 112 | 48 | 0 | 160 | 0 | 0 | 0 | 0 | 0 | 56 | 139 | 0 | 0 | 195 | 1492 |
| % Lights | 100.0 | 97.6 | 98.2 | - | 97.7 | - | 94.9 | 96.0 | - | 95.2 | - | - | - | - | - | 93.3 | 94.6 | - | - | 94.2 | 96.9 |
| % Buses | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 0 | 0 | 11 | 20 |
| % Buses | 0.0 | 0.4 | 0.0 | - | 0.3 | - | 3.4 | 2.0 | - | 3.0 | - | - | - | - | - | 6.7 | 4.8 | - | - | 5.3 | 1.3 |
| Trucks | 0 | 22 | 1 | 0 | 23 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 27 |
| % Trucks | 0.0 | 2.1 | 1.8 | - | 2.0 | - | 1.7 | 2.0 | - | 1.8 | - | - | - | - | - | 0.0 | 0.7 | - | - | 0.5 | 1.8 |



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Count Name: S Dixie Hwy at Banyan St
 Site Code: S Dixie Hwy at Banyan St
 Start Date: 09/27/2018
 Page No: 4



Turning Movement Peak Hour Data Plot (7:45 AM)



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Count Name: S Dixie Hwy at Banyan St
 Site Code: S Dixie Hwy at Banyan St
 Start Date: 09/27/2018
 Page No: 5

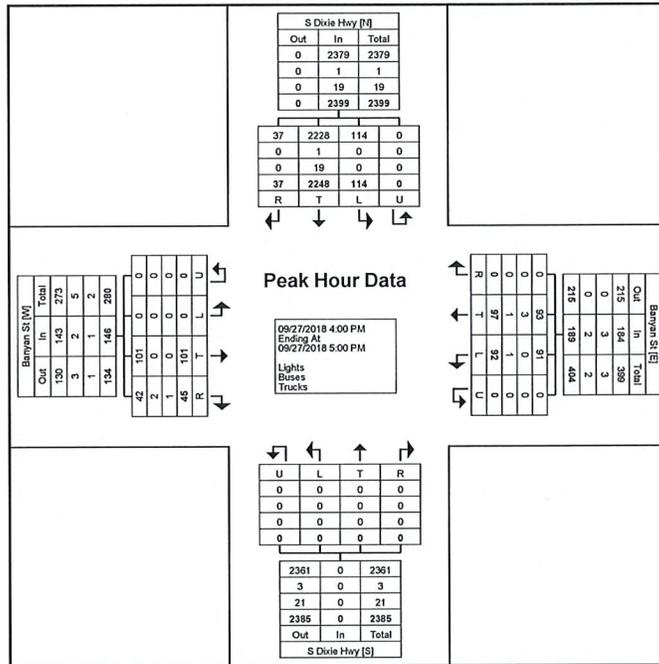
Turning Movement Peak Hour Data (4:00 PM)

| Start Time | S Dixie Hwy Southbound | | | | | Banyan St Westbound | | | | | S Dixie Hwy Northbound | | | | | Banyan St Eastbound | | | | | Int. Total |
|------------|------------------------|-------|-------|--------|------------|---------------------|-------|-------|--------|------------|------------------------|-------|-------|--------|------------|---------------------|-------|-------|--------|------------|------------|
| | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | |
| 4:00 PM | 9 | 593 | 26 | 0 | 628 | 0 | 24 | 24 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 13 | 35 | 0 | 0 | 48 | 724 |
| 4:15 PM | 7 | 512 | 25 | 0 | 544 | 0 | 15 | 23 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 9 | 19 | 0 | 0 | 28 | 610 |
| 4:30 PM | 13 | 527 | 28 | 0 | 568 | 0 | 30 | 27 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 12 | 23 | 0 | 0 | 35 | 660 |
| 4:45 PM | 8 | 616 | 35 | 0 | 659 | 0 | 28 | 18 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 11 | 24 | 0 | 0 | 35 | 740 |
| Total | 37 | 2248 | 114 | 0 | 2399 | 0 | 97 | 92 | 0 | 189 | 0 | 0 | 0 | 0 | 0 | 45 | 101 | 0 | 0 | 146 | 2734 |
| Approach % | 1.5 | 93.7 | 4.8 | 0.0 | - | 0.0 | 51.3 | 48.7 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 30.8 | 69.2 | 0.0 | 0.0 | - | - |
| Total % | 1.4 | 82.2 | 4.2 | 0.0 | 87.7 | 0.0 | 3.5 | 3.4 | 0.0 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 3.7 | 0.0 | 0.0 | 5.3 | - |
| PHF | 0.712 | 0.912 | 0.814 | 0.000 | 0.910 | 0.000 | 0.808 | 0.852 | 0.000 | 0.829 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.865 | 0.721 | 0.000 | 0.000 | 0.760 | 0.924 |
| Lights | 37 | 2228 | 114 | 0 | 2379 | 0 | 93 | 91 | 0 | 184 | 0 | 0 | 0 | 0 | 0 | 42 | 101 | 0 | 0 | 143 | 2706 |
| % Lights | 100.0 | 99.1 | 100.0 | - | 99.2 | - | 95.9 | 98.9 | - | 97.4 | - | - | - | - | - | 93.3 | 100.0 | - | - | 97.9 | 99.0 |
| Buses | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 6 |
| % Buses | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 3.1 | 0.0 | - | 1.6 | - | - | - | - | - | 4.4 | 0.0 | - | - | 1.4 | 0.2 |
| Trucks | 0 | 19 | 0 | 0 | 19 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 22 |
| % Trucks | 0.0 | 0.8 | 0.0 | - | 0.8 | - | 1.0 | 1.1 | - | 1.1 | - | - | - | - | - | 2.2 | 0.0 | - | - | 0.7 | 0.8 |



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Count Name: S Dixie Hwy at Banyan St
 Site Code: S Dixie Hwy at Banyan St
 Start Date: 09/27/2018
 Page No: 6



Turning Movement Peak Hour Data Plot (4:00 PM)



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Count Name: S Dixie Hwy at Banyan St
Site Code: S Dixie Hwy at Banyan St
Start Date: 09/27/2018
Page No: 7



Marlin Engineering Inc.
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Count Name: S Dixie Hwy at E Evergreen St
 Site Code: S Dixie Hwy at E Evergreen St
 Start Date: 09/27/2018
 Page No: 1

Turning Movement Data

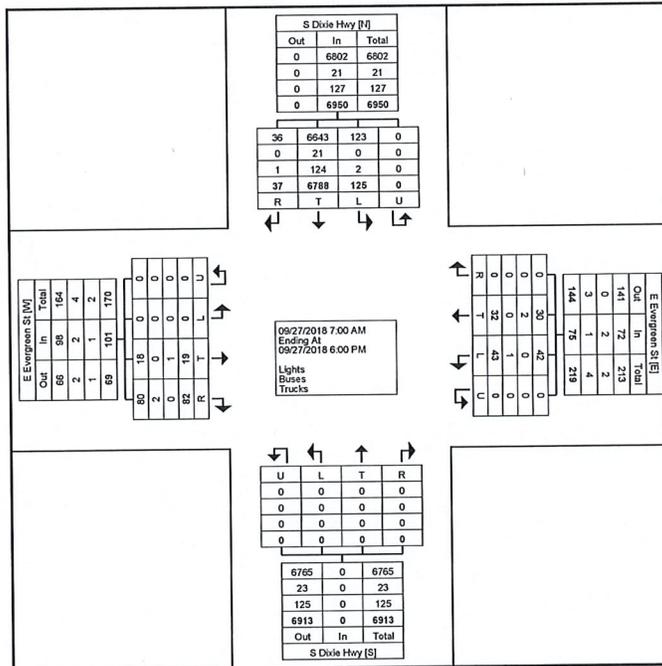
| Start Time | S Dixie Hwy Southbound | | | | | E Evergreen St Westbound | | | | | S Dixie Hwy Northbound | | | | | E Evergreen St Eastbound | | | | | Int. Total |
|---------------|------------------------|------|------|--------|------------|--------------------------|------|------|--------|------------|------------------------|------|------|--------|------------|--------------------------|------|------|--------|------------|------------|
| | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | |
| 7:00 AM | 1 | 250 | 4 | 0 | 255 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 262 |
| 7:15 AM | 0 | 269 | 5 | 0 | 274 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 280 |
| 7:30 AM | 3 | 312 | 4 | 0 | 319 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 12 | 333 |
| 7:45 AM | 0 | 302 | 0 | 0 | 302 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 0 | 0 | 11 | 315 |
| Hourly Total | 4 | 1133 | 13 | 0 | 1150 | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 29 | 4 | 0 | 0 | 33 | 1190 |
| 8:00 AM | 5 | 250 | 3 | 0 | 258 | 0 | 6 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 9 | 275 |
| 8:15 AM | 2 | 336 | 4 | 0 | 342 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 9 | 353 |
| 8:30 AM | 0 | 309 | 8 | 0 | 317 | 0 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 7 | 329 |
| 8:45 AM | 1 | 302 | 6 | 0 | 309 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 8 | 317 |
| Hourly Total | 8 | 1197 | 21 | 0 | 1226 | 0 | 10 | 5 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 28 | 5 | 0 | 0 | 33 | 1274 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | 5 | 583 | 10 | 0 | 598 | 0 | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 607 |
| 4:15 PM | 3 | 551 | 15 | 0 | 569 | 0 | 3 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 6 | 581 |
| 4:30 PM | 3 | 551 | 10 | 0 | 564 | 0 | 5 | 6 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 578 |
| 4:45 PM | 1 | 548 | 7 | 0 | 556 | 0 | 1 | 8 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 569 |
| Hourly Total | 12 | 2233 | 42 | 0 | 2287 | 0 | 10 | 22 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 10 | 6 | 0 | 0 | 16 | 2335 |
| 5:00 PM | 3 | 552 | 7 | 0 | 562 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 0 | 11 | 576 |
| 5:15 PM | 4 | 574 | 17 | 0 | 595 | 0 | 3 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 605 |
| 5:30 PM | 4 | 546 | 14 | 0 | 564 | 0 | 1 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 576 |
| 5:45 PM | 2 | 553 | 11 | 0 | 566 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 570 |
| Hourly Total | 13 | 2225 | 49 | 0 | 2287 | 0 | 6 | 15 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 15 | 4 | 0 | 0 | 19 | 2327 |
| Grand Total | 37 | 6788 | 125 | 0 | 6950 | 0 | 32 | 43 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 82 | 19 | 0 | 0 | 101 | 7126 |
| Approach % | 0.5 | 97.7 | 1.8 | 0.0 | - | 0.0 | 42.7 | 57.3 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 81.2 | 18.8 | 0.0 | 0.0 | - | - |
| Total % | 0.5 | 95.3 | 1.8 | 0.0 | 97.5 | 0.0 | 0.4 | 0.6 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 0.3 | 0.0 | 0.0 | 1.4 | - |
| Lights | 36 | 6643 | 123 | 0 | 6802 | 0 | 30 | 42 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 80 | 18 | 0 | 0 | 98 | 6972 |
| % Lights | 97.3 | 97.9 | 98.4 | - | 97.9 | - | 93.8 | 97.7 | - | 96.0 | - | - | - | - | - | 97.6 | 94.7 | - | - | 97.0 | 97.8 |
| Buses | 0 | 21 | 0 | 0 | 21 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 25 |
| % Buses | 0.0 | 0.3 | 0.0 | - | 0.3 | - | 6.3 | 0.0 | - | 2.7 | - | - | - | - | - | 2.4 | 0.0 | - | - | 2.0 | 0.4 |
| Trucks | 1 | 124 | 2 | 0 | 127 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 129 |
| % Trucks | 2.7 | 1.8 | 1.6 | - | 1.8 | - | 0.0 | 2.3 | - | 1.3 | - | - | - | - | - | 0.0 | 5.3 | - | - | 1.0 | 1.8 |



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Count Name: S Dixie Hwy at E Evergreen St
Site Code: S Dixie Hwy at E Evergreen St
Start Date: 09/27/2018
Page No: 2



Turning Movement Data Plot



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Count Name: S Dixie Hwy at E Evergreen St
 Site Code: S Dixie Hwy at E Evergreen St
 Start Date: 09/27/2018
 Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

| Start Time | S Dixie Hwy Southbound | | | | | E Evergreen St Westbound | | | | | S Dixie Hwy Northbound | | | | | E Evergreen St Eastbound | | | | | Int. Total |
|------------|------------------------|-------|-------|--------|------------|--------------------------|-------|-------|--------|------------|------------------------|-------|-------|--------|------------|--------------------------|-------|-------|--------|------------|------------|
| | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | |
| 7:30 AM | 3 | 312 | 4 | 0 | 319 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 12 | 333 |
| 7:45 AM | 0 | 302 | 0 | 0 | 302 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 0 | 0 | 11 | 315 |
| 8:00 AM | 5 | 250 | 3 | 0 | 258 | 0 | 6 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 9 | 275 |
| 8:15 AM | 2 | 336 | 4 | 0 | 342 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 9 | 353 |
| Total | 10 | 1200 | 11 | 0 | 1221 | 0 | 12 | 2 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 36 | 5 | 0 | 0 | 41 | 1276 |
| Approach % | 0.8 | 98.3 | 0.9 | 0.0 | - | 0.0 | 85.7 | 14.3 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 87.8 | 12.2 | 0.0 | 0.0 | - | - |
| Total % | 0.8 | 94.0 | 0.9 | 0.0 | 95.7 | 0.0 | 0.9 | 0.2 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 0.4 | 0.0 | 0.0 | 3.2 | - |
| PHF | 0.500 | 0.893 | 0.688 | 0.000 | 0.893 | 0.000 | 0.500 | 0.250 | 0.000 | 0.438 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.417 | 0.000 | 0.000 | 0.854 | 0.904 |
| Lights | 10 | 1162 | 10 | 0 | 1182 | 0 | 12 | 2 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 36 | 5 | 0 | 0 | 41 | 1237 |
| % Lights | 100.0 | 96.8 | 90.9 | - | 96.8 | - | 100.0 | 100.0 | - | 100.0 | - | - | - | - | - | 100.0 | 100.0 | - | - | 100.0 | 96.9 |
| Buses | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| % Buses | 0.0 | 0.7 | 0.0 | - | 0.7 | - | 0.0 | 0.0 | - | 0.0 | - | - | - | - | - | 0.0 | 0.0 | - | - | 0.0 | 0.6 |
| Trucks | 0 | 30 | 1 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| % Trucks | 0.0 | 2.5 | 9.1 | - | 2.5 | - | 0.0 | 0.0 | - | 0.0 | - | - | - | - | - | 0.0 | 0.0 | - | - | 0.0 | 2.4 |



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 Start Date: 09/27/2018
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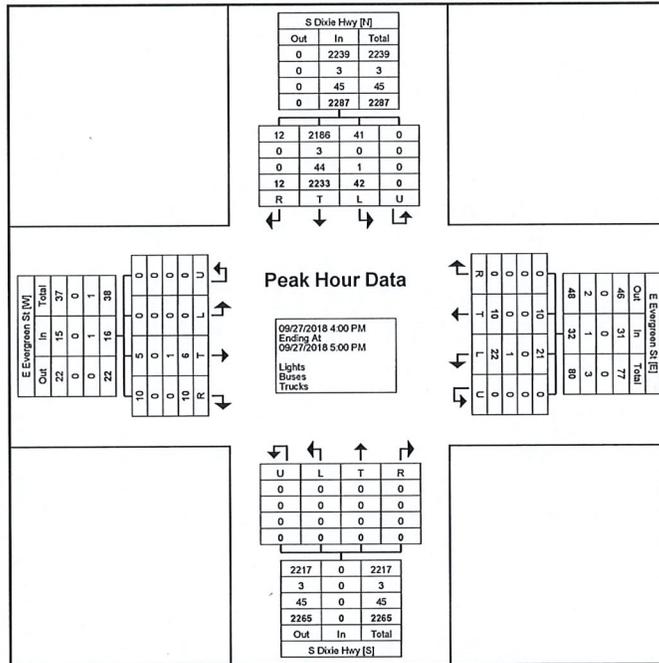
Turning Movement Peak Hour Data (4:00 PM)

| Start Time | S Dixie Hwy Southbound | | | | | E Evergreen St Westbound | | | | | S Dixie Hwy Northbound | | | | | E Evergreen St Eastbound | | | | | Int. Total |
|--------------|------------------------|-------------|-----------|----------|-------------|--------------------------|-----------|-----------|----------|------------|------------------------|----------|----------|----------|------------|--------------------------|----------|----------|----------|------------|-------------|
| | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | |
| 4:00 PM | 5 | 583 | 10 | 0 | 598 | 0 | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 607 |
| 4:15 PM | 3 | 551 | 15 | 0 | 569 | 0 | 3 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 6 | 581 |
| 4:30 PM | 3 | 551 | 10 | 0 | 564 | 0 | 5 | 6 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 578 |
| 4:45 PM | 1 | 548 | 7 | 0 | 556 | 0 | 1 | 8 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 569 |
| Total | 12 | 2233 | 42 | 0 | 2287 | 0 | 10 | 22 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 10 | 6 | 0 | 0 | 16 | 2335 |
| Approach % | 0.5 | 97.6 | 1.8 | 0.0 | - | 0.0 | 31.3 | 68.8 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 62.5 | 37.5 | 0.0 | 0.0 | - | - |
| Total % | 0.5 | 95.6 | 1.8 | 0.0 | 97.9 | 0.0 | 0.4 | 0.9 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.3 | 0.0 | 0.0 | 0.7 | - |
| PHF | 0.600 | 0.958 | 0.700 | 0.000 | 0.956 | 0.000 | 0.500 | 0.688 | 0.000 | 0.727 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.625 | 0.375 | 0.000 | 0.000 | 0.667 | 0.962 |
| Lights | 12 | 2186 | 41 | 0 | 2239 | 0 | 10 | 21 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 10 | 5 | 0 | 0 | 15 | 2285 |
| % Lights | 100.0 | 97.9 | 97.6 | - | 97.9 | - | 100.0 | 95.5 | - | 96.9 | - | - | - | - | - | 100.0 | 83.3 | - | - | 93.8 | 97.9 |
| Buses | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| % Buses | 0.0 | 0.1 | 0.0 | - | 0.1 | - | 0.0 | 0.0 | - | 0.0 | - | - | - | - | - | 0.0 | 0.0 | - | - | 0.0 | 0.1 |
| Trucks | 0 | 44 | 1 | 0 | 45 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 47 |
| % Trucks | 0.0 | 2.0 | 2.4 | - | 2.0 | - | 0.0 | 4.5 | - | 3.1 | - | - | - | - | - | 0.0 | 16.7 | - | - | 6.3 | 2.0 |



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 Start Date: 09/27/2018
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Turning Movement Peak Hour Data Plot (4:00 PM)



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Count Name: S Dixie Hwy at E Evergreen St
Site Code: S Dixie Hwy at E Evergreen St
Start Date: 09/27/2018
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Marlin Engineering Inc.
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Count Name: S Dixie Hwy at E Hibiscus St
 Site Code: S Dixie Hwy at E Hibiscus St
 Start Date: 09/27/2018
 Page No: 1

Turning Movement Data

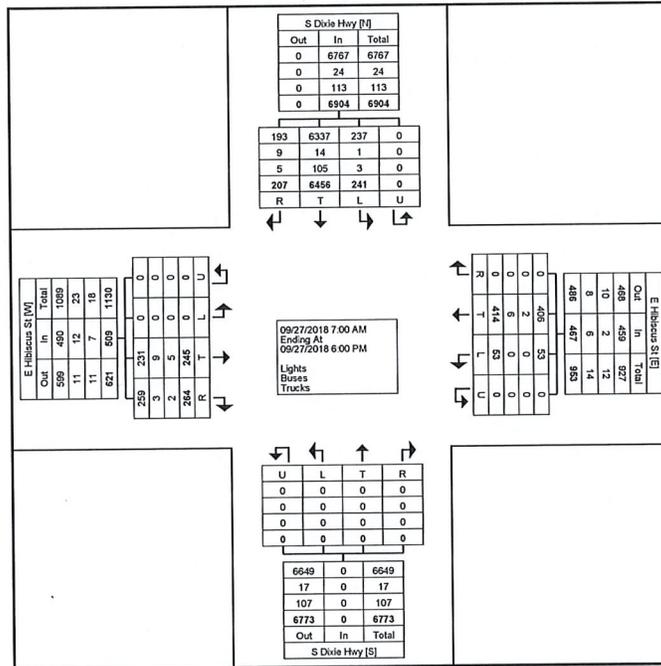
| Start Time | S Dixie Hwy Southbound | | | | | E Hibiscus St Westbound | | | | | S Dixie Hwy Northbound | | | | | E Hibiscus St Eastbound | | | | | Int. Total |
|---------------|------------------------|------|------|--------|------------|-------------------------|------|-------|--------|------------|------------------------|------|------|--------|------------|-------------------------|------|------|--------|------------|------------|
| | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | |
| 7:00 AM | 10 | 217 | 12 | 0 | 239 | 0 | 33 | 1 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 17 | 9 | 0 | 0 | 26 | 299 |
| 7:15 AM | 12 | 279 | 7 | 0 | 298 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 18 | 6 | 0 | 0 | 24 | 342 |
| 7:30 AM | 12 | 278 | 12 | 0 | 302 | 0 | 31 | 1 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 21 | 6 | 0 | 0 | 27 | 361 |
| 7:45 AM | 17 | 295 | 9 | 0 | 321 | 0 | 39 | 2 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 20 | 16 | 0 | 0 | 36 | 398 |
| Hourly Total | 51 | 1069 | 40 | 0 | 1160 | 0 | 123 | 4 | 0 | 127 | 0 | 0 | 0 | 0 | 0 | 76 | 37 | 0 | 0 | 113 | 1400 |
| 8:00 AM | 15 | 236 | 7 | 0 | 258 | 0 | 34 | 2 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 17 | 13 | 0 | 0 | 30 | 324 |
| 8:15 AM | 11 | 340 | 10 | 0 | 361 | 0 | 27 | 4 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 19 | 13 | 0 | 0 | 32 | 424 |
| 8:30 AM | 9 | 285 | 10 | 0 | 304 | 0 | 33 | 2 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 16 | 11 | 0 | 0 | 27 | 366 |
| 8:45 AM | 13 | 279 | 13 | 0 | 305 | 0 | 23 | 4 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 18 | 12 | 0 | 0 | 30 | 362 |
| Hourly Total | 48 | 1140 | 40 | 0 | 1228 | 0 | 117 | 12 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 70 | 49 | 0 | 0 | 119 | 1476 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | 18 | 529 | 26 | 0 | 573 | 0 | 16 | 5 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 17 | 23 | 0 | 0 | 40 | 634 |
| 4:15 PM | 9 | 532 | 19 | 0 | 560 | 0 | 29 | 6 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 14 | 12 | 0 | 0 | 26 | 621 |
| 4:30 PM | 12 | 512 | 19 | 0 | 543 | 0 | 25 | 10 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 16 | 19 | 0 | 0 | 35 | 613 |
| 4:45 PM | 12 | 550 | 17 | 0 | 579 | 0 | 23 | 2 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 17 | 17 | 0 | 0 | 34 | 638 |
| Hourly Total | 51 | 2123 | 81 | 0 | 2255 | 0 | 93 | 23 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 64 | 71 | 0 | 0 | 135 | 2508 |
| 5:00 PM | 18 | 514 | 16 | 0 | 548 | 0 | 21 | 7 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 7 | 18 | 0 | 0 | 25 | 601 |
| 5:15 PM | 14 | 546 | 27 | 0 | 587 | 0 | 21 | 1 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 14 | 21 | 0 | 0 | 35 | 644 |
| 5:30 PM | 12 | 536 | 24 | 0 | 572 | 0 | 27 | 4 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 12 | 25 | 0 | 0 | 37 | 640 |
| 5:45 PM | 13 | 528 | 13 | 0 | 554 | 0 | 12 | 2 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 21 | 24 | 0 | 0 | 45 | 613 |
| Hourly Total | 57 | 2124 | 80 | 0 | 2261 | 0 | 81 | 14 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 54 | 88 | 0 | 0 | 142 | 2498 |
| Grand Total | 207 | 6456 | 241 | 0 | 6904 | 0 | 414 | 53 | 0 | 467 | 0 | 0 | 0 | 0 | 0 | 264 | 245 | 0 | 0 | 509 | 7880 |
| Approach % | 3.0 | 93.5 | 3.5 | 0.0 | - | 0.0 | 88.7 | 11.3 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 51.9 | 48.1 | 0.0 | 0.0 | - | - |
| Total % | 2.6 | 81.9 | 3.1 | 0.0 | 87.6 | 0.0 | 5.3 | 0.7 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.4 | 3.1 | 0.0 | 0.0 | 6.5 | - |
| Lights | 193 | 6337 | 237 | 0 | 6767 | 0 | 406 | 53 | 0 | 459 | 0 | 0 | 0 | 0 | 0 | 259 | 231 | 0 | 0 | 490 | 7716 |
| % Lights | 93.2 | 98.2 | 98.3 | - | 98.0 | - | 98.1 | 100.0 | - | 98.3 | - | - | - | - | - | 98.1 | 94.3 | - | - | 96.3 | 97.9 |
| Buses | 9 | 14 | 1 | 0 | 24 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 0 | 0 | 12 | 38 |
| % Buses | 4.3 | 0.2 | 0.4 | - | 0.3 | - | 0.5 | 0.0 | - | 0.4 | - | - | - | - | - | 1.1 | 3.7 | - | - | 2.4 | 0.5 |
| Trucks | 5 | 105 | 3 | 0 | 113 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 7 | 126 |
| % Trucks | 2.4 | 1.6 | 1.2 | - | 1.6 | - | 1.4 | 0.0 | - | 1.3 | - | - | - | - | - | 0.8 | 2.0 | - | - | 1.4 | 1.6 |



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Site Code: S Dixie Hwy at E Hibiscus St
Start Date: 09/27/2018
Page No: 2



Turning Movement Data Plot



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Count Name: S Dixie Hwy at E Hibiscus St
 Site Code: S Dixie Hwy at E Hibiscus St
 Start Date: 09/27/2018
 Page No: 3

Turning Movement Peak Hour Data (7:45 AM)

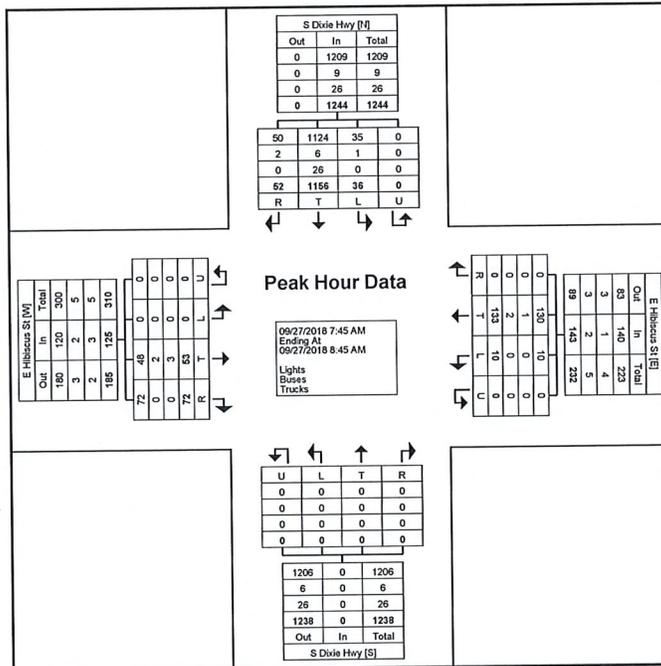
| Start Time | S Dixie Hwy Southbound | | | | | E Hibiscus St Westbound | | | | | S Dixie Hwy Northbound | | | | | E Hibiscus St Eastbound | | | | | Int. Total |
|------------|------------------------|-------|-------|--------|------------|-------------------------|-------|-------|--------|------------|------------------------|-------|-------|--------|------------|-------------------------|-------|-------|--------|------------|------------|
| | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | |
| 7:45 AM | 17 | 295 | 9 | 0 | 321 | 0 | 39 | 2 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 20 | 16 | 0 | 0 | 36 | 398 |
| 8:00 AM | 15 | 236 | 7 | 0 | 258 | 0 | 34 | 2 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 17 | 13 | 0 | 0 | 30 | 324 |
| 8:15 AM | 11 | 340 | 10 | 0 | 361 | 0 | 27 | 4 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 19 | 13 | 0 | 0 | 32 | 424 |
| 8:30 AM | 9 | 285 | 10 | 0 | 304 | 0 | 33 | 2 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 16 | 11 | 0 | 0 | 27 | 366 |
| Total | 52 | 1156 | 36 | 0 | 1244 | 0 | 133 | 10 | 0 | 143 | 0 | 0 | 0 | 0 | 0 | 72 | 53 | 0 | 0 | 125 | 1512 |
| Approach % | 4.2 | 92.9 | 2.9 | 0.0 | - | 0.0 | 93.0 | 7.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 57.6 | 42.4 | 0.0 | 0.0 | - | - |
| Total % | 3.4 | 76.5 | 2.4 | 0.0 | 82.3 | 0.0 | 8.8 | 0.7 | 0.0 | 9.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 3.5 | 0.0 | 0.0 | 8.3 | - |
| PHF | 0.765 | 0.850 | 0.900 | 0.000 | 0.861 | 0.000 | 0.853 | 0.625 | 0.000 | 0.872 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.900 | 0.828 | 0.000 | 0.000 | 0.868 | 0.892 |
| Lights | 50 | 1124 | 35 | 0 | 1209 | 0 | 130 | 10 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 72 | 48 | 0 | 0 | 120 | 1469 |
| % Lights | 96.2 | 97.2 | 97.2 | - | 97.2 | - | 97.7 | 100.0 | - | 97.9 | - | - | - | - | - | 100.0 | 90.6 | - | - | 96.0 | 97.2 |
| Buses | 2 | 6 | 1 | 0 | 9 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 12 |
| % Buses | 3.8 | 0.5 | 2.8 | - | 0.7 | - | 0.8 | 0.0 | - | 0.7 | - | - | - | - | - | 0.0 | 3.8 | - | - | 1.6 | 0.8 |
| Trucks | 0 | 26 | 0 | 0 | 26 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 31 |
| % Trucks | 0.0 | 2.2 | 0.0 | - | 2.1 | - | 1.5 | 0.0 | - | 1.4 | - | - | - | - | - | 0.0 | 5.7 | - | - | 2.4 | 2.1 |



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Site Code: S Dixie Hwy at E Hibiscus St
Start Date: 09/27/2018
Page No: 4



Turning Movement Peak Hour Data Plot (7:45 AM)



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Count Name: S Dixie Hwy at E Hibiscus St
Site Code: S Dixie Hwy at E Hibiscus St
Start Date: 09/27/2018
Page No: 5

Turning Movement Peak Hour Data (4:45 PM)

| Start Time | S Dixie Hwy Southbound | | | | | E Hibiscus St Westbound | | | | | S Dixie Hwy Northbound | | | | | E Hibiscus St Eastbound | | | | | Int. Total |
|------------|------------------------|-------|-------|--------|------------|-------------------------|-------|-------|--------|------------|------------------------|-------|-------|--------|------------|-------------------------|-------|-------|--------|------------|------------|
| | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | |
| 4:45 PM | 12 | 550 | 17 | 0 | 579 | 0 | 23 | 2 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 17 | 17 | 0 | 0 | 34 | 638 |
| 5:00 PM | 18 | 514 | 16 | 0 | 548 | 0 | 21 | 7 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 7 | 18 | 0 | 0 | 25 | 601 |
| 5:15 PM | 14 | 546 | 27 | 0 | 587 | 0 | 21 | 1 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 14 | 21 | 0 | 0 | 35 | 644 |
| 5:30 PM | 12 | 536 | 24 | 0 | 572 | 0 | 27 | 4 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 12 | 25 | 0 | 0 | 37 | 640 |
| Total | 56 | 2146 | 84 | 0 | 2286 | 0 | 92 | 14 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 50 | 81 | 0 | 0 | 131 | 2523 |
| Approach % | 2.4 | 93.9 | 3.7 | 0.0 | - | 0.0 | 86.8 | 13.2 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 38.2 | 61.8 | 0.0 | 0.0 | - | - |
| Total % | 2.2 | 85.1 | 3.3 | 0.0 | 90.6 | 0.0 | 3.6 | 0.6 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 | 3.2 | 0.0 | 0.0 | 5.2 | - |
| PHF | 0.778 | 0.975 | 0.778 | 0.000 | 0.974 | 0.000 | 0.852 | 0.500 | 0.000 | 0.855 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.735 | 0.810 | 0.000 | 0.000 | 0.885 | 0.979 |
| Lights | 54 | 2119 | 82 | 0 | 2255 | 0 | 90 | 14 | 0 | 104 | 0 | 0 | 0 | 0 | 0 | 49 | 77 | 0 | 0 | 126 | 2485 |
| % Lights | 96.4 | 98.7 | 97.6 | - | 98.6 | - | 97.8 | 100.0 | - | 98.1 | - | - | - | - | - | 98.0 | 95.1 | - | - | 96.2 | 98.5 |
| Buses | 2 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 8 |
| % Buses | 3.6 | 0.1 | 0.0 | - | 0.2 | - | 0.0 | 0.0 | - | 0.0 | - | - | - | - | - | 2.0 | 3.7 | - | - | 3.1 | 0.3 |
| Trucks | 0 | 25 | 2 | 0 | 27 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 30 |
| % Trucks | 0.0 | 1.2 | 2.4 | - | 1.2 | - | 2.2 | 0.0 | - | 1.9 | - | - | - | - | - | 0.0 | 1.2 | - | - | 0.8 | 1.2 |



Marlin Engineering Inc.
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Count Name: S Dixie Hwy at E Hibiscus St
Site Code: S Dixie Hwy at E Hibiscus St
Start Date: 09/27/2018
Page No: 7

2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8700 MIAMI-DADE NORTH

| WEEK | DATES | SF | MOCF: 0.96 | PSCF |
|------|-------------------------|------|------------|------|
| 1 | 01/01/2017 - 01/07/2017 | 1.07 | | 1.11 |
| 2 | 01/08/2017 - 01/14/2017 | 1.04 | | 1.08 |
| 3 | 01/15/2017 - 01/21/2017 | 1.01 | | 1.05 |
| 4 | 01/22/2017 - 01/28/2017 | 1.00 | | 1.04 |
| 5 | 01/29/2017 - 02/04/2017 | 0.99 | | 1.03 |
| 6 | 02/05/2017 - 02/11/2017 | 0.98 | | 1.02 |
| 7 | 02/12/2017 - 02/18/2017 | 0.97 | | 1.01 |
| * 8 | 02/19/2017 - 02/25/2017 | 0.97 | | 1.01 |
| * 9 | 02/26/2017 - 03/04/2017 | 0.96 | | 1.00 |
| *10 | 03/05/2017 - 03/11/2017 | 0.95 | | 0.99 |
| *11 | 03/12/2017 - 03/18/2017 | 0.95 | | 0.99 |
| *12 | 03/19/2017 - 03/25/2017 | 0.95 | | 0.99 |
| *13 | 03/26/2017 - 04/01/2017 | 0.96 | | 1.00 |
| *14 | 04/02/2017 - 04/08/2017 | 0.96 | | 1.00 |
| *15 | 04/09/2017 - 04/15/2017 | 0.97 | | 1.01 |
| *16 | 04/16/2017 - 04/22/2017 | 0.97 | | 1.01 |
| *17 | 04/23/2017 - 04/29/2017 | 0.97 | | 1.01 |
| *18 | 04/30/2017 - 05/06/2017 | 0.97 | | 1.01 |
| *19 | 05/07/2017 - 05/13/2017 | 0.97 | | 1.01 |
| *20 | 05/14/2017 - 05/20/2017 | 0.97 | | 1.01 |
| 21 | 05/21/2017 - 05/27/2017 | 0.98 | | 1.02 |
| 22 | 05/28/2017 - 06/03/2017 | 0.98 | | 1.02 |
| 23 | 06/04/2017 - 06/10/2017 | 0.99 | | 1.03 |
| 24 | 06/11/2017 - 06/17/2017 | 0.99 | | 1.03 |
| 25 | 06/18/2017 - 06/24/2017 | 1.00 | | 1.04 |
| 26 | 06/25/2017 - 07/01/2017 | 1.00 | | 1.04 |
| 27 | 07/02/2017 - 07/08/2017 | 1.01 | | 1.05 |
| 28 | 07/09/2017 - 07/15/2017 | 1.01 | | 1.05 |
| 29 | 07/16/2017 - 07/22/2017 | 1.01 | | 1.05 |
| 30 | 07/23/2017 - 07/29/2017 | 1.01 | | 1.05 |
| 31 | 07/30/2017 - 08/05/2017 | 1.00 | | 1.04 |
| 32 | 08/06/2017 - 08/12/2017 | 1.00 | | 1.04 |
| 33 | 08/13/2017 - 08/19/2017 | 1.00 | | 1.04 |
| 34 | 08/20/2017 - 08/26/2017 | 1.04 | | 1.08 |
| 35 | 08/27/2017 - 09/02/2017 | 1.07 | | 1.11 |
| 36 | 09/03/2017 - 09/09/2017 | 1.11 | | 1.16 |
| 37 | 09/10/2017 - 09/16/2017 | 1.14 | | 1.19 |
| 38 | 09/17/2017 - 09/23/2017 | 1.12 | | 1.17 |
| 39 | 09/24/2017 - 09/30/2017 | 1.10 | | 1.15 |
| 40 | 10/01/2017 - 10/07/2017 | 1.08 | | 1.13 |
| 41 | 10/08/2017 - 10/14/2017 | 1.06 | | 1.10 |
| 42 | 10/15/2017 - 10/21/2017 | 1.04 | | 1.08 |
| 43 | 10/22/2017 - 10/28/2017 | 1.05 | | 1.09 |
| 44 | 10/29/2017 - 11/04/2017 | 1.06 | | 1.10 |
| 45 | 11/05/2017 - 11/11/2017 | 1.07 | | 1.11 |
| 46 | 11/12/2017 - 11/18/2017 | 1.07 | | 1.11 |
| 47 | 11/19/2017 - 11/25/2017 | 1.07 | | 1.11 |
| 48 | 11/26/2017 - 12/02/2017 | 1.07 | | 1.11 |
| 49 | 12/03/2017 - 12/09/2017 | 1.07 | | 1.11 |
| 50 | 12/10/2017 - 12/16/2017 | 1.07 | | 1.11 |
| 51 | 12/17/2017 - 12/23/2017 | 1.05 | | 1.09 |
| 52 | 12/24/2017 - 12/30/2017 | 1.03 | | 1.07 |
| 53 | 12/31/2017 - 12/31/2017 | 1.01 | | 1.05 |

* PEAK SEASON

02-MAR-2018 15:35:06

830UPD

6_8700_PKSEASON.TXT

2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8701 MIAMI-DADE SOUTH

| WEEK | DATES | SF | MOCF: 0.99 PSCF |
|------|-------------------------|------|--------------------|
| 1 | 01/01/2017 - 01/07/2017 | 0.99 | 1.00 |
| 2 | 01/08/2017 - 01/14/2017 | 1.01 | 1.02 |
| 3 | 01/15/2017 - 01/21/2017 | 1.02 | 1.03 |
| 4 | 01/22/2017 - 01/28/2017 | 1.01 | 1.02 |
| 5 | 01/29/2017 - 02/04/2017 | 1.01 | 1.02 |
| 6 | 02/05/2017 - 02/11/2017 | 1.00 | 1.01 |
| * 7 | 02/12/2017 - 02/18/2017 | 0.99 | 1.00 |
| * 8 | 02/19/2017 - 02/25/2017 | 0.99 | 1.00 |
| * 9 | 02/26/2017 - 03/04/2017 | 0.99 | 1.00 |
| *10 | 03/05/2017 - 03/11/2017 | 0.99 | 1.00 |
| *11 | 03/12/2017 - 03/18/2017 | 0.99 | 1.00 |
| *12 | 03/19/2017 - 03/25/2017 | 0.99 | 1.00 |
| *13 | 03/26/2017 - 04/01/2017 | 0.99 | 1.00 |
| *14 | 04/02/2017 - 04/08/2017 | 0.98 | 0.99 |
| *15 | 04/09/2017 - 04/15/2017 | 0.98 | 0.99 |
| *16 | 04/16/2017 - 04/22/2017 | 0.98 | 0.99 |
| *17 | 04/23/2017 - 04/29/2017 | 0.99 | 1.00 |
| *18 | 04/30/2017 - 05/06/2017 | 0.99 | 1.00 |
| *19 | 05/07/2017 - 05/13/2017 | 1.00 | 1.01 |
| 20 | 05/14/2017 - 05/20/2017 | 1.00 | 1.01 |
| 21 | 05/21/2017 - 05/27/2017 | 1.00 | 1.01 |
| 22 | 05/28/2017 - 06/03/2017 | 1.00 | 1.01 |
| 23 | 06/04/2017 - 06/10/2017 | 1.00 | 1.01 |
| 24 | 06/11/2017 - 06/17/2017 | 1.00 | 1.01 |
| 25 | 06/18/2017 - 06/24/2017 | 1.00 | 1.01 |
| 26 | 06/25/2017 - 07/01/2017 | 1.01 | 1.02 |
| 27 | 07/02/2017 - 07/08/2017 | 1.02 | 1.03 |
| 28 | 07/09/2017 - 07/15/2017 | 1.02 | 1.03 |
| 29 | 07/16/2017 - 07/22/2017 | 1.03 | 1.04 |
| 30 | 07/23/2017 - 07/29/2017 | 1.03 | 1.04 |
| 31 | 07/30/2017 - 08/05/2017 | 1.02 | 1.03 |
| 32 | 08/06/2017 - 08/12/2017 | 1.02 | 1.03 |
| 33 | 08/13/2017 - 08/19/2017 | 1.01 | 1.02 |
| 34 | 08/20/2017 - 08/26/2017 | 1.01 | 1.02 |
| 35 | 08/27/2017 - 09/02/2017 | 1.02 | 1.03 |
| 36 | 09/03/2017 - 09/09/2017 | 1.02 | 1.03 |
| 37 | 09/10/2017 - 09/16/2017 | 1.03 | 1.04 |
| 38 | 09/17/2017 - 09/23/2017 | 1.03 | 1.04 |
| 39 | 09/24/2017 - 09/30/2017 | 1.02 | 1.03 |
| 40 | 10/01/2017 - 10/07/2017 | 1.02 | 1.03 |
| 41 | 10/08/2017 - 10/14/2017 | 1.01 | 1.02 |
| 42 | 10/15/2017 - 10/21/2017 | 1.00 | 1.01 |
| 43 | 10/22/2017 - 10/28/2017 | 1.00 | 1.01 |
| 44 | 10/29/2017 - 11/04/2017 | 1.01 | 1.02 |
| 45 | 11/05/2017 - 11/11/2017 | 1.01 | 1.02 |
| 46 | 11/12/2017 - 11/18/2017 | 1.01 | 1.02 |
| 47 | 11/19/2017 - 11/25/2017 | 1.01 | 1.02 |
| 48 | 11/26/2017 - 12/02/2017 | 1.00 | 1.01 |
| 49 | 12/03/2017 - 12/09/2017 | 1.00 | 1.01 |
| 50 | 12/10/2017 - 12/16/2017 | 0.99 | 1.00 |
| 51 | 12/17/2017 - 12/23/2017 | 0.99 | 1.00 |
| 52 | 12/24/2017 - 12/30/2017 | 1.01 | 1.02 |
| 53 | 12/31/2017 - 12/31/2017 | 1.02 | 1.03 |

* PEAK SEASON

02-MAR-2018 15:35:06

830UPD

6_8701_PKSEASON.TXT

2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8702 MIAMI DADE NORTH EXP

MOCF: 0.98
 PSCF

| WEEK | DATES | SF | PSCF |
|------|-------------------------|------|------|
| 1 | 01/01/2017 - 01/07/2017 | 1.00 | 1.02 |
| 2 | 01/08/2017 - 01/14/2017 | 1.01 | 1.03 |
| 3 | 01/15/2017 - 01/21/2017 | 1.02 | 1.04 |
| 4 | 01/22/2017 - 01/28/2017 | 1.01 | 1.03 |
| 5 | 01/29/2017 - 02/04/2017 | 1.00 | 1.02 |
| 6 | 02/05/2017 - 02/11/2017 | 0.98 | 1.00 |
| * 7 | 02/12/2017 - 02/18/2017 | 0.97 | 0.99 |
| * 8 | 02/19/2017 - 02/25/2017 | 0.97 | 0.99 |
| * 9 | 02/26/2017 - 03/04/2017 | 0.97 | 0.99 |
| *10 | 03/05/2017 - 03/11/2017 | 0.97 | 0.99 |
| *11 | 03/12/2017 - 03/18/2017 | 0.97 | 0.99 |
| *12 | 03/19/2017 - 03/25/2017 | 0.97 | 0.99 |
| *13 | 03/26/2017 - 04/01/2017 | 0.98 | 1.00 |
| *14 | 04/02/2017 - 04/08/2017 | 0.98 | 1.00 |
| *15 | 04/09/2017 - 04/15/2017 | 0.98 | 1.00 |
| *16 | 04/16/2017 - 04/22/2017 | 0.98 | 1.00 |
| *17 | 04/23/2017 - 04/29/2017 | 0.98 | 1.00 |
| *18 | 04/30/2017 - 05/06/2017 | 0.98 | 1.00 |
| *19 | 05/07/2017 - 05/13/2017 | 0.98 | 1.00 |
| 20 | 05/14/2017 - 05/20/2017 | 0.98 | 1.00 |
| 21 | 05/21/2017 - 05/27/2017 | 0.99 | 1.01 |
| 22 | 05/28/2017 - 06/03/2017 | 1.00 | 1.02 |
| 23 | 06/04/2017 - 06/10/2017 | 1.00 | 1.02 |
| 24 | 06/11/2017 - 06/17/2017 | 1.01 | 1.03 |
| 25 | 06/18/2017 - 06/24/2017 | 1.01 | 1.03 |
| 26 | 06/25/2017 - 07/01/2017 | 1.01 | 1.03 |
| 27 | 07/02/2017 - 07/08/2017 | 1.01 | 1.03 |
| 28 | 07/09/2017 - 07/15/2017 | 1.01 | 1.03 |
| 29 | 07/16/2017 - 07/22/2017 | 1.01 | 1.03 |
| 30 | 07/23/2017 - 07/29/2017 | 1.00 | 1.02 |
| 31 | 07/30/2017 - 08/05/2017 | 1.00 | 1.02 |
| 32 | 08/06/2017 - 08/12/2017 | 0.99 | 1.01 |
| 33 | 08/13/2017 - 08/19/2017 | 0.99 | 1.01 |
| 34 | 08/20/2017 - 08/26/2017 | 1.03 | 1.05 |
| 35 | 08/27/2017 - 09/02/2017 | 1.08 | 1.10 |
| 36 | 09/03/2017 - 09/09/2017 | 1.12 | 1.14 |
| 37 | 09/10/2017 - 09/16/2017 | 1.16 | 1.18 |
| 38 | 09/17/2017 - 09/23/2017 | 1.13 | 1.15 |
| 39 | 09/24/2017 - 09/30/2017 | 1.09 | 1.11 |
| 40 | 10/01/2017 - 10/07/2017 | 1.06 | 1.08 |
| 41 | 10/08/2017 - 10/14/2017 | 1.02 | 1.04 |
| 42 | 10/15/2017 - 10/21/2017 | 0.99 | 1.01 |
| 43 | 10/22/2017 - 10/28/2017 | 0.99 | 1.01 |
| 44 | 10/29/2017 - 11/04/2017 | 0.99 | 1.01 |
| 45 | 11/05/2017 - 11/11/2017 | 0.99 | 1.01 |
| 46 | 11/12/2017 - 11/18/2017 | 0.99 | 1.01 |
| 47 | 11/19/2017 - 11/25/2017 | 0.99 | 1.01 |
| 48 | 11/26/2017 - 12/02/2017 | 1.00 | 1.02 |
| 49 | 12/03/2017 - 12/09/2017 | 1.00 | 1.02 |
| 50 | 12/10/2017 - 12/16/2017 | 1.00 | 1.02 |
| 51 | 12/17/2017 - 12/23/2017 | 1.01 | 1.03 |
| 52 | 12/24/2017 - 12/30/2017 | 1.01 | 1.03 |
| 53 | 12/31/2017 - 12/31/2017 | 1.02 | 1.04 |

* PEAK SEASON

02-MAR-2018 15:35:06

830UPD

6_8702_PKSEASON.TXT

2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8703 MIAMI DADE SOUTH EXP

| WEEK | DATES | SF | MOCF: 0.96 | PSCF |
|------|-------------------------|------|------------|------|
| 1 | 01/01/2017 - 01/07/2017 | 0.97 | | 1.01 |
| 2 | 01/08/2017 - 01/14/2017 | 1.00 | | 1.04 |
| 3 | 01/15/2017 - 01/21/2017 | 1.02 | | 1.06 |
| 4 | 01/22/2017 - 01/28/2017 | 1.01 | | 1.05 |
| 5 | 01/29/2017 - 02/04/2017 | 0.99 | | 1.03 |
| 6 | 02/05/2017 - 02/11/2017 | 0.98 | | 1.02 |
| * 7 | 02/12/2017 - 02/18/2017 | 0.96 | | 1.00 |
| * 8 | 02/19/2017 - 02/25/2017 | 0.96 | | 1.00 |
| * 9 | 02/26/2017 - 03/04/2017 | 0.95 | | 0.99 |
| *10 | 03/05/2017 - 03/11/2017 | 0.95 | | 0.99 |
| *11 | 03/12/2017 - 03/18/2017 | 0.94 | | 0.98 |
| *12 | 03/19/2017 - 03/25/2017 | 0.95 | | 0.99 |
| *13 | 03/26/2017 - 04/01/2017 | 0.96 | | 1.00 |
| *14 | 04/02/2017 - 04/08/2017 | 0.97 | | 1.01 |
| *15 | 04/09/2017 - 04/15/2017 | 0.98 | | 1.02 |
| *16 | 04/16/2017 - 04/22/2017 | 0.98 | | 1.02 |
| *17 | 04/23/2017 - 04/29/2017 | 0.98 | | 1.02 |
| *18 | 04/30/2017 - 05/06/2017 | 0.97 | | 1.01 |
| *19 | 05/07/2017 - 05/13/2017 | 0.97 | | 1.01 |
| 20 | 05/14/2017 - 05/20/2017 | 0.97 | | 1.01 |
| 21 | 05/21/2017 - 05/27/2017 | 0.98 | | 1.02 |
| 22 | 05/28/2017 - 06/03/2017 | 0.99 | | 1.03 |
| 23 | 06/04/2017 - 06/10/2017 | 0.99 | | 1.03 |
| 24 | 06/11/2017 - 06/17/2017 | 1.00 | | 1.04 |
| 25 | 06/18/2017 - 06/24/2017 | 1.02 | | 1.06 |
| 26 | 06/25/2017 - 07/01/2017 | 1.04 | | 1.08 |
| 27 | 07/02/2017 - 07/08/2017 | 1.06 | | 1.10 |
| 28 | 07/09/2017 - 07/15/2017 | 1.08 | | 1.13 |
| 29 | 07/16/2017 - 07/22/2017 | 1.07 | | 1.11 |
| 30 | 07/23/2017 - 07/29/2017 | 1.06 | | 1.10 |
| 31 | 07/30/2017 - 08/05/2017 | 1.05 | | 1.09 |
| 32 | 08/06/2017 - 08/12/2017 | 1.04 | | 1.08 |
| 33 | 08/13/2017 - 08/19/2017 | 1.03 | | 1.07 |
| 34 | 08/20/2017 - 08/26/2017 | 1.07 | | 1.11 |
| 35 | 08/27/2017 - 09/02/2017 | 1.11 | | 1.16 |
| 36 | 09/03/2017 - 09/09/2017 | 1.14 | | 1.19 |
| 37 | 09/10/2017 - 09/16/2017 | 1.18 | | 1.23 |
| 38 | 09/17/2017 - 09/23/2017 | 1.14 | | 1.19 |
| 39 | 09/24/2017 - 09/30/2017 | 1.09 | | 1.14 |
| 40 | 10/01/2017 - 10/07/2017 | 1.05 | | 1.09 |
| 41 | 10/08/2017 - 10/14/2017 | 1.00 | | 1.04 |
| 42 | 10/15/2017 - 10/21/2017 | 0.96 | | 1.00 |
| 43 | 10/22/2017 - 10/28/2017 | 0.97 | | 1.01 |
| 44 | 10/29/2017 - 11/04/2017 | 0.97 | | 1.01 |
| 45 | 11/05/2017 - 11/11/2017 | 0.98 | | 1.02 |
| 46 | 11/12/2017 - 11/18/2017 | 0.98 | | 1.02 |
| 47 | 11/19/2017 - 11/25/2017 | 0.98 | | 1.02 |
| 48 | 11/26/2017 - 12/02/2017 | 0.98 | | 1.02 |
| 49 | 12/03/2017 - 12/09/2017 | 0.97 | | 1.01 |
| 50 | 12/10/2017 - 12/16/2017 | 0.97 | | 1.01 |
| 51 | 12/17/2017 - 12/23/2017 | 0.99 | | 1.03 |
| 52 | 12/24/2017 - 12/30/2017 | 1.00 | | 1.04 |
| 53 | 12/31/2017 - 12/31/2017 | 1.02 | | 1.06 |

* PEAK SEASON

02-MAR-2018 15:35:06

830UPD

6_8703_PKSEASON.TXT

2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8719 MIAMI-DADE I 195

| WEEK | DATES | SF | MOCF: 2.00 PSCF |
|------|-------------------------|------|--------------------|
| 1 | 01/01/2017 - 01/07/2017 | 0.00 | 0.00 |
| 2 | 01/08/2017 - 01/14/2017 | 0.00 | 0.00 |
| 3 | 01/15/2017 - 01/21/2017 | 0.00 | 0.00 |
| 4 | 01/22/2017 - 01/28/2017 | 0.00 | 0.00 |
| 5 | 01/29/2017 - 02/04/2017 | 0.00 | 0.00 |
| 6 | 02/05/2017 - 02/11/2017 | 0.00 | 0.00 |
| 7 | 02/12/2017 - 02/18/2017 | 0.00 | 0.00 |
| 8 | 02/19/2017 - 02/25/2017 | 0.00 | 0.00 |
| 9 | 02/26/2017 - 03/04/2017 | 0.00 | 0.00 |
| 10 | 03/05/2017 - 03/11/2017 | 0.00 | 0.00 |
| 11 | 03/12/2017 - 03/18/2017 | 0.00 | 0.00 |
| 12 | 03/19/2017 - 03/25/2017 | 0.00 | 0.00 |
| 13 | 03/26/2017 - 04/01/2017 | 0.00 | 0.00 |
| 14 | 04/02/2017 - 04/08/2017 | 0.00 | 0.00 |
| 15 | 04/09/2017 - 04/15/2017 | 0.00 | 0.00 |
| 16 | 04/16/2017 - 04/22/2017 | 0.00 | 0.00 |
| 17 | 04/23/2017 - 04/29/2017 | 0.00 | 0.00 |
| 18 | 04/30/2017 - 05/06/2017 | 0.00 | 0.00 |
| 19 | 05/07/2017 - 05/13/2017 | 0.00 | 0.00 |
| 20 | 05/14/2017 - 05/20/2017 | 0.00 | 0.00 |
| 21 | 05/21/2017 - 05/27/2017 | 0.00 | 0.00 |
| 22 | 05/28/2017 - 06/03/2017 | 0.00 | 0.00 |
| 23 | 06/04/2017 - 06/10/2017 | 0.00 | 0.00 |
| 24 | 06/11/2017 - 06/17/2017 | 0.00 | 0.00 |
| 25 | 06/18/2017 - 06/24/2017 | 0.00 | 0.00 |
| 26 | 06/25/2017 - 07/01/2017 | 0.00 | 0.00 |
| 27 | 07/02/2017 - 07/08/2017 | 0.00 | 0.00 |
| 28 | 07/09/2017 - 07/15/2017 | 0.00 | 0.00 |
| 29 | 07/16/2017 - 07/22/2017 | 0.00 | 0.00 |
| 30 | 07/23/2017 - 07/29/2017 | 0.00 | 0.00 |
| 31 | 07/30/2017 - 08/05/2017 | 0.00 | 0.00 |
| 32 | 08/06/2017 - 08/12/2017 | 0.00 | 0.00 |
| 33 | 08/13/2017 - 08/19/2017 | 0.00 | 0.00 |
| 34 | 08/20/2017 - 08/26/2017 | 0.00 | 0.00 |
| 35 | 08/27/2017 - 09/02/2017 | 0.00 | 0.00 |
| 36 | 09/03/2017 - 09/09/2017 | 0.00 | 0.00 |
| 37 | 09/10/2017 - 09/16/2017 | 0.00 | 0.00 |
| 38 | 09/17/2017 - 09/23/2017 | 0.00 | 0.00 |
| 39 | 09/24/2017 - 09/30/2017 | 0.00 | 0.00 |
| 40 | 10/01/2017 - 10/07/2017 | 0.00 | 0.00 |
| 41 | 10/08/2017 - 10/14/2017 | 0.00 | 0.00 |
| *42 | 10/15/2017 - 10/21/2017 | 0.00 | 0.00 |
| *43 | 10/22/2017 - 10/28/2017 | 0.00 | 0.00 |
| *44 | 10/29/2017 - 11/04/2017 | 0.00 | 0.00 |
| *45 | 11/05/2017 - 11/11/2017 | 0.00 | 0.00 |
| *46 | 11/12/2017 - 11/18/2017 | 0.00 | 0.00 |
| *47 | 11/19/2017 - 11/25/2017 | 0.00 | 0.00 |
| *48 | 11/26/2017 - 12/02/2017 | 0.00 | 0.00 |
| *49 | 12/03/2017 - 12/09/2017 | 0.00 | 0.00 |
| *50 | 12/10/2017 - 12/16/2017 | 0.00 | 0.00 |
| *51 | 12/17/2017 - 12/23/2017 | 0.00 | 0.00 |
| *52 | 12/24/2017 - 12/30/2017 | 0.00 | 0.00 |
| *53 | 12/31/2017 - 12/31/2017 | 0.00 | 0.00 |

* PEAK SEASON

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2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8739 MIAMI-DADE I 395

MOCF: 0.97
 PSCF

| WEEK | DATES | SF | PSCF |
|------|-------------------------|------|------|
| 1 | 01/01/2017 - 01/07/2017 | 1.01 | 1.04 |
| 2 | 01/08/2017 - 01/14/2017 | 1.00 | 1.03 |
| 3 | 01/15/2017 - 01/21/2017 | 0.99 | 1.02 |
| 4 | 01/22/2017 - 01/28/2017 | 0.99 | 1.02 |
| * 5 | 01/29/2017 - 02/04/2017 | 0.98 | 1.01 |
| * 6 | 02/05/2017 - 02/11/2017 | 0.98 | 1.01 |
| * 7 | 02/12/2017 - 02/18/2017 | 0.97 | 1.00 |
| * 8 | 02/19/2017 - 02/25/2017 | 0.96 | 0.99 |
| * 9 | 02/26/2017 - 03/04/2017 | 0.96 | 0.99 |
| *10 | 03/05/2017 - 03/11/2017 | 0.95 | 0.98 |
| *11 | 03/12/2017 - 03/18/2017 | 0.94 | 0.97 |
| *12 | 03/19/2017 - 03/25/2017 | 0.95 | 0.98 |
| *13 | 03/26/2017 - 04/01/2017 | 0.96 | 0.99 |
| *14 | 04/02/2017 - 04/08/2017 | 0.96 | 0.99 |
| *15 | 04/09/2017 - 04/15/2017 | 0.97 | 1.00 |
| *16 | 04/16/2017 - 04/22/2017 | 0.98 | 1.01 |
| *17 | 04/23/2017 - 04/29/2017 | 0.99 | 1.02 |
| 18 | 04/30/2017 - 05/06/2017 | 0.99 | 1.02 |
| 19 | 05/07/2017 - 05/13/2017 | 1.00 | 1.03 |
| 20 | 05/14/2017 - 05/20/2017 | 1.00 | 1.03 |
| 21 | 05/21/2017 - 05/27/2017 | 1.01 | 1.04 |
| 22 | 05/28/2017 - 06/03/2017 | 1.01 | 1.04 |
| 23 | 06/04/2017 - 06/10/2017 | 1.02 | 1.05 |
| 24 | 06/11/2017 - 06/17/2017 | 1.02 | 1.05 |
| 25 | 06/18/2017 - 06/24/2017 | 1.03 | 1.06 |
| 26 | 06/25/2017 - 07/01/2017 | 1.03 | 1.06 |
| 27 | 07/02/2017 - 07/08/2017 | 1.02 | 1.05 |
| 28 | 07/09/2017 - 07/15/2017 | 1.02 | 1.05 |
| 29 | 07/16/2017 - 07/22/2017 | 1.01 | 1.04 |
| 30 | 07/23/2017 - 07/29/2017 | 1.02 | 1.05 |
| 31 | 07/30/2017 - 08/05/2017 | 1.02 | 1.05 |
| 32 | 08/06/2017 - 08/12/2017 | 1.03 | 1.06 |
| 33 | 08/13/2017 - 08/19/2017 | 1.03 | 1.06 |
| 34 | 08/20/2017 - 08/26/2017 | 1.03 | 1.06 |
| 35 | 08/27/2017 - 09/02/2017 | 1.03 | 1.06 |
| 36 | 09/03/2017 - 09/09/2017 | 1.04 | 1.07 |
| 37 | 09/10/2017 - 09/16/2017 | 1.04 | 1.07 |
| 38 | 09/17/2017 - 09/23/2017 | 1.04 | 1.07 |
| 39 | 09/24/2017 - 09/30/2017 | 1.04 | 1.07 |
| 40 | 10/01/2017 - 10/07/2017 | 1.05 | 1.08 |
| 41 | 10/08/2017 - 10/14/2017 | 1.05 | 1.08 |
| 42 | 10/15/2017 - 10/21/2017 | 1.05 | 1.08 |
| 43 | 10/22/2017 - 10/28/2017 | 1.05 | 1.08 |
| 44 | 10/29/2017 - 11/04/2017 | 1.04 | 1.07 |
| 45 | 11/05/2017 - 11/11/2017 | 1.04 | 1.07 |
| 46 | 11/12/2017 - 11/18/2017 | 1.03 | 1.06 |
| 47 | 11/19/2017 - 11/25/2017 | 1.03 | 1.06 |
| 48 | 11/26/2017 - 12/02/2017 | 1.02 | 1.05 |
| 49 | 12/03/2017 - 12/09/2017 | 1.02 | 1.05 |
| 50 | 12/10/2017 - 12/16/2017 | 1.01 | 1.04 |
| 51 | 12/17/2017 - 12/23/2017 | 1.01 | 1.04 |
| 52 | 12/24/2017 - 12/30/2017 | 1.00 | 1.03 |
| 53 | 12/31/2017 - 12/31/2017 | 0.99 | 1.02 |

* PEAK SEASON

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2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8775 MIAMI-DADE I 75

MOCF: 0.97
 PSCF

| WEEK | DATES | SF | PSCF |
|------|-------------------------|------|------|
| 1 | 01/01/2017 - 01/07/2017 | 0.99 | 1.02 |
| 2 | 01/08/2017 - 01/14/2017 | 1.00 | 1.03 |
| 3 | 01/15/2017 - 01/21/2017 | 1.01 | 1.04 |
| 4 | 01/22/2017 - 01/28/2017 | 1.00 | 1.03 |
| 5 | 01/29/2017 - 02/04/2017 | 0.99 | 1.02 |
| 6 | 02/05/2017 - 02/11/2017 | 0.98 | 1.01 |
| * 7 | 02/12/2017 - 02/18/2017 | 0.97 | 1.00 |
| * 8 | 02/19/2017 - 02/25/2017 | 0.97 | 1.00 |
| * 9 | 02/26/2017 - 03/04/2017 | 0.97 | 1.00 |
| *10 | 03/05/2017 - 03/11/2017 | 0.96 | 0.99 |
| *11 | 03/12/2017 - 03/18/2017 | 0.96 | 0.99 |
| *12 | 03/19/2017 - 03/25/2017 | 0.96 | 0.99 |
| *13 | 03/26/2017 - 04/01/2017 | 0.97 | 1.00 |
| *14 | 04/02/2017 - 04/08/2017 | 0.97 | 1.00 |
| *15 | 04/09/2017 - 04/15/2017 | 0.97 | 1.00 |
| *16 | 04/16/2017 - 04/22/2017 | 0.97 | 1.00 |
| *17 | 04/23/2017 - 04/29/2017 | 0.97 | 1.00 |
| *18 | 04/30/2017 - 05/06/2017 | 0.98 | 1.01 |
| *19 | 05/07/2017 - 05/13/2017 | 0.98 | 1.01 |
| 20 | 05/14/2017 - 05/20/2017 | 0.98 | 1.01 |
| 21 | 05/21/2017 - 05/27/2017 | 0.99 | 1.02 |
| 22 | 05/28/2017 - 06/03/2017 | 1.00 | 1.03 |
| 23 | 06/04/2017 - 06/10/2017 | 1.00 | 1.03 |
| 24 | 06/11/2017 - 06/17/2017 | 1.01 | 1.04 |
| 25 | 06/18/2017 - 06/24/2017 | 1.02 | 1.05 |
| 26 | 06/25/2017 - 07/01/2017 | 1.02 | 1.05 |
| 27 | 07/02/2017 - 07/08/2017 | 1.03 | 1.06 |
| 28 | 07/09/2017 - 07/15/2017 | 1.03 | 1.06 |
| 29 | 07/16/2017 - 07/22/2017 | 1.02 | 1.05 |
| 30 | 07/23/2017 - 07/29/2017 | 1.01 | 1.04 |
| 31 | 07/30/2017 - 08/05/2017 | 1.01 | 1.04 |
| 32 | 08/06/2017 - 08/12/2017 | 1.00 | 1.03 |
| 33 | 08/13/2017 - 08/19/2017 | 0.99 | 1.02 |
| 34 | 08/20/2017 - 08/26/2017 | 1.03 | 1.06 |
| 35 | 08/27/2017 - 09/02/2017 | 1.08 | 1.11 |
| 36 | 09/03/2017 - 09/09/2017 | 1.12 | 1.15 |
| 37 | 09/10/2017 - 09/16/2017 | 1.16 | 1.20 |
| 38 | 09/17/2017 - 09/23/2017 | 1.12 | 1.15 |
| 39 | 09/24/2017 - 09/30/2017 | 1.08 | 1.11 |
| 40 | 10/01/2017 - 10/07/2017 | 1.05 | 1.08 |
| 41 | 10/08/2017 - 10/14/2017 | 1.01 | 1.04 |
| 42 | 10/15/2017 - 10/21/2017 | 0.97 | 1.00 |
| 43 | 10/22/2017 - 10/28/2017 | 0.97 | 1.00 |
| 44 | 10/29/2017 - 11/04/2017 | 0.98 | 1.01 |
| 45 | 11/05/2017 - 11/11/2017 | 0.98 | 1.01 |
| 46 | 11/12/2017 - 11/18/2017 | 0.98 | 1.01 |
| 47 | 11/19/2017 - 11/25/2017 | 0.98 | 1.01 |
| 48 | 11/26/2017 - 12/02/2017 | 0.99 | 1.02 |
| 49 | 12/03/2017 - 12/09/2017 | 0.99 | 1.02 |
| 50 | 12/10/2017 - 12/16/2017 | 0.99 | 1.02 |
| 51 | 12/17/2017 - 12/23/2017 | 1.00 | 1.03 |
| 52 | 12/24/2017 - 12/30/2017 | 1.00 | 1.03 |
| 53 | 12/31/2017 - 12/31/2017 | 1.01 | 1.04 |

* PEAK SEASON

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2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8795 MIAMI-DADE I 95

| WEEK | DATES | SF | MOCF: 0.96 PSCF |
|------|-------------------------|------|--------------------|
| 1 | 01/01/2017 - 01/07/2017 | 1.00 | 1.04 |
| 2 | 01/08/2017 - 01/14/2017 | 1.01 | 1.05 |
| 3 | 01/15/2017 - 01/21/2017 | 1.01 | 1.05 |
| 4 | 01/22/2017 - 01/28/2017 | 1.00 | 1.04 |
| 5 | 01/29/2017 - 02/04/2017 | 0.99 | 1.03 |
| * 6 | 02/05/2017 - 02/11/2017 | 0.97 | 1.01 |
| * 7 | 02/12/2017 - 02/18/2017 | 0.96 | 1.00 |
| * 8 | 02/19/2017 - 02/25/2017 | 0.96 | 1.00 |
| * 9 | 02/26/2017 - 03/04/2017 | 0.95 | 0.99 |
| *10 | 03/05/2017 - 03/11/2017 | 0.95 | 0.99 |
| *11 | 03/12/2017 - 03/18/2017 | 0.94 | 0.98 |
| *12 | 03/19/2017 - 03/25/2017 | 0.95 | 0.99 |
| *13 | 03/26/2017 - 04/01/2017 | 0.96 | 1.00 |
| *14 | 04/02/2017 - 04/08/2017 | 0.96 | 1.00 |
| *15 | 04/09/2017 - 04/15/2017 | 0.97 | 1.01 |
| *16 | 04/16/2017 - 04/22/2017 | 0.98 | 1.02 |
| *17 | 04/23/2017 - 04/29/2017 | 0.99 | 1.03 |
| *18 | 04/30/2017 - 05/06/2017 | 0.99 | 1.03 |
| 19 | 05/07/2017 - 05/13/2017 | 1.00 | 1.04 |
| 20 | 05/14/2017 - 05/20/2017 | 1.00 | 1.04 |
| 21 | 05/21/2017 - 05/27/2017 | 1.00 | 1.04 |
| 22 | 05/28/2017 - 06/03/2017 | 1.00 | 1.04 |
| 23 | 06/04/2017 - 06/10/2017 | 1.01 | 1.05 |
| 24 | 06/11/2017 - 06/17/2017 | 1.01 | 1.05 |
| 25 | 06/18/2017 - 06/24/2017 | 1.01 | 1.05 |
| 26 | 06/25/2017 - 07/01/2017 | 1.01 | 1.05 |
| 27 | 07/02/2017 - 07/08/2017 | 1.01 | 1.05 |
| 28 | 07/09/2017 - 07/15/2017 | 1.00 | 1.04 |
| 29 | 07/16/2017 - 07/22/2017 | 1.00 | 1.04 |
| 30 | 07/23/2017 - 07/29/2017 | 1.00 | 1.04 |
| 31 | 07/30/2017 - 08/05/2017 | 1.01 | 1.05 |
| 32 | 08/06/2017 - 08/12/2017 | 1.01 | 1.05 |
| 33 | 08/13/2017 - 08/19/2017 | 1.01 | 1.05 |
| 34 | 08/20/2017 - 08/26/2017 | 1.01 | 1.05 |
| 35 | 08/27/2017 - 09/02/2017 | 1.02 | 1.06 |
| 36 | 09/03/2017 - 09/09/2017 | 1.02 | 1.06 |
| 37 | 09/10/2017 - 09/16/2017 | 1.03 | 1.07 |
| 38 | 09/17/2017 - 09/23/2017 | 1.03 | 1.07 |
| 39 | 09/24/2017 - 09/30/2017 | 1.03 | 1.07 |
| 40 | 10/01/2017 - 10/07/2017 | 1.03 | 1.07 |
| 41 | 10/08/2017 - 10/14/2017 | 1.03 | 1.07 |
| 42 | 10/15/2017 - 10/21/2017 | 1.03 | 1.07 |
| 43 | 10/22/2017 - 10/28/2017 | 1.02 | 1.06 |
| 44 | 10/29/2017 - 11/04/2017 | 1.01 | 1.05 |
| 45 | 11/05/2017 - 11/11/2017 | 1.00 | 1.04 |
| 46 | 11/12/2017 - 11/18/2017 | 0.99 | 1.03 |
| 47 | 11/19/2017 - 11/25/2017 | 0.99 | 1.03 |
| 48 | 11/26/2017 - 12/02/2017 | 0.99 | 1.03 |
| 49 | 12/03/2017 - 12/09/2017 | 1.00 | 1.04 |
| 50 | 12/10/2017 - 12/16/2017 | 1.00 | 1.04 |
| 51 | 12/17/2017 - 12/23/2017 | 1.00 | 1.04 |
| 52 | 12/24/2017 - 12/30/2017 | 1.01 | 1.05 |
| 53 | 12/31/2017 - 12/31/2017 | 1.01 | 1.05 |

* PEAK SEASON

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**Generalized Annual Average Daily Volumes for Florida's
Urbanized Areas**

TABLE 1

12/18/12

| INTERRUPTED FLOW FACILITIES | | | | | UNINTERRUPTED FLOW FACILITIES | | | | | |
|---|-----------|----------------------|-----------------------|--------------------|---|-----------|----------------------|--------------------|---------|---------|
| STATE SIGNALIZED ARTERIALS | | | | | FREEWAYS | | | | | |
| Class I (40 mph or higher posted speed limit) | | | | | Core Urbanized | | | | | |
| Lanes | Median | B | C | D | E | Lanes | B | C | D | E |
| 2 | Undivided | * | 16,800 | 17,700 | ** | 4 | 47,400 | 64,000 | 77,900 | 84,600 |
| 4 | Divided | * | 37,900 | 39,800 | ** | 6 | 69,900 | 95,200 | 116,600 | 130,600 |
| 6 | Divided | * | 58,400 | 59,900 | ** | 8 | 92,500 | 126,400 | 154,300 | 176,600 |
| 8 | Divided | * | 78,800 | 80,100 | ** | 10 | 115,100 | 159,700 | 194,500 | 222,700 |
| | | | | | | 12 | 162,400 | 216,700 | 256,600 | 268,900 |
| Class II (35 mph or slower posted speed limit) | | | | | Urbanized | | | | | |
| Lanes | Median | B | C | D | E | Lanes | B | C | D | E |
| 2 | Undivided | * | 7,300 | 14,800 | 15,600 | 4 | 45,800 | 61,500 | 74,400 | 79,900 |
| 4 | Divided | * | 14,500 | 32,400 | 33,800 | 6 | 68,100 | 93,000 | 111,800 | 123,300 |
| 6 | Divided | * | 23,300 | 50,000 | 50,900 | 8 | 91,500 | 123,500 | 148,700 | 166,800 |
| 8 | Divided | * | 32,000 | 67,300 | 68,100 | 10 | 114,800 | 156,000 | 187,100 | 210,300 |
| Non-State Signalized Roadway Adjustments | | | | | Freeway Adjustments | | | | | |
| (Alter corresponding state volumes by the indicated percent.) | | | | | Auxiliary Lanes Present in Both Directions + 20,000 | | | | | |
| Non-State Signalized Roadways - 10% | | | | | Ramp Metering + 5% | | | | | |
| Median & Turn Lane Adjustments | | | | | UNINTERRUPTED FLOW HIGHWAYS | | | | | |
| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors | Lanes | Median | B | C | D | E |
| 2 | Divided | Yes | No | +5% | 2 | Undivided | 8,600 | 17,000 | 24,200 | 33,300 |
| 2 | Undivided | No | No | -20% | 4 | Divided | 36,700 | 51,800 | 65,600 | 72,600 |
| Multi | Undivided | Yes | No | -5% | 6 | Divided | 55,000 | 77,700 | 98,300 | 108,800 |
| Multi | Undivided | No | No | -25% | | | | | | |
| - | - | - | Yes | + 5% | Uninterrupted Flow Highway Adjustments | | | | | |
| | | | | | Lanes | Median | Exclusive left lanes | Adjustment factors | | |
| | | | | | 2 | Divided | Yes | +5% | | |
| | | | | | Multi | Undivided | Yes | -5% | | |
| | | | | | Multi | Undivided | No | -25% | | |
| One-Way Facility Adjustment | | | | | | | | | | |
| Multiply the corresponding two-directional volumes in this table by 0.6 | | | | | | | | | | |
| BICYCLE MODE² | | | | | | | | | | |
| (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | | | | | | |
| Paved Shoulder/Bicycle Lane Coverage | | | | | | | | | | |
| | | B | C | D | E | | | | | |
| | 0-49% | * | 2,900 | 7,600 | 19,700 | | | | | |
| | 50-84% | 2,100 | 6,700 | 19,700 | >19,700 | | | | | |
| | 85-100% | 9,300 | 19,700 | >19,700 | ** | | | | | |
| PEDESTRIAN MODE² | | | | | | | | | | |
| (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | | | | | | |
| Sidewalk Coverage | | | | | | | | | | |
| | | B | C | D | E | | | | | |
| | 0-49% | * | * | 2,800 | 9,500 | | | | | |
| | 50-84% | * | 1,600 | 8,700 | 15,800 | | | | | |
| | 85-100% | 3,800 | 10,700 | 17,400 | >19,700 | | | | | |
| BUS MODE (Scheduled Fixed Route)³ | | | | | | | | | | |
| (Buses in peak hour in peak direction) | | | | | | | | | | |
| Sidewalk Coverage | | | | | | | | | | |
| | | B | C | D | E | | | | | |
| | 0-84% | > 5 | ≥ 4 | ≥ 3 | ≥ 2 | | | | | |
| | 85-100% | > 4 | ≥ 3 | ≥ 2 | ≥ 1 | | | | | |
| | | | | | ¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual. | | | | | |
| | | | | | ² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility. | | | | | |
| | | | | | ³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow. | | | | | |
| | | | | | * Cannot be achieved using table input value defaults. | | | | | |
| | | | | | ** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults. | | | | | |
| | | | | | Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm | | | | | |

TABLE 1
(continued)

Generalized Annual Average Daily Volumes for Florida's
Urbanized Areas

12/18/12

| INPUT VALUE ASSUMPTIONS | Uninterrupted Flow Facilities | | | | Interrupted Flow Facilities | | | | | |
|--|-------------------------------|------------------|----------------------|----------|-----------------------------|----------|----------|-------|-----------|------------|
| | Freeways | Core Freeways | Highways | | State Arterials | | | | Class I | |
| | | | | | Class I | | Class II | | Bicycle | Pedestrian |
| ROADWAY CHARACTERISTICS | | | | | | | | | | |
| Area type (u,lu) | lu | lu | u | u | u | u | u | u | u | u |
| Number of through lanes (both dir.) | 4-10 | 4-12 | 2 | 4-6 | 2 | 4-8 | 2 | 4-8 | 4 | 4 |
| Posted speed (mph) | 70 | 65 | 50 | 50 | 45 | 50 | 30 | 30 | 45 | 45 |
| Free flow speed (mph) | 75 | 70 | 55 | 55 | 50 | 55 | 35 | 35 | 50 | 50 |
| Auxiliary Lanes (n,y) | n | n | | | | | | | | |
| Median (n, nr, r) | | | n | r | n | r | n | r | r | r |
| Terrain (l,r) | l | l | l | l | l | l | l | l | l | l |
| % no passing zone | | | 80 | | | | | | | |
| Exclusive left turn lane impact (n, y) | | | [n] | y | y | y | y | y | y | y |
| Exclusive right turn lanes (n, y) | | | | | n | n | n | n | n | n |
| Facility length (mi) | 4 | 4 | 5 | 5 | 2 | 2 | 1.9 | 1.8 | 2 | 2 |
| Number of basic segments | 4 | 4 | | | | | | | | |
| TRAFFIC CHARACTERISTICS | | | | | | | | | | |
| Planning analysis hour factor (K) | 0.090 | 0.085 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 |
| Directional distribution factor (D) | 0.547 | 0.547 | 0.550 | 0.550 | 0.550 | 0.560 | 0.565 | 0.560 | 0.565 | 0.565 |
| Peak hour factor (PHF) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Base saturation flow rate (pcphpl) | | | 1,700 | 2,100 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 |
| Heavy vehicle percent | 4.0 | 4.0 | 2.0 | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | 2.5 | 2.0 |
| Local adjustment factor | 0.91 | 0.91 | 0.97 | 0.98 | | | | | | |
| % left turns | | | | | 12 | 12 | 12 | 12 | 12 | 12 |
| % right turns | | | | | 12 | 12 | 12 | 12 | 12 | 12 |
| CONTROL CHARACTERISTICS | | | | | | | | | | |
| Number of signals | | | | | 4 | 4 | 10 | 10 | 4 | 6 |
| Arrival type (1-6) | | | | | 3 | 3 | 4 | 4 | 4 | 4 |
| Signal type (a, c, p) | | | | | c | c | c | c | c | c |
| Cycle length (C) | | | | | 120 | 150 | 120 | 120 | 120 | 120 |
| Effective green ratio (g/C) | | | | | 0.44 | 0.45 | 0.44 | 0.44 | 0.44 | 0.44 |
| MULTIMODAL CHARACTERISTICS | | | | | | | | | | |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | | n, 50%, y | n |
| Outside lane width (n, t, w) | | | | | | | | | t | t |
| Pavement condition (d, t, u) | | | | | | | | | t | |
| On-street parking (n, y) | | | | | | | | | | |
| Sidewalk (n, y) | | | | | | | | | | n, 50%, y |
| Sidewalk/roadway separation(a, t, w) | | | | | | | | | | t |
| Sidewalk protective barrier (n, y) | | | | | | | | | | n |
| LEVEL OF SERVICE THRESHOLDS | | | | | | | | | | |
| Level of Service | Freeways | | Highways | | Arterials | | Bicycle | Ped | Bus | |
| | Density | Two-Lane %ffs | Multilane Density | Class I | | Class II | | Score | Score | Buses/hr. |
| | | | | ats | ats | ats | ats | | | |
| B | ≤ 17 | > 83.3 | ≤ 17 | > 31 mph | > 22 mph | ≤ 2.75 | ≤ 2.75 | ≤ 6 | | |
| C | ≤ 24 | > 75.0 | ≤ 24 | > 23 mph | > 17 mph | ≤ 3.50 | ≤ 3.50 | ≤ 4 | | |
| D | ≤ 31 | > 66.7 | ≤ 31 | > 18 mph | > 13 mph | ≤ 4.25 | ≤ 4.25 | < 3 | | |
| E | ≤ 39 | > 58.3 | ≤ 35 | > 15 mph | > 10 mph | ≤ 5.00 | ≤ 5.00 | < 2 | | |

% ffs = Percent free flow speed ats = Average travel speed

Generalized **Annual Average Daily** Volumes for Florida's
Transitioning Areas and
Areas Over 5,000 Not In Urbanized Areas¹

TABLE 2

12/18/12

| INTERRUPTED FLOW FACILITIES | | | | | | UNINTERRUPTED FLOW FACILITIES | | | | | | |
|---|-----------|----------------------|-----------------------|--------------------|---------|---|---------|---------|----------|---------|--|--|
| STATE SIGNALIZED ARTERIALS | | | | | | FREEWAYS | | | | | | |
| Class I (40 mph or higher posted speed limit) | | | | | | Lanes | B | C | D | E | | |
| Lanes | Median | B | C | D | E | 4 | 44,100 | 57,600 | 68,900 | 71,700 | | |
| 2 | Undivided | * | 14,400 | 16,200 | ** | 6 | 65,100 | 85,600 | 102,200 | 111,000 | | |
| 4 | Divided | * | 34,000 | 35,500 | ** | 8 | 85,100 | 113,700 | 135,200 | 150,000 | | |
| 6 | Divided | * | 52,100 | 53,500 | ** | 10 | 106,200 | 141,700 | 168,800 | 189,000 | | |
| Class II (35 mph or slower posted speed limit) | | | | | | Freeway Adjustments | | | | | | |
| Lanes | Median | B | C | D | E | Auxiliary Lanes | | | Ramp | | | |
| 2 | Undivided | * | 6,500 | 13,300 | 14,200 | Present in Both Directions | | | Metering | | | |
| 4 | Divided | * | 9,900 | 28,800 | 31,600 | + 20,000 | | | + 5% | | | |
| 6 | Divided | * | 16,000 | 44,900 | 47,600 | | | | | | | |
| Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) | | | | | | | | | | | | |
| Non-State Signalized Roadways - 10% | | | | | | | | | | | | |
| Median & Turn Lane Adjustments | | | | | | | | | | | | |
| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors | | | | | | | | |
| 2 | Divided | Yes | No | +5% | | | | | | | | |
| 2 | Undivided | No | No | -20% | | | | | | | | |
| Multi | Undivided | Yes | No | -5% | | | | | | | | |
| Multi | Undivided | No | No | -25% | | | | | | | | |
| - | - | - | Yes | + 5% | | | | | | | | |
| One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6 | | | | | | | | | | | | |
| BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | | | | | | | | |
| Paved Shoulder/Bicycle Lane Coverage | | | | | | | | | | | | |
| | | B | C | D | E | | | | | | | |
| | 0-49% | * | 2,600 | 6,100 | 19,500 | | | | | | | |
| | 50-84% | 1,900 | 5,500 | 18,400 | >19,500 | | | | | | | |
| | 85-100% | 7,500 | 19,500 | >19,500 | ** | | | | | | | |
| PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | | | | | | | | |
| Sidewalk Coverage | | | | | | | | | | | | |
| | | B | C | D | E | | | | | | | |
| | 0-49% | * | * | 2,800 | 9,400 | | | | | | | |
| | 50-84% | * | 1,600 | 8,600 | 15,600 | | | | | | | |
| | 85-100% | 3,800 | 10,500 | 17,100 | >19,500 | | | | | | | |
| BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction) | | | | | | | | | | | | |
| Sidewalk Coverage | | | | | | | | | | | | |
| | | B | C | D | E | | | | | | | |
| | 0-84% | > 5 | ≥ 4 | ≥ 3 | ≥ 2 | | | | | | | |
| | 85-100% | > 4 | ≥ 3 | ≥ 2 | ≥ 1 | | | | | | | |
| | | | | | | UNINTERRUPTED FLOW HIGHWAYS | | | | | | |
| Lanes | Median | B | C | D | E | | | | | | | |
| 2 | Undivided | 9,200 | 17,300 | 24,400 | 33,300 | | | | | | | |
| 4 | Divided | 35,300 | 49,600 | 62,900 | 69,600 | | | | | | | |
| 6 | Divided | 52,800 | 74,500 | 94,300 | 104,500 | | | | | | | |
| | | | | | | Uninterrupted Flow Highway Adjustments | | | | | | |
| Lanes | Median | Exclusive left lanes | | Adjustment factors | | | | | | | | |
| 2 | Divided | Yes | | +5% | | | | | | | | |
| Multi | Undivided | Yes | | -5% | | | | | | | | |
| Multi | Undivided | No | | -25% | | | | | | | | |
| | | | | | | ¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual. | | | | | | |
| | | | | | | ² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility. | | | | | | |
| | | | | | | ³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow. | | | | | | |
| | | | | | | * Cannot be achieved using table input value defaults. | | | | | | |
| | | | | | | ** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults. | | | | | | |
| | | | | | | Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm | | | | | | |

**Generalized Annual Average Daily Volumes for Florida's
Transitioning and
Areas Over 5,000 Not In Urbanized Areas**

TABLE 2
(continued)

12/18/12

| INPUT VALUE ASSUMPTIONS | Uninterrupted Flow Facilities | | | Interrupted Flow Facilities | | | | | |
|--|-------------------------------|------------------|----------------------|-----------------------------|-----------------|----------|---------|------------|-----------|
| | | | | State Arterials | | | Class I | | |
| | Freeways | Highways | | Class I | | Class II | Bicycle | Pedestrian | |
| ROADWAY CHARACTERISTICS | | | | | | | | | |
| Area type (t,u,o) | t | t | t | t | t | t | t | t | t |
| Number of through lanes (both dir.) | 4-10 | 2 | 4-6 | 2 | 4-6 | 2 | 4-6 | 4 | 4 |
| Posted speed (mph) | 70 | 50 | 50 | 45 | 50 | 30 | 30 | 45 | 45 |
| Free flow speed (mph) | 75 | 55 | 55 | 50 | 55 | 35 | 35 | 50 | 50 |
| Auxiliary lanes (n,y) | n | n | n | | | | | | |
| Median (n, nr, r) | | n | r | n | y | n | y | r | r |
| Terrain (l,r) | l | l | l | l | l | l | l | l | l |
| % no passing zone | | 60 | | | | | | | |
| Exclusive left turn lane impact (n, y) | | [n] | y | y | y | y | y | y | y |
| Exclusive right turn lanes (n, y) | | | | n | n | n | n | n | n |
| Facility length (mi) | 8 | 5 | 5 | 1.8 | 2 | 2 | 2 | 2 | 2 |
| Number of basic segments | 4 | | | | | | | | |
| TRAFFIC CHARACTERISTICS | | | | | | | | | |
| Planning analysis hour factor (K) | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 |
| Directional distribution factor (D) | 0.555 | 0.550 | 0.550 | 0.550 | 0.570 | 0.570 | 0.565 | 0.570 | 0.570 |
| Peak hour factor (PHF) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Base saturation flow rate (pcphpl) | | 1,700 | 2,100 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 |
| Heavy vehicle percent | 9.0 | 4.0 | 4.0 | 2.0 | 3.0 | 2.0 | 3.0 | 3.0 | 3.0 |
| Local adjustment factor | 0.85 | 0.97 | 0.95 | | | | | | |
| % left turns | | | | 12 | 12 | 12 | 12 | 12 | 12 |
| % right turns | | | | 12 | 12 | 12 | 12 | 12 | 12 |
| CONTROL CHARACTERISTICS | | | | | | | | | |
| Number of signals | | | | 5 | 4 | 10 | 10 | 4 | 6 |
| Arrival type (1-6) | | | | 4 | 3 | 4 | 4 | 4 | 4 |
| Signal type (a, c, p) | | | | c | c | c | c | c | c |
| Cycle length (C) | | | | 120 | 150 | 120 | 150 | 120 | 120 |
| Effective green ratio (g/C) | | | | 0.44 | 0.45 | 0.44 | 0.45 | 0.44 | 0.44 |
| MULTIMODAL CHARACTERISTICS | | | | | | | | | |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | n, 50%, y | n |
| Outside lane width (n, t, w) | | | | | | | | t | t |
| Pavement condition (d, t, u) | | | | | | | | t | |
| On-street parking (n, y) | | | | | | | | n | n |
| Sidewalk (n, y) | | | | | | | | | n, 50%, y |
| Sidewalk/roadway separation (a, t, w) | | | | | | | | | t |
| Sidewalk protective barrier (n, y) | | | | | | | | | n |
| LEVEL OF SERVICE THRESHOLDS | | | | | | | | | |
| Level of Service | Freeways | Highways | | Arterials | | Bicycle | Ped | Bus | |
| | Density | Two-Lane %ffs | Multilane Density | Class I ats | Class II ats | Score | Score | Buses/hr. | |
| B | ≤ 17 | > 83.3 | ≤ 17 | > 31 mph | > 22 mph | ≤ 2.75 | ≤ 2.75 | ≤ 6 | |
| C | ≤ 24 | > 75.0 | ≤ 24 | > 23 mph | > 17 mph | ≤ 3.50 | ≤ 3.50 | ≤ 4 | |
| D | ≤ 31 | > 66.7 | ≤ 31 | > 18 mph | > 13 mph | ≤ 4.25 | ≤ 4.25 | < 3 | |
| E | ≤ 39 | > 58.3 | ≤ 35 | > 15 mph | > 10 mph | ≤ 5.00 | ≤ 5.00 | < 2 | |

% ffs = Percent free flow speed ats = Average travel speed

**Generalized Annual Average Daily Volumes for Florida's
Rural Undeveloped Areas and
Developed Areas Less Than 5,000 Population¹**

12/18/12

| INTERRUPTED FLOW FACILITIES | | | | | | UNINTERRUPTED FLOW FACILITIES | | | | | |
|---|-----------|----------------------|-----------------------|--------------------|----|---|-----------|----------------------|--------------------|---------|--------|
| STATE SIGNALIZED ARTERIALS | | | | | | FREEWAYS | | | | | |
| Lanes | Median | B | C | D | E | Lanes | B | C | D | E | |
| 2 | Undivided | * | 12,900 | 14,200 | ** | 4 | 28,800 | 43,000 | 52,300 | 60,000 | |
| 4 | Divided | * | 29,300 | 30,400 | ** | 6 | 43,000 | 64,000 | 78,300 | 92,500 | |
| 6 | Divided | * | 45,200 | 45,800 | ** | 8 | 57,500 | 85,400 | 104,400 | 123,500 | |
| Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) | | | | | | Freeway Adjustments Auxiliary Lanes Present in Both Directions + 20,000 | | | | | |
| Non-State Signalized Roadways - 10% | | | | | | | | | | | |
| Median & Turn Lane Adjustments | | | | | | UNINTERRUPTED FLOW HIGHWAYS | | | | | |
| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors | | Rural Undeveloped | | | | | |
| 2 | Divided | Yes | No | +5% | | Lanes | Median | B | C | D | E |
| 2 | Undivided | No | No | -20% | | 2 | Undivided | 4,700 | 8,400 | 14,300 | 28,600 |
| Multi | Undivided | Yes | No | -5% | | 4 | Divided | 25,700 | 40,300 | 51,000 | 57,900 |
| Multi | Undivided | No | No | -25% | | 6 | Divided | 38,800 | 60,400 | 76,700 | 86,800 |
| - | - | - | Yes | + 5% | | Developed Areas | | | | | |
| One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6 | | | | | | Lanes | Median | B | C | D | E |
| | | | | | | 2 | Undivided | 8,700 | 16,400 | 23,100 | 31,500 |
| | | | | | | 4 | Divided | 25,900 | 40,700 | 52,400 | 59,600 |
| | | | | | | 6 | Divided | 38,800 | 61,000 | 78,400 | 89,500 |
| BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | | Passing Lane Adjustments Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length | | | | | |
| Rural Undeveloped | | | | | | Uninterrupted Flow Highway Adjustments | | | | | |
| Paved Shoulder/Bicycle Lane Coverage | | | | | | Lanes | Median | Exclusive left lanes | Adjustment factors | | |
| 0-49% | | | | | | 2 | Divided | Yes | +5% | | |
| 50-84% | | | | | | Multi | Undivided | Yes | -5% | | |
| 85-100% | | | | | | Multi | Undivided | No | -25% | | |
| Developed Areas | | | | | | Footnote 1: ¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual. | | | | | |
| Paved Shoulder/Bicycle Lane Coverage | | | | | | Footnote 2: ² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility. | | | | | |
| 0-49% | | | | | | * Cannot be achieved using table input value defaults. | | | | | |
| 50-84% | | | | | | ** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults. | | | | | |
| 85-100% | | | | | | Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm | | | | | |
| PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | | | | | | | |
| Sidewalk Coverage | | | | | | | | | | | |
| 0-49% | | | | | | | | | | | |
| 50-84% | | | | | | | | | | | |
| 85-100% | | | | | | | | | | | |

TABLE 3
(continued)

Generalized Annual Average Daily Volumes for Florida's
Rural Undeveloped Areas and
Developed Areas Less Than 5,000 Population

12/18/12

| INPUT VALUE ASSUMPTIONS | Uninterrupted Flow Facilities | | | | | Interrupted Flow Facilities | | | | |
|-------------------------------------|-------------------------------|-------------|---------|-------------|------------|-----------------------------|--------------|------------|---------|---------|
| | Freeways | Highways | | | | Arterials | Bicycle | Pedestrian | | |
| ROADWAY CHARACTERISTICS | | | | | | | | | | |
| Area type (ru, rd) | rural | ru | ru | rd | rd | rd | rd | ru | rd | rd |
| Number of through lanes (both dir.) | 4-8 | 2 | 4-6 | 2 | 4-6 | 2 | 4-6 | 4 | 4 | 2 |
| Posted speed (mph) | 70 | 55 | 65 | 50 | 55 | 45 | 45 | 55 | 45 | 45 |
| Free flow speed (mph) | 75 | 60 | 70 | 55 | 60 | 50 | 50 | 60 | 50 | 50 |
| Auxiliary lanes (n,y) | n | | | | | | | | | |
| Median (n, nr, r) | | n | r | n | r | n | r | r | r | n |
| Terrain (l,r) | l | l | l | l | l | l | l | l | l | l |
| % no passing zone | | 20 | | 60 | | | | | | |
| Exclusive left turn lanes (n, y) | | [n] | y | [n] | y | y | y | y | y | y |
| Exclusive right turn lanes (n, y) | | | | | | n | n | n | n | n |
| Facility length (mi) | 14 | 10 | 10 | 5 | 5 | 1.9 | 2.2 | 4 | 2 | 2 |
| Number of basic segments | 4 | | | | | | | | | |
| TRAFFIC CHARACTERISTICS | | | | | | | | | | |
| Planning analysis hour factor (K) | 0.105 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 |
| Directional distribution factor (D) | 0.555 | 0.550 | 0.550 | 0.550 | 0.550 | 0.550 | 0.550 | 0.570 | 0.570 | 0.550 |
| Peak hour factor (PHF) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Base saturation flow rate (pcphpl) | | 1,700 | 2,300 | 1,700 | 2,200 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 |
| Heavy vehicle percent | 12.0 | 5.0 | 12.0 | 4.0 | 4.0 | 3.0 | 3.0 | 6.0 | 3.5 | 3.0 |
| Local adjustment factor | 0.84 | 0.88 | 0.73 | 0.97 | 0.82 | | | | | |
| % left turns | | | | | | 12 | 12 | | 12 | 12 |
| % right turns | | | | | | 12 | 12 | | 12 | 12 |
| CONTROL CHARACTERISTICS | | | | | | | | | | |
| Number of signals | | | | | | 5 | 6 | 2 | 4 | 4 |
| Arrival type (1-6) | | | | | | 3 | 3 | 3 | 3 | 3 |
| Signal type (a, c, p) | | | | | | c | c | a | a | a |
| Cycle length (C) | | | | | | 90 | 90 | 60 | 90 | 90 |
| Effective green ratio (g/C) | | | | | | 0.44 | 0.44 | 0.37 | 0.44 | 0.44 |
| MULTIMODAL CHARACTERISTICS | | | | | | | | | | |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | n,50%,y | n,50%,y | n |
| Outside lane width (n, t, w) | | | | | | | | t | t | t |
| Pavement condition (d, t, u) | | | | | | | | t | t | |
| Sidewalk (n, y) | | | | | | | | | | n,50%,y |
| Sidewalk/roadway separation(a, t,w) | | | | | | | | | | t |
| Sidewalk protective barrier (n, y) | | | | | | | | | | n |
| LEVEL OF SERVICE THRESHOLDS | | | | | | | | | | |
| Level of Service | Freeways | Highways | | | | | | | | |
| | | Two-Lane ru | | Two-Lane rd | | Multilane ru | Multilane rd | | | |
| | Density | %tsf | ats | %ffs | Density | Density | | | | |
| B | ≤ 14 | ≤ 50 | < 55 | > 83.3 | ≤ 14 | ≤ 14 | | | | |
| C | ≤ 22 | ≤ 65 | < 50 | > 75.0 | ≤ 22 | ≤ 22 | | | | |
| D | ≤ 29 | ≤ 80 | < 45 | > 66.7 | ≤ 29 | ≤ 29 | | | | |
| E | ≤ 36 | > 80 | < 40 | > 58.3 | ≤ 34 | ≤ 34 | | | | |
| Level of Service | Arterials | | Bicycle | | Pedestrian | | | | | |
| | Major City/Co.(ats) | | Score | | Score | | | | | |
| B | > 31 mph | | ≤ 2.75 | | ≤ 2.75 | | | | | |
| C | > 23 mph | | ≤ 3.50 | | ≤ 3.50 | | | | | |
| D | > 18 mph | | ≤ 4.25 | | ≤ 4.25 | | | | | |
| E | > 15 mph | | ≤ 5.00 | | ≤ 5.00 | | | | | |

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas¹

TABLE 4

12/18/12

| INTERRUPTED FLOW FACILITIES | | | | | | UNINTERRUPTED FLOW FACILITIES | | | | | | |
|---|-----------|----------------------|-----------------------|--------------------|-------|--|-----------|----------------------|--------|--------------------|-------|--|
| STATE SIGNALIZED ARTERIALS | | | | | | FREEWAYS | | | | | | |
| Class I (40 mph or higher posted speed limit) | | | | | | Lanes | B | C | D | E | | |
| Lanes | Median | B | C | D | E | 4 | 4,120 | 5,540 | 6,700 | 7,190 | | |
| 2 | Undivided | * | 1,510 | 1,600 | ** | 6 | 6,130 | 8,370 | 10,060 | 11,100 | | |
| 4 | Divided | * | 3,420 | 3,580 | ** | 8 | 8,230 | 11,100 | 13,390 | 15,010 | | |
| 6 | Divided | * | 5,250 | 5,390 | ** | 10 | 10,330 | 14,040 | 16,840 | 18,930 | | |
| 8 | Divided | * | 7,090 | 7,210 | ** | 12 | 14,450 | 18,880 | 22,030 | 22,860 | | |
| Class II (35 mph or slower posted speed limit) | | | | | | Freeway Adjustments | | | | | | |
| Lanes | Median | B | C | D | E | Auxiliary Lanes | | Ramp | | | | |
| 2 | Undivided | * | 660 | 1,330 | 1,410 | Present in Both Directions | | Metering | | | | |
| 4 | Divided | * | 1,310 | 2,920 | 3,040 | + 1,800 | | + 5% | | | | |
| 6 | Divided | * | 2,090 | 4,500 | 4,590 | | | | | | | |
| 8 | Divided | * | 2,880 | 6,060 | 6,130 | | | | | | | |
| Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) | | | | | | | | | | | | |
| Non-State Signalized Roadways - 10% | | | | | | | | | | | | |
| Median & Turn Lane Adjustments | | | | | | | | | | | | |
| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors | | | | | | | | |
| 2 | Divided | Yes | No | +5% | | | | | | | | |
| 2 | Undivided | No | No | -20% | | | | | | | | |
| Multi | Undivided | Yes | No | -5% | | | | | | | | |
| Multi | Undivided | No | No | -25% | | | | | | | | |
| - | - | - | Yes | + 5% | | | | | | | | |
| One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6 | | | | | | | | | | | | |
| BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | | | | | | | | |
| Paved Shoulder/Bicycle Lane Coverage | | | | | | B | C | D | E | | | |
| 0-49% | | | | | | * | 260 | 680 | 1,770 | | | |
| 50-84% | | | | | | 190 | 600 | 1,770 | >1,770 | | | |
| 85-100% | | | | | | 830 | 1,770 | >1,770 | ** | | | |
| PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | | | | | | | | |
| Sidewalk Coverage | | | | | | B | C | D | E | | | |
| 0-49% | | | | | | * | * | 250 | 850 | | | |
| 50-84% | | | | | | * | 150 | 780 | 1,420 | | | |
| 85-100% | | | | | | 340 | 960 | 1,560 | >1,770 | | | |
| BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction) | | | | | | | | | | | | |
| Sidewalk Coverage | | | | | | B | C | D | E | | | |
| 0-84% | | | | | | > 5 | ≥ 4 | ≥ 3 | ≥ 2 | | | |
| 85-100% | | | | | | > 4 | ≥ 3 | ≥ 2 | ≥ 1 | | | |
| | | | | | | UNINTERRUPTED FLOW HIGHWAYS | | | | | | |
| | | | | | | Lanes | Median | B | C | D | E | |
| | | | | | | 2 | Undivided | 770 | 1,530 | 2,170 | 2,990 | |
| | | | | | | 4 | Divided | 3,300 | 4,660 | 5,900 | 6,530 | |
| | | | | | | 6 | Divided | 4,950 | 6,990 | 8,840 | 9,790 | |
| | | | | | | Uninterrupted Flow Highway Adjustments | | | | | | |
| | | | | | | Lanes | Median | Exclusive left lanes | | Adjustment factors | | |
| | | | | | | 2 | Divided | Yes | | +5% | | |
| | | | | | | Multi | Undivided | Yes | | -5% | | |
| | | | | | | Multi | Undivided | No | | -25% | | |
| | | | | | | ¹ Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual. | | | | | | |
| | | | | | | ² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility. | | | | | | |
| | | | | | | ³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow. | | | | | | |
| | | | | | | * Cannot be achieved using table input value defaults. | | | | | | |
| | | | | | | ** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults. | | | | | | |
| | | | | | | Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm | | | | | | |

TABLE 4
(continued)

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

12/18/12

| INPUT VALUE ASSUMPTIONS | Uninterrupted Flow Facilities | | | Interrupted Flow Facilities | | | | | |
|--|-------------------------------|----------|-----------|-----------------------------|------------|---------|--------|-----------|-----------|
| | Freeways | Highways | | State Arterials | | | | Class I | |
| | | Class I | Class II | Bicycle | Pedestrian | | | | |
| ROADWAY CHARACTERISTICS | | | | | | | | | |
| Area type (lu, u) | lu | u | u | u | u | u | u | u | u |
| Number of through lanes (both dir.) | 4-12 | 2 | 4-6 | 2 | 4-8 | 2 | 4-8 | 4 | 4 |
| Posted speed (mph) | 70 | 50 | 50 | 45 | 50 | 30 | 30 | 45 | 45 |
| Free flow speed (mph) | 75 | 55 | 55 | 50 | 55 | 35 | 35 | 50 | 50 |
| Auxiliary lanes (n,y) | n | | | | | | | | |
| Median (n, nr, r) | | n | r | n | r | n | r | r | r |
| Terrain (l,r) | l | l | l | l | l | l | l | l | l |
| % no passing zone | | 80 | | | | | | | |
| Exclusive left turn lane impact (n, y) | | [n] | y | y | y | y | y | y | y |
| Exclusive right turn lanes (n, y) | | | | n | n | n | n | n | n |
| Facility length (mi) | 4 | 5 | 5 | 2 | 2 | 1.9 | 1.8 | 2 | 2 |
| Number of basic segments | 4 | | | | | | | | |
| TRAFFIC CHARACTERISTICS | | | | | | | | | |
| Planning analysis hour factor (K) | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 |
| Directional distribution factor (D) | 0.547 | 0.550 | 0.550 | 0.550 | 0.560 | 0.565 | 0.560 | 0.565 | 0.565 |
| Peak hour factor (PHF) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Base saturation flow rate (pcphpl) | | 1,700 | 2,100 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 |
| Heavy vehicle percent | 4.0 | 2.0 | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | 2.5 | 2.0 |
| Local adjustment factor | 0.91 | 0.97 | 0.98 | | | | | | |
| % left turns | | | | 12 | 12 | 12 | 12 | 12 | 12 |
| % right turns | | | | 12 | 12 | 12 | 12 | 12 | 12 |
| CONTROL CHARACTERISTICS | | | | | | | | | |
| Number of signals | | | | 4 | 4 | 10 | 10 | 4 | 6 |
| Arrival type (1-6) | | | | 3 | 3 | 4 | 4 | 4 | 4 |
| Signal type (a, c, p) | | | | c | c | c | c | c | c |
| Cycle length (C) | | | | 120 | 150 | 120 | 120 | 120 | 120 |
| Effective green ratio (g/C) | | | | 0.44 | 0.45 | 0.44 | 0.44 | 0.44 | 0.44 |
| MULTIMODAL CHARACTERISTICS | | | | | | | | | |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | n, 50%, y | n |
| Outside lane width (n, t, w) | | | | | | | | t | t |
| Pavement condition (d, t, u) | | | | | | | | t | |
| On-street parking (n, y) | | | | | | | | n | n |
| Sidewalk (n, y) | | | | | | | | | n, 50%, y |
| Sidewalk/roadway separation (a, t, w) | | | | | | | | | t |
| Sidewalk protective barrier (n, y) | | | | | | | | | n |
| LEVEL OF SERVICE THRESHOLDS | | | | | | | | | |
| Level of Service | Freeways | Highways | | Arterials | | Bicycle | Ped | Bus | |
| | Density | Two-Lane | Multilane | Class I | Class II | Score | Score | Buses/hr. | |
| | | %ffs | Density | ats | ats | | | | |
| B | ≤ 17 | > 83.3 | ≤ 17 | > 31 mph | > 22 mph | ≤ 2.75 | ≤ 2.75 | ≤ 6 | |
| C | ≤ 24 | > 75.0 | ≤ 24 | > 23 mph | > 17 mph | ≤ 3.50 | ≤ 3.50 | ≤ 4 | |
| D | ≤ 31 | > 66.7 | ≤ 31 | > 18 mph | > 13 mph | ≤ 4.25 | ≤ 4.25 | < 3 | |
| E | ≤ 39 | > 58.3 | ≤ 35 | > 15 mph | > 10 mph | ≤ 5.00 | ≤ 5.00 | < 2 | |

% ffs = Percent free flow speed ats = Average travel speed

Generalized **Peak Hour Two-Way** Volumes for Florida's
Transitioning and
Areas Over 5,000 Not In Urbanized Areas¹

TABLE 5

12/18/12

| INTERRUPTED FLOW FACILITIES | | | | | | UNINTERRUPTED FLOW FACILITIES | | | | |
|---|-----------|-------------------------|--------------------------|-----------------------|-------|--|-------|--------------------------|--------|--------|
| STATE SIGNALIZED ARTERIALS | | | | | | FREEWAYS | | | | |
| Class I (40 mph or higher posted speed limit) | | | | | | Lanes | B | C | D | E |
| Lanes | Median | B | C | D | E | 4 | 3,970 | 5,190 | 6,200 | 6,460 |
| 2 | Undivided | * | 1,300 | 1,460 | ** | 6 | 5,860 | 7,710 | 9,190 | 9,990 |
| 4 | Divided | * | 3,060 | 3,200 | ** | 8 | 7,660 | 10,230 | 12,170 | 13,500 |
| 6 | Divided | * | 4,690 | 4,820 | ** | 10 | 9,550 | 12,750 | 15,190 | 17,010 |
| Class II (35 mph or slower posted speed limit) | | | | | | Freeway Adjustments | | | | |
| Lanes | Median | B | C | D | E | Auxiliary Lanes Present in Both Directions + 1,800 | | Ramp Metering + 5% | | |
| 2 | Undivided | * | 580 | 1,200 | 1,280 | | | | | |
| 4 | Divided | * | 890 | 2,590 | 2,850 | | | | | |
| 6 | Divided | * | 1,440 | 4,040 | 4,280 | | | | | |
| Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) | | | | | | | | | | |
| Non-State Signalized Roadways - 10% | | | | | | | | | | |
| Median & Turn Lane Adjustments | | | | | | | | | | |
| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors | | | | | | |
| 2 | Divided | Yes | No | +5% | | | | | | |
| 2 | Undivided | No | No | -20% | | | | | | |
| Multi | Undivided | Yes | No | -5% | | | | | | |
| Multi | Undivided | No | No | -25% | | | | | | |
| - | - | - | Yes | + 5% | | | | | | |
| One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6 | | | | | | | | | | |
| BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | | | | | | |
| Paved Shoulder/Bicycle | | | | | | | | | | |
| Lane Coverage | B | C | D | E | | | | | | |
| 0-49% | * | 140 | 550 | 1,760 | | | | | | |
| 50-84% | 170 | 500 | 1,650 | >1,760 | | | | | | |
| 85-100% | 670 | 1,760 | >1,760 | ** | | | | | | |
| PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | | | | | | |
| Sidewalk Coverage | B | C | D | E | | | | | | |
| 0-49% | * | * | 250 | 850 | | | | | | |
| 50-84% | * | 150 | 780 | 1,410 | | | | | | |
| 85-100% | 340 | 950 | 1,540 | >1,760 | | | | | | |
| BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction) | | | | | | | | | | |
| Sidewalk Coverage | B | C | D | E | | | | | | |
| 0-84% | > 5 | ≥ 4 | ≥ 3 | ≥ 2 | | | | | | |
| 85-100% | > 4 | ≥ 3 | ≥ 2 | ≥ 1 | | | | | | |
| | | | | | | ¹ Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual. | | | | |
| | | | | | | ² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility. | | | | |
| | | | | | | ³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow. | | | | |
| | | | | | | * Cannot be achieved using table input value defaults. | | | | |
| | | | | | | ** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults. | | | | |
| | | | | | | Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm | | | | |

TABLE 5
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's
Transitioning Areas and
Areas Over 5,000 Not In Urbanized Areas

12/18/12

| INPUT VALUE ASSUMPTIONS | Uninterrupted Flow Facilities | | | Interrupted Flow Facilities | | | | | |
|--|-------------------------------|---------------|-------------------|-----------------------------|--------------|---------|---------|------------|-----------|
| | | | | State Arterials | | | Class I | | |
| | Freeways | Highways | | Class I | Class II | | Bicycle | Pedestrian | |
| ROADWAY CHARACTERISTICS | | | | | | | | | |
| Area type (t,uo) | t | t | t | t | t | t | t | t | t |
| Number of through lanes (both dir.) | 4-10 | 2 | 4-6 | 2 | 4-6 | 2 | 4-6 | 4 | 4 |
| Posted speed (mph) | 70 | 50 | 50 | 45 | 50 | 30 | 30 | 45 | 45 |
| Free flow speed (mph) | 75 | 55 | 55 | 50 | 55 | 35 | 35 | 50 | 50 |
| Auxiliary lanes (n,y) | n | n | n | | | | | | |
| Median (n, nr, r) | | n | r | n | y | n | y | r | r |
| Terrain (l,r) | l | l | l | l | l | l | l | l | l |
| % no passing zone | | 60 | | | | | | | |
| Exclusive left turn lane impact (n, y) | | [n] | y | y | y | y | y | y | y |
| Exclusive right turn lanes (n, y) | | | | n | n | n | n | n | n |
| Facility length (mi) | 8 | 5 | 5 | 1.8 | 2 | 2 | 2 | 2 | 2 |
| Number of basic segments | 4 | | | | | | | | |
| TRAFFIC CHARACTERISTICS | | | | | | | | | |
| Planning analysis hour factor (K) | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 |
| Directional distribution factor (D) | 0.555 | 0.550 | 0.550 | 0.550 | 0.570 | 0.570 | 0.565 | 0.570 | 0.570 |
| Peak hour factor (PHF) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Base saturation flow rate (pcphpl) | | 1,700 | 2,100 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 |
| Heavy vehicle percent | 9.0 | 4.0 | 4.0 | 2.0 | 3.0 | 2.0 | 3.0 | 3.0 | 3.0 |
| Local adjustment factor | 0.85 | 0.97 | 0.95 | | | | | | |
| % left turns | | | | 12 | 12 | 12 | 12 | 12 | 12 |
| % right turns | | | | 12 | 12 | 12 | 12 | 12 | 12 |
| CONTROL CHARACTERISTICS | | | | | | | | | |
| Number of signals | | | | 5 | 4 | 10 | 10 | 4 | 6 |
| Arrival type (1-6) | | | | 4 | 3 | 4 | 4 | 4 | 4 |
| Signal type (a, c, p) | | | | c | c | c | c | c | c |
| Cycle length (C) | | | | 120 | 150 | 120 | 150 | 120 | 120 |
| Effective green ratio (g/C) | | | | 0.44 | 0.45 | 0.44 | 0.45 | 0.44 | 0.44 |
| MULTIMODAL CHARACTERISTICS | | | | | | | | | |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | n, 50%, y | n |
| Outside lane width (n, t, w) | | | | | | | | t | t |
| Pavement condition (d, t, u) | | | | | | | | t | |
| On-street parking (n, y) | | | | | | | | n | n |
| Sidewalk (n, y) | | | | | | | | | n, 50%, y |
| Sidewalk/roadway separation (a, t, w) | | | | | | | | | t |
| Sidewalk protective barrier (n, y) | | | | | | | | | n |
| LEVEL OF SERVICE THRESHOLDS | | | | | | | | | |
| Level of Service | Freeways | Highways | | Arterials | | Bicycle | Ped | Bus | |
| | Density | Two-Lane %ffs | Multilane Density | Class I ats | Class II ats | Score | Score | Buses/hr. | |
| B | ≤ 17 | > 83.3 | ≤ 17 | > 31 mph | > 22 mph | ≤ 2.75 | ≤ 2.75 | ≤ 6 | |
| C | ≤ 24 | > 75.0 | ≤ 24 | > 23 mph | > 17 mph | ≤ 3.50 | ≤ 3.50 | ≤ 4 | |
| D | ≤ 31 | > 66.7 | ≤ 31 | > 18 mph | > 13 mph | ≤ 4.25 | ≤ 4.25 | < 3 | |
| E | ≤ 39 | > 58.3 | ≤ 35 | > 15 mph | > 10 mph | ≤ 5.00 | ≤ 5.00 | < 2 | |

% ffs = Percent free flow speed ats = Average travel speed

Generalized **Peak Hour Two-Way** Volumes for Florida's
Rural Undeveloped Areas and
Developed Areas Less Than 5,000 Population¹

TABLE 6

12/18/12

| INTERRUPTED FLOW FACILITIES | | | | | | UNINTERRUPTED FLOW FACILITIES | | | | | |
|---|---------------|----------------------|-----------------------|--------------------|--------|--|-----------|----------------------|--------------------|--------|-------|
| STATE SIGNALIZED ARTERIALS | | | | | | FREEWAYS | | | | | |
| Lanes | Median | B | C | D | E | Lanes | B | C | D | E | |
| 2 | Undivided | * | 1,220 | 1,350 | ** | 4 | 3,020 | 4,510 | 5,490 | 6,300 | |
| 4 | Divided | * | 2,790 | 2,890 | ** | 6 | 4,510 | 6,720 | 8,220 | 9,720 | |
| 6 | Divided | * | 4,300 | 4,350 | ** | 8 | 6,040 | 8,970 | 10,960 | 12,970 | |
| Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10% | | | | | | Freeway Adjustments Auxiliary Lanes Present in Both Directions + 1,800 | | | | | |
| Median & Turn Lane Adjustments | | | | | | UNINTERRUPTED FLOW HIGHWAYS | | | | | |
| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors | | Rural Undeveloped | | | | | |
| 2 | Divided | Yes | No | +5% | | Lanes | Median | B | C | D | E |
| 2 | Undivided | No | No | -20% | | 2 | Undivided | 440 | 790 | 1,350 | 2,710 |
| Multi | Undivided | Yes | No | -5% | | 4 | Divided | 2,440 | 3,820 | 4,840 | 5,500 |
| Multi | Undivided | No | No | -25% | | 6 | Divided | 3,680 | 5,730 | 7,280 | 8,240 |
| - | - | - | Yes | + 5% | | Developed Areas | | | | | |
| One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6 | | | | | | Lanes | Median | B | C | D | E |
| | | | | | | 2 | Undivided | 820 | 1,550 | 2,190 | 2,990 |
| | | | | | | 4 | Divided | 2,460 | 3,860 | 4,970 | 5,660 |
| | | | | | | 6 | Divided | 3,680 | 5,790 | 7,440 | 8,500 |
| BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | | Passing Lane Adjustments Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length | | | | | |
| Rural Undeveloped | | | | | | Uninterrupted Flow Highway Adjustments | | | | | |
| Paved Shoulder/Bicycle | Lane Coverage | B | C | D | E | Lanes | Median | Exclusive left lanes | Adjustment factors | | |
| | 0-49% | * | 120 | 190 | 300 | 2 | Divided | Yes | +5% | | |
| | 50-84% | 100 | 200 | 310 | >1,010 | Multi | Undivided | Yes | -5% | | |
| | 85-100% | 250 | 370 | 1,760 | >1,760 | Multi | Undivided | No | -25% | | |
| Developed Areas | | | | | | ¹ Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual. | | | | | |
| Paved Shoulder/Bicycle | Lane Coverage | B | C | D | E | ² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility. | | | | | |
| | 0-49% | * | 220 | 460 | 1,480 | * Cannot be achieved using table input value defaults. | | | | | |
| | 50-84% | 170 | 430 | 1,270 | >1,760 | ** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults. | | | | | |
| | 85-100% | 560 | 1,760 | >1,760 | ** | Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm | | | | | |
| PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | | | | | | | |
| Sidewalk Coverage | | B | C | D | E | | | | | | |
| | 0-49% | * | * | 220 | 840 | | | | | | |
| | 50-84% | * | 120 | 780 | 1,390 | | | | | | |
| | 85-100% | 320 | 940 | 1,560 | >1,820 | | | | | | |

TABLE 6
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's
Rural Undeveloped Areas and
Developed Areas Less Than 5,000 Population

12/18/12

| INPUT VALUE ASSUMPTIONS | Uninterrupted Flow Facilities | | | | | Interrupted Flow Facilities | | | | |
|-------------------------------------|-------------------------------|-------------|---------|-------------|--------------|-----------------------------|---------|------------|---------|---------|
| | Freeways | Highways | | | | Arterials | Bicycle | Pedestrian | | |
| ROADWAY CHARACTERISTICS | | | | | | | | | | |
| Area type (ru, rd) | rural | ru | ru | rd | rd | rd | rd | ru | rd | rd |
| Number of through lanes (both dir.) | 4-8 | 2 | 4-6 | 2 | 4-6 | 2 | 4-6 | 4 | 4 | 2 |
| Posted speed (mph) | 70 | 55 | 65 | 50 | 55 | 45 | 45 | 55 | 45 | 45 |
| Free flow speed (mph) | 75 | 60 | 70 | 55 | 60 | 50 | 50 | 60 | 50 | 50 |
| Auxiliary lanes (n,y) | n | | | | | | | | | |
| Median (n, nr, r) | | n | r | n | r | n | r | r | r | n |
| Terrain (l,r) | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| % no passing zone | | 20 | | 60 | | | | | | |
| Exclusive left turn lanes (n, y) | | [n] | y | [n] | y | y | y | y | y | y |
| Exclusive right turn lanes (n, y) | | | | | | n | n | n | n | n |
| Facility length (mi) | 14 | 10 | 10 | 5 | 5 | 1.9 | 2.2 | 4 | 2 | 2 |
| Number of basic segments | 4 | | | | | | | | | |
| TRAFFIC CHARACTERISTICS | | | | | | | | | | |
| Planning analysis hour factor (K) | 0.105 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 |
| Directional distribution factor (D) | 0.555 | 0.550 | 0.550 | 0.550 | 0.550 | 0.550 | 0.550 | 0.570 | 0.570 | 0.550 |
| Peak hour factor (PHF) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Base saturation flow rate (pcphpl) | | 1,700 | 2,300 | 1,700 | 2,200 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 |
| Heavy vehicle percent | 12.0 | 5.0 | 12.0 | 4.0 | 4.0 | 3.0 | 3.0 | 6.0 | 3.5 | 3.0 |
| Local adjustment factor | 0.84 | 0.88 | 0.73 | 0.97 | 0.82 | | | | | |
| % left turns | | | | | | 12 | 12 | | 12 | 12 |
| % right turns | | | | | | 12 | 12 | | 12 | 12 |
| CONTROL CHARACTERISTICS | | | | | | | | | | |
| Number of signals | | | | | | 5 | 6 | 2 | 4 | 4 |
| Arrival type (1-6) | | | | | | 3 | 3 | 3 | 3 | 3 |
| Signal type (a, c, p) | | | | | | c | c | a | a | a |
| Cycle length (C) | | | | | | 90 | 90 | 60 | 90 | 90 |
| Effective green ratio (g/C) | | | | | | 0.44 | 0.44 | 0.37 | 0.44 | 0.44 |
| MULTIMODAL CHARACTERISTICS | | | | | | | | | | |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | n,50%,y | n,50%,y | n |
| Outside lane width (n, t, w) | | | | | | | | t | t | t |
| Pavement condition (d, t, w) | | | | | | | | t | t | |
| Sidewalk (n, y) | | | | | | | | | | n,50%,y |
| Sidewalk/roadway separation(a, t,w) | | | | | | | | | | t |
| Sidewalk protective barrier (n, y) | | | | | | | | | | n |
| LEVEL OF SERVICE THRESHOLDS | | | | | | | | | | |
| Level of Service | Freeways | Highways | | | | | | | | |
| | | Two-Lane ru | | Two-Lane rd | Multilane ru | Multilane rd | | | | |
| | Density | %tsf | ats | %ffs | Density | Density | | | | |
| B | ≤ 14 | ≤ 50 | ≤ 55 | > 83.3 | ≤ 14 | ≤ 14 | | | | |
| C | ≤ 22 | ≤ 65 | < 50 | > 75.0 | ≤ 22 | ≤ 22 | | | | |
| D | ≤ 29 | ≤ 80 | < 45 | > 66.7 | ≤ 29 | ≤ 29 | | | | |
| E | ≤ 36 | > 80 | < 40 | > 58.3 | ≤ 34 | ≤ 34 | | | | |
| Level of Service | Arterials | | Bicycle | | Pedestrian | | | | | |
| | Major City/Co.(ats) | | Score | | Score | | | | | |
| B | > 31 mph | | ≤ 2.75 | | ≤ 2.75 | | | | | |
| C | > 23 mph | | ≤ 3.50 | | ≤ 3.50 | | | | | |
| D | > 18 mph | | ≤ 4.25 | | ≤ 4.25 | | | | | |
| E | > 15 mph | | ≤ 5.00 | | ≤ 5.00 | | | | | |

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas¹

TABLE 7

12/18/12

| INTERRUPTED FLOW FACILITIES | | | | | | UNINTERRUPTED FLOW FACILITIES | | | | | |
|---|-----------|----------------------|-----------------------|--------------------|-------|---|---------------|--------|--------|--------|--|
| STATE SIGNALIZED ARTERIALS | | | | | | FREEWAYS | | | | | |
| Class I (40 mph or higher posted speed limit) | | | | | | Lanes | B | C | D | E | |
| Lanes | Median | B | C | D | E | 2 | 2,260 | 3,020 | 3,660 | 3,940 | |
| 1 | Undivided | * | 830 | 880 | ** | 3 | 3,360 | 4,580 | 5,500 | 6,080 | |
| 2 | Divided | * | 1,910 | 2,000 | ** | 4 | 4,500 | 6,080 | 7,320 | 8,220 | |
| 3 | Divided | * | 2,940 | 3,020 | ** | 5 | 5,660 | 7,680 | 9,220 | 10,360 | |
| 4 | Divided | * | 3,970 | 4,040 | ** | 6 | 7,900 | 10,320 | 12,060 | 12,500 | |
| Class II (35 mph or slower posted speed limit) | | | | | | Freeway Adjustments | | | | | |
| Lanes | Median | B | C | D | E | Auxiliary Lane | Ramp Metering | | | | |
| 1 | Undivided | * | 370 | 750 | 800 | + 1,000 | + 5% | | | | |
| 2 | Divided | * | 730 | 1,630 | 1,700 | | | | | | |
| 3 | Divided | * | 1,170 | 2,520 | 2,560 | | | | | | |
| 4 | Divided | * | 1,610 | 3,390 | 3,420 | | | | | | |
| Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) | | | | | | | | | | | |
| Non-State Signalized Roadways - 10% | | | | | | | | | | | |
| Median & Turn Lane Adjustments | | | | | | | | | | | |
| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors | | | | | | | |
| 1 | Divided | Yes | No | +5% | | | | | | | |
| 1 | Undivided | No | No | -20% | | | | | | | |
| Multi | Undivided | Yes | No | -5% | | | | | | | |
| Multi | Undivided | No | No | -25% | | | | | | | |
| - | - | - | Yes | + 5% | | | | | | | |
| One-Way Facility Adjustment Multiply the corresponding directional volumes in this table by 1.2 | | | | | | | | | | | |
| BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | | | | | | | |
| Paved Shoulder/Bicycle Lane Coverage | | | | | | B | C | D | E | | |
| 0-49% | | | | | | * | 150 | 390 | 1,000 | | |
| 50-84% | | | | | | 110 | 340 | 1,000 | >1,000 | | |
| 85-100% | | | | | | 470 | 1,000 | >1,000 | ** | | |
| PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | | | | | | | |
| Sidewalk Coverage | | | | | | B | C | D | E | | |
| 0-49% | | | | | | * | * | 140 | 480 | | |
| 50-84% | | | | | | * | 80 | 440 | 800 | | |
| 85-100% | | | | | | 200 | 540 | 880 | >1,000 | | |
| BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction) | | | | | | | | | | | |
| Sidewalk Coverage | | | | | | B | C | D | E | | |
| 0-84% | | | | | | > 5 | ≥ 4 | ≥ 3 | ≥ 2 | | |
| 85-100% | | | | | | > 4 | ≥ 3 | ≥ 2 | ≥ 1 | | |
| | | | | | | <p>¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.</p> <p>² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.</p> <p>³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.</p> <p>* Cannot be achieved using table input value defaults.</p> <p>** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.</p> <p>Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/bs/default.shtm</p> | | | | | |

TABLE 7
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's
Urbanized Areas

12/18/12

| INPUT VALUE ASSUMPTIONS | Uninterrupted Flow Facilities | | | Interrupted Flow Facilities | | | | | |
|--|-------------------------------|------------------|----------------------|-----------------------------|-----------------|---------|---------|------------|-----------|
| | Freeways | Highways | | State Arterials | | | | Class I | |
| | | | | Class I | Class II | | Bicycle | Pedestrian | |
| ROADWAY CHARACTERISTICS | | | | | | | | | |
| Area type (lu, u) | lu | u | u | u | u | u | u | u | u |
| Number of through lanes (both dir.) | 4-12 | 2 | 4-6 | 2 | 4-8 | 2 | 4-8 | 4 | 4 |
| Posted speed (mph) | 70 | 50 | 50 | 45 | 50 | 30 | 30 | 45 | 45 |
| Free flow speed (mph) | 75 | 55 | 55 | 50 | 55 | 35 | 35 | 50 | 50 |
| Auxiliary lanes (n,y) | n | | | | | | | | |
| Median (n, nr, r) | | n | r | n | r | n | r | r | r |
| Terrain (l,r) | l | l | l | l | l | l | l | l | l |
| % no passing zone | | 80 | | | | | | | |
| Exclusive left turn lane impact (n, y) | | [n] | y | y | y | y | y | y | y |
| Exclusive right turn lanes (n, y) | | | | n | n | n | n | n | n |
| Facility length (mi) | 4 | 5 | 5 | 2 | 2 | 1.9 | 1.8 | 2 | 2 |
| Number of basic segments | 4 | | | | | | | | |
| TRAFFIC CHARACTERISTICS | | | | | | | | | |
| Planning analysis hour factor (K) | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 |
| Directional distribution factor (D) | 0.547 | 0.550 | 0.550 | 0.550 | 0.560 | 0.565 | 0.560 | 0.565 | 0.565 |
| Peak hour factor (PHF) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Base saturation flow rate (pcphpl) | | 1,700 | 2,100 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 |
| Heavy vehicle percent | 4.0 | 2.0 | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | 2.5 | 2.0 |
| Local adjustment factor | 0.91 | 0.97 | 0.98 | | | | | | |
| % left turns | | | | 12 | 12 | 12 | 12 | 12 | 12 |
| % right turns | | | | 12 | 12 | 12 | 12 | 12 | 12 |
| CONTROL CHARACTERISTICS | | | | | | | | | |
| Number of signals | | | | 4 | 4 | 10 | 10 | 4 | 6 |
| Arrival type (1-6) | | | | 3 | 3 | 4 | 4 | 4 | 4 |
| Signal type (a, c, p) | | | | c | c | c | c | c | c |
| Cycle length (C) | | | | 120 | 150 | 120 | 120 | 120 | 120 |
| Effective green ratio (g/C) | | | | 0.44 | 0.45 | 0.44 | 0.44 | 0.44 | 0.44 |
| MULTIMODAL CHARACTERISTICS | | | | | | | | | |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | n, 50%, y | n |
| Outside lane width (n, t, w) | | | | | | | | t | t |
| Pavement condition (d, t, w) | | | | | | | | t | |
| On-street parking (n, y) | | | | | | | | n | n |
| Sidewalk (n, y) | | | | | | | | | n, 50%, y |
| Sidewalk/roadway separation (a, t, w) | | | | | | | | | t |
| Sidewalk protective barrier (n, y) | | | | | | | | | n |
| LEVEL OF SERVICE THRESHOLDS | | | | | | | | | |
| Level of Service | Freeways | Highways | | Arterials | | Bicycle | Ped | Bus | |
| | Density | Two-Lane %ffs | Multilane Density | Class I ats | Class II ats | Score | Score | Buses/hr. | |
| B | ≤ 17 | > 83.3 | ≤ 17 | > 31 mph | > 22 mph | ≤ 2.75 | ≤ 2.75 | ≤ 6 | |
| C | ≤ 24 | > 75.0 | ≤ 24 | > 23 mph | > 17 mph | ≤ 3.50 | ≤ 3.50 | ≤ 4 | |
| D | ≤ 31 | > 66.7 | ≤ 31 | > 18 mph | > 13 mph | ≤ 4.25 | ≤ 4.25 | < 3 | |
| E | ≤ 39 | > 58.3 | ≤ 35 | > 15 mph | > 10 mph | ≤ 5.00 | ≤ 5.00 | < 2 | |

% ffs = Percent free flow speed ats = Average travel speed

Generalized **Peak Hour Directional** Volumes for Florida's
Transitioning and
Areas Over 5,000 Not In Urbanized Areas¹

TABLE 8

12/18/12

| INTERRUPTED FLOW FACILITIES | | | | | | UNINTERRUPTED FLOW FACILITIES | | | | | | |
|---|-----------|----------------------|-----------------------|--------------------|-------|---|-------|--------|---------------|-------|--|--|
| STATE SIGNALIZED ARTERIALS | | | | | | FREEWAYS | | | | | | |
| Class I (40 mph or higher posted speed limit) | | | | | | Lanes | B | C | D | E | | |
| Lanes | Median | B | C | D | E | 2 | 2,200 | 2,880 | 3,440 | 3,580 | | |
| 1 | Undivided | * | 710 | 800 | ** | 3 | 3,260 | 4,280 | 5,100 | 5,540 | | |
| 2 | Divided | * | 1,740 | 1,820 | ** | 4 | 4,260 | 5,680 | 6,760 | 7,500 | | |
| 3 | Divided | * | 2,670 | 2,740 | ** | 5 | 5,300 | 7,080 | 8,440 | 9,440 | | |
| Class II (35 mph or slower posted speed limit) | | | | | | Freeway Adjustments | | | | | | |
| Lanes | Median | B | C | D | E | Auxiliary Lane | | | Ramp Metering | | | |
| 1 | Undivided | * | 330 | 680 | 720 | + 1,000 | | | + 5% | | | |
| 2 | Divided | * | 500 | 1,460 | 1,600 | | | | | | | |
| 3 | Divided | * | 810 | 2,280 | 2,420 | | | | | | | |
| Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) | | | | | | | | | | | | |
| Non-State Signalized Roadways - 10% | | | | | | | | | | | | |
| Median & Turn Lane Adjustments | | | | | | | | | | | | |
| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors | | | | | | | | |
| 1 | Divided | Yes | No | +5% | | | | | | | | |
| 2 | Undivided | No | No | -20% | | | | | | | | |
| Multi | Undivided | Yes | No | -5% | | | | | | | | |
| Multi | Undivided | No | No | -25% | | | | | | | | |
| - | - | - | Yes | + 5% | | | | | | | | |
| One-Way Facility Adjustment Multiply the corresponding directional volumes in this table by 1.2 | | | | | | | | | | | | |
| BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | | | | | | | | |
| Paved Shoulder/Bicycle Lane Coverage | | | | | | B | C | D | E | | | |
| 0-49% | | | | | | * | 140 | 320 | 1,000 | | | |
| 50-84% | | | | | | 100 | 280 | 940 | >1,000 | | | |
| 85-100% | | | | | | 380 | 1,000 | >1,000 | ** | | | |
| PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | | | | | | | | |
| Sidewalk Coverage | | | | | | B | C | D | E | | | |
| 0-49% | | | | | | * | * | 140 | 480 | | | |
| 50-84% | | | | | | * | 80 | 440 | 800 | | | |
| 85-100% | | | | | | 200 | 540 | 880 | >1,000 | | | |
| BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction) | | | | | | | | | | | | |
| Sidewalk Coverage | | | | | | B | C | D | E | | | |
| 0-84% | | | | | | > 5 | ≥ 4 | ≥ 3 | ≥ 2 | | | |
| 85-100% | | | | | | > 4 | ≥ 3 | ≥ 2 | ≥ 1 | | | |
| | | | | | | <p>¹Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.</p> <p>² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.</p> <p>³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.</p> <p>* Cannot be achieved using table input value defaults.</p> <p>** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.</p> <p>Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm</p> | | | | | | |
| | | | | | | <p>UNINTERRUPTED FLOW HIGHWAYS</p> <p>Lanes Median B C D E</p> <p>1 Undivided 450 850 1,200 1,640</p> <p>2 Divided 1,740 2,450 3,110 3,440</p> <p>3 Divided 2,610 3,680 4,660 5,170</p> <p>Uninterrupted Flow Highway Adjustments</p> <p>Lanes Median Exclusive left lanes Adjustment factors</p> <p>1 Divided Yes +5%</p> <p>Multi Undivided Yes -5%</p> <p>Multi Undivided No -25%</p> | | | | | | |

TABLE 8
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's
Transitioning and
Areas Over 5,000 Not In Urbanized Areas

12/18/12

| INPUT VALUE ASSUMPTIONS | Uninterrupted Flow Facilities | | | Interrupted Flow Facilities | | | | | |
|--|-------------------------------|---------------|-------------------|-----------------------------|--------------|----------|--------|-----------|------------|
| | | | | State Arterials | | | | Class I | |
| | Freeways | Highways | | Class I | | Class II | | Bicycle | Pedestrian |
| ROADWAY CHARACTERISTICS | | | | | | | | | |
| Area type (t,uo) | t | t | t | t | t | t | t | t | t |
| Number of through lanes (both dir.) | 4-10 | 2 | 4-6 | 2 | 4-6 | 2 | 4-6 | 4 | 4 |
| Posted speed (mph) | 70 | 50 | 50 | 45 | 50 | 30 | 30 | 45 | 45 |
| Free flow speed (mph) | 75 | 55 | 55 | 50 | 55 | 35 | 35 | 50 | 50 |
| Auxiliary lanes (n,y) | n | n | n | | | | | | |
| Median (n, nr, r) | | n | r | n | y | n | y | r | r |
| Terrain (l,r) | l | l | l | l | l | l | l | l | l |
| % no passing zone | | 60 | | | | | | | |
| Exclusive left turn lane impact (n, y) | | [n] | y | y | y | y | y | y | y |
| Exclusive right turn lanes (n, y) | | | | n | n | n | n | n | n |
| Facility length (mi) | 8 | 5 | 5 | 1.8 | 2 | 2 | 2 | 2 | 2 |
| Number of basic segments | 4 | | | | | | | | |
| TRAFFIC CHARACTERISTICS | | | | | | | | | |
| Planning analysis hour factor (K) | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 |
| Directional distribution factor (D) | 0.555 | 0.550 | 0.550 | 0.550 | 0.570 | 0.570 | 0.565 | 0.570 | 0.570 |
| Peak hour factor (PHF) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Base saturation flow rate (pcphpl) | | 1,700 | 2,100 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 |
| Heavy vehicle percent | 9.0 | 4.0 | 4.0 | 2.0 | 3.0 | 2.0 | 3.0 | 3.0 | 3.0 |
| Local adjustment factor | 0.85 | 0.97 | 0.95 | | | | | | |
| % left turns | | | | 12 | 12 | 12 | 12 | 12 | 12 |
| % right turns | | | | 12 | 12 | 12 | 12 | 12 | 12 |
| CONTROL CHARACTERISTICS | | | | | | | | | |
| Number of signals | | | | 5 | 4 | 10 | 10 | 4 | 6 |
| Arrival type (1-6) | | | | 4 | 3 | 4 | 4 | 4 | 4 |
| Signal type (a, c, p) | | | | c | c | c | c | c | c |
| Cycle length (C) | | | | 120 | 150 | 120 | 150 | 120 | 120 |
| Effective green ratio (g/C) | | | | 0.44 | 0.45 | 0.44 | 0.45 | 0.44 | 0.44 |
| CONTROL CHARACTERISTICS | | | | | | | | | |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | n, 50%, y | n |
| Outside lane width (n, t, w) | | | | | | | | t | t |
| Pavement condition (d, t, u) | | | | | | | | t | |
| On-street parking (n, y) | | | | | | | | n | n |
| Sidewalk (n, y) | | | | | | | | | n, 50%, y |
| Sidewalk/roadway separation (a, t, w) | | | | | | | | | t |
| Sidewalk protective barrier (n, y) | | | | | | | | | n |
| LEVEL OF SERVICE THRESHOLDS | | | | | | | | | |
| Level of Service | Freeways | Highways | | Arterials | | Bicycle | Ped | Bus | |
| | Density | Two-Lane %ffs | Multilane Density | Class I ats | Class II ats | Score | Score | Buses/hr. | |
| B | ≤ 17 | > 83.3 | ≤ 17 | > 31 mph | > 22 mph | ≤ 2.75 | ≤ 2.75 | ≤ 6 | |
| C | ≤ 24 | > 75.0 | ≤ 24 | > 23 mph | > 17 mph | ≤ 3.50 | ≤ 3.50 | ≤ 4 | |
| D | ≤ 31 | > 66.7 | ≤ 31 | > 18 mph | > 13 mph | ≤ 4.25 | ≤ 4.25 | < 3 | |
| E | ≤ 39 | > 58.3 | ≤ 35 | > 15 mph | > 10 mph | ≤ 5.00 | ≤ 5.00 | < 2 | |

% ffs = Percent free flow speed ats = Average travel speed

Generalized **Peak Hour Directional** Volumes for Florida's
Rural Undeveloped Areas and
Developed Areas Less Than 5,000 Population¹

TABLE 9

12/18/12

| INTERRUPTED FLOW FACILITIES | | | | | | UNINTERRUPTED FLOW FACILITIES | | | | | |
|---|-----------|----------------------|-----------------------|--------------------|----|--|-----------|----------------------|--------------------|-------|-------|
| STATE SIGNALIZED ARTERIALS | | | | | | FREEWAYS | | | | | |
| Lanes | Median | B | C | D | E | Lanes | B | C | D | E | |
| 1 | Undivided | * | 670 | 740 | ** | 2 | 1,680 | 2,500 | 3,040 | 3,500 | |
| 2 | Divided | * | 1,530 | 1,580 | ** | 3 | 2,500 | 3,720 | 4,560 | 5,400 | |
| 3 | Divided | * | 2,360 | 2,400 | ** | 4 | 3,360 | 4,980 | 6,080 | 7,200 | |
| Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10% | | | | | | Freeway Adjustments Auxiliary Lanes Present in Both Directions + 1,000 | | | | | |
| Median & Turn Lane Adjustments | | | | | | UNINTERRUPTED FLOW HIGHWAYS | | | | | |
| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors | | Rural Undeveloped | | | | | |
| 1 | Divided | Yes | No | +5% | | Lanes | Median | B | C | D | E |
| 1 | Undivided | No | No | -20% | | 1 | Undivided | 240 | 430 | 740 | 1,490 |
| Multi | Undivided | Yes | No | -5% | | 2 | Divided | 1,340 | 2,100 | 2,660 | 3,020 |
| Multi | Undivided | No | No | -25% | | 3 | Divided | 2,020 | 3,150 | 4,000 | 4,530 |
| - | - | - | Yes | + 5% | | Developed Areas | | | | | |
| One-Way Facility Adjustment Multiply the corresponding directional volumes in this table by 1.2 | | | | | | Lanes | Median | B | C | D | E |
| | | | | | | 1 | Undivided | 450 | 850 | 1,200 | 1,640 |
| | | | | | | 2 | Divided | 1,350 | 2,120 | 2,730 | 3,110 |
| | | | | | | 3 | Divided | 2,020 | 3,180 | 4,090 | 4,670 |
| BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | | Passing Lane Adjustments Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length | | | | | |
| Rural Undeveloped | | | | | | Uninterrupted Flow Highway Adjustments | | | | | |
| Paved Shoulder/Bicycle Lane Coverage | B | C | D | E | | Lanes | Median | Exclusive left lanes | Adjustment factors | | |
| 0-49% | * | 70 | 110 | 170 | | 1 | Divided | Yes | +5% | | |
| 50-84% | 60 | 120 | 180 | 580 | | Multi | Undivided | Yes | -5% | | |
| 85-100% | 140 | 210 | 1,000 | >1,000 | | Multi | Undivided | No | -25% | | |
| Developed Areas | | | | | | Uninterrupted Flow Highway Adjustments | | | | | |
| Paved Shoulder/Bicycle Lane Coverage | B | C | D | E | | | | | | | |
| 0-49% | * | 120 | 260 | 840 | | | | | | | |
| 50-84% | 100 | 240 | 720 | 1,000 | | | | | | | |
| 85-100% | 320 | 1,000 | >1,000 | ** | | | | | | | |
| PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | | | | | | | |
| Sidewalk Coverage | B | C | D | E | | | | | | | |
| 0-49% | * | * | 120 | 460 | | | | | | | |
| 50-84% | * | 80 | 430 | 770 | | | | | | | |
| 85-100% | 180 | 520 | 860 | >1,000 | | | | | | | |
| | | | | | | ¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual. | | | | | |
| | | | | | | ² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility. | | | | | |
| | | | | | | * Cannot be achieved using table input value defaults. | | | | | |
| | | | | | | ** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults. | | | | | |
| | | | | | | Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm | | | | | |

TABLE 9
(continued)

Generalized **Peak Hour Directional Volumes** for Florida's
Rural Undeveloped Areas and
Developed Areas Less Than 5,000 Population

12/18/12

| INPUT VALUE ASSUMPTIONS | Uninterrupted Flow Facilities | | | | | Interrupted Flow Facilities | | | | |
|-------------------------------------|-------------------------------|-----------|-------------|---------|--------------|-----------------------------|---------|--------------|---------|---------|
| | Freeways | Highways | | | | Arterials | Bicycle | Pedestrian | | |
| ROADWAY CHARACTERISTICS | | | | | | | | | | |
| Area type (ru, rd) | rural | ru | ru | rd | rd | rd | rd | ru | rd | rd |
| Number of through lanes (both dir.) | 4-8 | 2 | 4-6 | 2 | 4-6 | 2 | 4-6 | 4 | 4 | 2 |
| Posted speed (mph) | 70 | 55 | 65 | 50 | 55 | 45 | 45 | 55 | 45 | 45 |
| Free flow speed (mph) | 75 | 60 | 70 | 55 | 60 | 50 | 50 | 60 | 50 | 50 |
| Auxiliary lanes (n,y) | n | | | | | | | | | |
| Median (n, nr, r) | | n | r | n | r | n | r | r | r | n |
| Terrain (l,r) | l | l | l | l | l | l | l | l | l | l |
| % no passing zone | | 20 | | 60 | | | | | | |
| Exclusive left turn lanes (n, y) | | [n] | y | [n] | y | y | y | y | y | y |
| Exclusive right turn lanes (n, y) | | | | | | n | n | n | n | n |
| Facility length (mi) | 14 | 10 | 10 | 5 | 5 | 1.9 | 2.2 | 4 | 2 | 2 |
| Number of basic segments | 4 | | | | | | | | | |
| TRAFFIC CHARACTERISTICS | | | | | | | | | | |
| Planning analysis hour factor (K) | 0.105 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 | 0.095 |
| Directional distribution factor (D) | 0.555 | 0.550 | 0.550 | 0.550 | 0.550 | 0.550 | 0.550 | 0.570 | 0.570 | 0.550 |
| Peak hour factor (PHF) | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Base saturation flow rate (pcphpl) | | 1,700 | 2,300 | 1,700 | 2,200 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 |
| Heavy vehicle percent | 12.0 | 5.0 | 12.0 | 4.0 | 4.0 | 3.0 | 3.0 | 6.0 | 3.5 | 3.0 |
| Local adjustment factor | 0.84 | 0.88 | 0.73 | 0.97 | 0.82 | | | | | |
| % left turns | | | | | | 12 | 12 | | 12 | 12 |
| % right turns | | | | | | 12 | 12 | | 12 | 12 |
| CONTROL CHARACTERISTICS | | | | | | | | | | |
| Number of signals | | | | | | 5 | 6 | 2 | 4 | 4 |
| Arrival type (1-6) | | | | | | 3 | 3 | 3 | 3 | 3 |
| Signal type (a, c, p) | | | | | | c | c | a | a | a |
| Cycle length (C) | | | | | | 90 | 90 | 60 | 90 | 90 |
| Effective green ratio (g/C) | | | | | | 0.44 | 0.44 | 0.37 | 0.44 | 0.44 |
| MULTIMODAL CHARACTERISTICS | | | | | | | | | | |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | n,50%,y | n,50%,y | n |
| Outside lane width (n, t, w) | | | | | | | | t | t | t |
| Pavement condition (d, t, u) | | | | | | | | t | t | |
| Sidewalk (n, y) | | | | | | | | | | n,50%,y |
| Sidewalk/roadway separation(a, t,w) | | | | | | | | | | t |
| Sidewalk protective barrier (n, y) | | | | | | | | | | n |
| LEVEL OF SERVICE THRESHOLDS | | | | | | | | | | |
| Level of Service | Freeways | Highways | | | | | | | | |
| | | Density | Two-Lane ru | | Two-Lane rd | Multilane ru | | Multilane rd | | |
| B | ≤ 14 | %tsf ≤ 50 | ats ≤ 55 | > 83.3 | Density ≤ 14 | Density ≤ 14 | | Density ≤ 14 | | |
| C | ≤ 22 | ≤ 65 | ≤ 50 | > 75.0 | ≤ 22 | ≤ 22 | | ≤ 22 | | |
| D | ≤ 29 | ≤ 80 | ≤ 45 | > 66.7 | ≤ 29 | ≤ 29 | | ≤ 29 | | |
| E | ≤ 36 | > 80 | ≤ 40 | > 58.3 | ≤ 34 | ≤ 34 | | ≤ 34 | | |
| Level of Service | Arterials | | | Bicycle | | Pedestrian | | | | |
| | Major City/Co.(ats) | | | Score | | Score | | | | |
| B | > 31 mph | | | ≤ 2.75 | | ≤ 2.75 | | | | |
| C | > 23 mph | | | ≤ 3.50 | | ≤ 3.50 | | | | |
| D | > 18 mph | | | ≤ 4.25 | | ≤ 4.25 | | | | |
| E | > 15 mph | | | ≤ 5.00 | | ≤ 5.00 | | | | |

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

Appendix B

Miami-Dade County Signal Timing Data

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

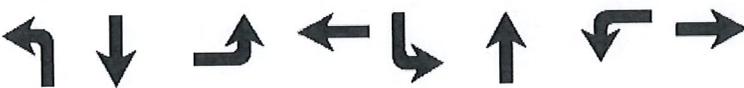
Print Date:
5/22/2018

Print Time:
11:38 AM

| Asset | Intersection | TOD Schedule | Op Mode | Plan # | Cycle | Offset | TOD Setting | Active PhaseBank | Active Maximum |
|-------|---------------------|--------------|---------|--------|-------|--------|-------------|------------------|----------------|
| 2938 | Franjo Rd&SW 184 St | DOW-3 | | N/A | 0 | 0 | N/A | 0 | Max 0 |

Splits

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



Active Phase Bank: Phase Bank 1

| Phase | Walk | | | 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 NBL | 0 | - | 0 | 0 | - | 0 | 5 | - | 5 | 2 | - | 2 | 7 | - | 5 | 10 | - | 7 | 4 | 2 |
| 2 SBT | 0 | - | 7 | 0 | - | 11 | 7 | - | 7 | 1 | - | 1 | 45 | - | 22 | 0 | - | 60 | 4 | 2 |
| 3 EBL | 0 | - | 0 | 0 | - | 0 | 5 | - | 5 | 2 | - | 2 | 7 | - | 5 | 7 | - | 7 | 4.4 | 2 |
| 4 WBT | 0 | - | 7 | 0 | - | 11 | 7 | - | 7 | 3.5 | - | 3.5 | 55 | - | 18 | 38 | - | 55 | 4.4 | 2 |
| 5 SBL | 0 | - | 0 | 0 | - | 0 | 5 | - | 5 | 2 | - | 2 | 7 | - | 5 | 10 | - | 7 | 4 | 2 |
| 6 NBT | 0 | - | 7 | 0 | - | 11 | 7 | - | 7 | 1 | - | 1 | 45 | - | 22 | 0 | - | 60 | 4 | 2 |
| 7 WBL | 0 | - | 0 | 0 | - | 0 | 5 | - | 5 | 2 | - | 2 | 7 | - | 5 | 7 | - | 7 | 4.4 | 2 |
| 8 EBT | 0 | - | 7 | 0 | - | 11 | 7 | - | 7 | 3.5 | - | 3.5 | 55 | - | 18 | 38 | - | 55 | 4.4 | 2 |

Last In Service Date: unknown

| Permitted Phases | |
|-------------------|----------|
| Default | 12345678 |
| External Permit 0 | ----- |
| External Permit 1 | 12345678 |
| External Permit 2 | ----- |

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

| Local TOD Schedule | | |
|--------------------|------|-----------------|
| Time | Plan | DOW |
| 0000 | Free | Su M T W Th F S |

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

Print Date:
5/22/2018

Print Time:
11:38 AM

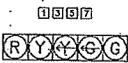
| Current Time of Day Function | | | |
|------------------------------|-------------|------------|---------------|
| Time | Function | Settings * | Day of Week |
| 0000 | TOD OUTPUTS | -7----1 | SuM T W ThF S |
| 0600 | TOD OUTPUTS | -7----2- | M T W ThF |
| 0700 | TOD OUTPUTS | ----- | M T W ThF |
|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

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

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

No Calendar Defined/Enabled

DETAIL OF SIGNAL HEADS



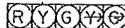
5-SECTION, 1-WAY
12" STD. LENS
W/MOUNTING HARDWARE
ITEM NO. 650-1-151
4 REQUIRED



3-SECTION, 1-WAY
12" STD. LENS
W/MOUNTING HARDWARE
ITEM NO. 650-1-151
3 REQUIRED

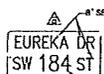


1-SEC. 1-WAY
ITEM NO. 653-171
8 REQUIRED



5-SECTION, 1-WAY
12" STD. LENS
W/MOUNTING HARDWARE
ITEM NO. 650-1-151
1 REQUIRED

STREET NAME SIGNS



10" SERIES "C" 24" X 46" 2 REQUIRED
ITEM NO. 700-84-1 D3-18
8" SERIES "C" 24" X 48" 2 REQUIRED
ITEM NO. 700-84-1 D3-18
R10-4 COST INCLUDED ITEM NO. 655-11 4 REQUIRED

CONTROLLER OPERATIONS

- MAJOR STREET IS FRANTO RD, MINOR STREET IS EUREKA DR
- STD SIGNAL OPERATING PLAN 10 W/DUAL MCOE PED. FEATURE
- PHASE(S) 1,2,4,5,6 ACTUATED, PHASE 3 RECALL
- MOVEMENT(S) 1,3,5,7 (S) ARE PROTECTED/PERMISSIVE
- SIGNAL COORDINATION PHASE IS 3.
- FLASHING OPERATION 2+6 YELLOW 4+8 RED
- WIRE PROGRAM CONTROLLER TO SKIP MOVEMENT(S) 1,3,5,7.
- TERMINATE INTERCONNECT CONDUIT IN PULL BOX AT PROJECT LIMIT.

NOTES:

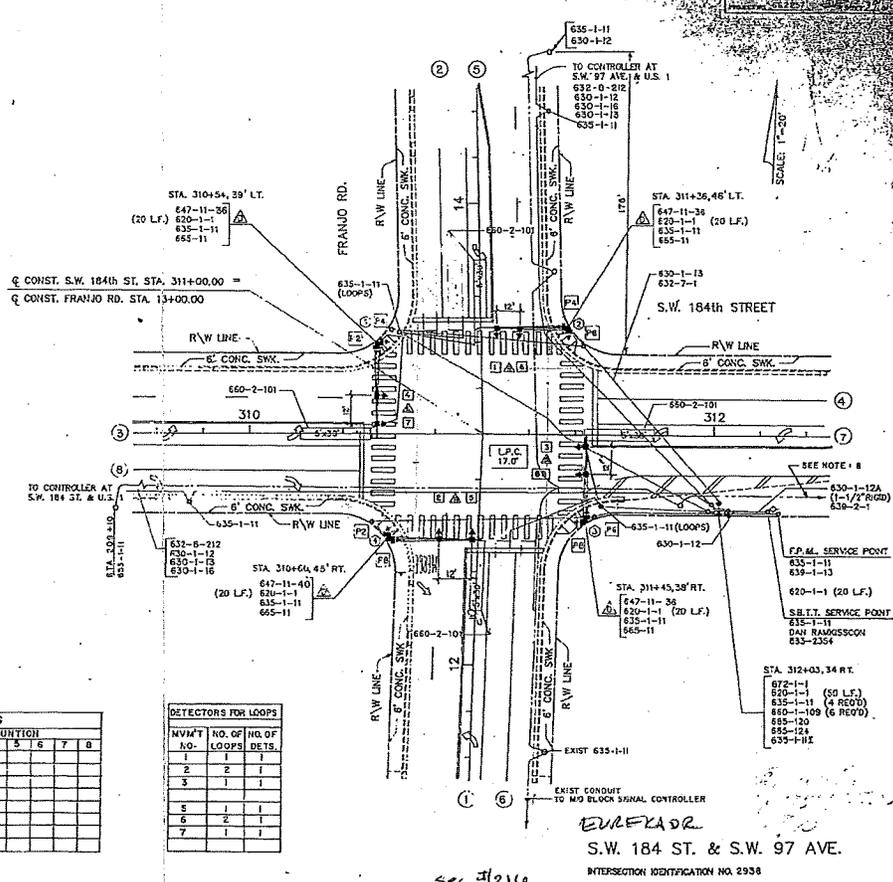
- RUN INTERCONNECT BY CONDUIT TO CONTROLLERS AT U.S. 18 SW 184 ST. (APPROXIMATELY 2000 L.F. OF 2" PVC CONDUIT.)
- PULL BOXES TO BE LOCATED (BEHIND CURB & CUTTER) AT APPROXIMATELY 250' INTERVALS. (8 PULL BOXES REQ.)

CONTROLLER TIMINGS

| TIMING INTERVAL | TIMING FUNCTION | | | | | | | |
|------------------------|-----------------|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| MINIMUM GREEN INTERVAL | | | | | | | | |
| EXTENSION/MESSAGE | | | | | | | | |
| MAXIMUM GREEN 1 | | | | | | | | |
| MAXIMUM GREEN 2 | | | | | | | | |
| YELLOW | | | | | | | | |
| ALL RED | | | | | | | | |
| PEDESTRIAN WALK | | | | | | | | |
| PEDESTRIAN CLEAR | | | | | | | | |

DETECTORS FOR LOOPS

| N/M/T | NO. OF NO. OF | NO. OF | NO. OF |
|-------|---------------|--------|--------|
| | LOOPS | DETS. | |
| 1 | 1 | 1 | |
| 2 | 2 | 1 | |
| 3 | 1 | 1 | |
| 5 | 1 | 1 | |
| 6 | 2 | 1 | |
| 7 | 1 | 1 | |



EUREKA DR
S.W. 184 ST. & S.W. 97 AV.
INTERSECTION IDENTIFICATION NO. 2938

| REVISIONS | | | | | | | | | |
|-----------|----|------|-------------|-------------|------------|------|-------------|------|----------------|
| NO. | BY | DATE | DESCRIPTION | DESIGNED BY | CHECKED BY | DATE | APPROVED BY | DATE | PROJECT NUMBER |
| | | | | | | | | | |

sec. 1210

CARR SMITH ASSOCIATES

SIGNALIZATION PLAN

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

Print Date:
5/24/2018

Print Time:
2:04 AM

| Asset | Intersection | TOD Schedule | Op Mode | Plan # | Cycle | Offset | TOD Setting | Active PhaseBank | Active Maximum |
|-------|-----------------------------|--------------|---------|--------|-------|--------|-------------|------------------|----------------|
| 3224 | Franjo Rd&US 1&Evergreen St | DOW-5 | | N/A | 0 | 0 | N/A | 0 | Max 0 |

Splits

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

Active Phase Bank: Phase Bank 1

| Phase | Walk | | | 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 - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 EBT | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 7 | 2.5 | 2.5 | 2.5 | 10 | 10 | 10 | 15 | 7 | 15 | 4 | 2 |
| 4 NBT | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 7 | 3.5 | 3.5 | 3.5 | 13 | 14 | 13 | 35 | 15 | 30 | 4 | 2.9 |
| 5 - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 NET | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 16 | 1 | 1 | 1 | 40 | 50 | 45 | 0 | 50 | 45 | 4.8 | 2.1 |
| 7 - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 SBT | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 7 | 3.5 | 3.5 | 3.5 | 13 | 14 | 13 | 35 | 15 | 30 | 4 | 2.9 |

Last In Service Date: unknown

| Permitted Phases | |
|-------------------|-----------------|
| | 12345678 |
| Default | --34-6-8 |
| External Permit 0 | ----- |
| External Permit 1 | ----- |
| External Permit 2 | ----- |

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

Print Date:
5/24/2018

Print Time:
2:04 AM

| Current TOD Schedule | Plan | Cycle | Green Time | | | | | | | | Ring Offset | Offset |
|-------------------------|------|-------|------------|---|----|----|---|-----|---|----|-------------|--------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | |
| 1 | | 170 | 0 | 0 | ** | 34 | 0 | 122 | 0 | 34 | 0 | 153 |
| 2 | | 170 | 0 | 0 | ** | 49 | 0 | 107 | 0 | 49 | 0 | 128 |
| 4 | | 110 | 0 | 0 | ** | 26 | 0 | 70 | 0 | 26 | 0 | 88 |
| 5 | | 140 | 0 | 0 | ** | 35 | 0 | 91 | 0 | 35 | 0 | 17 |
| 7 | | 110 | 0 | 0 | ** | 28 | 0 | 68 | 0 | 28 | 0 | 105 |
| 8 | | 130 | 0 | 0 | ** | 32 | 0 | 84 | 0 | 32 | 0 | 110 |
| 9 | | 180 | 0 | 0 | ** | 21 | 0 | 145 | 0 | 21 | 0 | 169 |
| 10 | | 140 | 0 | 0 | ** | 33 | 0 | 93 | 0 | 30 | 0 | 72 |
| 11 | | 140 | 0 | 0 | ** | 42 | 0 | 84 | 0 | 42 | 0 | 26 |
| 13 | | 130 | 0 | 0 | ** | 30 | 0 | 86 | 0 | 30 | 0 | 33 |
| 14 | | 140 | 0 | 0 | ** | 40 | 0 | 86 | 0 | 40 | 0 | 119 |
| 15 | | 160 | 0 | 0 | ** | 38 | 0 | 108 | 0 | 38 | 0 | 122 |
| 16 | | 190 | 0 | 0 | ** | 44 | 0 | 132 | 0 | 44 | 0 | 66 |
| 17 | | 150 | 0 | 0 | ** | 43 | 0 | 93 | 0 | 43 | 0 | 29 |
| 18 | | 170 | 0 | 0 | ** | 38 | 0 | 118 | 0 | 38 | 0 | 162 |
| 19 | | 130 | 0 | 0 | ** | 32 | 0 | 84 | 0 | 32 | 0 | 110 |
| 20 | | 190 | 0 | 0 | ** | 50 | 0 | 126 | 0 | 50 | 0 | 105 |
| 21 | | 140 | 0 | 0 | ** | 44 | 0 | 82 | 0 | 44 | 0 | 138 |
| 22 | | 110 | 0 | 0 | ** | 28 | 0 | 68 | 0 | 28 | 0 | 105 |
| 23 | | 160 | 0 | 0 | ** | 43 | 0 | 103 | 0 | 43 | 0 | 26 |
| 25 | | 180 | 0 | 0 | ** | 43 | 0 | 123 | 0 | 43 | 0 | 135 |
| 28 | | 190 | 0 | 0 | ** | 50 | 0 | 126 | 0 | 50 | 0 | 123 |

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

Current Time of Day Function

| Time | Function | Settings * | Day of Week |
|------|-------------|------------|-----------------|
| 0000 | TOD OUTPUTS | -----1 | Su M T W Th F S |
| 0130 | TOD OUTPUTS | -----3-- | Su M T W Th F S |
| 0500 | TOD OUTPUTS | ----- | Su M T W Th F S |
| 2200 | TOD OUTPUTS | -----2- | Su M T W Th F S |

Local Time of Day Function

| Time | Function | Settings * | Day of Week |
|------|-------------|------------|-----------------|
| 0000 | TOD OUTPUTS | -----1 | Su M T W Th F S |
| 0130 | TOD OUTPUTS | -----3-- | Su M T W Th F S |
| 0500 | TOD OUTPUTS | ----- | Su M T W Th F S |
| 2200 | TOD OUTPUTS | -----2- | 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 3224: Franjo Rd&US 1&Evergreen St

Print Date:
5/24/2018

Print Time:
2:04 AM

| |
|------------------------------------|
| <i>No Calendar Defined/Enabled</i> |
| |

TOD Schedule Report
for 3557: Hibiscus St&US 1 (SB)

Print Date:
5/22/2018

Print Time:
12:59 PM

| Asset | Intersection | TOD Schedule | Op Mode | Plan # | Cycle | Offset | TOD Setting | Active PhaseBank | Active Maximum |
|-------|-----------------------|--------------|---------|--------|-------|--------|-------------|------------------|----------------|
| 3557 | Hibiscus St&US 1 (SB) | DOW-3 | | N/A | 0 | 0 | N/A | 0 | Max 0 |

Splits

| PH 1 | PH 2 | PH 3 | PH 4 | PH 5 | PH 6 | PH 7 | PH 8 |
|------|------|------|------|------|------|------|------|
| - | SBT | - | WBT | - | - | - | EBT |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



Active Phase Bank: Phase Bank 1

| Phase | Phase Bank | | | | | | | | | Yellow | Red | | | | | | | | | |
|-------|------------|---|---|------------|---|---|-------------|---|---|--------|------|---------|----|----|-----------|----|----|-------|-----|---|
| | Walk | | | Don't Walk | | | Min Initial | | | | | Veh Ext | | | Max Limit | | | Max 2 | | |
| | 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 |
| 2 SBT | 9 | 9 | 9 | 7 | 7 | 7 | 9 | 9 | 9 | 1 | 1 | 1 | 35 | 40 | 40 | 0 | 40 | 40 | 4.8 | 2 |
| 3 - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 WBT | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 2.5 | -2.5 | -2.5 | 15 | 27 | 27 | 25 | 27 | 27 | 4 | 2 |
| 5 - | 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 |
| 7 - | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 EBT | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 7 | 2.5 | -2.5 | -2.5 | 15 | 27 | 27 | 25 | 27 | 27 | 4 | 2 |

Last In Service Date: unknown

| Permitted Phases | |
|-------------------|-----------------|
| | <u>12345678</u> |
| Default | -2-4---8 |
| External Permit 0 | ----- |
| External Permit 1 | ----- |
| External Permit 2 | ----- |

TOD Schedule Report
for 3557: Hibiscus St&US 1 (SB)

Print Date:
5/22/2018

Print Time:
12:59 PM

| Current TOD Schedule | Plan | Cycle | Green Time | | | | | | | | Ring Offset | Offset |
|-------------------------|------|-------|------------|-----|---|-----|---|---|---|-----|-------------|--------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | |
| | | | - | SBT | - | WBT | - | - | - | EBT | | |
| 1 | | 170 | 0 | 139 | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 54 |
| 2 | | 85 | 0 | 54 | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 10 |
| 4 | | 55 | 0 | 29 | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 33 |
| 5 | | 70 | 0 | 44 | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 17 |
| 7 | | 55 | 0 | 29 | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 0 |
| 8 | | 130 | 0 | 104 | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 30 |
| 9 | | 180 | 0 | 149 | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 138 |
| 10 | | 70 | 0 | 39 | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 52 |
| 11 | | 70 | 0 | 39 | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 0 |
| 13 | | 65 | 0 | 39 | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 17 |
| 14 | | 70 | 0 | 44 | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 34 |
| 15 | | 80 | 0 | 54 | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 35 |
| 16 | | 95 | 0 | 69 | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 32 |
| 17 | | 75 | 0 | 49 | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 55 |
| 18 | | 85 | 0 | 54 | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 17 |
| 19 | | 130 | 0 | 104 | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 34 |
| 20 | | 95 | 0 | 64 | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 23 |
| 21 | | 140 | 0 | 114 | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 58 |
| 22 | | 55 | 0 | 29 | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 0 |
| 23 | | 160 | 0 | 134 | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 26 |
| 25 | | 180 | 0 | 149 | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 137 |

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

| Current Time of Day Function | | | |
|------------------------------|-------------|------------|-----------------|
| Time | Function | Settings * | Day of Week |
| 0000 | TOD OUTPUTS | -----1 | Su M T W Th F S |
| 0500 | TOD OUTPUTS | ----- | Su M T W Th F S |
| 2200 | TOD OUTPUTS | -----1 | Su M T W Th F S |

| Local Time of Day Function | | | |
|----------------------------|-------------|------------|-----------------|
| Time | Function | Settings * | Day of Week |
| 0000 | TOD OUTPUTS | -----1 | Su M T W Th F S |
| 0500 | TOD OUTPUTS | ----- | Su M T W Th F S |
| 2200 | TOD OUTPUTS | -----1 | 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 3557: Hibiscus St&US 1 (SB)*

Print Date:
5/22/2018

Print Time:
12:59 PM

| |
|------------------------------------|
| <i>No Calendar Defined/Enabled</i> |
| |

TOD Schedule Report
for 3566: Banyan St&US 1 (SB)

Print Date:
5/22/2018

Print Time:
1:01 PM

| Asset | Intersection | TOD Schedule | Op Mode | Plan # | Cycle | Offset | TOD Setting | Active PhaseBank | Active Maximum |
|-------|---------------------|--------------|---------|--------|-------|--------|-------------|------------------|----------------|
| 3566 | Banyan St&US 1 (SB) | DOW-3 | | N/A | 0 | 0 | N/A | 0 | Max 0 |

Splits

| PH 1 | PH 2 | PH 3 | PH 4 | PH 5 | PH 6 | PH 7 | PH 8 |
|------|------|------|------|------|------|------|------|
| - | SBT | - | WBT | - | - | - | EBT |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



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 - | 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 | 2 |
| 3 - | 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 | 2 |
| 5 - | 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 |
| 7 - | 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 | 2 |

Last In Service Date: unknown

| Permitted Phases | |
|-------------------|-----------------|
| | <u>12345678</u> |
| 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:
5/22/2018

Print Time:
1:01 PM

| Current TOD Schedule | Plan | Cycle | Green Time | | | | | | | | Ring Offset | Offset |
|-------------------------|------|-------|------------|-----|---|-----|---|---|---|-----|-------------|--------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | |
| | | | - | SBT | - | WBT | - | - | - | EBT | | |
| 1 | | 170 | 0 | 134 | 0 | 23 | 0 | 0 | 0 | 23 | 0 | 158 |
| 2 | | 85 | 0 | 54 | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 63 |
| 4 | | 55 | 0 | 29 | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 6 |
| 5 | | 70 | 0 | 44 | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 59 |
| 7 | | 55 | 0 | 28 | 0 | 14 | 0 | 0 | 0 | 14 | 0 | 0 |
| 8 | | 130 | 0 | 103 | 0 | 14 | 0 | 0 | 0 | 14 | 0 | 96 |
| 9 | | 180 | 0 | 144 | 0 | 23 | 0 | 0 | 0 | 23 | 0 | 46 |
| 10 | | 70 | 0 | 43 | 0 | 14 | 0 | 0 | 0 | 14 | 0 | 24 |
| 11 | | 70 | 0 | 39 | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 14 |
| 13 | | 65 | 0 | 39 | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 53 |
| 14 | | 70 | 0 | 44 | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 9 |
| 15 | | 80 | 0 | 49 | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 6 |
| 16 | | 95 | 0 | 64 | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 92 |
| 17 | | 75 | 0 | 44 | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 4 |
| 18 | | 85 | 0 | 54 | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 72 |
| 19 | | 130 | 0 | 103 | 0 | 14 | 0 | 0 | 0 | 14 | 0 | 84 |
| 20 | | 95 | 0 | 64 | 0 | 18 | 0 | 0 | 0 | 18 | 0 | 79 |
| 21 | | 140 | 0 | 99 | 0 | 28 | 0 | 0 | 0 | 28 | 0 | 16 |
| 22 | | 55 | 0 | 29 | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 14 |
| 23 | | 160 | 0 | 123 | 0 | 24 | 0 | 0 | 0 | 24 | 0 | 0 |
| 25 | | 180 | 0 | 144 | 0 | 23 | 0 | 0 | 0 | 23 | 0 | 163 |

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

Current Time of Day Function

| Time | Function | Settings * | Day of Week |
|------|-------------|------------|---------------|
| 0000 | TOD OUTPUTS | ----- | SuM T W ThF S |
| 2200 | TOD OUTPUTS | -----1 | SuM T W ThF S |

Local Time of Day Function

| Time | Function | Settings * | Day of Week |
|------|-------------|------------|---------------|
| 0000 | TOD OUTPUTS | ----- | SuM T W ThF S |
| 2200 | TOD OUTPUTS | -----1 | SuM T W ThF S |

* Settings

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

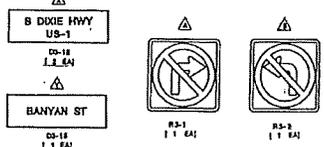
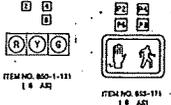
TOD Schedule Report
for 3566: Banyan St&US 1 (SB)

Print Date:
5/22/2018

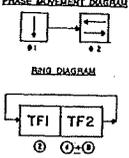
Print Time:
1:01 PM

| |
|------------------------------------|
| <i>No Calendar Defined/Enabled</i> |
|------------------------------------|

SIGNAL HEAD DETAILS



SIGNAL OPERATING PLAN



SIGNAL TIMING DIAGRAM

CONTROLLER TRAFFIC STREET
US 1 (SR9) & BANYAN ST

| INITIAL TURN-ON TRAFFIC MAY REQUIRE FIELD ADJUSTMENT | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|--|---|---|---|---|---|---|---|---|
| MINIMUM GREEN (INT.) | | | | | | | | |
| EXTENSION PASSES | | | | | | | | |
| MAXIMUM GREEN 1 | | | | | | | | |
| MAXIMUM GREEN 2 | | | | | | | | |
| YELLOW CLEARANCE | | | | | | | | |
| ALL RED CLEARANCE | | | | | | | | |
| PEDESTRIAN WALK | | | | | | | | |
| PIED CLEARANCE | | | | | | | | |
| DETECTOR CALL | | | | | | | | |

SIGNALIZATION NOTES

- CONTROLLER OPERATIONS
- TWO PHASE FULL ACTUATED EXPANSIBLE TO EIGHT PHASES WITH COORDINATION CAPABILITY.
- MAJOR STREET IS US 1 (SR9).
- MINOR STREET IS BANYAN ST.
- COORDINATION ON MOVEMENTS.
- CONCURRENT PEDESTRIAN TRAFFIC ON ACTIVATION ONLY.
- FLASHING OPERATION TO BE YELLOW ON US 1 (SR9) RED ON BANYAN ST.

OTHER IMPROVEMENT NOTES

- THIS INTERSECTION SHALL BE MAINTAINED AND RECONSTRUCTED ACCORDING TO REMOVAL NOTES D ON SHEET 1-11 QUANTITIES FOR THE WORK SHALL BECOME BROWN ON SHEET 1-11 FOR THE WORK SHALL BECOME BROWN ON SHEET 1-11 FOR THE WORK SHALL BECOME BROWN ON SHEET 1-11.
- CONCRETE SIGNALS SHALL BE RECONSTRUCTED AS SPECIFIED BY THE SIGNAL CONTRACTOR FOR ANY INTERSECTION SIGNALS ARE BROWN ON SHEET 1-11 LOCATIONS WHERE CONCRETE SIGNALS WILL BE CONSTRUCTED ARE:
- NO LOCATIONS:
- APPROXIMATE SIGNALS SHALL BE CONSTRUCTED AS SPECIFIED BY THE SIGNAL CONTRACTOR FOR ANY INTERSECTION SIGNALS ARE BROWN ON SHEET 1-11 LOCATIONS WHERE APPROXIMATE SIGNALS WILL BE CONSTRUCTED ARE:
- NO LOCATIONS:

REMOVAL PAY ITEMS

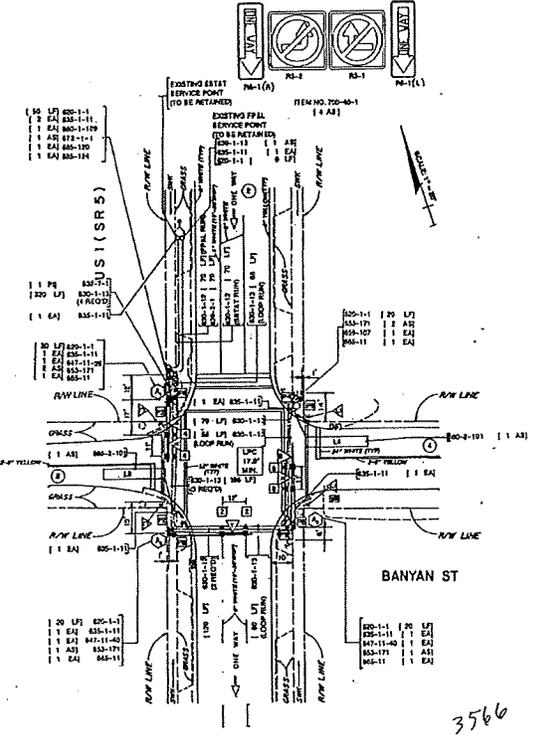
| QTY | EA | DESCRIPTION |
|-----|--|--|
| 1 | EA <td>REMOVE TRAFFIC SIGNAL HEAD ASSEMBLY</td> | REMOVE TRAFFIC SIGNAL HEAD ASSEMBLY |
| 1 | EA <td>REMOVE PEDESTRIAN SIGNAL ASSEMBLY</td> | REMOVE PEDESTRIAN SIGNAL ASSEMBLY |
| 1 | EA <td>REMOVE POLES</td> | REMOVE POLES |
| 1 | EA <td>REMOVE SIGNAL PEDestal</td> | REMOVE SIGNAL PEDestal |
| 1 | EA <td>REMOVE MAST ARM ASSEMBLY</td> | REMOVE MAST ARM ASSEMBLY |
| 1 | EA <td>REMOVE CONTROLLER ASSEMBLY</td> | REMOVE CONTROLLER ASSEMBLY |
| 1 | EA <td>REMOVE VEHICLE DETECTOR ASSEMBLY</td> | REMOVE VEHICLE DETECTOR ASSEMBLY |
| 1 | EA <td>REMOVE PEDESTRIAN DETECTOR ASSEMBLY</td> | REMOVE PEDESTRIAN DETECTOR ASSEMBLY |
| 1 | EA <td>REMOVE SPAN WIRE ASSEMBLY</td> | REMOVE SPAN WIRE ASSEMBLY |
| 1 | EA <td>REMOVE CABLES AND CONDUIT</td> | REMOVE CABLES AND CONDUIT |
| 1 | EA <td>REMOVE EXISTING SIGNAL WYE/CONNECT CABLE</td> | REMOVE EXISTING SIGNAL WYE/CONNECT CABLE |
| 1 | EA <td>REMOVE MISCELLANEOUS SIGNAL EQUIPMENT</td> | REMOVE MISCELLANEOUS SIGNAL EQUIPMENT |



PEDESTRIAN SIGN SHALL BE INVOLVED IN COST OF ITEM NO. 800-1-11

DETECTOR FOR LOOPS

| LOOPS | NO. OF LOOPS | NO. OF DETECTORS |
|-------|--------------|------------------|
| LE 1 | - | - |
| LE 2 | - | - |
| LE 3 | 1 | 1 |
| LE 4 | 1 | 1 |
| LE 5 | - | - |
| LE 6 | - | - |
| LE 7 | - | - |
| LE 8 | - | - |



3566

US-1 & BANYAN ST
LOCATION 1

SACD COUNTY # 9
D.M. 2004

| DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION |
|------|----|-------------|------|----|-------------|------|----|-------------|
| | | | | | | | | |

FLORIDA DEPARTMENT OF TRANSPORTATION

dpe DAVID PELLEGRINI & ASSOCIATES, INC.
ONE MILLER STREET
CORAL GABLES, FL 33134

SIGNALIZATION PLAN

SIGNAL OPERATING PLAN



| Phase | Direction | NEB | | SWB | | EB | | W/B | | Ped Heads | | | | Drawing | |
|--|-----------|-------|------|------|------|----------------|---|----------------|---|-----------|-----|-----|-----|---------|----|
| | Head No. | 1/6 | 6 | 5/2 | 2 | 3 | 8 | 7 | 4 | P6 | P2 | P8 | P4 | | |
| Φ (1+5) NEB/SWB US-1 (Actuated) | Dwell | <G/R | R | <G/R | R | R | R | R | R | DW | DW | W/F | DW | | |
| | Clear | (1+6) | <G/R | R | <Y/R | R | R | R | R | R | DW | DW | DW | | DW |
| | | (2+5) | <Y/R | R | <G/R | R | R | R | R | R | DW | DW | DW | | DW |
| | | (2+6) | <Y/R | R | <Y/R | R | R | R | R | R | DW | DW | DW | | DW |
| Φ (1+6) NEB US-1 (Actuated) | Dwell | <G/G | G | R | R | R | R | R | R | W/F | DW | W/F | DW | | |
| | Clear | (2+6) | <Y/G | G | R | R | R | R | R | DW | DW | DW | DW | | |
| Φ (2+5) SWB US-1 (Actuated) | Dwell | R | R | <G/G | G | R | R | R | R | DW | W/F | DW | DW | | |
| | Clear | (2+6) | R | R | <Y/G | G | R | R | R | DW | DW | DW | DW | | |
| Φ (2+6) NEB/SWB US-1 (Recall) | Dwell | G | G | G | G | R | R | R | R | W/F | W/F | DW | DW | | |
| | Clear | (3) | Y | Y | Y | Y | R | R | R | R | DW | DW | DW | | DW |
| | | (4) | Y | Y | Y | Y | R | R | R | R | DW | DW | DW | | DW |
| Φ (3) EB SW 184 ST (ACTUATED) | Dwell | R | R | R | R | G G | R | R | R | DW | DW | W/F | DW | | |
| | Clear | (4) | R | R | R | R | Y | Y | R | R | DW | DW | DW | | DW |
| | | (1+5) | R | R | R | R | Y | Y | R | R | DW | DW | DW | | DW |
| | | (1+6) | R | R | R | R | Y | Y | R | R | DW | DW | DW | | DW |
| | | (2+5) | R | R | R | R | Y | Y | R | R | DW | DW | DW | | DW |
| | | (2+6) | R | R | R | R | Y | Y | R | R | DW | DW | DW | | DW |
| Φ (4) W/B SW 184 ST (ACTUATED) | Dwell | R | R | R | R | R | R | G G | G | DW | DW | DW | W/F | | |
| | Clear | (1+5) | R | R | R | R | R | R | Y | Y | DW | DW | DW | | DW |
| | | (1+6) | R | R | R | R | R | R | Y | Y | DW | DW | DW | | DW |
| | | (2+5) | R | R | R | R | R | R | Y | Y | DW | DW | DW | | DW |

Miami-Dade County Public Works Department

| | | | | |
|-------------------------|------------------|---|--|--|
| Drawn F. BADRAMPOUR | Date 11/29/01 | US-1 & SW/ 184 ST | | REVISION - 1 6/23/06 FB |
| Checked H. HERNANDEZ | Date 11/30/01 | Placed in Service Date 12/10/01 By C-HOR | | Phasing No. 3 Asset Number 4712 |

Appendix C

Work Program

FDOT 5-Year Work Program

| Project Summary | | | | | |
|---|-----------------|-----------------------|---|-------------------|------------|
| Transportation System: INTRASTATE STATE HIGHWAY | | | District 06 - Miami-Dade County | | |
| Description: SR 5/US-1/S. DIXIE FROM N OF SW 184 STREET TO S OF SW 168 STREET | | | | | |
| Type of Work: RESURFACING | | | View Scheduled Activities | | |
| Item Number: 428487-2 | | | View Map of Item | | |
| Length: 1.028 | | | | | |
| Construction Contract Information | | | | | |
| Notice to Proceed Date | Work Begun Date | Present Contract Days | Contract Days Used | Percent Days Used | |
| 10/18/2017 | 01/15/2018 | 229 | 229 | 100.00% | |
| Vendor Name: GENERAL ASPHALT CO., INC. | | | | | |
| 10/18/2017 | 01/15/2018 | 229 | 229 | 100.00% | |
| Vendor Name: GENERAL ASPHALT CO., INC. | | | | | |
| Project Detail | | | | | |
| Fiscal Year: | 2019 | 2020 | 2021 | 2022 | 2023 |
| Highways/Preliminary Engineering | | | | | (On-Going) |
| Amount: | \$4,479 | | | | |
| Highways/Railroad & Utilities | | | | | (On-Going) |
| Amount: | \$2,674 | | | | |
| Highways/Construction | | | | | (On-Going) |
| Amount: | \$305,487 | | | | |
| Item Total: | \$312,640 | | | | |

Miami Dade County MPO Transportation Improvement Program (TIP)

| | |
|---------------------|---|
| SW 184 Street | |
| Project Information | |
| MPO Project No. | PW000945 |
| Project Name | SW 184 Street |
| Location/From | FI Turnpike |
| Location/To | US-1 |
| Description | Resurfacing. Prior Years' Funding as follows: \$800,000 for CST.. |
| TIP Year | 2019 |
| Type of Project | Arterial/Collector Road |
| Agency | Miami-Dade Dept. of Transportation and Public Works |
| Management Agency : | Miami-Dade Dept. of Transportation and Public Works |
| Type of Work | Resurfacing |

MDT - S MIA DADE TRANSITWAY OPERATING ASSISTANCE

Project Information

MPO Project No. TA4179173
Project Name MDT - S MIA DADE TRANSITWAY OPERATING ASSISTANCE
Location/From FROM DADELAND
Location/To TO FLORIDA CITY
Description
TIP Year 2019
Type of Project Transit
Agency FL Dept. of Transportation
Management Agency : FDOT
Type of Work URBAN CORRIDOR IMPROVEMENTS

Funding Information \$(thousands)

| Project Phase | Funding | 2018 - 2019 | 2019 - 2020 | 2020 - 2021 | 2021 - 2022 | 2022 - 2023 |
|---------------|---------|-------------|-------------|-------------|-------------|-------------|
| OPERATIONS | DDR | \$0 | \$0 | \$0 | \$0 | \$0 |
| OPERATIONS | DPTO | \$0 | \$115 | \$0 | \$0 | \$0 |

Capitalization of Preventive Maintenance

Project Information

MPO Project No. TA0000006
Project Name Capitalization of Preventive Maintenance
Location/From
Location/To
Description Bus systems including security and emergency facilities and equipment.
TIP Year 2019
Type of Project Transit
Agency Miami-Dade Dept. of Transportation and Public Works (Transit)
Management Agency : Miami-Dade Dept. of Transportation and Public Works (Transit)
Type of Work Capital Maintenance
Status Ongoing

Funding Information \$(thousands)

| Project Phase | Funding | 2018 - 2019 | 2019 - 2020 | 2020 - 2021 | 2021 - 2022 | 2022 - 2023 |
|---------------|----------|-------------|-------------|-------------|-------------|-------------|
| CAPITAL | FTA 5307 | \$55,000 | \$55,000 | \$55,000 | \$55,000 | \$55,000 |
| CAPITAL | LF | \$13,750 | \$13,750 | \$13,750 | \$13,750 | \$13,750 |

Miami Dade County MPO Long Range Transportation Plan (LRTP)

US 1 - SW 344 St and I-95

Project Details

| | |
|-------------------------|----------------------------|
| LRTP Project Code | CMP7 |
| Facility | US 1 - SW 344 St and I-95 |
| Limit From | |
| Limit To | |
| Description | Signal timing optimization |
| LRTP Year | 2040 |
| Project Type | Congestion Management |
| Agency Name | FL Dept. of Transportation |
| Purpose | |
| Last Approved Date | 10/10/2014 |
| Last Approved User Name | Shankar Lakshmanan |
| Last Amended Date | 10/10/2014 |
| Last Amended User Name | Shankar Lakshmanan |

Priority Data

| | Priority 1 2015-2020 (Y-O-E \$) | Priority 2 2021-2025 (Y-O-E \$) | Priority 3 2026-2030 (Y-O-E \$) | Priority 4 2031-2040 (Y-O-E \$) |
|----------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
| Preliminary Engineering | | | | |
| Right of Way | | | | |
| Construction | | | | |
| Operations and Maintenance | | | | |
| Capital | \$0.272M | \$M | \$M | \$M |

US-1 - Managed Lanes

Project Details

| | |
|--------------------------------|--|
| LRTP Project Code | MDX119 |
| Facility | US-1 - Managed Lanes |
| Limit From | SW 344 St (Palm) |
| Limit To | Dadeland South Metrorail Station |
| Description | Add 2 plus 1 reversible new managed lanes within the right-of-way of the US-1 Busway |
| LRTP Year | 2040 |
| Project Type | Freeway |
| Agency Name | Miami-Dade Expressway Authority |
| Purpose | |
| Last Approved Date | 10/10/2014 |
| Last Approved User Name | Shankar Lakshmanan |
| Last Amended Date | 10/10/2014 |
| Last Amended User Name | Shankar Lakshmanan |

Priority Data

| | Priority 1 2016-2020 (Y-O-E \$) | Priority 2 2021-2025 (Y-O-E \$) | Priority 3 2026-2030 (Y-O-E \$) | Priority 4 2031-2040 (Y-O-E \$) |
|----------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
| Preliminary Engineering | \$1.809M | | \$31.8M | |
| Right of Way | | | \$1.6M | |
| Construction | | | | \$105.3M |
| Operations and Maintenance | | | | |
| Capital | | | | |

Appendix D

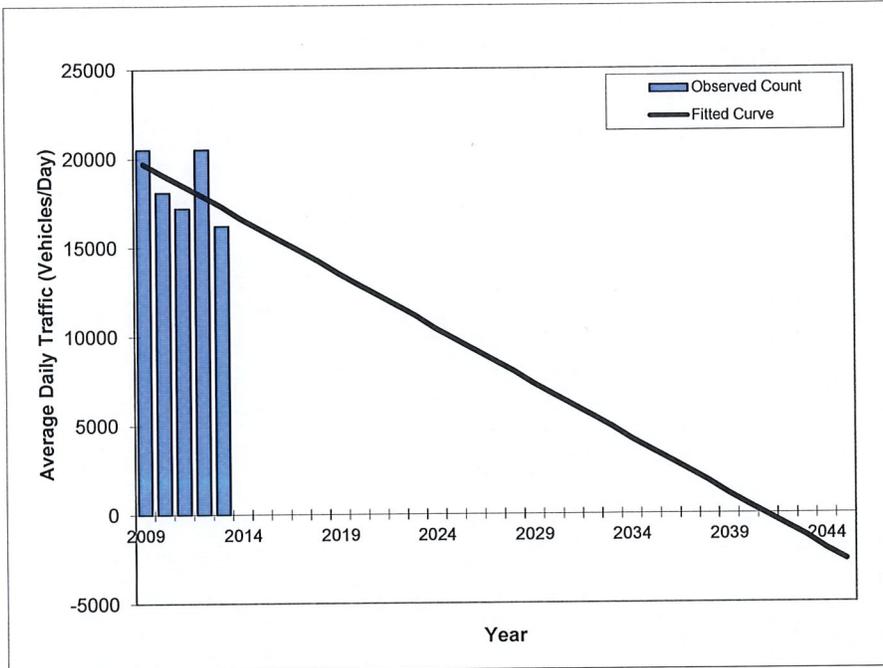
Growth Rate Analysis/Historical Traffic Data

Traffic Trends - V3.0

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

| | |
|----------|---|
| FIN# | 0 |
| Location | 1 |

| | |
|------------|-----------------------|
| County: | Miami-Dade (87) |
| Station #: | 1114 |
| Highway: | SR 994/QUAIL ROOST DR |



| Year | Traffic (ADT/AADT) | |
|----------------------------------|--------------------|---------|
| | Count* | Trend** |
| 2009 | 20500 | 19700 |
| 2010 | 18100 | 19100 |
| 2011 | 17200 | 18500 |
| 2012 | 20500 | 17900 |
| 2013 | 16200 | 17300 |
| 2025 Opening Year Trend | | |
| 2025 | N/A | 9800 |
| 2035 Mid-Year Trend | | |
| 2035 | N/A | 3600 |
| 2045 Design Year Trend | | |
| 2045 | N/A | -2600 |
| TRANPLAN Forecasts/Trends | | |
| | | |

| | |
|--|----------|
| ** Annual Trend Increase: | -620 |
| Trend R-squared: | 25.39% |
| Trend Annual Historic Growth Rate: | -3.05% |
| Trend Growth Rate (2013 to Design Year): | -3.59% |
| Printed: | 4-Feb-15 |
| Straight Line Growth Option | |

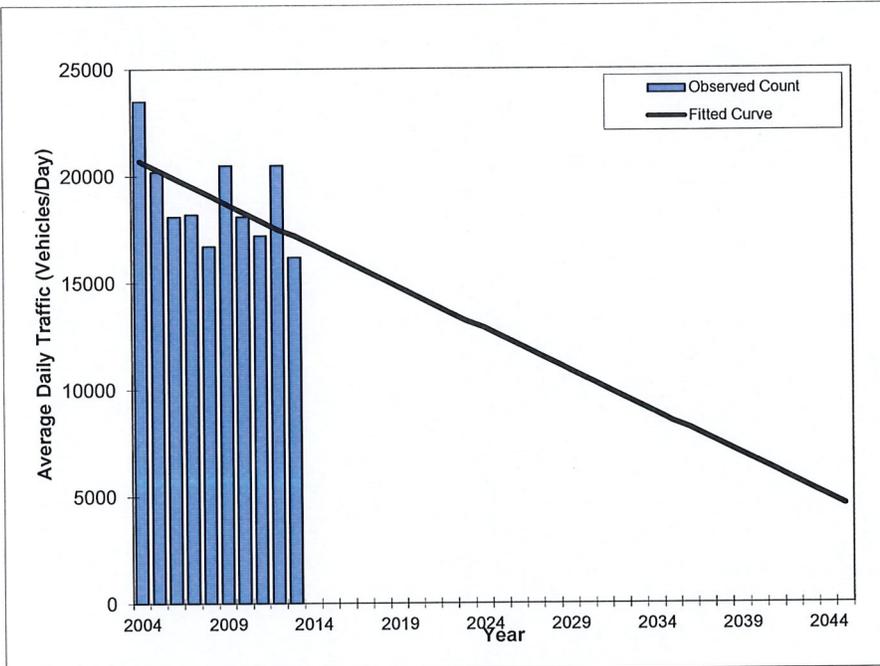
*Axle-Adjusted

Traffic Trends - V3.0

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

| | |
|----------|---|
| FIN# | 0 |
| Location | 1 |

| | |
|------------|-----------------------|
| County: | Miami-Dade (87) |
| Station #: | 1114 |
| Highway: | SR 994/QUAIL ROOST DR |



| Year | Traffic (ADT/AADT) | |
|---------------------------|--------------------|---------|
| | Count* | Trend** |
| 2004 | 23500 | 20700 |
| 2005 | 20200 | 20300 |
| 2006 | 18100 | 19900 |
| 2007 | 18200 | 19500 |
| 2008 | 16700 | 19100 |
| 2009 | 20500 | 18700 |
| 2010 | 18100 | 18300 |
| 2011 | 17200 | 17900 |
| 2012 | 20500 | 17500 |
| 2013 | 16200 | 17200 |
| 2025 Opening Year Trend | | |
| 2025 | N/A | 12500 |
| 2035 Mid-Year Trend | | |
| 2035 | N/A | 8500 |
| 2045 Design Year Trend | | |
| 2045 | N/A | 4600 |
| TRANPLAN Forecasts/Trends | | |
| | | |
| | | |

| | |
|--|----------|
| ** Annual Trend Increase: | -392 |
| Trend R-squared: | 28.26% |
| Trend Annual Historic Growth Rate: | -1.88% |
| Trend Growth Rate (2013 to Design Year): | -2.29% |
| Printed: | 4-Feb-15 |
| Straight Line Growth Option | |

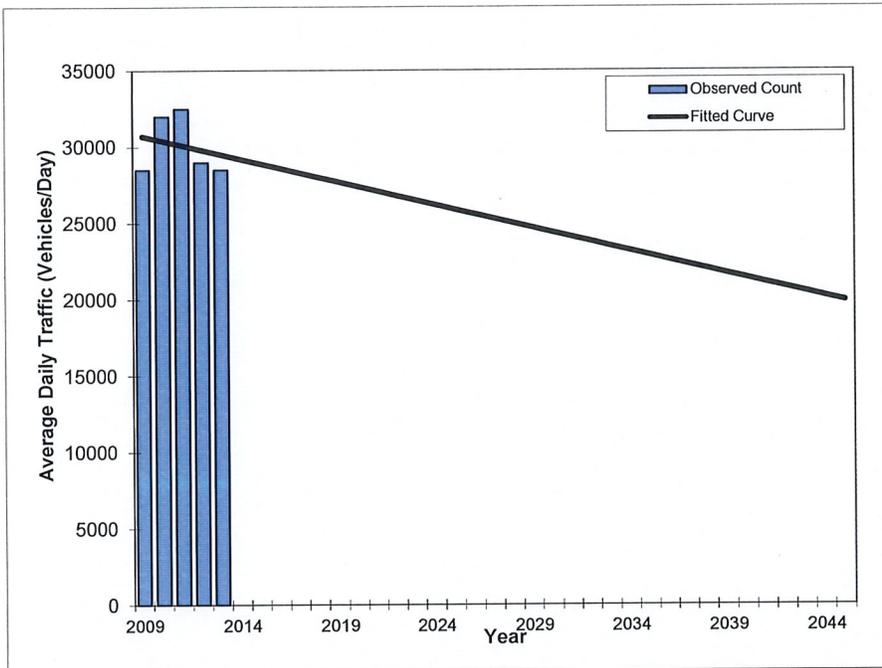
*Axle-Adjusted

Traffic Trends - V3.0

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

| | |
|----------|---|
| FIN# | 0 |
| Location | 1 |

| | |
|------------|--------------------------------|
| County: | Miami-Dade (87) |
| Station #: | 2562 |
| Highway: | SR5/US1 S DIXIE HWY ONE WAY SB |



| Year | Traffic (ADT/AADT) | |
|---------------------------|--------------------|---------|
| | Count* | Trend** |
| 2009 | 28500 | 30700 |
| 2010 | 32000 | 30400 |
| 2011 | 32500 | 30100 |
| 2012 | 29000 | 29800 |
| 2013 | 28500 | 29500 |
| 2025 Opening Year Trend | | |
| 2025 | N/A | 25900 |
| 2035 Mid-Year Trend | | |
| 2035 | N/A | 22900 |
| 2045 Design Year Trend | | |
| 2045 | N/A | 19900 |
| TRANPLAN Forecasts/Trends | | |
| | | |

| | |
|--|----------|
| ** Annual Trend Increase: | -300 |
| Trend R-squared: | 5.73% |
| Trend Annual Historic Growth Rate: | -0.98% |
| Trend Growth Rate (2013 to Design Year): | -1.02% |
| Printed: | 4-Feb-15 |
| Straight Line Growth Option | |

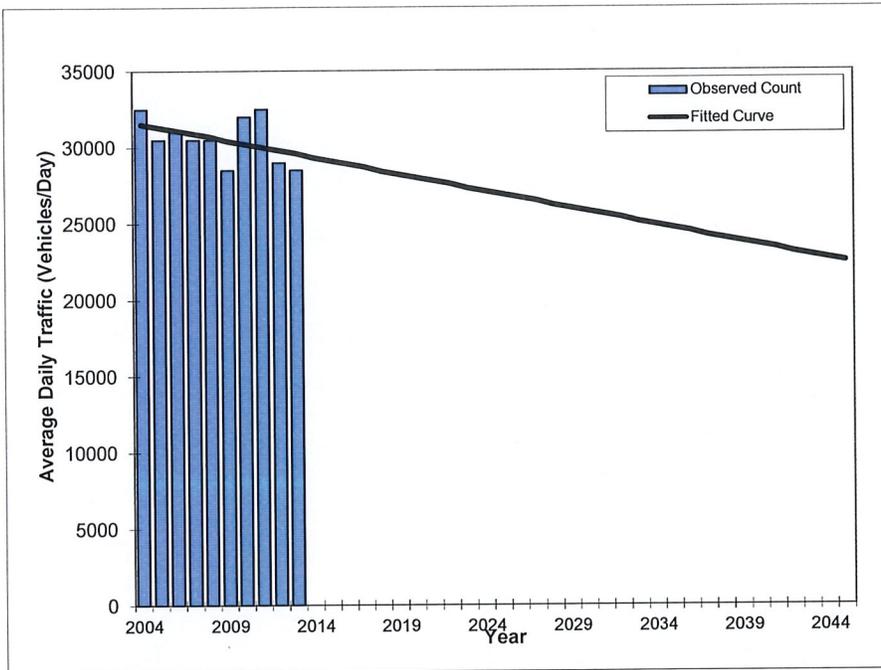
*Axle-Adjusted

Traffic Trends - V3.0

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

| | |
|----------|---|
| FIN# | 0 |
| Location | 1 |

| | |
|------------|--------------------------------|
| County: | Miami-Dade (87) |
| Station #: | 2562 |
| Highway: | SR5/US1 S DIXIE HWY ONE WAY SB |



| Year | Traffic (ADT/AADT) | |
|---------------------------|--------------------|---------|
| | Count* | Trend** |
| 2004 | 32500 | 31500 |
| 2005 | 30500 | 31300 |
| 2006 | 31000 | 31100 |
| 2007 | 30500 | 30900 |
| 2008 | 30500 | 30700 |
| 2009 | 28500 | 30400 |
| 2010 | 32000 | 30200 |
| 2011 | 32500 | 30000 |
| 2012 | 29000 | 29800 |
| 2013 | 28500 | 29600 |
| 2025 Opening Year Trend | | |
| 2025 | N/A | 26900 |
| 2035 Mid-Year Trend | | |
| 2035 | N/A | 24700 |
| 2045 Design Year Trend | | |
| 2045 | N/A | 22500 |
| TRANPLAN Forecasts/Trends | | |
| | | |

| | |
|--|----------|
| ** Annual Trend Increase: | -221 |
| Trend R-squared: | 19.48% |
| Trend Annual Historic Growth Rate: | -0.67% |
| Trend Growth Rate (2013 to Design Year): | -0.75% |
| Printed: | 4-Feb-15 |
| Straight Line Growth Option | |

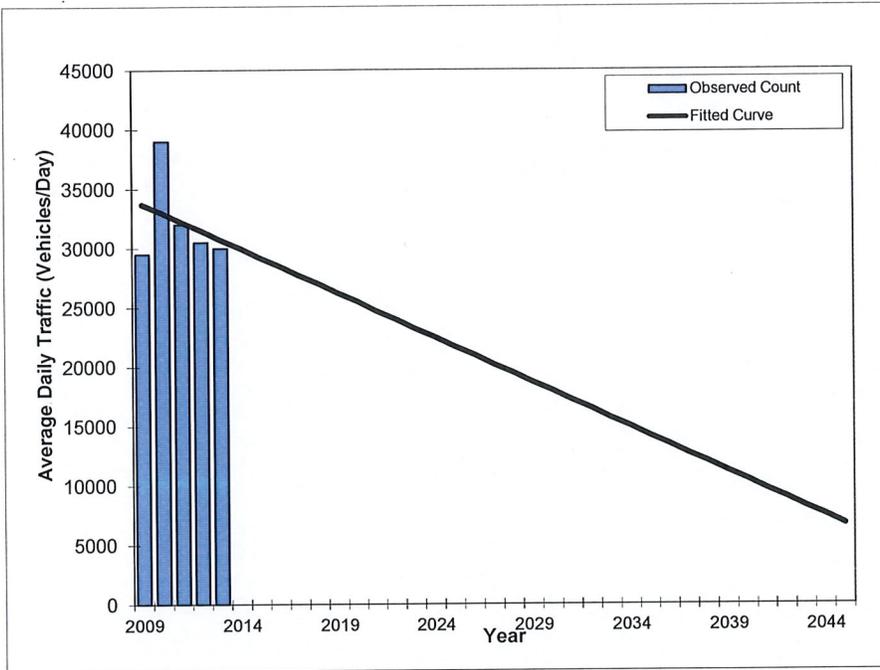
*Axle-Adjusted

Traffic Trends - V3.0

SR5/US1 S.DIXIE HWY ONE WAY NB -- 300' S OF SW 174 ST

| | |
|----------|---|
| FIN# | 0 |
| Location | 1 |

| | |
|------------|--------------------------------|
| County: | Miami-Dade (87) |
| Station #: | 2563 |
| Highway: | SR5/US1 S.DIXIE HWY ONE WAY NB |



| Year | Traffic (ADT/AADT) | |
|---------------------------|--------------------|---------|
| | Count* | Trend** |
| 2009 | 29500 | 33700 |
| 2010 | 39000 | 33000 |
| 2011 | 32000 | 32200 |
| 2012 | 30500 | 31500 |
| 2013 | 30000 | 30700 |
| 2025 Opening Year Trend | | |
| 2025 | N/A | 21700 |
| 2035 Mid-Year Trend | | |
| 2035 | N/A | 14200 |
| 2045 Design Year Trend | | |
| 2045 | N/A | 6700 |
| TRANPLAN Forecasts/Trends | | |
| | | |

| | |
|--|----------|
| ** Annual Trend Increase: | -750 |
| Trend R-squared: | 9.18% |
| Trend Annual Historic Growth Rate: | -2.23% |
| Trend Growth Rate (2013 to Design Year): | -2.44% |
| Printed: | 4-Feb-15 |
| Straight Line Growth Option | |

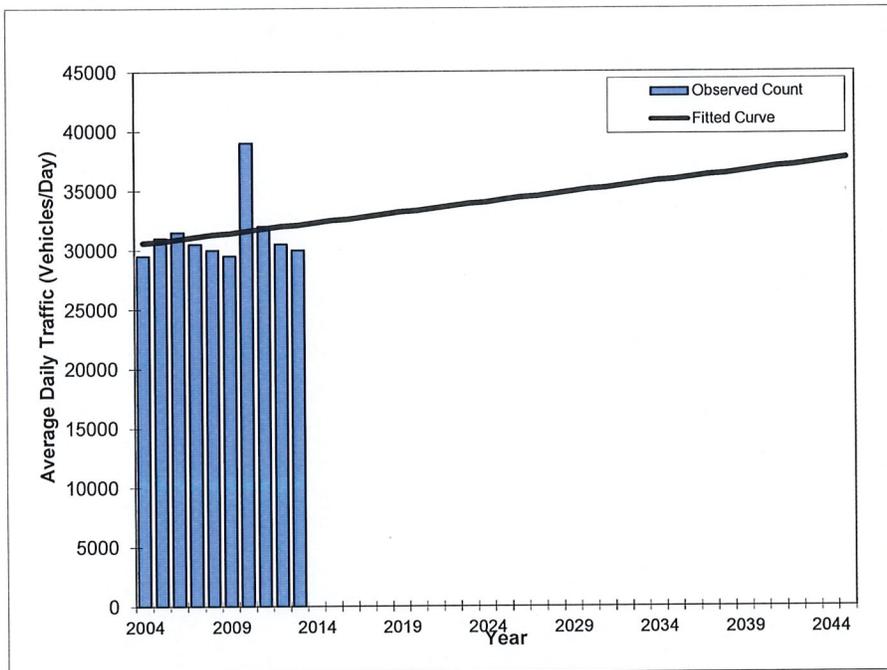
*Axle-Adjusted

Traffic Trends - V3.0

SR5/US1 S.DIXIE HWY ONE WAY NB -- 300' S OF SW 174 ST

| | |
|----------|---|
| FIN# | 0 |
| Location | 1 |

| | |
|------------|--------------------------------|
| County: | Miami-Dade (87) |
| Station #: | 2563 |
| Highway: | SR5/US1 S.DIXIE HWY ONE WAY NB |



| Year | Traffic (ADT/AADT) | |
|---------------------------|--------------------|---------|
| | Count* | Trend** |
| 2004 | 29500 | 30600 |
| 2005 | 31000 | 30700 |
| 2006 | 31500 | 30900 |
| 2007 | 30500 | 31100 |
| 2008 | 30000 | 31300 |
| 2009 | 29500 | 31400 |
| 2010 | 39000 | 31600 |
| 2011 | 32000 | 31800 |
| 2012 | 30500 | 32000 |
| 2013 | 30000 | 32100 |
| 2025 Opening Year Trend | | |
| 2025 | N/A | 34200 |
| 2035 Mid-Year Trend | | |
| 2035 | N/A | 35900 |
| 2045 Design Year Trend | | |
| 2045 | N/A | 37700 |
| TRANPLAN Forecasts/Trends | | |
| | | |

| | |
|--|----------|
| ** Annual Trend Increase: | 173 |
| Trend R-squared: | 3.47% |
| Trend Annual Historic Growth Rate: | 0.54% |
| Trend Growth Rate (2013 to Design Year): | 0.55% |
| Printed: | 4-Feb-15 |
| Straight Line Growth Option | |

*Axle-Adjusted

Appendix E

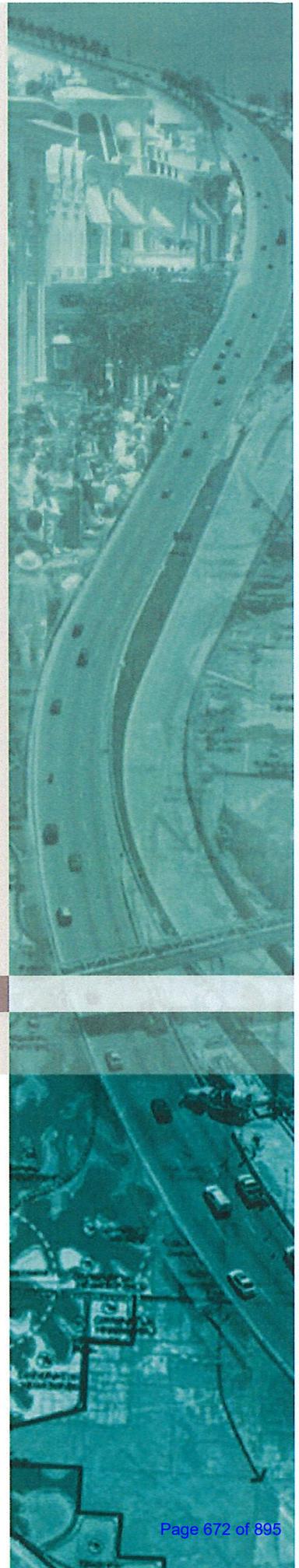
Miami-Dade County Transit System 2018

Site Impact Applications Guide



State of Florida
Department Of Transportation

Systems Planning Office
www.dot.state.fl.us/planning



4.2.2. Multimodal Reduction

Most ITE trip generation data were collected in suburban locations with free parking and little or no transit service. In dense, urban settings it is often necessary to make adjustments to account for the increased likelihood of trips made by other modes of transportation.

While there is no single recommended statewide approach for reducing vehicle trips rates to account for trips by other modes, many cities have mode split data documenting existing conditions, and in some cases, recommended multimodal reduction factors.

In Miami, the “Miami Downtown Development of Regional Impact Increment II” report provides multimodal and pedestrian reduction factors to be applied to certain parts of the city. Within the Central Business District (CBD) where the project is proposed, the recommended transit reduction is approximately **23 percent**, and the recommended pedestrian reduction is **10 percent**. Taken together, a 33 percent multimodal reduction was applied to the estimated number of external trips during both the morning and evening peak hours.

Multimodal Reduction Factors: Any reduction to account for multimodal trips should be discussed with participating agencies before proceeding with the analysis. Even when mode split data is available, these assumptions are likely to vary by land use.

Table 4-6: AM Multimodal Reduction

| Land Use | External Trips | | Multimodal Trips | | Net New External Trips | | |
|--------------------------|----------------|---------|------------------|---------|------------------------|---------|-------|
| | Entering | Exiting | Entering | Exiting | Entering | Exiting | Total |
| Residential | 34 | 104 | 11 | 34 | 23 | 70 | 93 |
| Retail (Shopping Center) | 18 | 11 | 6 | 4 | 12 | 7 | 19 |
| | 52 | 115 | 17 | 38 | 35 | 77 | 112 |

Table 4-7: PM Multimodal Reduction

| Land Use | External Trips | | Multimodal Trips | | Net New External Trips | | |
|--------------------------|----------------|---------|------------------|---------|------------------------|---------|-------|
| | Entering | Exiting | Entering | Exiting | Entering | Exiting | Total |
| Residential | 84 | 58 | 28 | 19 | 56 | 39 | 95 |
| Retail (Shopping Center) | 43 | 39 | 14 | 13 | 29 | 26 | 55 |
| | 127 | 97 | 42 | 32 | 85 | 65 | 150 |

4.3. Background Growth

Overview

The *Transportation Site Impact Handbook* (2014) provides a detailed description of three “trend analysis” methods and the general application for each:

Village of Palmetto Bay Comprehensive Plan

Prepared for:



The Village of Palmetto Bay
9705 East Hibiscus Street
Palmetto Bay, Florida 33157

Prepared by:

Kimley»»Horn

1777 Main Street
Suite 200
Sarasota, FL 34236

2.0 Transportation Element

Goal 2A Provide for a safe, convenient, effective, and efficient motorized and non-motorized transportation system that is intricately related to the land use pattern and improves the level of mobility of all residents and visitors within the Village.

Objective 2A.1 Transportation Level of Service
To the maximum extent controllable by the Village of Palmetto Bay, all roadways within the Village shall operate at or above the roadway level of service standards contained in this element.

Policy 2A.1.1 The Village of Palmetto Bay recognizes the Urban Development Boundary (UDB) designated by Miami-Dade County and the Urban Infill Area UIA¹ 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

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

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

Appendix F

Cardinal Distribution

Directional Trip Distribution Report

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

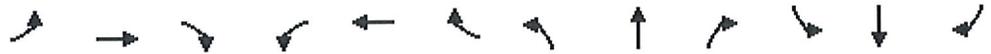


| Miami-Dade 2010 Directional Distribution Summary | | | | | | | | | | | | |
|--|--------------|---------|---------------------|-----|-----|-----|-------|-------|------|-------|-------|--|
| Origin TAZ | | | Cardinal Directions | | | | | | | | Total | |
| County TAZ | Regional TAZ | | NNE | ENE | ESE | 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 | | |

Appendix G

Synchro Printouts

US-1 & SW 184th St.
Existing AM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↵ | ↔ | | ↵ | ↔ | | ↵ | ↔ | | ↵ | ↔ | |
| Traffic Volume (vph) | 360 | 444 | 4 | 157 | 463 | 6 | 52 | 1710 | 40 | 104 | 1197 | 124 |
| Future Volume (vph) | 360 | 444 | 4 | 157 | 463 | 6 | 52 | 1710 | 40 | 104 | 1197 | 124 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 286 | | 0 | 160 | | 0 | 130 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 0 | | | 100 | | | 95 | | |
| Lane Util. Factor | 0.91 | 0.91 | 0.95 | 0.91 | 0.91 | 0.95 | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 0.91 |
| Frt | | 0.999 | | | 0.998 | | | 0.997 | | | 0.986 | |
| Flt Protected | 0.950 | 0.991 | | 0.950 | 0.998 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1610 | 3356 | 0 | 1610 | 3377 | 0 | 1770 | 5070 | 0 | 1770 | 5014 | 0 |
| Flt Permitted | 0.950 | 0.991 | | 0.950 | 0.998 | | 0.082 | | | 0.051 | | |
| Satd. Flow (perm) | 1610 | 3356 | 0 | 1610 | 3377 | 0 | 153 | 5070 | 0 | 95 | 5014 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | 1 | | | 2 | | | 13 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 444 | | | 1995 | | | 549 | | | 848 | |
| Travel Time (s) | | 10.1 | | | 45.3 | | | 12.5 | | | 19.3 | |
| 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 |
| Adj. Flow (vph) | 429 | 529 | 5 | 187 | 551 | 7 | 62 | 2036 | 48 | 124 | 1425 | 148 |
| Shared Lane Traffic (%) | 27% | | | 10% | | | | | | | | |
| Lane Group Flow (vph) | 313 | 650 | 0 | 168 | 577 | 0 | 62 | 2084 | 0 | 124 | 1573 | 0 |
| Enter Blocked Intersection | No |
| Lane Alignment | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | Yes | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | |
| Detector Template | Left | | | Left | | | Left | | | Left | | |
| Leading Detector (ft) | 30 | 30 | | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 30 | 30 | | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Detector 1 Type | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 21.0 | 21.0 | | 21.0 | 21.0 | | 8.0 | 21.0 | | 8.0 | 21.0 | |
| Total Split (s) | 40.0 | 40.0 | | 35.0 | 35.0 | | 19.0 | 76.0 | | 19.0 | 76.0 | |

US-1 & SW 184th St.
Existing AM

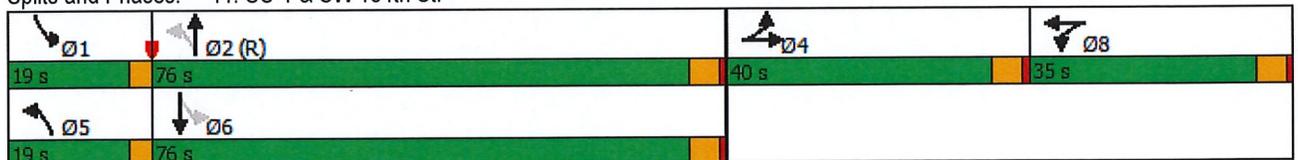


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-----|-------|-------|-----|-------|-------|-----|-------|-------|-----|
| Total Split (%) | 23.5% | 23.5% | | 20.6% | 20.6% | | 11.2% | 44.7% | | 11.2% | 44.7% | |
| Maximum Green (s) | 35.0 | 35.0 | | 30.0 | 30.0 | | 16.0 | 71.0 | | 16.0 | 71.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 3.0 | 4.0 | | 3.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 0.0 | 1.0 | | 0.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | None | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 34.7 | 34.7 | | 30.1 | 30.1 | | 85.0 | 74.6 | | 91.9 | 78.8 | |
| Actuated g/C Ratio | 0.20 | 0.20 | | 0.18 | 0.18 | | 0.50 | 0.44 | | 0.54 | 0.46 | |
| v/c Ratio | 0.95 | 0.95 | | 0.59 | 0.96 | | 0.40 | 0.94 | | 0.71 | 0.68 | |
| Control Delay | 104.7 | 90.0 | | 73.8 | 97.3 | | 26.5 | 54.4 | | 57.8 | 37.3 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 104.7 | 90.0 | | 73.8 | 97.3 | | 26.5 | 54.4 | | 57.8 | 37.3 | |
| LOS | F | F | | E | F | | C | D | | E | D | |
| Approach Delay | | 94.8 | | | 92.0 | | | 53.6 | | | 38.8 | |
| Approach LOS | | F | | | F | | | D | | | D | |

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 69 (41%), Referenced to phase 2:NBTL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 61.4
 Intersection LOS: E
 Intersection Capacity Utilization 83.6%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 11: US-1 & SW 184th St.



SW 184th St. & SW 97th Ave.
Existing AM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|--------|-------|-------|--------|-------|-------|--------|-------|-------|--------|-------|-------|
| Lane Configurations | ↙ | ↑ | ↘ | ↙ | ↕ | | ↙ | ↕ | | ↙ | ↕ | |
| Traffic Volume (vph) | 44 | 390 | 103 | 67 | 478 | 52 | 202 | 451 | 75 | 28 | 133 | 2 |
| Future Volume (vph) | 44 | 390 | 103 | 67 | 478 | 52 | 202 | 451 | 75 | 28 | 133 | 2 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 130 | | 0 | 95 | | 0 | 155 | | 0 | 130 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 50 | | | 150 | | | 50 | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | | 0.850 | | 0.985 | | | 0.979 | | | 0.998 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 3486 | 0 | 1770 | 3465 | 0 | 1770 | 3532 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1770 | 1863 | 1583 | 1770 | 3486 | 0 | 1770 | 3465 | 0 | 1770 | 3532 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 164 | | 6 | | | 10 | | | 1 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1995 | | | 502 | | | 309 | | | 236 | |
| Travel Time (s) | | 45.3 | | | 11.4 | | | 7.0 | | | 5.4 | |
| 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 |
| Adj. Flow (vph) | 46 | 411 | 108 | 71 | 503 | 55 | 213 | 475 | 79 | 29 | 140 | 2 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 46 | 411 | 108 | 71 | 558 | 0 | 213 | 554 | 0 | 29 | 142 | 0 |
| Enter Blocked Intersection | No | No | No |
| Lane Alignment | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | Yes | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 1 | 1 | 1 | 1 | | 1 | 1 | | 1 | 1 | |
| Detector Template | Left | | Right | | | | Left | | | Left | | |
| Leading Detector (ft) | 30 | 30 | 30 | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 30 | 30 | 30 | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Turn Type | custom | NA | Perm | custom | NA | | custom | NA | | custom | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 3 | | 8 | 7 | | | 1 | | | 5 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 7.0 | 7.0 | 5.0 | 7.0 | | 5.0 | 7.0 | | 5.0 | 7.0 | |
| Minimum Split (s) | 8.0 | 23.0 | 23.0 | 8.0 | 23.0 | | 8.0 | 23.0 | | 9.0 | 23.0 | |
| Total Split (s) | 10.0 | 30.0 | 30.0 | 10.0 | 30.0 | | 10.0 | 30.0 | | 10.0 | 30.0 | |

SW 184th St. & SW 97th Ave.
Existing AM

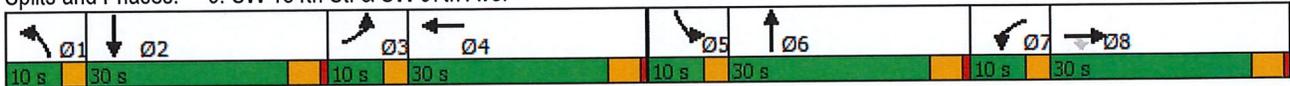


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-------|-------|-------|-------|-----|-------|-------|-----|------|-------|-----|
| Total Split (%) | 6.3% | 18.8% | 18.8% | 6.3% | 18.8% | | 6.3% | 18.8% | | 6.3% | 18.8% | |
| Maximum Green (s) | 7.0 | 25.0 | 25.0 | 7.0 | 25.0 | | 7.0 | 25.0 | | 7.0 | 25.0 | |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | | 3.0 | 4.0 | | 3.0 | 4.0 | |
| All-Red Time (s) | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | | 0.0 | 1.0 | | 0.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | None | None | Min | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 6.8 | 25.1 | 25.1 | 7.0 | 25.1 | | 7.0 | 25.1 | | 6.6 | 11.0 | |
| Actuated g/C Ratio | 0.05 | 0.18 | 0.18 | 0.05 | 0.18 | | 0.05 | 0.18 | | 0.05 | 0.08 | |
| v/c Ratio | 0.53 | 1.23 | 0.26 | 0.81 | 0.89 | | 2.42 | 0.88 | | 0.35 | 0.51 | |
| Control Delay | 90.5 | 174.4 | 2.4 | 119.3 | 73.0 | | 693.3 | 72.0 | | 79.6 | 69.5 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 90.5 | 174.4 | 2.4 | 119.3 | 73.0 | | 693.3 | 72.0 | | 79.6 | 69.5 | |
| LOS | F | F | A | F | E | | F | E | | E | E | |
| Approach Delay | | 134.7 | | | 78.2 | | | 244.5 | | | 71.2 | |
| Approach LOS | | F | | | E | | | F | | | E | |

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 140.1
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.42
 Intersection Signal Delay: 152.5
 Intersection LOS: F
 Intersection Capacity Utilization 58.7%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 9: SW 184th St. & SW 97th Ave.



SW 97th Ave. & SW 183rd St.
Existing AM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 3 | 30 | 0 | 1 | 3 | 15 | 517 | 3 | 3 | 144 | 6 |
| Future Vol, veh/h | 2 | 3 | 30 | 0 | 1 | 3 | 15 | 517 | 3 | 3 | 144 | 6 |
| 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 3 | 32 | 0 | 1 | 3 | 16 | 550 | 3 | 3 | 153 | 6 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 748 | 747 | 156 | 764 | 749 | 552 | 159 | 0 | 0 | 553 | 0 | 0 |
| Stage 1 | 162 | 162 | - | 584 | 584 | - | - | - | - | - | - | - |
| Stage 2 | 586 | 585 | - | 180 | 165 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 329 | 341 | 890 | 321 | 341 | 533 | 1420 | - | - | 1017 | - | - |
| Stage 1 | 840 | 764 | - | 498 | 498 | - | - | - | - | - | - | - |
| Stage 2 | 496 | 498 | - | 822 | 762 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | | | | | |
| Mov Cap-1 Maneuver | 321 | 335 | 890 | 303 | 335 | 533 | 1420 | - | - | 1017 | - | - |
| Mov Cap-2 Maneuver | 321 | 335 | - | 303 | 335 | - | - | - | - | - | - | - |
| Stage 1 | 827 | 762 | - | 490 | 490 | - | - | - | - | - | - | - |
| Stage 2 | 484 | 490 | - | 787 | 760 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|-----|-----|
| HCM Control Delay, s | 10.3 | 12.8 | 0.2 | 0.2 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1420 | - | - | 716 | 464 | 1017 | - | - |
| HCM Lane V/C Ratio | 0.011 | - | - | 0.052 | 0.009 | 0.003 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | - | 10.3 | 12.8 | 8.6 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0 | 0 | - | - |

SW 97th Ave. & SW 182nd St.
Existing AM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 1 | 2 | 1 | 4 | 3 | 2 | 532 | 2 | 1 | 146 | 5 |
| Future Vol, veh/h | 5 | 1 | 2 | 1 | 4 | 3 | 2 | 532 | 2 | 1 | 146 | 5 |
| 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 1 | 2 | 1 | 4 | 3 | 2 | 585 | 2 | 1 | 160 | 5 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 759 | 756 | 163 | 756 | 757 | 586 | 165 | 0 | 0 | 587 | 0 | 0 |
| Stage 1 | 165 | 165 | - | 590 | 590 | - | - | - | - | - | - | - |
| Stage 2 | 594 | 591 | - | 166 | 167 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 323 | 337 | 882 | 325 | 337 | 510 | 1413 | - | - | 988 | - | - |
| Stage 1 | 837 | 762 | - | 494 | 495 | - | - | - | - | - | - | - |
| Stage 2 | 491 | 494 | - | 836 | 760 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 317 | 336 | 882 | 323 | 336 | 510 | 1413 | - | - | 988 | - | - |
| Mov Cap-2 Maneuver | 317 | 336 | - | 323 | 336 | - | - | - | - | - | - | - |
| Stage 1 | 835 | 761 | - | 493 | 494 | - | - | - | - | - | - | - |
| Stage 2 | 483 | 493 | - | 832 | 759 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|----|-----|
| HCM Control Delay, s | 14.7 | 14.6 | 0 | 0.1 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1413 | - | - | 381 | 383 | 988 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.023 | 0.023 | 0.001 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | - | 14.7 | 14.6 | 8.6 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.1 | 0 | - | - |

SW 97th Ave. & SW 181st Ter.
Existing AM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 11 | 3 | 7 | 5 | 8 | 31 | 10 | 524 | 0 | 8 | 144 | 6 |
| Future Vol, veh/h | 11 | 3 | 7 | 5 | 8 | 31 | 10 | 524 | 0 | 8 | 144 | 6 |
| 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 12 | 3 | 8 | 5 | 9 | 33 | 11 | 563 | 0 | 9 | 155 | 6 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 782 | 761 | 158 | 767 | 764 | 563 | 161 | 0 | 0 | 563 | 0 | 0 |
| Stage 1 | 176 | 176 | - | 585 | 585 | - | - | - | - | - | - | - |
| Stage 2 | 606 | 585 | - | 182 | 179 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 312 | 335 | 887 | 319 | 334 | 526 | 1418 | - | - | 1008 | - | - |
| Stage 1 | 826 | 753 | - | 497 | 498 | - | - | - | - | - | - | - |
| Stage 2 | 484 | 498 | - | 820 | 751 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | | | | | |
| Mov Cap-1 Maneuver | 282 | 328 | 887 | 309 | 327 | 526 | 1418 | - | - | 1008 | - | - |
| Mov Cap-2 Maneuver | 282 | 328 | - | 309 | 327 | - | - | - | - | - | - | - |
| Stage 1 | 817 | 745 | - | 492 | 493 | - | - | - | - | - | - | - |
| Stage 2 | 441 | 493 | - | 801 | 743 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|-----|-----|
| HCM Control Delay, s | 15.2 | 14.1 | 0.1 | 0.4 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h) | 1418 | - | - | 375 | 442 | 1008 | - |
| HCM Lane V/C Ratio | 0.008 | - | - | 0.06 | 0.107 | 0.009 | - |
| HCM Control Delay (s) | 7.6 | 0 | - | 15.2 | 14.1 | 8.6 | 0 |
| HCM Lane LOS | A | A | - | C | B | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0.4 | 0 | - |

SW 97th Ave. & E Indigo St.
Existing AM

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | W | | | ↑ | | ↓ |
| Traffic Vol, veh/h | 5 | 22 | 15 | 539 | 126 | 0 |
| Future Vol, veh/h | 5 | 22 | 15 | 539 | 126 | 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 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 23 | 16 | 567 | 133 | 0 |
| Major/Minor | Minor2 | Major1 | Major2 | | | |
| Conflicting Flow All | 732 | 133 | 133 | 0 | - | 0 |
| Stage 1 | 133 | - | - | - | - | - |
| Stage 2 | 599 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 388 | 916 | 1452 | - | - | - |
| Stage 1 | 893 | - | - | - | - | - |
| Stage 2 | 549 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 382 | 916 | 1452 | - | - | - |
| Mov Cap-2 Maneuver | 382 | - | - | - | - | - |
| Stage 1 | 879 | - | - | - | - | - |
| Stage 2 | 549 | - | - | - | - | - |
| Approach | EB | NB | SB | | | |
| HCM Control Delay, s | 10.1 | 0.2 | 0 | | | |
| HCM LOS | B | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR | |
| Capacity (veh/h) | 1452 | - | 728 | - | - | |
| HCM Lane V/C Ratio | 0.011 | - | 0.039 | - | - | |
| HCM Control Delay (s) | 7.5 | 0 | 10.1 | - | - | |
| HCM Lane LOS | A | A | B | - | - | |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - | |

SW 97th Ave. & SW 180th St.
Existing AM

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.9 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | W | W | T | T | T | T |
| Traffic Vol, veh/h | 38 | 46 | 481 | 27 | 11 | 92 |
| Future Vol, veh/h | 38 | 46 | 481 | 27 | 11 | 92 |
| 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 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 52 | 540 | 30 | 12 | 103 |

| Major/Minor | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|-------------|
| Conflicting Flow All | 682 | 555 | 0 0 570 0 |
| Stage 1 | 555 | - | - - - - |
| Stage 2 | 127 | - | - - - - |
| Critical Hdwy | 6.42 | 6.22 | - - 4.12 - |
| Critical Hdwy Stg 1 | 5.42 | - | - - - - |
| Critical Hdwy Stg 2 | 5.42 | - | - - - - |
| Follow-up Hdwy | 3.518 | 3.318 | - - 2.218 - |
| Pot Cap-1 Maneuver | 415 | 531 | - - 1002 - |
| Stage 1 | 575 | - | - - - - |
| Stage 2 | 899 | - | - - - - |
| Platoon blocked, % | | | - - - - |
| Mov Cap-1 Maneuver | 410 | 531 | - - 1002 - |
| Mov Cap-2 Maneuver | 410 | - | - - - - |
| Stage 1 | 568 | - | - - - - |
| Stage 2 | 899 | - | - - - - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 14.6 | 0 | 0.9 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 468 | 1002 |
| HCM Lane V/C Ratio | - | - | 0.202 | 0.012 |
| HCM Control Delay (s) | - | - | 14.6 | 8.6 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.7 | 0 |

SW 97th Ave. & E Hibiscus St.
Existing AM

Intersection

Int Delay, s/veh 1

Movement EBL EBR NBL NBT SBT SBR

| | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | W | | | ↑ | ↑ | |
| Traffic Vol, veh/h | 8 | 31 | 33 | 458 | 80 | 0 |
| Future Vol, veh/h | 8 | 31 | 33 | 458 | 80 | 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 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 34 | 37 | 509 | 89 | 0 |

Major/Minor Minor2 Major1 Major2

| | | | | | | |
|----------------------|-------|-------|-------|---|---|---|
| Conflicting Flow All | 672 | 89 | 89 | 0 | - | 0 |
| Stage 1 | 89 | - | - | - | - | - |
| Stage 2 | 583 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 421 | 969 | 1506 | - | - | - |
| Stage 1 | 934 | - | - | - | - | - |
| Stage 2 | 558 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 407 | 969 | 1506 | - | - | - |
| Mov Cap-2 Maneuver | 407 | - | - | - | - | - |
| Stage 1 | 902 | - | - | - | - | - |
| Stage 2 | 558 | - | - | - | - | - |

Approach EB NB SB

| | | | |
|----------------------|------|-----|---|
| HCM Control Delay, s | 10.1 | 0.5 | 0 |
| HCM LOS | B | | |

Minor Lane/Major Mvmt NBL NBTEBLn1 SBT SBR

| | | | | | |
|-----------------------|-------|---|-------|---|---|
| Capacity (veh/h) | 1506 | - | 755 | - | - |
| HCM Lane V/C Ratio | 0.024 | - | 0.057 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | 10.1 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.2 | - | - |

US-1 & SW 97th Ave. & E Evergreen St.
Existing AM

| Lane Group | EBL | EBR | NBL | NBT | NBR | SBL | SBT | NEL2 | NEL | NET | NER |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | |
| Traffic Volume (vph) | 1 | 69 | 3 | 22 | 410 | 3 | 10 | 1 | 2 | 3171 | 6 |
| Future Volume (vph) | 1 | 69 | 3 | 22 | 410 | 3 | 10 | 1 | 2 | 3171 | 6 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 0.91 | 0.91 | 0.91 |
| Fr _t | 0.867 | | 0.873 | | | | | | | | |
| Flt Protected | 0.999 | | | | | | 0.988 | | | | |
| Satd. Flow (prot) | 1613 | 0 | 0 | 1626 | 0 | 0 | 1840 | 0 | 0 | 5085 | 0 |
| Flt Permitted | 0.999 | | 0.999 | | | | 0.757 | | | | |
| Satd. Flow (perm) | 1613 | 0 | 0 | 1625 | 0 | 0 | 1410 | 0 | 0 | 5085 | 0 |
| Right Turn on Red | | | | | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | | 86 | | | | | | | | |
| Link Speed (mph) | 30 | | 30 | | | | 30 | | | | 30 |
| Link Distance (ft) | 637 | | 1121 | | | | 738 | | | | 1027 |
| Travel Time (s) | 14.5 | | 25.5 | | | | 16.8 | | | | 23.3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.84 | 0.84 | 0.84 | 0.84 | 0.92 | 0.84 | 0.84 | 0.84 |
| Adj. Flow (vph) | 1 | 75 | 3 | 26 | 488 | 4 | 12 | 1 | 2 | 3775 | 7 |
| Shared Lane Traffic (%) | | | | | | | | | | | |
| Lane Group Flow (vph) | 76 | 0 | 0 | 517 | 0 | 0 | 16 | 0 | 0 | 3785 | 0 |
| Enter Blocked Intersection | No |
| Lane Alignment | Left | Right | Left | Left | Right | Left | Left | Left | Left | Left | Right |
| Median Width(ft) | 12 | | 0 | | | | 0 | | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | | 0 | | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | | 16 | | | | 16 |
| Two way Left Turn Lane | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | 9 | 15 | | 15 | 15 | | 9 |
| Number of Detectors | 1 | | 1 | 1 | | 1 | 1 | 1 | 1 | 0 | |
| Detector Template | Left | | Left | | | | Left | | Left | | |
| Leading Detector (ft) | 20 | | 20 | 30 | | 20 | 30 | 20 | 20 | 0 | |
| Trailing Detector (ft) | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Detector 1 Position(ft) | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Detector 1 Size(ft) | 20 | | 20 | 30 | | 20 | 30 | 20 | 20 | 6 | |
| Detector 1 Type | CI+Ex | | CI+Ex | CI+Ex | | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Turn Type | Prot | | Perm | NA | | Perm | NA | Perm | Perm | NA | |
| Protected Phases | 3 | | 4 | | | | 8 | | | | 6 |
| Permitted Phases | | | 4 | | | | 8 | | 6 | | 6 |
| Detector Phase | 3 | | 4 | | 4 | | 8 | | 8 | | 6 |
| Switch Phase | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | | 7.0 | | 7.0 | | 7.0 | | 7.0 | | 16.0 |
| Minimum Split (s) | 12.0 | | 21.0 | | 21.0 | | 21.0 | | 21.0 | | 21.0 |
| Total Split (s) | 15.0 | | 35.0 | | 35.0 | | 35.0 | | 35.0 | | 120.0 |
| Total Split (%) | 8.8% | | 20.6% | | 20.6% | | 20.6% | | 20.6% | | 70.6% |
| Maximum Green (s) | 10.0 | | 30.0 | | 30.0 | | 30.0 | | 30.0 | | 115.0 |
| Yellow Time (s) | 4.0 | | 4.0 | | 4.0 | | 4.0 | | 4.0 | | 4.0 |

US-1 & SW 97th Ave. & E Evergreen St.
Existing AM



| Lane Group | EBL | EBR | NBL | NBT | NBR | SBL | SBT | NEL2 | NEL | NET | NER |
|-------------------------|-------|-----|------|-------|-----|------|------|------|------|-------|-----|
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | 5.0 | | | 5.0 | | | 5.0 | | | 5.0 | |
| Lead/Lag | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Recall Mode | Max | | Max | Max | | Max | Max | Max | Max | Max | |
| Walk Time (s) | | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | |
| Flash Dont Walk (s) | | | 11.0 | 11.0 | | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Act Effct Green (s) | 10.0 | | | 30.0 | | | 30.0 | | | 115.0 | |
| Actuated g/C Ratio | 0.06 | | | 0.18 | | | 0.18 | | | 0.68 | |
| v/c Ratio | 0.81 | | | 1.45 | | | 0.06 | | | 1.10 | |
| Control Delay | 128.2 | | | 255.0 | | | 59.4 | | | 78.1 | |
| Queue Delay | 0.0 | | | 0.0 | | | 0.0 | | | 0.1 | |
| Total Delay | 128.2 | | | 255.0 | | | 59.4 | | | 78.2 | |
| LOS | F | | | F | | | E | | | E | |
| Approach Delay | 128.2 | | | 255.0 | | | 59.4 | | | 78.2 | |
| Approach LOS | F | | | F | | | E | | | E | |

Intersection Summary

| | |
|-----------------------------------|------------------|
| Area Type: | Other |
| Cycle Length: | 170 |
| Actuated Cycle Length: | 170 |
| Natural Cycle: | 140 |
| Control Type: | Semi Act-Uncoord |
| Maximum v/c Ratio: | 1.45 |
| Intersection Signal Delay: | 99.8 |
| Intersection Capacity Utilization | 106.6% |
| Analysis Period (min) | 15 |
| Intersection LOS: | F |
| ICU Level of Service | G |

Splits and Phases: 2: US-1 & SW 97th Ave. & E Evergreen St

| | | |
|-------------|------------|------------|
| 06 120 s | 03 15 s | 04 35 s |
| | | 08 35 s |

SW 97th Ave. & SW 174th St.
Existing AM

| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 8.6 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 7 | 125 | 49 | 51 | 91 | 1 | 39 | 13 | 22 | 2 | 1 | 2 |
| Future Vol, veh/h | 7 | 125 | 49 | 51 | 91 | 1 | 39 | 13 | 22 | 2 | 1 | 2 |
| 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 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 8 | 149 | 58 | 61 | 108 | 1 | 46 | 15 | 26 | 2 | 1 | 2 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 8.6 | 8.6 | 8.4 | 7.8 |
| HCM LOS | A | A | A | A |

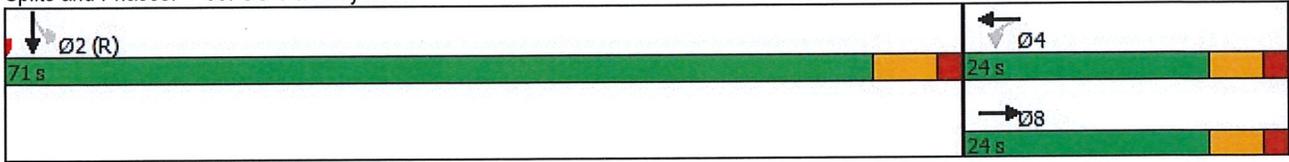
| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, % | 53% | 4% | 36% | 40% |
| Vol Thru, % | 18% | 69% | 64% | 20% |
| Vol Right, % | 30% | 27% | 1% | 40% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 74 | 181 | 143 | 5 |
| LT Vol | 39 | 7 | 51 | 2 |
| Through Vol | 13 | 125 | 91 | 1 |
| RT Vol | 22 | 49 | 1 | 2 |
| Lane Flow Rate | 88 | 215 | 170 | 6 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.115 | 0.251 | 0.21 | 0.008 |
| Departure Headway (Hd) | 4.714 | 4.191 | 4.448 | 4.738 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 761 | 860 | 809 | 756 |
| Service Time | 2.737 | 2.206 | 2.465 | 2.765 |
| HCM Lane V/C Ratio | 0.116 | 0.25 | 0.21 | 0.008 |
| HCM Control Delay | 8.4 | 8.6 | 8.6 | 7.8 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.4 | 1 | 0.8 | 0 |

US-1 & Banyan St.
Existing AM

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | | | | |    | |
| Traffic Volume (vph) | 0 | 148 | 61 | 51 | 119 | 0 | 0 | 0 | 0 | 58 | 1076 | 58 |
| Future Volume (vph) | 0 | 148 | 61 | 51 | 119 | 0 | 0 | 0 | 0 | 58 | 1076 | 58 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 0.91 | 0.91 |
| Frt | | 0.961 | | | | | | | | | 0.993 | |
| Flt Protected | | | | | 0.985 | | | | | | 0.998 | |
| Satd. Flow (prot) | 0 | 1790 | 0 | 0 | 1835 | 0 | 0 | 0 | 0 | 0 | 5040 | 0 |
| Flt Permitted | | | | | 0.557 | | | | | | 0.998 | |
| Satd. Flow (perm) | 0 | 1790 | 0 | 0 | 1038 | 0 | 0 | 0 | 0 | 0 | 5040 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 19 | | | | | | | | | | 18 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 379 | | | 318 | | | 645 | | | 502 | |
| Travel Time (s) | | 8.6 | | | 7.2 | | | 14.7 | | | 11.4 | |
| Peak Hour Factor | 0.92 | 0.88 | 0.88 | 0.88 | 0.88 | 0.92 | 0.92 | 0.92 | 0.92 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 0 | 168 | 69 | 58 | 135 | 0 | 0 | 0 | 0 | 66 | 1223 | 66 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 237 | 0 | 0 | 193 | 0 | 0 | 0 | 0 | 0 | 1355 | 0 |
| Enter Blocked Intersection | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | | 2 | | 1 | 2 | | | | | 1 | 2 | |
| Detector Template | | Thru | | Left | Thru | | | | | Left | Thru | |
| Leading Detector (ft) | | 100 | | 20 | 100 | | | | | 20 | 100 | |
| Trailing Detector (ft) | | 0 | | 0 | 0 | | | | | 0 | 0 | |
| Detector 1 Position(ft) | | 0 | | 0 | 0 | | | | | 0 | 0 | |
| Detector 1 Size(ft) | | 6 | | 20 | 6 | | | | | 20 | 6 | |
| Detector 1 Type | | CI+Ex | | CI+Ex | CI+Ex | | | | | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | 94 | | | | | | 94 | | |
| Detector 2 Size(ft) | | 6 | | 6 | | | | | | 6 | | |
| Detector 2 Type | | CI+Ex | | CI+Ex | | | | | | CI+Ex | CI+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | |
| Turn Type | | NA | | Perm | NA | | | | | Perm | NA | |
| Protected Phases | | 8 | | 4 | | | | | | 2 | | |
| Permitted Phases | | | | 4 | | | | | | 2 | | |
| Detector Phase | | 8 | | 4 | 4 | | | | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | 7.0 | | 7.0 | 7.0 | | | | | 9.0 | 9.0 | |

US-1 & Banyan St.
Existing AM

Splits and Phases: 33: US-1 & Banyan St.



US-1 & Evergreen St.
Existing AM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↗ | | | ↖ | | | | | ↖↗↘ | | |
| Traffic Vol, veh/h | 0 | 5 | 36 | 2 | 12 | 0 | 0 | 0 | 0 | 10 | 1212 | 11 |
| Future Vol, veh/h | 0 | 5 | 36 | 2 | 12 | 0 | 0 | 0 | 0 | 10 | 1212 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | - | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 90 | 90 | 90 | 90 | 92 | 92 | 92 | 92 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 6 | 40 | 2 | 13 | 0 | 0 | 0 | 0 | 11 | 1347 | 12 |

| Major/Minor | Minor2 | | Minor1 | | | Major2 | | | |
|----------------------|--------|------|--------|------|------|--------|------|---|---|
| Conflicting Flow All | - | 1375 | 680 | 564 | 1381 | - | 0 | 0 | 0 |
| Stage 1 | - | 1375 | - | 0 | 0 | - | - | - | - |
| Stage 2 | - | 0 | - | 564 | 1381 | - | - | - | - |
| Critical Hdwy | - | 6.54 | 7.14 | 6.44 | 6.54 | - | 5.34 | - | - |
| Critical Hdwy Stg 1 | - | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | 6.74 | 5.54 | - | - | - | - |
| Follow-up Hdwy | - | 4.02 | 3.92 | 3.82 | 4.02 | - | 3.12 | - | - |
| Pot Cap-1 Maneuver | 0 | 144 | 337 | 457 | 143 | 0 | - | - | - |
| Stage 1 | 0 | 211 | - | - | - | 0 | - | - | - |
| Stage 2 | 0 | - | - | 436 | 210 | 0 | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | 144 | 337 | 391 | 143 | - | - | - | - |
| Mov Cap-2 Maneuver | - | 144 | - | 391 | 143 | - | - | - | - |
| Stage 1 | - | 211 | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | 374 | 210 | - | - | - | - |

| Approach | EB | | WB | | SB | |
|----------------------|------|--|------|--|----|--|
| HCM Control Delay, s | 19.7 | | 30.4 | | | |
| HCM LOS | C | | D | | | |

| Minor Lane/Major Mvmt | EBLn1WBLn1 | | SBL | SBT | SBR |
|-----------------------|------------|-------|-----|-----|-----|
| Capacity (veh/h) | 290 | 157 | - | - | - |
| HCM Lane V/C Ratio | 0.157 | 0.099 | - | - | - |
| HCM Control Delay (s) | 19.7 | 30.4 | - | - | - |
| HCM Lane LOS | C | D | - | - | - |
| HCM 95th %tile Q(veh) | 0.5 | 0.3 | - | - | - |

US-1 & Hibiscus St.
Existing AM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|-------|-------|-------|-------|-------|------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 54 | 73 | 10 | 134 | 0 | 0 | 0 | 0 | 36 | 1256 | 53 |
| Future Volume (vph) | 0 | 54 | 73 | 10 | 134 | 0 | 0 | 0 | 0 | 36 | 1256 | 53 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 0.91 | 0.91 |
| Frnt | | 0.923 | | | | | | | | | 0.994 | |
| Flt Protected | | | | | 0.997 | | | | | | 0.999 | |
| Satd. Flow (prot) | 0 | 1719 | 0 | 0 | 1857 | 0 | 0 | 0 | 0 | 0 | 5050 | 0 |
| Flt Permitted | | | | | 0.969 | | | | | | 0.999 | |
| Satd. Flow (perm) | 0 | 1719 | 0 | 0 | 1805 | 0 | 0 | 0 | 0 | 0 | 5050 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 63 | | | | | | | | | 14 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 332 | | | 429 | | | 1447 | | | 1011 | |
| Travel Time (s) | | 7.5 | | | 9.8 | | | 32.9 | | | 23.0 | |
| Peak Hour Factor | 0.92 | 0.89 | 0.89 | 0.89 | 0.89 | 0.92 | 0.92 | 0.92 | 0.92 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 0 | 61 | 82 | 11 | 151 | 0 | 0 | 0 | 0 | 40 | 1411 | 60 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 143 | 0 | 0 | 162 | 0 | 0 | 0 | 0 | 0 | 1511 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | | 2 | | 1 | 2 | | | | | 1 | 2 | |
| Detector Template | | Thru | | Left | Thru | | | | | Left | Thru | |
| Leading Detector (ft) | | 100 | | 20 | 100 | | | | | 20 | 100 | |
| Trailing Detector (ft) | | 0 | | 0 | 0 | | | | | 0 | 0 | |
| Detector 1 Position(ft) | | 0 | | 0 | 0 | | | | | 0 | 0 | |
| Detector 1 Size(ft) | | 6 | | 20 | 6 | | | | | 20 | 6 | |
| Detector 1 Type | | CI+Ex | | CI+Ex | CI+Ex | | | | | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | | 6 | |
| Detector 2 Type | | CI+Ex | | | CI+Ex | | | | | | CI+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Turn Type | | NA | | Perm | NA | | | | | Perm | NA | |
| Protected Phases | | 8 | | | 4 | | | | | | 2 | |
| Permitted Phases | | | | 4 | | | | | | 2 | | |
| Detector Phase | | 8 | | 4 | 4 | | | | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | 7.0 | | 7.0 | 7.0 | | | | | 9.0 | 9.0 | |

US-1 NB & E Indigo St.
Existing AM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations | | ↕ | | | ↕ | | ↕↕↕ | | | | | |
| Traffic Vol, veh/h | 2 | 10 | 0 | 0 | 10 | 11 | 5 | 2383 | 22 | 0 | 0 | 0 |
| Future Vol, veh/h | 2 | 10 | 0 | 0 | 10 | 11 | 5 | 2383 | 22 | 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 11 | 0 | 0 | 11 | 12 | 5 | 2562 | 24 | 0 | 0 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | | | |
|----------------------|--------|------|--------|---|--------|------|------|---|---|--|
| Conflicting Flow All | 1040 | 2596 | - | - | 2584 | 1293 | 0 | 0 | 0 | |
| Stage 1 | 0 | 0 | - | - | 2584 | - | - | - | - | |
| Stage 2 | 1040 | 2596 | - | - | 0 | - | - | - | - | |
| Critical Hdwy | 6.44 | 6.54 | - | - | 6.54 | 7.14 | 5.34 | - | - | |
| Critical Hdwy Stg 1 | - | - | - | - | 5.54 | - | - | - | - | |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | - | - | - | - | - | - | |
| Follow-up Hdwy | 3.82 | 4.02 | - | - | 4.02 | 3.92 | 3.12 | - | - | |
| Pot Cap-1 Maneuver | 242 | 25 | 0 | 0 | 25 | 132 | - | - | - | |
| Stage 1 | - | - | 0 | 0 | 51 | - | - | - | - | |
| Stage 2 | 222 | 51 | 0 | 0 | - | - | - | - | - | |
| Platoon blocked, % | | | | | | | | | | |
| Mov Cap-1 Maneuver | 146 | 25 | - | - | 25 | 132 | - | - | - | |
| Mov Cap-2 Maneuver | 146 | 25 | - | - | 25 | - | - | - | - | |
| Stage 1 | - | - | - | - | 51 | - | - | - | - | |
| Stage 2 | 159 | 51 | - | - | - | - | - | - | - | |

| Approach | EB | | WB | | NE | | |
|----------------------|-------|--|-------|--|----|--|--|
| HCM Control Delay, s | 205.4 | | 158.5 | | | | |
| HCM LOS | F | | F | | | | |

| Minor Lane/Major Mvmt | NEL | NET | NER | EBLn1 | WBLn1 |
|-----------------------|-----|-----|-----|-------|-------|
| Capacity (veh/h) | - | - | - | 29 | 43 |
| HCM Lane V/C Ratio | - | - | - | 0.445 | 0.525 |
| HCM Control Delay (s) | - | - | - | 205.4 | 158.5 |
| HCM Lane LOS | - | - | - | F | F |
| HCM 95th %tile Q(veh) | - | - | - | 1.4 | 1.9 |

US-1 NB & Wayne Ave.
Existing AM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕↕↕ | | | | |
| Traffic Vol, veh/h | 13 | 4 | 0 | 0 | 5 | 9 | 33 | 2363 | 19 | 0 | 0 | 0 |
| Future Vol, veh/h | 13 | 4 | 0 | 0 | 5 | 9 | 33 | 2363 | 19 | 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | - | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 14 | 4 | 0 | 0 | 5 | 9 | 34 | 2461 | 20 | 0 | 0 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | | |
|----------------------|--------|------|--------|---|--------|------|------|---|---|
| Conflicting Flow All | 1055 | 2549 | - | - | 2539 | 1241 | 0 | 0 | 0 |
| Stage 1 | 0 | 0 | - | - | 2539 | - | - | - | - |
| Stage 2 | 1055 | 2549 | - | - | 0 | - | - | - | - |
| Critical Hdwy | 6.44 | 6.54 | - | - | 6.54 | 7.14 | 5.34 | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | 5.54 | - | - | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.02 | - | - | 4.02 | 3.92 | 3.12 | - | - |
| Pot Cap-1 Maneuver | 237 | 26 | 0 | 0 | 27 | 143 | - | - | - |
| Stage 1 | - | - | 0 | 0 | 54 | - | - | - | - |
| Stage 2 | 217 | 54 | 0 | 0 | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - |
| Mov Cap-1 Maneuver | 189 | 26 | - | - | 27 | 143 | - | - | - |
| Mov Cap-2 Maneuver | 189 | 26 | - | - | 27 | - | - | - | - |
| Stage 1 | - | - | - | - | 54 | - | - | - | - |
| Stage 2 | 183 | 54 | - | - | - | - | - | - | - |

| Approach | EB | WB | NE |
|----------------------|------|------|----|
| HCM Control Delay, s | 66.2 | 90.6 | |
| HCM LOS | F | F | |

| Minor Lane/Major Mvmt | NEL | NET | NER | EBLn1 | WBLn1 |
|-----------------------|-----|-----|-----|-------|-------|
| Capacity (veh/h) | - | - | - | 76 | 56 |
| HCM Lane V/C Ratio | - | - | - | 0.233 | 0.26 |
| HCM Control Delay (s) | - | - | - | 66.2 | 90.6 |
| HCM Lane LOS | - | - | - | F | F |
| HCM 95th %tile Q(veh) | - | - | - | 0.8 | 0.9 |

SW 184th St. & SW 95th Ct.
Existing AM

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | ↖ | ↑ | ↗ | | ↖ | |
| Traffic Vol, veh/h | 5 | 506 | 634 | 28 | 5 | 4 |
| Future Vol, veh/h | 5 | 506 | 634 | 28 | 5 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 75 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 575 | 720 | 32 | 6 | 5 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 752 | 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 | 858 | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 858 | - | - |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.1 | 0 | 21.2 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 858 | - | - | - | 232 |
| HCM Lane V/C Ratio | 0.007 | - | - | - | 0.044 |
| HCM Control Delay (s) | 9.2 | - | - | - | 21.2 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

US-1 & SW 184th St.
Existing PM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↵ | ↔ | | ↵ | ↔ | | ↵ | ↔ | | ↵ | ↔ | |
| Traffic Volume (vph) | 191 | 415 | 51 | 314 | 309 | 11 | 75 | 1232 | 315 | 197 | 1846 | 237 |
| Future Volume (vph) | 191 | 415 | 51 | 314 | 309 | 11 | 75 | 1232 | 315 | 197 | 1846 | 237 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 286 | | 0 | 160 | | 0 | 130 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 0 | | | 100 | | | 95 | | |
| Lane Util. Factor | 0.91 | 0.91 | 0.95 | 0.91 | 0.91 | 0.95 | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 0.91 |
| Frts | | 0.984 | | | 0.996 | | | 0.969 | | | 0.983 | |
| Flt Protected | 0.950 | 0.998 | | 0.950 | 0.988 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1610 | 3329 | 0 | 1610 | 3336 | 0 | 1770 | 4928 | 0 | 1770 | 4999 | 0 |
| Flt Permitted | 0.950 | 0.998 | | 0.950 | 0.988 | | 0.042 | | | 0.070 | | |
| Satd. Flow (perm) | 1610 | 3329 | 0 | 1610 | 3336 | 0 | 78 | 4928 | 0 | 130 | 4999 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 5 | | | 1 | | | 48 | | | 17 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 444 | | | 1995 | | | 549 | | | 848 | |
| Travel Time (s) | | 10.1 | | | 45.3 | | | 12.5 | | | 19.3 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 208 | 451 | 55 | 341 | 336 | 12 | 82 | 1339 | 342 | 214 | 2007 | 258 |
| Shared Lane Traffic (%) | 10% | | | 34% | | | | | | | | |
| Lane Group Flow (vph) | 187 | 527 | 0 | 225 | 464 | 0 | 82 | 1681 | 0 | 214 | 2265 | 0 |
| Enter Blocked Intersection | No |
| Lane Alignment | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | Yes | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | |
| Detector Template | Left | | | Left | | | Left | | | Left | | |
| Leading Detector (ft) | 30 | 30 | | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 30 | 30 | | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Detector 1 Type | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 21.0 | 21.0 | | 21.0 | 21.0 | | 8.0 | 21.0 | | 8.0 | 21.0 | |
| Total Split (s) | 38.0 | 38.0 | | 32.0 | 32.0 | | 19.0 | 101.0 | | 19.0 | 101.0 | |

US-1 & SW 184th St.
Existing PM

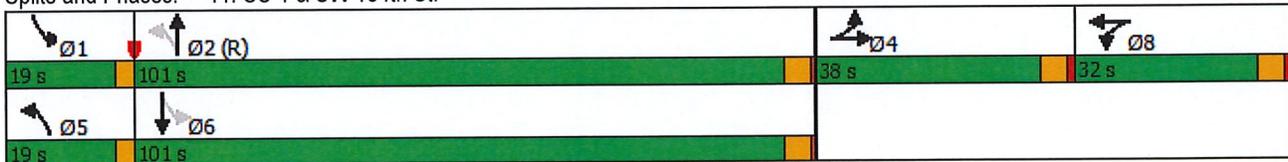


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-----|-------|-------|-----|-------|-------|-----|-------|-------|-----|
| Total Split (%) | 20.0% | 20.0% | | 16.8% | 16.8% | | 10.0% | 53.2% | | 10.0% | 53.2% | |
| Maximum Green (s) | 33.0 | 33.0 | | 27.0 | 27.0 | | 16.0 | 96.0 | | 16.0 | 96.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 3.0 | 4.0 | | 3.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 0.0 | 1.0 | | 0.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | | | Yes | | Yes |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | None | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 32.2 | 32.2 | | 27.7 | 27.7 | | 108.4 | 96.0 | | 116.7 | 101.8 | |
| Actuated g/C Ratio | 0.17 | 0.17 | | 0.15 | 0.15 | | 0.57 | 0.51 | | 0.61 | 0.54 | |
| v/c Ratio | 0.69 | 0.93 | | 0.96 | 0.95 | | 0.60 | 0.67 | | 0.98 | 0.84 | |
| Control Delay | 87.9 | 99.8 | | 128.0 | 109.7 | | 51.4 | 35.6 | | 96.9 | 41.3 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 87.9 | 99.8 | | 128.0 | 109.7 | | 51.4 | 35.6 | | 96.9 | 41.3 | |
| LOS | F | F | | F | F | | D | D | | F | D | |
| Approach Delay | | 96.7 | | | 115.7 | | | 36.3 | | | 46.1 | |
| Approach LOS | | F | | | F | | | D | | | D | |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 190 |
| Actuated Cycle Length: | 190 |
| Offset: | 2 (1%), Referenced to phase 2:NBTL, Start of Green |
| Natural Cycle: | 90 |
| Control Type: | Actuated-Coordinated |
| Maximum v/c Ratio: | 0.98 |
| Intersection Signal Delay: | 57.9 |
| Intersection LOS: | E |
| Intersection Capacity Utilization | 85.4% |
| ICU Level of Service | E |
| Analysis Period (min) | 15 |

Splits and Phases: 11: US-1 & SW 184th St.



SW 184th St. & SW 97th Ave.
Existing PM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|--------|-------|-------|--------|-------|-------|--------|-------|-------|--------|-------|-------|
| Lane Configurations | ↵ | ↑ | ↶ | ↵ | ↕ | | ↵ | ↕ | | ↶ | ↕ | |
| Traffic Volume (vph) | 36 | 447 | 164 | 188 | 523 | 10 | 138 | 290 | 92 | 33 | 419 | 43 |
| Future Volume (vph) | 36 | 447 | 164 | 188 | 523 | 10 | 138 | 290 | 92 | 33 | 419 | 43 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 130 | | 0 | 95 | | 0 | 155 | | 0 | 130 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 50 | | | 150 | | | 50 | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | | 0.850 | | 0.997 | | | 0.964 | | | 0.986 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 3529 | 0 | 1770 | 3412 | 0 | 1770 | 3490 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1770 | 1863 | 1583 | 1770 | 3529 | 0 | 1770 | 3412 | 0 | 1770 | 3490 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 164 | | 1 | | | 23 | | | 6 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1995 | | | 502 | | | 309 | | | 236 | |
| Travel Time (s) | | 45.3 | | | 11.4 | | | 7.0 | | | 5.4 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 39 | 486 | 178 | 204 | 568 | 11 | 150 | 315 | 100 | 36 | 455 | 47 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 39 | 486 | 178 | 204 | 579 | 0 | 150 | 415 | 0 | 36 | 502 | 0 |
| Enter Blocked Intersection | No | No | No |
| Lane Alignment | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | Yes | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | | 9 | 15 | | 9 | 15 | 9 |
| Number of Detectors | 1 | 1 | 1 | 1 | 1 | | 1 | 1 | | 1 | 1 | |
| Detector Template | Left | | Right | | | | Left | | | Left | | |
| Leading Detector (ft) | 30 | 30 | 30 | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 30 | 30 | 30 | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Turn Type | custom | NA | Perm | custom | NA | | custom | NA | | custom | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 3 | | 8 | 7 | | | 1 | | | 5 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 7.0 | 7.0 | 5.0 | 7.0 | | 5.0 | 7.0 | | 5.0 | 7.0 | |
| Minimum Split (s) | 8.0 | 23.0 | 23.0 | 8.0 | 23.0 | | 8.0 | 23.0 | | 9.0 | 23.0 | |
| Total Split (s) | 10.0 | 30.0 | 30.0 | 10.0 | 30.0 | | 10.0 | 30.0 | | 10.0 | 30.0 | |

SW 184th St. & SW 97th Ave.
Existing PM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-------|-------|-------|-------|-----|-------|-------|-----|------|-------|-----|
| Total Split (%) | 6.3% | 18.8% | 18.8% | 6.3% | 18.8% | | 6.3% | 18.8% | | 6.3% | 18.8% | |
| Maximum Green (s) | 7.0 | 25.0 | 25.0 | 7.0 | 25.0 | | 7.0 | 25.0 | | 7.0 | 25.0 | |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | | 3.0 | 4.0 | | 3.0 | 4.0 | |
| All-Red Time (s) | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | | 0.0 | 1.0 | | 0.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | None | None | Min | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 6.7 | 25.2 | 25.2 | 7.1 | 25.2 | | 7.1 | 21.8 | | 6.7 | 23.9 | |
| Actuated g/C Ratio | 0.04 | 0.17 | 0.17 | 0.05 | 0.17 | | 0.05 | 0.14 | | 0.04 | 0.16 | |
| v/c Ratio | 0.50 | 1.57 | 0.45 | 2.49 | 0.99 | | 1.83 | 0.82 | | 0.46 | 0.90 | |
| Control Delay | 96.5 | 311.7 | 14.2 | 730.4 | 96.7 | | 452.9 | 74.0 | | 93.6 | 83.4 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 96.5 | 311.7 | 14.2 | 730.4 | 96.7 | | 452.9 | 74.0 | | 93.6 | 83.4 | |
| LOS | F | F | B | F | F | | F | E | | F | F | |
| Approach Delay | | 224.4 | | | 261.8 | | | 174.6 | | | 84.1 | |
| Approach LOS | | F | | | F | | | F | | | F | |

Intersection Summary

Area Type: Other

Cycle Length: 160

Actuated Cycle Length: 151.9

Natural Cycle: 145

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 2.49

Intersection Signal Delay: 195.7

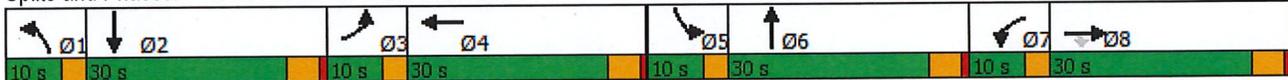
Intersection LOS: F

Intersection Capacity Utilization 69.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 9: SW 184th St. & SW 97th Ave.



SW 184th St. & SW 95th Ct.
Existing PM

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | ↘ | ↑ | ↗ | | ↘ | ↗ |
| Traffic Vol, veh/h | 4 | 597 | 736 | 9 | 5 | 1 |
| Future Vol, veh/h | 4 | 597 | 736 | 9 | 5 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 75 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 622 | 767 | 9 | 5 | 1 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|---------------|
| Conflicting Flow All | 776 | 0 | 0 1402 772 |
| Stage 1 | - | - | - 772 - |
| Stage 2 | - | - | - 630 - |
| 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 | 840 | - | - 154 400 |
| Stage 1 | - | - | - 456 - |
| Stage 2 | - | - | - 531 - |
| Platoon blocked, % | | - | - |
| Mov Cap-1 Maneuver | 840 | - | - 153 400 |
| Mov Cap-2 Maneuver | - | - | - 153 - |
| Stage 1 | - | - | - 454 - |
| Stage 2 | - | - | - 531 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.1 | 0 | 26.9 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 840 | - | - | - | 171 |
| HCM Lane V/C Ratio | 0.005 | - | - | - | 0.037 |
| HCM Control Delay (s) | 9.3 | - | - | - | 26.9 |
| HCM Lane LOS | A | - | - | - | D |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

SW 97th Ave. & SW 183rd St.
Existing PM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 7 | 1 | 63 | 2 | 2 | 2 | 9 | 345 | 1 | 3 | 403 | 1 |
| Future Vol, veh/h | 7 | 1 | 63 | 2 | 2 | 2 | 9 | 345 | 1 | 3 | 403 | 1 |
| 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 94 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 8 | 1 | 68 | 2 | 2 | 2 | 10 | 371 | 1 | 3 | 433 | 1 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 834 | 832 | 434 | 866 | 832 | 372 | 434 | 0 | 0 | 372 | 0 | 0 |
| Stage 1 | 440 | 440 | - | 392 | 392 | - | - | - | - | - | - | - |
| Stage 2 | 394 | 392 | - | 474 | 440 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 288 | 305 | 622 | 274 | 305 | 674 | 1126 | - | - | 1186 | - | - |
| Stage 1 | 596 | 578 | - | 633 | 606 | - | - | - | - | - | - | - |
| Stage 2 | 631 | 606 | - | 571 | 578 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 283 | 301 | 622 | 241 | 301 | 674 | 1126 | - | - | 1186 | - | - |
| Mov Cap-2 Maneuver | 283 | 301 | - | 241 | 301 | - | - | - | - | - | - | - |
| Stage 1 | 589 | 576 | - | 626 | 599 | - | - | - | - | - | - | - |
| Stage 2 | 620 | 599 | - | 506 | 576 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|----|-----|-----|
| HCM Control Delay, s | 12.6 | 16 | 0.2 | 0.1 |
| HCM LOS | B | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1126 | - | - | 549 | 334 | 1186 | - | - |
| HCM Lane V/C Ratio | 0.009 | - | - | 0.139 | 0.019 | 0.003 | - | - |
| HCM Control Delay (s) | 8.2 | 0 | - | 12.6 | 16 | 8 | 0 | - |
| HCM Lane LOS | A | A | - | B | C | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.5 | 0.1 | 0 | - | - |

SW 97th Ave. & SW 182nd St.
Existing PM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 355 | 0 | 2 | 409 | 2 |
| Future Vol, veh/h | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 355 | 0 | 2 | 409 | 2 |
| 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 390 | 0 | 2 | 449 | 2 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 846 | 846 | 450 | 847 | 847 | 390 | 451 | 0 | 0 | 390 | 0 | 0 |
| Stage 1 | 454 | 454 | - | 392 | 392 | - | - | - | - | - | - | - |
| Stage 2 | 392 | 392 | - | 455 | 455 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 282 | 299 | 609 | 282 | 299 | 658 | 1109 | - | - | 1169 | - | - |
| Stage 1 | 586 | 569 | - | 633 | 606 | - | - | - | - | - | - | - |
| Stage 2 | 633 | 606 | - | 585 | 569 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 281 | 298 | 609 | 280 | 298 | 658 | 1109 | - | - | 1169 | - | - |
| Mov Cap-2 Maneuver | 281 | 298 | - | 280 | 298 | - | - | - | - | - | - | - |
| Stage 1 | 585 | 568 | - | 632 | 605 | - | - | - | - | - | - | - |
| Stage 2 | 632 | 605 | - | 582 | 568 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|----|----|----|
| HCM Control Delay, s | 13.3 | 0 | 0 | 0 |
| HCM LOS | B | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1109 | - | - | 438 | - | 1169 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.008 | - | 0.002 | - | - |
| HCM Control Delay (s) | 8.2 | 0 | - | 13.3 | 0 | 8.1 | 0 | - |
| HCM Lane LOS | A | A | - | B | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | 0 | - | - |

SW 97th Ave. & SW 181st Ter.
Existing PM

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 | 5 | 4 | 27 | 7 | 1 | 12 | 4 | 337 | 2 | 4 | 364 | 7 |
| Future Vol, veh/h | 5 | 4 | 27 | 7 | 1 | 12 | 4 | 337 | 2 | 4 | 364 | 7 |
| 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 5 | 31 | 8 | 1 | 14 | 5 | 387 | 2 | 5 | 418 | 8 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 838 | 831 | 422 | 848 | 834 | 388 | 426 | 0 | 0 | 389 | 0 | 0 |
| Stage 1 | 432 | 432 | - | 398 | 398 | - | - | - | - | - | - | - |
| Stage 2 | 406 | 399 | - | 450 | 436 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 286 | 305 | 632 | 281 | 304 | 660 | 1133 | - | - | 1170 | - | - |
| Stage 1 | 602 | 582 | - | 628 | 603 | - | - | - | - | - | - | - |
| Stage 2 | 622 | 602 | - | 589 | 580 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 277 | 301 | 632 | 262 | 300 | 660 | 1133 | - | - | 1170 | - | - |
| Mov Cap-2 Maneuver | 277 | 301 | - | 262 | 300 | - | - | - | - | - | - | - |
| Stage 1 | 598 | 579 | - | 624 | 599 | - | - | - | - | - | - | - |
| Stage 2 | 604 | 598 | - | 552 | 577 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|-----|-----|
| HCM Control Delay, s | 13.1 | 14.2 | 0.1 | 0.1 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1133 | - | - | 486 | 415 | 1170 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.085 | 0.055 | 0.004 | - | - |
| HCM Control Delay (s) | 8.2 | 0 | - | 13.1 | 14.2 | 8.1 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 | 0.2 | 0 | - | - |

SW 97th Ave. & E Indigo St.
Existing PM

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | T | | T | |
| Traffic Vol, veh/h | 5 | 47 | 14 | 320 | 302 | 4 |
| Future Vol, veh/h | 5 | 47 | 14 | 320 | 302 | 4 |
| 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 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 51 | 15 | 344 | 325 | 4 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 701 | 327 | 329 | 0 | - | 0 |
| Stage 1 | 327 | - | - | - | - | - |
| Stage 2 | 374 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 405 | 714 | 1231 | - | - | - |
| Stage 1 | 731 | - | - | - | - | - |
| Stage 2 | 696 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 399 | 714 | 1231 | - | - | - |
| Mov Cap-2 Maneuver | 399 | - | - | - | - | - |
| Stage 1 | 720 | - | - | - | - | - |
| Stage 2 | 696 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 10.9 | 0.3 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1231 | - | 664 | - | - |
| HCM Lane V/C Ratio | 0.012 | - | 0.084 | - | - |
| HCM Control Delay (s) | 8 | 0 | 10.9 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.3 | - | - |

SW 97th Ave. & SW 180th St.
Existing PM

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | W | | T | | | T |
| Traffic Vol, veh/h | 50 | 48 | 268 | 37 | 27 | 246 |
| Future Vol, veh/h | 50 | 48 | 268 | 37 | 27 | 246 |
| 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 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 53 | 51 | 285 | 39 | 29 | 262 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 625 | 305 | 0 | 0 | 324 | 0 |
| Stage 1 | 305 | - | - | - | - | - |
| Stage 2 | 320 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 449 | 735 | - | - | 1236 | - |
| Stage 1 | 748 | - | - | - | - | - |
| Stage 2 | 736 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 437 | 735 | - | - | 1236 | - |
| Mov Cap-2 Maneuver | 437 | - | - | - | - | - |
| Stage 1 | 728 | - | - | - | - | - |
| Stage 2 | 736 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 13.2 | 0 | 0.8 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 545 | 1236 |
| HCM Lane V/C Ratio | - | - | 0.191 | 0.023 |
| HCM Control Delay (s) | - | - | 13.2 | 8 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.7 | 0.1 |

SW 97th Ave. & E Hibiscus St.
Existing PM

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.6 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | T |
| Traffic Vol, veh/h | 5 | 76 | 19 | 276 | 208 | 9 |
| Future Vol, veh/h | 5 | 76 | 19 | 276 | 208 | 9 |
| 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 | 5 | 83 | 21 | 300 | 226 | 10 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 573 | 231 | 236 | 0 | - | 0 |
| Stage 1 | 231 | - | - | - | - | - |
| Stage 2 | 342 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 481 | 808 | 1331 | - | - | - |
| Stage 1 | 807 | - | - | - | - | - |
| Stage 2 | 719 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 472 | 808 | 1331 | - | - | - |
| Mov Cap-2 Maneuver | 472 | - | - | - | - | - |
| Stage 1 | 792 | - | - | - | - | - |
| Stage 2 | 719 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 10.2 | 0.5 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1331 | - | 774 | - | - |
| HCM Lane V/C Ratio | 0.016 | - | 0.114 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | 10.2 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.4 | - | - |

US-1 & SW 97th Ave. & E Evergreen St.
Existing PM



| Lane Group | EBL | EBR | NBL | NBT | NBR | SBT | SBR | NEL2 | NEL | NET | NER |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↔ | | | ↔ | | ↔ | | | ↔↔↔ | | |
| Traffic Volume (vph) | 4 | 116 | 7 | 15 | 276 | 48 | 24 | 4 | 19 | 2137 | 41 |
| Future Volume (vph) | 4 | 116 | 7 | 15 | 276 | 48 | 24 | 4 | 19 | 2137 | 41 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 0.91 | 0.91 | 0.91 |
| Fr't | 0.869 | | | 0.875 | | 0.955 | | | 0.997 | | |
| Flt Protected | 0.998 | | | 0.999 | | | | | 0.999 | | |
| Satd. Flow (prot) | 1615 | | 0 | 0 | 1628 | 0 | 1779 | 0 | 0 | 0 | 5065 |
| Flt Permitted | 0.998 | | | 0.994 | | | | | 0.999 | | |
| Satd. Flow (perm) | 1615 | | 0 | 0 | 1620 | 0 | 1779 | 0 | 0 | 0 | 5065 |
| Right Turn on Red | Yes | | | | | | | | | | |
| Satd. Flow (RTOR) | | | | | | | | | | | 3 |
| Link Speed (mph) | 30 | | | 30 | | 30 | | | 30 | | |
| Link Distance (ft) | 637 | | | 1121 | | 738 | | | 1027 | | |
| Travel Time (s) | 14.5 | | | 25.5 | | 16.8 | | | 23.3 | | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 4 | 121 | 7 | 16 | 288 | 50 | 25 | 4 | 20 | 2226 | 43 |
| Shared Lane Traffic (%) | | | | | | | | | | | |
| Lane Group Flow (vph) | 125 | 0 | 0 | 311 | 0 | 75 | 0 | 0 | 0 | 2293 | 0 |
| Enter Blocked Intersection | No |
| Lane Alignment | Left | Right | Left | Left | Right | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | | 0 | | | 0 | | |
| Link Offset(ft) | 0 | | | 0 | | 0 | | | 0 | | |
| Crosswalk Width(ft) | 16 | | | 16 | | 16 | | | 16 | | |
| Two way Left Turn Lane | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | 9 | | 9 | 15 | 15 | | 9 |
| Number of Detectors | 1 | | 1 | 1 | | 1 | | 1 | 1 | 0 | |
| Detector Template | Left | | Left | | | | | Left | | Left | |
| Leading Detector (ft) | 20 | | 20 | 30 | | 30 | | 20 | 20 | 0 | |
| Trailing Detector (ft) | 0 | | 0 | 0 | | 0 | | 0 | 0 | 0 | |
| Detector 1 Position(ft) | 0 | | 0 | 0 | | 0 | | 0 | 0 | 0 | |
| Detector 1 Size(ft) | 20 | | 20 | 30 | | 30 | | 20 | 20 | 6 | |
| Detector 1 Type | CI+Ex | | CI+Ex | | CI+Ex | | | CI+Ex | | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | | 0.0 | | 0.0 | | | 0.0 | | 0.0 | |
| Detector 1 Queue (s) | 0.0 | | 0.0 | | 0.0 | | | 0.0 | | 0.0 | |
| Detector 1 Delay (s) | 0.0 | | 0.0 | | 0.0 | | | 0.0 | | 0.0 | |
| Turn Type | Prot | | Perm | | NA | | | Perm | | Perm | |
| Protected Phases | 3 | | 4 | | 8 | | | 6 | | 6 | |
| Permitted Phases | | | 4 | | | | | 6 | | 6 | |
| Detector Phase | 3 | | 4 | | 4 | | | 6 | | 6 | |
| Switch Phase | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | | 7.0 | | 7.0 | | | 16.0 | | 16.0 | |
| Minimum Split (s) | 12.0 | | 21.0 | | 21.0 | | | 21.0 | | 21.0 | |
| Total Split (s) | 20.0 | | 31.0 | | 31.0 | | | 139.0 | | 139.0 | |
| Total Split (%) | 10.5% | | 16.3% | | 16.3% | | | 73.2% | | 73.2% | |
| Maximum Green (s) | 15.0 | | 26.0 | | 26.0 | | | 134.0 | | 134.0 | |
| Yellow Time (s) | 4.0 | | 4.0 | | 4.0 | | | 4.0 | | 4.0 | |

US-1 & SW 97th Ave. & E Evergreen St.
Existing PM



| Lane Group | EBL | EBR | NBL | NBT | NBR | SBT | SBR | NEL2 | NEL | NET | NER |
|-------------------------|-------|-----|------|------|-----|------|-----|------|------|-------|-----|
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | | 1.0 | | 1.0 | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | | | 0.0 | | 0.0 | | | | 0.0 | |
| Total Lost Time (s) | 5.0 | | | 5.0 | | 5.0 | | | | 5.0 | |
| Lead/Lag | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | | 3.0 | | 3.0 | 3.0 | 3.0 | |
| Recall Mode | Max | | Max | Max | | Max | | Max | Max | Max | |
| Walk Time (s) | | | 5.0 | 5.0 | | 5.0 | | 5.0 | 5.0 | 5.0 | |
| Flash Dont Walk (s) | | | 11.0 | 11.0 | | 11.0 | | 11.0 | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | | | 0 | 0 | | 0 | | 0 | 0 | 0 | |
| Act Effct Green (s) | 15.0 | | | 26.0 | | 26.0 | | | | 134.0 | |
| Actuated g/C Ratio | 0.08 | | | 0.14 | | 0.14 | | | | 0.71 | |
| v/c Ratio | 0.98 | | | 0.97 | | 0.31 | | | | 0.64 | |
| Control Delay | 158.9 | | | 91.9 | | 77.8 | | | | 16.1 | |
| Queue Delay | 0.0 | | | 0.0 | | 0.0 | | | | 0.6 | |
| Total Delay | 158.9 | | | 91.9 | | 77.8 | | | | 16.7 | |
| LOS | F | | | F | | E | | | | B | |
| Approach Delay | 158.9 | | | 91.9 | | 77.8 | | | | 16.7 | |
| Approach LOS | F | | | F | | E | | | | B | |

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Natural Cycle: 75
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 33.0
 Intersection Capacity Utilization 86.9%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 2: US-1 & SW 97th Ave. & E Evergreen St

| | | |
|-------------|------------|------------|
| Ø6 139 s | Ø3 20 s | Ø4 31 s |
| | | Ø8 31 s |

SW 97th Ave. & SW 174th St.
Existing PM

| Intersection | |
|---------------------------|---|
| Intersection Delay, s/veh | 9 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 127 | 76 | 63 | 137 | 1 | 57 | 9 | 26 | 3 | 2 | 7 |
| Future Vol, veh/h | 5 | 127 | 76 | 63 | 137 | 1 | 57 | 9 | 26 | 3 | 2 | 7 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 141 | 84 | 70 | 152 | 1 | 63 | 10 | 29 | 3 | 2 | 8 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 8.9 | 9.3 | 8.7 | 7.9 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, % | 62% | 2% | 31% | 25% |
| Vol Thru, % | 10% | 61% | 68% | 17% |
| Vol Right, % | 28% | 37% | 0% | 58% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 92 | 208 | 201 | 12 |
| LT Vol | 57 | 5 | 63 | 3 |
| Through Vol | 9 | 127 | 137 | 2 |
| RT Vol | 26 | 76 | 1 | 7 |
| Lane Flow Rate | 102 | 231 | 223 | 13 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.139 | 0.273 | 0.28 | 0.018 |
| Departure Headway (Hd) | 4.905 | 4.253 | 4.521 | 4.778 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 730 | 846 | 795 | 747 |
| Service Time | 2.94 | 2.278 | 2.547 | 2.822 |
| HCM Lane V/C Ratio | 0.14 | 0.273 | 0.281 | 0.017 |
| HCM Control Delay | 8.7 | 8.9 | 9.3 | 7.9 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.5 | 1.1 | 1.1 | 0.1 |

US-1 SB & Banyan St.
Existing PM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|-------|-------|-------|-------|-------|------|------|-------|-------|-------|-------|
| Lane Configurations | | ↔ | | | ↔ | | | | | | ↕↕↕ | |
| Traffic Volume (vph) | 0 | 102 | 45 | 93 | 98 | 0 | 0 | 0 | 0 | 115 | 2270 | 37 |
| Future Volume (vph) | 0 | 102 | 45 | 93 | 98 | 0 | 0 | 0 | 0 | 115 | 2270 | 37 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 0.91 | 0.91 |
| Frt | | 0.959 | | | | | | | | | 0.998 | |
| Flt Protected | | | | | 0.976 | | | | | | 0.998 | |
| Satd. Flow (prot) | 0 | 1786 | 0 | 0 | 1818 | 0 | 0 | 0 | 0 | 0 | 5065 | 0 |
| Flt Permitted | | | | | 0.694 | | | | | | 0.998 | |
| Satd. Flow (perm) | 0 | 1786 | 0 | 0 | 1293 | 0 | 0 | 0 | 0 | 0 | 5065 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 7 | | | | | | | | | 5 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 379 | | | 318 | | | 645 | | | 502 | |
| Travel Time (s) | | 8.6 | | | 7.2 | | | 14.7 | | | 11.4 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 111 | 49 | 101 | 107 | 0 | 0 | 0 | 0 | 125 | 2467 | 40 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 160 | 0 | 0 | 208 | 0 | 0 | 0 | 0 | 0 | 2632 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | | 2 | | 1 | 2 | | | | | 1 | 2 | |
| Detector Template | | Thru | | Left | Thru | | | | | Left | Thru | |
| Leading Detector (ft) | | 100 | | 20 | 100 | | | | | 20 | 100 | |
| Trailing Detector (ft) | | 0 | | 0 | 0 | | | | | 0 | 0 | |
| Detector 1 Position(ft) | | 0 | | 0 | 0 | | | | | 0 | 0 | |
| Detector 1 Size(ft) | | 6 | | 20 | 6 | | | | | 20 | 6 | |
| Detector 1 Type | | CI+Ex | | CI+Ex | CI+Ex | | | | | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | | 6 | |
| Detector 2 Type | | CI+Ex | | | CI+Ex | | | | | | CI+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Turn Type | | NA | | Perm | NA | | | | | Perm | NA | |
| Protected Phases | | 8 | | | 4 | | | | | | 2 | |
| Permitted Phases | | | | | 4 | | | | | 2 | | |
| Detector Phase | | 8 | | | 4 | | | | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | 7.0 | | | 7.0 | | | | | 9.0 | 9.0 | |

US-1 SB & Banyan St.
Existing PM

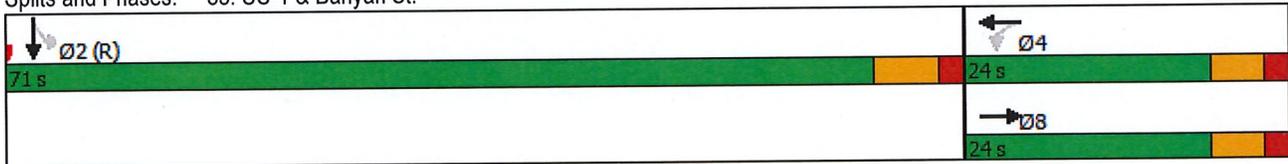


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-------|-----|-------|-------|-----|-----|-----|-----|-------|-------|-----|
| Minimum Split (s) | | 21.0 | | 21.0 | 21.0 | | | | | 27.0 | 27.0 | |
| Total Split (s) | | 24.0 | | 24.0 | 24.0 | | | | | 71.0 | 71.0 | |
| Total Split (%) | | 25.3% | | 25.3% | 25.3% | | | | | 74.7% | 74.7% | |
| Maximum Green (s) | | 18.0 | | 18.0 | 18.0 | | | | | 64.2 | 64.2 | |
| Yellow Time (s) | | 4.0 | | 4.0 | 4.0 | | | | | 4.8 | 4.8 | |
| All-Red Time (s) | | 2.0 | | 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? | | | | | | | | | | | | |
| Vehicle Extension (s) | | 2.5 | | 2.5 | 2.5 | | | | | 1.0 | 1.0 | |
| Recall Mode | | None | | None | None | | | | | C-Max | C-Max | |
| Walk Time (s) | | 5.0 | | 5.0 | 5.0 | | | | | 9.0 | 9.0 | |
| Flash Dont Walk (s) | | 7.0 | | 7.0 | 7.0 | | | | | 9.0 | 9.0 | |
| Pedestrian Calls (#/hr) | | 0 | | 0 | 0 | | | | | 0 | 0 | |
| Act Effct Green (s) | | 17.1 | | | 17.1 | | | | | | 65.1 | |
| Actuated g/C Ratio | | 0.18 | | | 0.18 | | | | | | 0.69 | |
| v/c Ratio | | 0.49 | | | 0.90 | | | | | | 0.76 | |
| Control Delay | | 38.7 | | | 76.7 | | | | | | 11.8 | |
| Queue Delay | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Total Delay | | 38.7 | | | 76.7 | | | | | | 11.8 | |
| LOS | | D | | | E | | | | | | B | |
| Approach Delay | | 38.7 | | | 76.7 | | | | | | 11.8 | |
| Approach LOS | | D | | | E | | | | | | B | |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 95 |
| Actuated Cycle Length: | 95 |
| Offset: | 0 (0%), Referenced to phase 2:SBTL, Start of Green |
| Natural Cycle: | 60 |
| Control Type: | Actuated-Coordinated |
| Maximum v/c Ratio: | 0.90 |
| Intersection Signal Delay: | 17.8 |
| Intersection Capacity Utilization | 81.1% |
| Analysis Period (min) | 15 |
| Intersection LOS: | B |
| ICU Level of Service | D |

Splits and Phases: 33: US-1 & Banyan St.



US-1 SB & E Evergreen St.
Existing PM

Intersection

Int Delay, s/veh 1.8

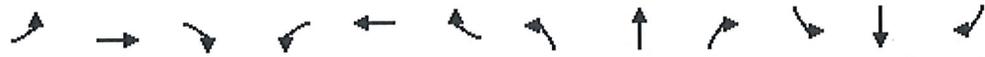
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↑ | | | ↑ | | | | | ↑↑↑ | | |
| Traffic Vol, veh/h | 0 | 6 | 10 | 22 | 10 | 0 | 0 | 0 | 0 | 42 | 2255 | 12 |
| Future Vol, veh/h | 0 | 6 | 10 | 22 | 10 | 0 | 0 | 0 | 0 | 42 | 2255 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | - | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 96 | 96 | 96 | 96 | 96 | 92 | 92 | 92 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 6 | 10 | 23 | 10 | 0 | 0 | 0 | 0 | 44 | 2349 | 13 |

| Major/Minor | Minor2 | Minor1 | | | | Major2 | | |
|----------------------|--------|--------|------|------|----|--------|---|---|
| Conflicting Flow All | - 2444 | 1181 | 1031 | 2450 | - | 0 | 0 | 0 |
| Stage 1 | - 2444 | - | 0 | 0 | - | - | - | - |
| Stage 2 | - 0 | - 1031 | 2450 | - | - | - | - | - |
| Critical Hdwy | - 6.54 | 7.14 | 6.44 | 6.54 | - | 5.34 | - | - |
| Critical Hdwy Stg 1 | - 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | 6.74 | 5.54 | - | - | - | - |
| Follow-up Hdwy | - 4.02 | 3.92 | 3.82 | 4.02 | - | 3.12 | - | - |
| Pot Cap-1 Maneuver | 0 | 31 | 157 | 245 | 31 | 0 | - | - |
| Stage 1 | 0 | 61 | - | - | - | 0 | - | - |
| Stage 2 | 0 | - | - | 225 | 60 | 0 | - | - |
| Platoon blocked, % | | | | | | | - | - |
| Mov Cap-1 Maneuver | - 31 | 157 | 193 | 31 | - | - | - | - |
| Mov Cap-2 Maneuver | - 31 | - | 193 | 31 | - | - | - | - |
| Stage 1 | - 61 | - | - | - | - | - | - | - |
| Stage 2 | - | - | 189 | 60 | - | - | - | - |

| Approach | EB | WB | SB |
|----------------------|------|------|----|
| HCM Control Delay, s | 83.2 | 90.4 | |
| HCM LOS | F | F | |

| Minor Lane/Major Mvmt | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-------|-----|-----|-----|
| Capacity (veh/h) | 62 | 73 | - | - | - |
| HCM Lane V/C Ratio | 0.269 | 0.457 | - | - | - |
| HCM Control Delay (s) | 83.2 | 90.4 | - | - | - |
| HCM Lane LOS | F | F | - | - | - |
| HCM 95th %tile Q(veh) | 0.9 | 1.8 | - | - | - |

US-1 SB & E Hibiscus St.
Existing PM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|------|-------|------|-------|-------|------|------|-------|------|-------|-------|
| Lane Configurations | | ↔ | | | ↕ | | | | | ↕↕↕ | | |
| Traffic Volume (vph) | 0 | 82 | 51 | 14 | 93 | 0 | 0 | 0 | 0 | 4 | 2167 | 57 |
| Future Volume (vph) | 0 | 82 | 51 | 14 | 93 | 0 | 0 | 0 | 0 | 4 | 2167 | 57 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 0.91 | 0.91 |
| Frts | 0.948 | | | | | | | | | | 0.996 | |
| Flt Protected | | | | | 0.994 | | | | | | | |
| Satd. Flow (prot) | 0 | 1766 | 0 | 0 | 1852 | 0 | 0 | 0 | 0 | 0 | 5065 | 0 |
| Flt Permitted | | | | | 0.923 | | | | | | | |
| Satd. Flow (perm) | 0 | 1766 | 0 | 0 | 1719 | 0 | 0 | 0 | 0 | 0 | 5065 | 0 |
| Right Turn on Red | | | Yes | | | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | | 17 | | | | | | | | 10 | |
| Link Speed (mph) | 30 | | | | 30 | | | | 30 | | 30 | |
| Link Distance (ft) | 332 | | | | 429 | | | | 1447 | | 1011 | |
| Travel Time (s) | 7.5 | | | | 9.8 | | | | 32.9 | | 23.0 | |
| Peak Hour Factor | 0.92 | 0.98 | 0.98 | 0.98 | 0.98 | 0.92 | 0.92 | 0.92 | 0.92 | 0.98 | 0.98 | 0.98 |
| Adj. Flow (vph) | 0 | 84 | 52 | 14 | 95 | 0 | 0 | 0 | 0 | 4 | 2211 | 58 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 136 | 0 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 2273 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | 0 | | | | 0 | | | | 0 | | 0 | |
| Link Offset(ft) | 0 | | | | 0 | | | | 0 | | 0 | |
| Crosswalk Width(ft) | 16 | | | | 16 | | | | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | | 15 | | 9 | | 15 | | 9 | |
| Number of Detectors | 2 | | 1 | | 2 | | | | 1 | | 2 | |
| Detector Template | Thru | | Left | | Thru | | | | Left | | Thru | |
| Leading Detector (ft) | 100 | | 20 | | 100 | | | | 20 | | 100 | |
| Trailing Detector (ft) | 0 | | 0 | | 0 | | | | 0 | | 0 | |
| Detector 1 Position(ft) | 0 | | 0 | | 0 | | | | 0 | | 0 | |
| Detector 1 Size(ft) | 6 | | 20 | | 6 | | | | 20 | | 6 | |
| Detector 1 Type | CI+Ex | | CI+Ex | | CI+Ex | | | | CI+Ex | | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | | 0.0 | | 0.0 | | | | 0.0 | | 0.0 | |
| Detector 1 Queue (s) | 0.0 | | 0.0 | | 0.0 | | | | 0.0 | | 0.0 | |
| Detector 1 Delay (s) | 0.0 | | 0.0 | | 0.0 | | | | 0.0 | | 0.0 | |
| Detector 2 Position(ft) | 94 | | | | 94 | | | | | | 94 | |
| Detector 2 Size(ft) | 6 | | | | 6 | | | | | | 6 | |
| Detector 2 Type | CI+Ex | | | | CI+Ex | | | | | | CI+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | 0.0 | | | | 0.0 | | | | | | 0.0 | |
| Turn Type | NA | | Perm | | NA | | | | Perm | | NA | |
| Protected Phases | 8 | | | | 4 | | | | | | 2 | |
| Permitted Phases | | | | | 4 | | | | 2 | | | |
| Detector Phase | 8 | | | | 4 | | | | 2 | | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | | 7.0 | | 7.0 | | | | 9.0 | | 9.0 | |

US-1 SB & E Hibiscus St.
Existing PM

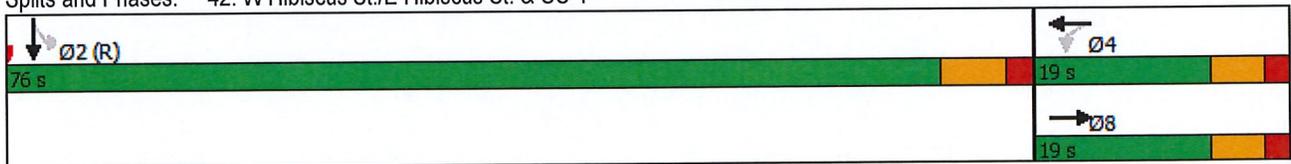


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-------|-----|-------|-------|-----|-----|-----|-----|-------|-------|-----|
| Minimum Split (s) | | 13.0 | | 13.0 | 13.0 | | | | | 25.0 | 25.0 | |
| Total Split (s) | | 19.0 | | 19.0 | 19.0 | | | | | 76.0 | 76.0 | |
| Total Split (%) | | 20.0% | | 20.0% | 20.0% | | | | | 80.0% | 80.0% | |
| Maximum Green (s) | | 13.0 | | 13.0 | 13.0 | | | | | 69.2 | 69.2 | |
| Yellow Time (s) | | 4.0 | | 4.0 | 4.0 | | | | | 4.8 | 4.8 | |
| All-Red Time (s) | | 2.0 | | 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? | | | | | | | | | | | | |
| Vehicle Extension (s) | | 2.5 | | 2.5 | 2.5 | | | | | 1.0 | 1.0 | |
| Recall Mode | | None | | None | None | | | | | C-Max | C-Max | |
| Walk Time (s) | | | | | | | | | | 9.0 | 9.0 | |
| Flash Dont Walk (s) | | | | | | | | | | 7.0 | 7.0 | |
| Pedestrian Calls (#/hr) | | | | | | | | | | 0 | 0 | |
| Act Effct Green (s) | | 10.7 | | | 10.7 | | | | | | 71.5 | |
| Actuated g/C Ratio | | 0.11 | | | 0.11 | | | | | | 0.75 | |
| v/c Ratio | | 0.64 | | | 0.56 | | | | | | 0.60 | |
| Control Delay | | 48.5 | | | 51.0 | | | | | | 2.8 | |
| Queue Delay | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Total Delay | | 48.5 | | | 51.0 | | | | | | 2.8 | |
| LOS | | D | | | D | | | | | | A | |
| Approach Delay | | 48.5 | | | 51.0 | | | | | | 2.8 | |
| Approach LOS | | D | | | D | | | | | | A | |

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 95
 Offset: 23 (24%), Referenced to phase 2:SBTL, Start of Green
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 7.4
 Intersection Capacity Utilization 70.6%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service C

Splits and Phases: 42: W Hibiscus St./E Hibiscus St. & US-1



US-1 NB & E Indigo St.
Existing PM

Intersection

Int Delay, s/veh 1.7

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↕↕↕ | | | | | |
| Traffic Vol, veh/h | 0 | 25 | 0 | 0 | 3 | 0 | 1 | 1848 | 7 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 25 | 0 | 0 | 3 | 0 | 1 | 1848 | 7 | 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | - | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 91 | 93 | 93 | 91 | 93 | 91 | 91 | 91 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 27 | 0 | 0 | 3 | 0 | 1 | 2031 | 8 | 0 | 0 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | | |
|----------------------|--------|------|--------|---|--------|------|------|---|---|
| Conflicting Flow All | 816 | 2041 | - | - | 2037 | 1020 | 0 | 0 | 0 |
| Stage 1 | 0 | 0 | - | - | 2037 | - | - | - | - |
| Stage 2 | 816 | 2041 | - | - | 0 | - | - | - | - |
| Critical Hdwy | 6.44 | 6.54 | - | - | 6.54 | 7.14 | 5.34 | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | 5.54 | - | - | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.02 | - | - | 4.02 | 3.92 | 3.12 | - | - |
| Pot Cap-1 Maneuver | 327 | 56 | 0 | 0 | 56 | 201 | - | - | - |
| Stage 1 | - | - | 0 | 0 | 99 | - | - | - | - |
| Stage 2 | 306 | 98 | 0 | 0 | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - |
| Mov Cap-1 Maneuver | 312 | 56 | - | - | 56 | 201 | - | - | - |
| Mov Cap-2 Maneuver | 312 | 56 | - | - | 56 | - | - | - | - |
| Stage 1 | - | - | - | - | 99 | - | - | - | - |
| Stage 2 | 296 | 98 | - | - | - | - | - | - | - |

| Approach | EB | WB | NE |
|----------------------|-----|------|----|
| HCM Control Delay, s | 120 | 73.3 | |
| HCM LOS | F | F | |

| Minor Lane/Major Mvmt | NEL | NET | NER | EBLn1 | WBLn1 |
|-----------------------|-----|-----|-----|-------|-------|
| Capacity (veh/h) | - | - | - | 56 | 56 |
| HCM Lane V/C Ratio | - | - | - | 0.491 | 0.059 |
| HCM Control Delay (s) | - | - | - | 120 | 73.3 |
| HCM Lane LOS | - | - | - | F | F |
| HCM 95th %tile Q(veh) | - | - | - | 1.9 | 0.2 |

US-1 NB & Wayne Ave.
Existing PM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations | | ↕ | | | ↕ | | ↕↕↕ | | | | | |
| Traffic Vol, veh/h | 28 | 22 | 0 | 0 | 8 | 14 | 37 | 1731 | 18 | 0 | 0 | 0 |
| Future Vol, veh/h | 28 | 22 | 0 | 0 | 8 | 14 | 37 | 1731 | 18 | 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | - | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 96 | 96 | 93 | 93 | 91 | 91 | 91 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 30 | 24 | 0 | 0 | 9 | 15 | 41 | 1902 | 20 | 0 | 0 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | | |
|----------------------|--------|------|--------|---|--------|------|------|---|---|
| Conflicting Flow All | 847 | 2004 | - | - | 1994 | 961 | 0 | 0 | 0 |
| Stage 1 | 0 | 0 | - | - | 1994 | - | - | - | - |
| Stage 2 | 847 | 2004 | - | - | 0 | - | - | - | - |
| Critical Hdwy | 6.44 | 6.54 | - | - | 6.54 | 7.14 | 5.34 | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | 5.54 | - | - | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.02 | - | - | 4.02 | 3.92 | 3.12 | - | - |
| Pot Cap-1 Maneuver | 314 | 59 | 0 | 0 | 60 | 220 | - | - | - |
| Stage 1 | - | - | 0 | 0 | 104 | - | - | - | - |
| Stage 2 | 293 | 103 | 0 | 0 | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - |
| Mov Cap-1 Maneuver | 260 | 59 | - | - | 60 | 220 | - | - | - |
| Mov Cap-2 Maneuver | 260 | 59 | - | - | 60 | - | - | - | - |
| Stage 1 | - | - | - | - | 104 | - | - | - | - |
| Stage 2 | 250 | 103 | - | - | - | - | - | - | - |

| Approach | EB | WB | NE |
|----------------------|------|------|----|
| HCM Control Delay, s | 71.9 | 45.6 | |
| HCM LOS | F | E | |

| Minor Lane/Major Mvmt | NEL | NET | NER | EBLn1 | WBLn1 |
|-----------------------|-----|-----|-----|-------|-------|
| Capacity (veh/h) | - | - | - | 104 | 112 |
| HCM Lane V/C Ratio | - | - | - | 0.517 | 0.211 |
| HCM Control Delay (s) | - | - | - | 71.9 | 45.6 |
| HCM Lane LOS | - | - | - | F | E |
| HCM 95th %tile Q(veh) | - | - | - | 2.3 | 0.8 |

US-1 & SW 184th St.
 Future Backround 2040 AM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↵ | ↔ | | ↵ | ↔ | | ↵ | ↕ | | ↵ | ↕ | |
| Traffic Volume (vph) | 401 | 495 | 5 | 175 | 517 | 7 | 58 | 1908 | 45 | 116 | 1336 | 138 |
| Future Volume (vph) | 401 | 495 | 5 | 175 | 517 | 7 | 58 | 1908 | 45 | 116 | 1336 | 138 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 286 | | 0 | 160 | | 0 | 130 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 0 | | | 100 | | | 95 | | |
| Lane Util. Factor | 0.91 | 0.91 | 0.95 | 0.91 | 0.91 | 0.95 | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 0.91 |
| Frnt | | 0.999 | | | 0.998 | | | 0.997 | | | 0.986 | |
| Flt Protected | 0.950 | 0.991 | | 0.950 | 0.998 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1610 | 3356 | 0 | 1610 | 3377 | 0 | 1770 | 5070 | 0 | 1770 | 5014 | 0 |
| Flt Permitted | 0.950 | 0.991 | | 0.950 | 0.998 | | 0.077 | | | 0.075 | | |
| Satd. Flow (perm) | 1610 | 3356 | 0 | 1610 | 3377 | 0 | 143 | 5070 | 0 | 140 | 5014 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 1 | | | 1 | | | 4 | | | 18 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 444 | | | 1995 | | | 549 | | | 848 | |
| Travel Time (s) | | 10.1 | | | 45.3 | | | 12.5 | | | 19.3 | |
| 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 |
| Adj. Flow (vph) | 477 | 589 | 6 | 208 | 615 | 8 | 69 | 2271 | 54 | 138 | 1590 | 164 |
| Shared Lane Traffic (%) | 27% | | | 10% | | | | | | | | |
| Lane Group Flow (vph) | 348 | 724 | 0 | 187 | 644 | 0 | 69 | 2325 | 0 | 138 | 1754 | 0 |
| Enter Blocked Intersection | No |
| Lane Alignment | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | Yes | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | |
| Detector Template | Left | | | Left | | | Left | | | Left | | |
| Leading Detector (ft) | 30 | 30 | | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 30 | 30 | | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Detector 1 Type | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 21.0 | 21.0 | | 21.0 | 21.0 | | 8.0 | 21.0 | | 8.0 | 21.0 | |
| Total Split (s) | 29.0 | 29.0 | | 26.0 | 26.0 | | 8.0 | 57.0 | | 8.0 | 57.0 | |

US-1 & SW 184th St.
 Future Background 2040 AM

Splits and Phases: 11: US-1 & SW 184th St.



SW 184th St. & SW 97th Ave.
 Future Background 2040 AM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|--------|-------|-------|--------|-------|-------|--------|-------|-------|--------|-------|-------|
| Lane Configurations | ↵ | ↑ | ↶ | ↵ | ↕ | ↶ | ↵ | ↕ | ↶ | ↵ | ↕ | ↶ |
| Traffic Volume (vph) | 49 | 435 | 114 | 74 | 533 | 56 | 225 | 503 | 84 | 31 | 149 | 2 |
| Future Volume (vph) | 49 | 435 | 114 | 74 | 533 | 56 | 225 | 503 | 84 | 31 | 149 | 2 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 130 | | 0 | 95 | | 0 | 155 | | 0 | 130 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 50 | | | 150 | | | 50 | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frnt | | | 0.850 | | 0.986 | | | 0.979 | | | 0.998 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 3490 | 0 | 1770 | 3465 | 0 | 1770 | 3532 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1770 | 1863 | 1583 | 1770 | 3490 | 0 | 1770 | 3465 | 0 | 1770 | 3532 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 181 | | 6 | | | 11 | | | 1 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1995 | | | 502 | | | 309 | | | 236 | |
| Travel Time (s) | | 45.3 | | | 11.4 | | | 7.0 | | | 5.4 | |
| 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 |
| Adj. Flow (vph) | 52 | 458 | 120 | 78 | 561 | 59 | 237 | 529 | 88 | 33 | 157 | 2 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 52 | 458 | 120 | 78 | 620 | 0 | 237 | 617 | 0 | 33 | 159 | 0 |
| Enter Blocked Intersection | No | No | No |
| Lane Alignment | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | Yes | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 1 | 1 | 1 | 1 | | 1 | 1 | | 1 | 1 | |
| Detector Template | Left | | Right | | | | Left | | | Left | | |
| Leading Detector (ft) | 30 | 30 | 30 | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 30 | 30 | 30 | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Detector 1 Type | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | | CI+Ex | CI+Ex | | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Turn Type | custom | NA | Perm | custom | NA | | custom | NA | | custom | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 3 | | 8 | 7 | | | 1 | | | 5 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 7.0 | 7.0 | 5.0 | 7.0 | | 5.0 | 7.0 | | 5.0 | 7.0 | |
| Minimum Split (s) | 8.0 | 23.0 | 23.0 | 8.0 | 23.0 | | 8.0 | 23.0 | | 9.0 | 23.0 | |
| Total Split (s) | 8.0 | 30.0 | 30.0 | 8.0 | 25.0 | | 14.0 | 25.0 | | 9.0 | 26.0 | |

SW 184th St. & SW 97th Ave.
 Future Backround 2040 AM

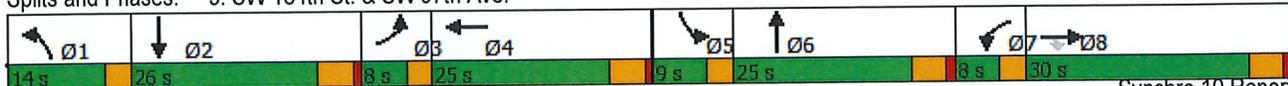


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-----|-------|-------|-----|------|-------|-----|
| Total Split (%) | 5.5% | 20.7% | 20.7% | 5.5% | 17.2% | | 9.7% | 17.2% | | 6.2% | 17.9% | |
| Maximum Green (s) | 5.0 | 25.0 | 25.0 | 5.0 | 20.0 | | 11.0 | 20.0 | | 6.0 | 21.0 | |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | | 3.0 | 4.0 | | 3.0 | 4.0 | |
| All-Red Time (s) | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | | 0.0 | 1.0 | | 0.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | None | None | Min | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 5.0 | 25.1 | 25.1 | 5.0 | 20.1 | | 11.0 | 20.1 | | 5.9 | 11.3 | |
| Actuated g/C Ratio | 0.04 | 0.19 | 0.19 | 0.04 | 0.15 | | 0.08 | 0.15 | | 0.04 | 0.09 | |
| v/c Ratio | 0.78 | 1.29 | 0.27 | 1.16 | 1.16 | | 1.60 | 1.15 | | 0.42 | 0.52 | |
| Control Delay | 123.8 | 194.3 | 2.3 | 217.5 | 138.6 | | 339.2 | 135.7 | | 79.6 | 64.3 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 123.8 | 194.3 | 2.3 | 217.5 | 138.6 | | 339.2 | 135.7 | | 79.6 | 64.3 | |
| LOS | F | F | A | F | F | | F | F | | E | E | |
| Approach Delay | | 151.9 | | | 147.4 | | | 192.2 | | | 66.9 | |
| Approach LOS | | F | | | F | | | F | | | E | |
| Queue Length 50th (ft) | 46 | ~522 | 0 | ~83 | ~344 | | ~301 | ~339 | | 29 | 71 | |
| Queue Length 95th (ft) | #129 | #757 | 8 | #196 | #484 | | #484 | #479 | | 67 | 110 | |
| Internal Link Dist (ft) | | 1915 | | | 422 | | | 229 | | | 156 | |
| Turn Bay Length (ft) | 130 | | | 95 | | | 155 | | | 130 | | |
| Base Capacity (vph) | 67 | 354 | 447 | 67 | 535 | | 148 | 536 | | 80 | 565 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.78 | 1.29 | 0.27 | 1.16 | 1.16 | | 1.60 | 1.15 | | 0.41 | 0.28 | |

Intersection Summary

Area Type: Other
 Cycle Length: 145
 Actuated Cycle Length: 131.8
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.60
 Intersection Signal Delay: 158.2 Intersection LOS: F
 Intersection Capacity Utilization 62.8% ICU Level of Service B
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 9: SW 184th St. & SW 97th Ave.



SW 97th Ave. & SW 183rd St.
 Future Backround 2040 AM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 3 | 33 | 0 | 1 | 3 | 17 | 577 | 3 | 3 | 160 | 7 |
| Future Vol, veh/h | 2 | 3 | 33 | 0 | 1 | 3 | 17 | 577 | 3 | 3 | 160 | 7 |
| 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 3 | 35 | 0 | 1 | 3 | 18 | 614 | 3 | 3 | 170 | 7 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 834 | 833 | 174 | 851 | 835 | 616 | 177 | 0 | 0 | 617 | 0 | 0 |
| Stage 1 | 180 | 180 | - | 652 | 652 | - | - | - | - | - | - | - |
| Stage 2 | 654 | 653 | - | 199 | 183 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 288 | 304 | 869 | 280 | 304 | 491 | 1399 | - | - | 963 | - | - |
| Stage 1 | 822 | 750 | - | 457 | 464 | - | - | - | - | - | - | - |
| Stage 2 | 456 | 464 | - | 803 | 748 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 280 | 297 | 869 | 262 | 297 | 491 | 1399 | - | - | 963 | - | - |
| Mov Cap-2 Maneuver | 280 | 297 | - | 262 | 297 | - | - | - | - | - | - | - |
| Stage 1 | 806 | 748 | - | 448 | 455 | - | - | - | - | - | - | - |
| Stage 2 | 443 | 455 | - | 765 | 746 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|-----|-----|
| HCM Control Delay, s | 10.6 | 13.6 | 0.2 | 0.2 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1399 | - | - | 688 | 422 | 963 | - | - |
| HCM Lane V/C Ratio | 0.013 | - | - | 0.059 | 0.01 | 0.003 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | - | 10.6 | 13.6 | 8.8 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0 | 0 | - | - |

SW 97th Ave. & SW 182nd St.
 Future Backround 2040 AM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 6 | 1 | 2 | 1 | 5 | 3 | 2 | 594 | 2 | 1 | 162 | 6 |
| Future Vol, veh/h | 6 | 1 | 2 | 1 | 5 | 3 | 2 | 594 | 2 | 1 | 162 | 6 |
| 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 1 | 2 | 1 | 5 | 3 | 2 | 653 | 2 | 1 | 178 | 7 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 846 | 843 | 182 | 843 | 845 | 654 | 185 | 0 | 0 | 655 | 0 | 0 |
| Stage 1 | 184 | 184 | - | 658 | 658 | - | - | - | - | - | - | - |
| Stage 2 | 662 | 659 | - | 185 | 187 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 282 | 300 | 861 | 284 | 300 | 467 | 1390 | - | - | 932 | - | - |
| Stage 1 | 818 | 747 | - | 453 | 461 | - | - | - | - | - | - | - |
| Stage 2 | 451 | 461 | - | 817 | 745 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 276 | 299 | 861 | 282 | 299 | 467 | 1390 | - | - | 932 | - | - |
| Mov Cap-2 Maneuver | 276 | 299 | - | 282 | 299 | - | - | - | - | - | - | - |
| Stage 1 | 816 | 746 | - | 452 | 460 | - | - | - | - | - | - | - |
| Stage 2 | 442 | 460 | - | 813 | 744 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|----|----|-----|
| HCM Control Delay, s | 16.3 | 16 | 0 | 0.1 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1390 | - | - | 328 | 337 | 932 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.03 | 0.029 | 0.001 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | - | 16.3 | 16 | 8.9 | 0 | - |
| HCM Lane LOS | A | A | - | C | C | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.1 | 0 | - | - |

SW 97th Ave. & SW 181st Ter.
 Future Backround 2040 AM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 13 | 3 | 8 | 6 | 9 | 34 | 11 | 585 | 0 | 9 | 160 | 7 |
| Future Vol, veh/h | 13 | 3 | 8 | 6 | 9 | 34 | 11 | 585 | 0 | 9 | 160 | 7 |
| 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 14 | 3 | 9 | 6 | 10 | 37 | 12 | 629 | 0 | 10 | 172 | 8 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 873 | 849 | 176 | 855 | 853 | 629 | 180 | 0 | 0 | 629 | 0 | 0 |
| Stage 1 | 196 | 196 | - | 653 | 653 | - | - | - | - | - | - | - |
| Stage 2 | 677 | 653 | - | 202 | 200 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 271 | 298 | 867 | 278 | 296 | 482 | 1396 | - | - | 953 | - | - |
| Stage 1 | 806 | 739 | - | 456 | 464 | - | - | - | - | - | - | - |
| Stage 2 | 443 | 464 | - | 800 | 736 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 240 | 291 | 867 | 268 | 289 | 482 | 1396 | - | - | 953 | - | - |
| Mov Cap-2 Maneuver | 240 | 291 | - | 268 | 289 | - | - | - | - | - | - | - |
| Stage 1 | 796 | 730 | - | 450 | 458 | - | - | - | - | - | - | - |
| Stage 2 | 396 | 458 | - | 779 | 727 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|------|-----|-----|
| HCM Control Delay, s | 17 | 15.5 | 0.1 | 0.5 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1396 | - | - | 326 | 395 | 953 | - | - |
| HCM Lane V/C Ratio | 0.008 | - | - | 0.079 | 0.133 | 0.01 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | - | 17 | 15.5 | 8.8 | 0 | - |
| HCM Lane LOS | A | A | - | C | C | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 | 0.5 | 0 | - | - |

SW 97th Ave.& E Indigo St.
 Future Backround 2040 AM

Intersection

Int Delay, s/veh 0.6

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | Y | | | Y | Y | |
| Traffic Vol, veh/h | 6 | 24 | 17 | 602 | 141 | 0 |
| Future Vol, veh/h | 6 | 24 | 17 | 602 | 141 | 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 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 25 | 18 | 634 | 148 | 0 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 818 | 148 | 148 | 0 | - | 0 |
| Stage 1 | 148 | - | - | - | - | - |
| Stage 2 | 670 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 346 | 899 | 1434 | - | - | - |
| Stage 1 | 880 | - | - | - | - | - |
| Stage 2 | 509 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 339 | 899 | 1434 | - | - | - |
| Mov Cap-2 Maneuver | 339 | - | - | - | - | - |
| Stage 1 | 863 | - | - | - | - | - |
| Stage 2 | 509 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 10.6 | 0.2 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1434 | - | 676 | - | - |
| HCM Lane V/C Ratio | 0.012 | - | 0.047 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | 10.6 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

SW 97th Ave.& SW 180th St.
 Future Background 2040 AM

Intersection

Int Delay, s/veh 2.1

Movement WBL WBR NBT NBR SBL SBT

| | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | W | R | T | R | L | T |
| Traffic Vol, veh/h | 42 | 51 | 536 | 30 | 13 | 103 |
| Future Vol, veh/h | 42 | 51 | 536 | 30 | 13 | 103 |
| 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 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 47 | 57 | 602 | 34 | 15 | 116 |

Major/Minor Minor1 Major1 Major2

| | | | | | | |
|----------------------|-------|-------|---|---|-------|---|
| Conflicting Flow All | 765 | 619 | 0 | 0 | 636 | 0 |
| Stage 1 | 619 | - | - | - | - | - |
| Stage 2 | 146 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 371 | 489 | - | - | 947 | - |
| Stage 1 | 537 | - | - | - | - | - |
| Stage 2 | 881 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 365 | 489 | - | - | 947 | - |
| Mov Cap-2 Maneuver | 365 | - | - | - | - | - |
| Stage 1 | 528 | - | - | - | - | - |
| Stage 2 | 881 | - | - | - | - | - |

Approach WB NB SB

| | | | |
|----------------------|------|---|---|
| HCM Control Delay, s | 16.2 | 0 | 1 |
| HCM LOS | C | | |

Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT

| | | | | | |
|-----------------------|---|---|-------|-------|---|
| Capacity (veh/h) | - | - | 424 | 947 | - |
| HCM Lane V/C Ratio | - | - | 0.246 | 0.015 | - |
| HCM Control Delay (s) | - | - | 16.2 | 8.9 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 1 | 0 | - |

SW 97th Ave. & E Hibiscus St.
 Future Backround 2040 AM

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.1 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | T | | T | |
| Traffic Vol, veh/h | 9 | 34 | 37 | 511 | 89 | 0 |
| Future Vol, veh/h | 9 | 34 | 37 | 511 | 89 | 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 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 10 | 38 | 41 | 568 | 99 | 0 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 749 | 99 | 99 | 0 | - | 0 |
| Stage 1 | 99 | - | - | - | - | - |
| Stage 2 | 650 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 379 | 957 | 1494 | - | - | - |
| Stage 1 | 925 | - | - | - | - | - |
| Stage 2 | 520 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 364 | 957 | 1494 | - | - | - |
| Mov Cap-2 Maneuver | 364 | - | - | - | - | - |
| Stage 1 | 888 | - | - | - | - | - |
| Stage 2 | 520 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 10.4 | 0.5 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1494 | - | 714 | - | - |
| HCM Lane V/C Ratio | 0.028 | - | 0.067 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | 10.4 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.2 | - | - |

US-1 NB & SW 97th Ave.& E Evergreen St.
 Future Backround 2040 AM



| Lane Group | EBL | EBR | NBL | NBT | NBR | SBL | SBT | NEL2 | NEL | NET | NER | |
|----------------------------|-------|-------|-------|------|-------|------|-------|------|-------|------|-------|--|
| Lane Configurations | X | | + | | | | + | | + | | | |
| Traffic Volume (vph) | 1 | 77 | 3 | 24 | 458 | 3 | 11 | 1 | 2 | 3539 | 7 | |
| Future Volume (vph) | 1 | 77 | 3 | 24 | 458 | 3 | 11 | 1 | 2 | 3539 | 7 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 0.91 | 0.91 | 0.91 | |
| Frnt | 0.867 | | 0.872 | | | | | | | | | |
| Flt Protected | 0.999 | | | | | | 0.988 | | | | | |
| Satd. Flow (prot) | 1613 | 0 | 0 | 1624 | 0 | 0 | 1840 | 0 | 0 | 5085 | 0 | |
| Flt Permitted | 0.999 | | 0.999 | | | | 0.780 | | | | | |
| Satd. Flow (perm) | 1613 | 0 | 0 | 1623 | 0 | 0 | 1453 | 0 | 0 | 5085 | 0 | |
| Right Turn on Red | | | | | Yes | | | | Yes | | | |
| Satd. Flow (RTOR) | | | | | 74 | | | | | | | |
| Link Speed (mph) | 30 | | 30 | | | | 30 | | 30 | | | |
| Link Distance (ft) | 637 | | 1121 | | | | 738 | | 1027 | | | |
| Travel Time (s) | 14.5 | | 25.5 | | | | 16.8 | | 23.3 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.84 | 0.84 | 0.84 | 0.84 | 0.92 | 0.84 | 0.84 | 0.84 | |
| Adj. Flow (vph) | 1 | 84 | 3 | 29 | 545 | 4 | 13 | 1 | 2 | 4213 | 8 | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 85 | 0 | 0 | 577 | 0 | 0 | 17 | 0 | 0 | 4224 | 0 | |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | |
| Lane Alignment | Left | Right | Left | Left | Right | Left | Left | Left | Left | Left | Right | |
| Median Width(ft) | 12 | | 0 | | | | 0 | | 0 | | | |
| Link Offset(ft) | 0 | | 0 | | | | 0 | | 0 | | | |
| Crosswalk Width(ft) | 16 | | 16 | | | | 16 | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Turning Speed (mph) | 15 | 9 | 15 | | 9 | 15 | | 15 | 15 | | 9 | |
| Number of Detectors | 1 | | 1 | 1 | | 1 | 1 | 1 | 1 | 0 | | |
| Detector Template | Left | | Left | | | | Left | | Left | | Left | |
| Leading Detector (ft) | 20 | | 20 | 30 | | 20 | 30 | 20 | 20 | 0 | | |
| Trailing Detector (ft) | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | |
| Detector 1 Position(ft) | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | |
| Detector 1 Size(ft) | 20 | | 20 | 30 | | 20 | 30 | 20 | 20 | 6 | | |
| Detector 1 Type | CI+Ex | | CI+Ex | | CI+Ex | | CI+Ex | | CI+Ex | | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | |
| Detector 1 Queue (s) | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | |
| Detector 1 Delay (s) | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | |
| Turn Type | Prot | | Perm | | NA | | Perm | | NA | | Perm | |
| Protected Phases | 3 | | 4 | | 4 | | 8 | | 6 | | 6 | |
| Permitted Phases | | | 4 | | | | 8 | | 6 | | 6 | |
| Detector Phase | 3 | | 4 | | 4 | | 8 | | 6 | | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | | 7.0 | | 7.0 | | 7.0 | | 16.0 | | 16.0 | |
| Minimum Split (s) | 12.0 | | 21.0 | | 21.0 | | 21.0 | | 21.0 | | 21.0 | |
| Total Split (s) | 12.0 | | 40.0 | | 40.0 | | 40.0 | | 98.0 | | 98.0 | |
| Total Split (%) | 8.0% | | 26.7% | | 26.7% | | 26.7% | | 65.3% | | 65.3% | |
| Maximum Green (s) | 7.0 | | 35.0 | | 35.0 | | 35.0 | | 93.0 | | 93.0 | |
| Yellow Time (s) | 4.0 | | 4.0 | | 4.0 | | 4.0 | | 4.0 | | 4.0 | |

US-1 NB & SW 97th Ave. & E Evergreen St.
 Future Backround 2040 AM



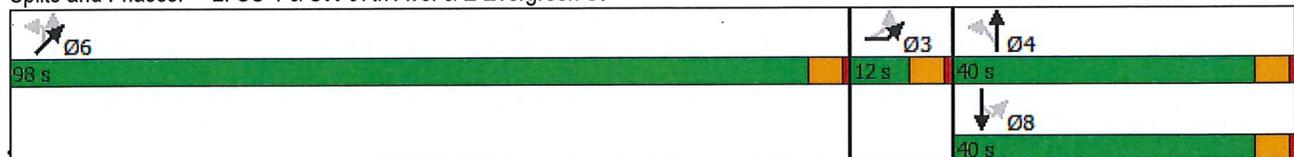
| Lane Group | EBL | EBR | NBL | NBT | NBR | SBL | SBT | NEL2 | NEL | NET | NER |
|-------------------------|-------|-----|------|-------|-----|------|------|------|------|-------|-----|
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | 5.0 | | | 5.0 | | | 5.0 | | | 5.0 | |
| Lead/Lag | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Recall Mode | Max | | Max | Max | | Max | Max | Max | Max | Max | |
| Walk Time (s) | | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | |
| Flash Dont Walk (s) | | | 11.0 | 11.0 | | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Act Effct Green (s) | 7.0 | | | 35.0 | | | 35.0 | | | 93.0 | |
| Actuated g/C Ratio | 0.05 | | | 0.23 | | | 0.23 | | | 0.62 | |
| v/c Ratio | 1.13 | | | 1.33 | | | 0.05 | | | 1.34 | |
| Control Delay | 204.8 | | | 200.3 | | | 45.4 | | | 182.5 | |
| Queue Delay | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | 204.8 | | | 200.3 | | | 45.4 | | | 182.5 | |
| LOS | F | | | F | | | D | | | F | |
| Approach Delay | 204.8 | | | 200.3 | | | 45.4 | | | 182.5 | |
| Approach LOS | F | | | F | | | D | | | F | |
| Queue Length 50th (ft) | ~96 | | | ~674 | | | 13 | | | ~1967 | |
| Queue Length 95th (ft) | #214 | | | #820 | | | 33 | | | #1791 | |
| Internal Link Dist (ft) | 557 | | | 1041 | | | 658 | | | 947 | |
| Turn Bay Length (ft) | | | | | | | | | | | |
| Base Capacity (vph) | 75 | | | 435 | | | 339 | | | 3152 | |
| Starvation Cap Reductn | 0 | | | 0 | | | 0 | | | 70 | |
| Spillback Cap Reductn | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 1.13 | | | 1.33 | | | 0.05 | | | 1.37 | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Natural Cycle: 150
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.34
 Intersection Signal Delay: 184.5
 Intersection Capacity Utilization 116.9%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: US-1 & SW 97th Ave. & E Evergreen St



SW 97th Ave. & SW 174th St.
 Future Backround 2040 AM

| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 8.9 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 8 | 140 | 55 | 57 | 102 | 1 | 43 | 15 | 24 | 2 | 1 | 2 |
| Future Vol, veh/h | 8 | 140 | 55 | 57 | 102 | 1 | 43 | 15 | 24 | 2 | 1 | 2 |
| 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 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 10 | 167 | 65 | 68 | 121 | 1 | 51 | 18 | 29 | 2 | 1 | 2 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|----|-----|-----|-----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 9 | 8.9 | 8.6 | 7.9 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, % | 52% | 4% | 36% | 40% |
| Vol Thru, % | 18% | 69% | 64% | 20% |
| Vol Right, % | 29% | 27% | 1% | 40% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 82 | 203 | 160 | 5 |
| LT Vol | 43 | 8 | 57 | 2 |
| Through Vol | 15 | 140 | 102 | 1 |
| RT Vol | 24 | 55 | 1 | 2 |
| Lane Flow Rate | 98 | 242 | 190 | 6 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.131 | 0.285 | 0.239 | 0.008 |
| Departure Headway (Hd) | 4.822 | 4.245 | 4.508 | 4.862 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 744 | 848 | 798 | 735 |
| Service Time | 2.852 | 2.264 | 2.529 | 2.9 |
| HCM Lane V/C Ratio | 0.132 | 0.285 | 0.238 | 0.008 |
| HCM Control Delay | 8.6 | 9 | 8.9 | 7.9 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.4 | 1.2 | 0.9 | 0 |

US-1 SB & Banyan St.
 Future Backround 2040 AM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|-------|-------|-------|-------|-------|------|------|-------|-------|-------|-------|
| Lane Configurations | | ↔ | | | ↔ | | | | | | ↕↕↕ | |
| Traffic Volume (vph) | 0 | 166 | 68 | 56 | 133 | 0 | 0 | 0 | 0 | 64 | 1200 | 47 |
| Future Volume (vph) | 0 | 166 | 68 | 56 | 133 | 0 | 0 | 0 | 0 | 64 | 1200 | 47 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 0.91 | 0.91 |
| Frts | | 0.961 | | | | | | | | | 0.995 | |
| Flt Protected | | | | | 0.985 | | | | | | 0.998 | |
| Satd. Flow (prot) | 0 | 1790 | 0 | 0 | 1835 | 0 | 0 | 0 | 0 | 0 | 5050 | 0 |
| Flt Permitted | | | | | 0.757 | | | | | | 0.998 | |
| Satd. Flow (perm) | 0 | 1790 | 0 | 0 | 1410 | 0 | 0 | 0 | 0 | 0 | 5050 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 16 | | | | | | | | | 14 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 379 | | | 318 | | | 645 | | | 502 | |
| Travel Time (s) | | 8.6 | | | 7.2 | | | 14.7 | | | 11.4 | |
| Peak Hour Factor | 0.92 | 0.88 | 0.88 | 0.88 | 0.88 | 0.92 | 0.92 | 0.92 | 0.92 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 0 | 189 | 77 | 64 | 151 | 0 | 0 | 0 | 0 | 73 | 1364 | 53 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 266 | 0 | 0 | 215 | 0 | 0 | 0 | 0 | 0 | 1490 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | | 2 | | 1 | 2 | | | | | 1 | 2 | |
| Detector Template | | Thru | | Left | Thru | | | | | Left | Thru | |
| Leading Detector (ft) | | 100 | | 20 | 100 | | | | | 20 | 100 | |
| Trailing Detector (ft) | | 0 | | 0 | 0 | | | | | 0 | 0 | |
| Detector 1 Position(ft) | | 0 | | 0 | 0 | | | | | 0 | 0 | |
| Detector 1 Size(ft) | | 6 | | 20 | 6 | | | | | 20 | 6 | |
| Detector 1 Type | | CI+Ex | | CI+Ex | CI+Ex | | | | | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | | 6 | |
| Detector 2 Type | | CI+Ex | | | CI+Ex | | | | | | CI+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Turn Type | | NA | | Perm | NA | | | | | Perm | NA | |
| Protected Phases | | 8 | | | 4 | | | | | | 2 | |
| Permitted Phases | | | | | 4 | | | | | 2 | | |
| Detector Phase | | 8 | | | 4 | | | | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | 7.0 | | | 7.0 | | | | | 9.0 | 9.0 | |

US-1 SB & Banyan St.
 Future Backround 2040 AM

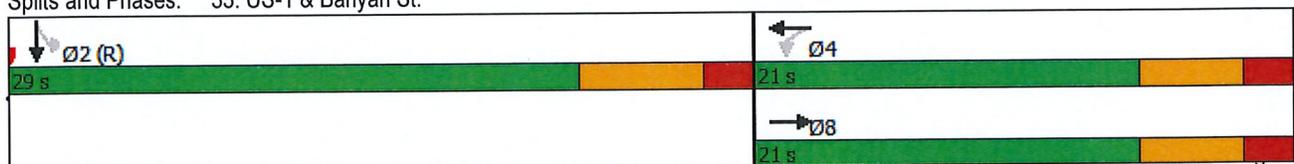


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-------|-----|-------|-------|-----|-----|-----|-----|-------|-------|-----|
| Minimum Split (s) | | 21.0 | | 21.0 | 21.0 | | | | | 27.0 | 27.0 | |
| Total Split (s) | | 21.0 | | 21.0 | 21.0 | | | | | 29.0 | 29.0 | |
| Total Split (%) | | 42.0% | | 42.0% | 42.0% | | | | | 58.0% | 58.0% | |
| Maximum Green (s) | | 15.0 | | 15.0 | 15.0 | | | | | 22.2 | 22.2 | |
| Yellow Time (s) | | 4.0 | | 4.0 | 4.0 | | | | | 4.8 | 4.8 | |
| All-Red Time (s) | | 2.0 | | 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? | | | | | | | | | | | | |
| Vehicle Extension (s) | | 2.5 | | 2.5 | 2.5 | | | | | 1.0 | 1.0 | |
| Recall Mode | | None | | None | None | | | | | C-Max | C-Max | |
| Walk Time (s) | | 5.0 | | 5.0 | 5.0 | | | | | 9.0 | 9.0 | |
| Flash Dont Walk (s) | | 7.0 | | 7.0 | 7.0 | | | | | 9.0 | 9.0 | |
| Pedestrian Calls (#/hr) | | 0 | | 0 | 0 | | | | | 0 | 0 | |
| Act Effct Green (s) | | 11.5 | | | 11.5 | | | | | | 25.7 | |
| Actuated g/C Ratio | | 0.23 | | | 0.23 | | | | | | 0.51 | |
| v/c Ratio | | 0.63 | | | 0.67 | | | | | | 0.57 | |
| Control Delay | | 22.6 | | | 27.3 | | | | | | 10.0 | |
| Queue Delay | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Total Delay | | 22.6 | | | 27.3 | | | | | | 10.0 | |
| LOS | | C | | | C | | | | | | A | |
| Approach Delay | | 22.6 | | | 27.3 | | | | | | 10.0 | |
| Approach LOS | | C | | | C | | | | | | A | |
| Queue Length 50th (ft) | | 65 | | | 57 | | | | | | 98 | |
| Queue Length 95th (ft) | | 111 | | | 101 | | | | | | 152 | |
| Internal Link Dist (ft) | | 299 | | | 238 | | | 565 | | | 422 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 548 | | | 423 | | | | | | 2604 | |
| Starvation Cap Reductn | | 0 | | | 0 | | | | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | | | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | | | | | 0 | |
| Reduced v/c Ratio | | 0.49 | | | 0.51 | | | | | | 0.57 | |

Intersection Summary

Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 0 (0%), Referenced to phase 2:SBTL, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 13.6
 Intersection Capacity Utilization 64.2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 33: US-1 & Banyan St.



US-1 SB & W Evergreen St.
 Future Backround 2040 AM

| 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 | 0 | 6 | 41 | 2 | 14 | 0 | 0 | 0 | 0 | 12 | 1353 | 11 |
| Future Vol, veh/h | 0 | 6 | 41 | 2 | 14 | 0 | 0 | 0 | 0 | 12 | 1353 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | - | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 90 | 90 | 90 | 90 | 92 | 92 | 92 | 92 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 7 | 46 | 2 | 16 | 0 | 0 | 0 | 0 | 13 | 1503 | 12 |

| Major/Minor | Minor2 | Minor1 | | | | Major2 | | |
|----------------------|--------|--------|------|------|-----|--------|---|---|
| Conflicting Flow All | - 1535 | 758 | 631 | 1541 | - | 0 | 0 | 0 |
| Stage 1 | - 1535 | - | 0 | 0 | - | - | - | - |
| Stage 2 | - 0 | - | 631 | 1541 | - | - | - | - |
| Critical Hdwy | - 6.54 | 7.14 | 6.44 | 6.54 | - | 5.34 | - | - |
| Critical Hdwy Stg 1 | - 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | 6.74 | 5.54 | - | - | - | - |
| Follow-up Hdwy | - 4.02 | 3.92 | 3.82 | 4.02 | - | 3.12 | - | - |
| Pot Cap-1 Maneuver | 0 | 115 | 300 | 418 | 114 | 0 | - | - |
| Stage 1 | 0 | 176 | - | - | - | 0 | - | - |
| Stage 2 | 0 | - | - | 397 | 175 | 0 | - | - |
| Platoon blocked, % | | | | | | | - | - |
| Mov Cap-1 Maneuver | - 115 | 300 | 339 | 114 | - | - | - | - |
| Mov Cap-2 Maneuver | - 115 | - | 339 | 114 | - | - | - | - |
| Stage 1 | - 176 | - | - | - | - | - | - | - |
| Stage 2 | - | - | 324 | 175 | - | - | - | - |

| Approach | EB | WB | SB |
|----------------------|------|------|----|
| HCM Control Delay, s | 23.3 | 38.8 | |
| HCM LOS | C | E | |

| Minor Lane/Major Mvmt | EBLn1WBLn1 | SBL | SBT | SBR |
|-----------------------|------------|-----|-----|-----|
| Capacity (veh/h) | 249 124 | - | - | - |
| HCM Lane V/C Ratio | 0.21 0.143 | - | - | - |
| HCM Control Delay (s) | 23.3 38.8 | - | - | - |
| HCM Lane LOS | C E | - | - | - |
| HCM 95th %tile Q(veh) | 0.8 0.5 | - | - | - |

US-1 SB & W Hibiscus St.
 Future Backround 2040 AM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|-------|-------|-------|-------|-------|------|------|-------|-------|-------|-------|
| Lane Configurations | | ↔ | | | ↕ | | | | | | ↕↕↕ | |
| Traffic Volume (vph) | 0 | 60 | 81 | 11 | 150 | 0 | 0 | 0 | 0 | 41 | 1402 | 59 |
| Future Volume (vph) | 0 | 60 | 81 | 11 | 150 | 0 | 0 | 0 | 0 | 41 | 1402 | 59 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 0.91 | 0.91 |
| Fr _t | | 0.922 | | | | | | | | | 0.994 | |
| Flt Protected | | | | | 0.997 | | | | | | 0.999 | |
| Satd. Flow (prot) | 0 | 1717 | 0 | 0 | 1857 | 0 | 0 | 0 | 0 | 0 | 5050 | 0 |
| Flt Permitted | | | | | 0.963 | | | | | | 0.999 | |
| Satd. Flow (perm) | 0 | 1717 | 0 | 0 | 1794 | 0 | 0 | 0 | 0 | 0 | 5050 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 8 | | | | | | | | | | 15 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 332 | | | 429 | | | 1447 | | | 1011 | |
| Travel Time (s) | | 7.5 | | | 9.8 | | | 32.9 | | | 23.0 | |
| Peak Hour Factor | 0.92 | 0.89 | 0.89 | 0.89 | 0.89 | 0.92 | 0.92 | 0.92 | 0.92 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 0 | 67 | 91 | 12 | 169 | 0 | 0 | 0 | 0 | 46 | 1575 | 66 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 158 | 0 | 0 | 181 | 0 | 0 | 0 | 0 | 0 | 1687 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | | 2 | | 1 | 2 | | | | | 1 | 2 | |
| Detector Template | | Thru | | Left | Thru | | | | | Left | Thru | |
| Leading Detector (ft) | | 100 | | 20 | 100 | | | | | 20 | 100 | |
| Trailing Detector (ft) | | 0 | | 0 | 0 | | | | | 0 | 0 | |
| Detector 1 Position(ft) | | 0 | | 0 | 0 | | | | | 0 | 0 | |
| Detector 1 Size(ft) | | 6 | | 20 | 6 | | | | | 20 | 6 | |
| Detector 1 Type | | CI+Ex | | CI+Ex | CI+Ex | | | | | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | | 6 | |
| Detector 2 Type | | CI+Ex | | | CI+Ex | | | | | | CI+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Turn Type | | NA | | Perm | NA | | | | | Perm | NA | |
| Protected Phases | | 8 | | | 4 | | | | | | 2 | |
| Permitted Phases | | | | 4 | | | | | | 2 | | |
| Detector Phase | | 8 | | 4 | 4 | | | | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | 7.0 | | 7.0 | 7.0 | | | | | 9.0 | 9.0 | |

US-1 SB & W Hibiscus St.
 Future Background 2040 AM

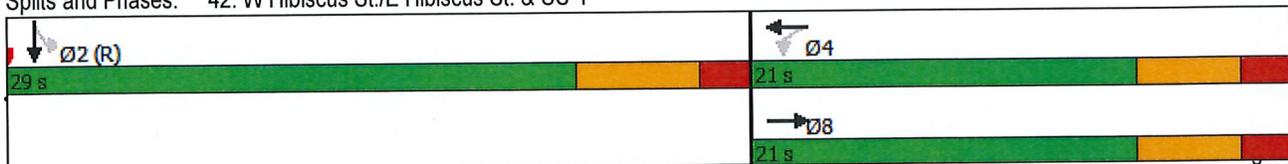


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-------|-----|-------|-------|-----|-----|------|-----|-------|-------|-----|
| Minimum Split (s) | | 13.0 | | 21.0 | 21.0 | | | | | 25.0 | 25.0 | |
| Total Split (s) | | 21.0 | | 21.0 | 21.0 | | | | | 29.0 | 29.0 | |
| Total Split (%) | | 42.0% | | 42.0% | 42.0% | | | | | 58.0% | 58.0% | |
| Maximum Green (s) | | 15.0 | | 15.0 | 15.0 | | | | | 22.2 | 22.2 | |
| Yellow Time (s) | | 4.0 | | 4.0 | 4.0 | | | | | 4.8 | 4.8 | |
| All-Red Time (s) | | 2.0 | | 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? | | | | | | | | | | | | |
| Vehicle Extension (s) | | 2.5 | | 2.5 | 2.5 | | | | | 1.0 | 1.0 | |
| Recall Mode | | None | | None | None | | | | | C-Max | C-Max | |
| Walk Time (s) | | | | 7.0 | 7.0 | | | | | 9.0 | 9.0 | |
| Flash Dont Walk (s) | | | | 7.0 | 7.0 | | | | | 7.0 | 7.0 | |
| Pedestrian Calls (#/hr) | | | | 0 | 0 | | | | | 0 | 0 | |
| Act Effct Green (s) | | 10.0 | | | 10.0 | | | | | | 31.2 | |
| Actuated g/C Ratio | | 0.20 | | | 0.20 | | | | | | 0.62 | |
| v/c Ratio | | 0.45 | | | 0.51 | | | | | | 0.54 | |
| Control Delay | | 20.2 | | | 22.3 | | | | | | 8.8 | |
| Queue Delay | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Total Delay | | 20.2 | | | 22.3 | | | | | | 8.8 | |
| LOS | | C | | | C | | | | | | A | |
| Approach Delay | | 20.2 | | | 22.3 | | | | | | 8.8 | |
| Approach LOS | | C | | | C | | | | | | A | |
| Queue Length 50th (ft) | | 39 | | | 48 | | | | | | 159 | |
| Queue Length 95th (ft) | | 73 | | | 85 | | | | | | 238 | |
| Internal Link Dist (ft) | | 252 | | | 349 | | | 1367 | | | 931 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 520 | | | 538 | | | | | | 3153 | |
| Starvation Cap Reductn | | 0 | | | 0 | | | | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | | | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | | | | | 0 | |
| Reduced v/c Ratio | | 0.30 | | | 0.34 | | | | | | 0.54 | |

Intersection Summary

Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 0 (0%), Referenced to phase 2:SBTL, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 10.9
 Intersection Capacity Utilization 56.8%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 42: W Hibiscus St./E Hibiscus St. & US-1



US-1 NB & E Indigo St.
 Future Backround 2040 AM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations | | ↕ | | | ↕ | | ↕↕↕ | | | | | |
| Traffic Vol, veh/h | 2 | 11 | 0 | 0 | 11 | 13 | 6 | 2660 | 24 | 0 | 0 | 0 |
| Future Vol, veh/h | 2 | 11 | 0 | 0 | 11 | 13 | 6 | 2660 | 24 | 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | - | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 12 | 0 | 0 | 12 | 14 | 6 | 2860 | 26 | 0 | 0 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | |
|----------------------|--------|------|--------|---|--------|------|------|
| Conflicting Flow All | 1162 | 2898 | - | - | 2885 | 1443 | 0 |
| Stage 1 | 0 | 0 | - | - | 2885 | - | - |
| Stage 2 | 1162 | 2898 | - | - | 0 | - | - |
| Critical Hdwy | 6.44 | 6.54 | - | - | 6.54 | 7.14 | 5.34 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.54 | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.02 | - | - | 4.02 | 3.92 | 3.12 |
| Pot Cap-1 Maneuver | 205 | 16 | 0 | 0 | 16 | 104 | - |
| Stage 1 | - | - | 0 | 0 | 35 | - | - |
| Stage 2 | 186 | 35 | 0 | 0 | - | - | - |
| Platoon blocked, % | | | | | | | - |
| Mov Cap-1 Maneuver | 70 | 16 | - | - | 16 | 104 | - |
| Mov Cap-2 Maneuver | 70 | 16 | - | - | 16 | - | - |
| Stage 1 | - | - | - | - | 35 | - | - |
| Stage 2 | 107 | 35 | - | - | - | - | - |

| Approach | EB | WB | NE |
|----------------------|----------|----------|----|
| HCM Control Delay, s | \$ 423.8 | \$ 311.4 | |
| HCM LOS | F | F | |

| Minor Lane/Major Mvmt | NEL | NET | NER | EBLn1 | WBLn1 |
|-----------------------|-----|-----|-----|----------|----------|
| Capacity (veh/h) | - | - | - | 18 | 30 |
| HCM Lane V/C Ratio | - | - | - | 0.777 | 0.86 |
| HCM Control Delay (s) | - | - | - | \$ 423.8 | \$ 311.4 |
| HCM Lane LOS | - | - | - | F | F |
| HCM 95th %tile Q(veh) | - | - | - | 2.1 | 2.9 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

US-1 NB & Wayne Ave.
 Future Backround 2040 AM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕↕↕ | | | | |
| Traffic Vol, veh/h | 15 | 5 | 0 | 0 | 6 | 10 | 37 | 2637 | 22 | 0 | 0 | 0 |
| Future Vol, veh/h | 15 | 5 | 0 | 0 | 6 | 10 | 37 | 2637 | 22 | 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | - | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 16 | 5 | 0 | 0 | 6 | 10 | 39 | 2747 | 23 | 0 | 0 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | | |
|----------------------|--------|------|--------|---|--------|------|------|---|---|
| Conflicting Flow All | 1180 | 2848 | - | - | 2837 | 1385 | 0 | 0 | 0 |
| Stage 1 | 0 | 0 | - | - | 2837 | - | - | - | - |
| Stage 2 | 1180 | 2848 | - | - | 0 | - | - | - | - |
| Critical Hdwy | 6.44 | 6.54 | - | - | 6.54 | 7.14 | 5.34 | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | 5.54 | - | - | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.02 | - | - | 4.02 | 3.92 | 3.12 | - | - |
| Pot Cap-1 Maneuver | 200 | 17 | 0 | 0 | 17 | 114 | - | - | - |
| Stage 1 | - | - | 0 | 0 | 38 | - | - | - | - |
| Stage 2 | 181 | 37 | 0 | 0 | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - |
| Mov Cap-1 Maneuver | 130 | 17 | - | - | 17 | 114 | - | - | - |
| Mov Cap-2 Maneuver | 130 | 17 | - | - | 17 | - | - | - | - |
| Stage 1 | - | - | - | - | 38 | - | - | - | - |
| Stage 2 | 137 | 37 | - | - | - | - | - | - | - |

| Approach | EB | WB | NE |
|----------------------|-------|-------|----|
| HCM Control Delay, s | 124.6 | 172.4 | |
| HCM LOS | F | F | |

| Minor Lane/Major Mvmt | NEL | NET | NER | EBLn1 | WBLn1 |
|-----------------------|-----|-----|-----|-------|-------|
| Capacity (veh/h) | - | - | - | 49 | 36 |
| HCM Lane V/C Ratio | - | - | - | 0.425 | 0.463 |
| HCM Control Delay (s) | - | - | - | 124.6 | 172.4 |
| HCM Lane LOS | - | - | - | F | F |
| HCM 95th %tile Q(veh) | - | - | - | 1.5 | 1.6 |

SW 184th St. & SW 95th Ct.
 Future Backround 2040 AM

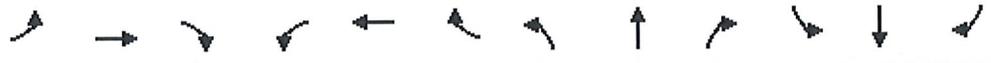
| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | ↘ | ↑ | ↗ | | ↘ | |
| Traffic Vol, veh/h | 6 | 565 | 708 | 31 | 6 | 5 |
| Future Vol, veh/h | 6 | 565 | 708 | 31 | 6 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 75 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 642 | 805 | 35 | 7 | 6 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|---------------|
| Conflicting Flow All | 840 | 0 | 0 1479 823 |
| Stage 1 | - | - | - 823 - |
| Stage 2 | - | - | - 656 - |
| 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 | 795 | - | - 138 373 |
| Stage 1 | - | - | - 431 - |
| Stage 2 | - | - | - 516 - |
| Platoon blocked, % | | - | - |
| Mov Cap-1 Maneuver | 795 | - | - 137 373 |
| Mov Cap-2 Maneuver | - | - | - 137 - |
| Stage 1 | - | - | - 427 - |
| Stage 2 | - | - | - 516 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.1 | 0 | 25.1 |
| HCM LOS | | | D |

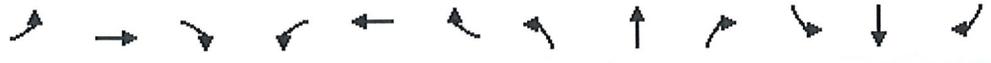
| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 795 | - | - | - | 192 |
| HCM Lane V/C Ratio | 0.009 | - | - | - | 0.065 |
| HCM Control Delay (s) | 9.6 | - | - | - | 25.1 |
| HCM Lane LOS | A | - | - | - | D |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.2 |

US-1 & SW 184th St.
 Future Background 2040 PM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↖ | ↔ | | ↖ | ↔ | | ↖ | ↕ | | ↖ | ↕ | ↖ |
| Traffic Volume (vph) | 213 | 463 | 57 | 350 | 344 | 13 | 84 | 1375 | 351 | 220 | 2060 | 264 |
| Future Volume (vph) | 213 | 463 | 57 | 350 | 344 | 13 | 84 | 1375 | 351 | 220 | 2060 | 264 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 286 | | 0 | 160 | | 0 | 130 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 0 | | | 100 | | | 95 | | |
| Lane Util. Factor | 0.91 | 0.91 | 0.95 | 0.91 | 0.91 | 0.95 | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 0.91 |
| Frnt | | 0.984 | | | 0.996 | | | 0.969 | | | 0.983 | |
| Flt Protected | 0.950 | 0.998 | | 0.950 | 0.988 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1610 | 3329 | 0 | 1610 | 3336 | 0 | 1770 | 4928 | 0 | 1770 | 4999 | 0 |
| Flt Permitted | 0.950 | 0.998 | | 0.950 | 0.988 | | 0.073 | | | 0.069 | | |
| Satd. Flow (perm) | 1610 | 3329 | 0 | 1610 | 3336 | 0 | 136 | 4928 | 0 | 129 | 4999 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 8 | | | 2 | | | 59 | | | 25 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 444 | | | 1995 | | | 549 | | | 848 | |
| Travel Time (s) | | 10.1 | | | 45.3 | | | 12.5 | | | 19.3 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 232 | 503 | 62 | 380 | 374 | 14 | 91 | 1495 | 382 | 239 | 2239 | 287 |
| Shared Lane Traffic (%) | 10% | | | 34% | | | | | | | | |
| Lane Group Flow (vph) | 209 | 588 | 0 | 251 | 517 | 0 | 91 | 1877 | 0 | 239 | 2526 | 0 |
| Enter Blocked Intersection | No |
| Lane Alignment | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | Yes | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | |
| Detector Template | Left | | | Left | | | Left | | | Left | | |
| Leading Detector (ft) | 30 | 30 | | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 30 | 30 | | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Detector 1 Type | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 21.0 | 21.0 | | 21.0 | 21.0 | | 8.0 | 21.0 | | 8.0 | 21.0 | |
| Total Split (s) | 27.0 | 27.0 | | 25.0 | 25.0 | | 8.0 | 59.0 | | 19.0 | 70.0 | |

US-1 & SW 184th St.
 Future Background 2040 PM

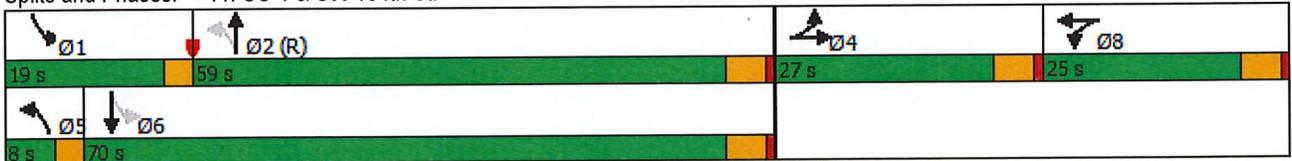


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-----|-------|-------|-----|------|-------|-----|-------|-------|-----|
| Total Split (%) | 20.8% | 20.8% | | 19.2% | 19.2% | | 6.2% | 45.4% | | 14.6% | 53.8% | |
| Maximum Green (s) | 22.0 | 22.0 | | 20.0 | 20.0 | | 5.0 | 54.0 | | 16.0 | 65.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 3.0 | 4.0 | | 3.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 0.0 | 1.0 | | 0.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | None | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 22.0 | 22.0 | | 20.0 | 20.0 | | 61.8 | 54.8 | | 75.0 | 65.0 | |
| Actuated g/C Ratio | 0.17 | 0.17 | | 0.15 | 0.15 | | 0.48 | 0.42 | | 0.58 | 0.50 | |
| v/c Ratio | 0.77 | 1.03 | | 1.02 | 1.01 | | 0.72 | 0.89 | | 0.90 | 1.01 | |
| Control Delay | 70.8 | 97.7 | | 115.5 | 95.4 | | 50.0 | 40.2 | | 67.8 | 51.5 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 70.8 | 97.7 | | 115.5 | 95.4 | | 50.0 | 40.2 | | 67.8 | 51.5 | |
| LOS | E | F | | F | F | | D | D | | E | D | |
| Approach Delay | | 90.6 | | | 102.0 | | | 40.7 | | | 52.9 | |
| Approach LOS | | F | | | F | | | D | | | D | |

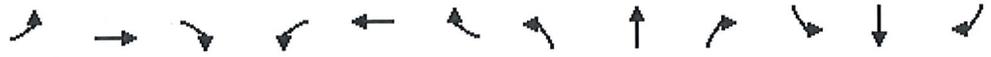
Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 59.9
 Intersection Capacity Utilization 93.4%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service F

Splits and Phases: 11: US-1 & SW 184th St.

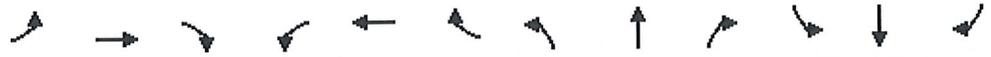


SW 184th St. & SW 97th Ave.
 Future Background 2040 PM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|--------|-------|-------|--------|-------|-------|--------|-------|-------|--------|-------|-------|
| Lane Configurations | ↵ | ↑ | ↶ | ↵ | ↕ | ↶ | ↵ | ↕ | ↶ | ↵ | ↕ | ↶ |
| Traffic Volume (vph) | 40 | 499 | 183 | 209 | 583 | 11 | 154 | 324 | 103 | 37 | 468 | 48 |
| Future Volume (vph) | 40 | 499 | 183 | 209 | 583 | 11 | 154 | 324 | 103 | 37 | 468 | 48 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 130 | | 0 | 95 | | 0 | 155 | | 0 | 130 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 50 | | | 150 | | | 50 | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | | 0.850 | | 0.997 | | | 0.964 | | | 0.986 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 3529 | 0 | 1770 | 3412 | 0 | 1770 | 3490 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1770 | 1863 | 1583 | 1770 | 3529 | 0 | 1770 | 3412 | 0 | 1770 | 3490 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 181 | | 1 | | | 24 | | | 6 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1995 | | | 502 | | | 309 | | | 236 | |
| Travel Time (s) | | 45.3 | | | 11.4 | | | 7.0 | | | 5.4 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 43 | 542 | 199 | 227 | 634 | 12 | 167 | 352 | 112 | 40 | 509 | 52 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 43 | 542 | 199 | 227 | 646 | 0 | 167 | 464 | 0 | 40 | 561 | 0 |
| Enter Blocked Intersection | No | No | No |
| Lane Alignment | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | Yes | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 1 | 1 | 1 | 1 | | 1 | 1 | | 1 | 1 | |
| Detector Template | Left | | Right | | | | Left | | | Left | | |
| Leading Detector (ft) | 30 | 30 | 30 | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 30 | 30 | 30 | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Turn Type | custom | NA | Perm | custom | NA | | custom | NA | | custom | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 3 | | 8 | 7 | | | 1 | | | 5 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 7.0 | 7.0 | 5.0 | 7.0 | | 5.0 | 7.0 | | 5.0 | 7.0 | |
| Minimum Split (s) | 8.0 | 23.0 | 23.0 | 8.0 | 23.0 | | 8.0 | 23.0 | | 9.0 | 23.0 | |
| Total Split (s) | 8.0 | 31.0 | 31.0 | 12.0 | 24.0 | | 10.0 | 23.0 | | 9.0 | 28.0 | |

SW 184th St. & SW 97th Ave.
 Future Background 2040 PM

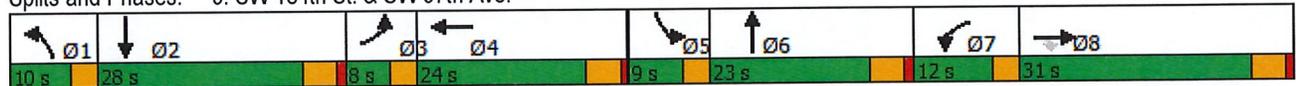


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-----|-------|-------|-----|------|-------|-----|
| Total Split (%) | 5.5% | 21.4% | 21.4% | 8.3% | 16.6% | | 6.9% | 15.9% | | 6.2% | 19.3% | |
| Maximum Green (s) | 5.0 | 26.0 | 26.0 | 9.0 | 19.0 | | 7.0 | 18.0 | | 6.0 | 23.0 | |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | | 3.0 | 4.0 | | 3.0 | 4.0 | |
| All-Red Time (s) | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | | 0.0 | 1.0 | | 0.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | None | None | Min | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 5.0 | 26.1 | 26.1 | 9.0 | 19.0 | | 7.0 | 18.0 | | 5.9 | 23.1 | |
| Actuated g/C Ratio | 0.04 | 0.18 | 0.18 | 0.06 | 0.13 | | 0.05 | 0.13 | | 0.04 | 0.16 | |
| v/c Ratio | 0.68 | 1.58 | 0.45 | 2.03 | 1.36 | | 1.92 | 1.02 | | 0.54 | 0.98 | |
| Control Delay | 115.8 | 312.1 | 12.9 | 522.9 | 219.6 | | 484.5 | 104.2 | | 94.1 | 91.1 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 115.8 | 312.1 | 12.9 | 522.9 | 219.6 | | 484.5 | 104.2 | | 94.1 | 91.1 | |
| LOS | F | F | B | F | F | | F | F | | F | F | |
| Approach Delay | | 225.3 | | | 298.5 | | | 204.9 | | | 91.3 | |
| Approach LOS | | F | | | F | | | F | | | F | |

Intersection Summary

Area Type: Other
 Cycle Length: 145
 Actuated Cycle Length: 141.6
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.03
 Intersection Signal Delay: 215.1
 Intersection Capacity Utilization 75.8%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service D

Splits and Phases: 9: SW 184th St. & SW 97th Ave.



SW 97th Ave. & SW 183rd St.
 Future Background 2040 PM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 8 | 1 | 70 | 2 | 2 | 2 | 10 | 385 | 1 | 3 | 450 | 1 |
| Future Vol, veh/h | 8 | 1 | 70 | 2 | 2 | 2 | 10 | 385 | 1 | 3 | 450 | 1 |
| 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 94 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 1 | 75 | 2 | 2 | 2 | 11 | 414 | 1 | 3 | 484 | 1 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 930 | 928 | 485 | 966 | 928 | 415 | 485 | 0 | 0 | 415 | 0 | 0 |
| Stage 1 | 491 | 491 | - | 437 | 437 | - | - | - | - | - | - | - |
| Stage 2 | 439 | 437 | - | 529 | 491 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 248 | 268 | 582 | 234 | 268 | 637 | 1078 | - | - | 1144 | - | - |
| Stage 1 | 559 | 548 | - | 598 | 579 | - | - | - | - | - | - | - |
| Stage 2 | 597 | 579 | - | 533 | 548 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 243 | 263 | 582 | 201 | 263 | 637 | 1078 | - | - | 1144 | - | - |
| Mov Cap-2 Maneuver | 243 | 263 | - | 201 | 263 | - | - | - | - | - | - | - |
| Stage 1 | 552 | 546 | - | 590 | 571 | - | - | - | - | - | - | - |
| Stage 2 | 585 | 571 | - | 461 | 546 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|-----|-----|
| HCM Control Delay, s | 13.6 | 17.7 | 0.2 | 0.1 |
| HCM LOS | B | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1078 | - | - | 503 | 289 | 1144 | - | - |
| HCM Lane V/C Ratio | 0.01 | - | - | 0.169 | 0.022 | 0.003 | - | - |
| HCM Control Delay (s) | 8.4 | 0 | - | 13.6 | 17.7 | 8.2 | 0 | - |
| HCM Lane LOS | A | A | - | B | C | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.6 | 0.1 | 0 | - | - |

SW 97th Ave. & SW 182nd St.
 Future Background 2040 PM

| Intersection | | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| Int Delay, s/veh | 0 | | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | | |
| Traffic Vol, veh/h | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 396 | 0 | 2 | 456 | 2 | |
| Future Vol, veh/h | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 396 | 0 | 2 | 456 | 2 | |
| 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 | |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - | |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - | |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - | |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | |
| Mvmt Flow | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 435 | 0 | 2 | 501 | 2 | |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|--|
| Conflicting Flow All | 943 | 943 | 502 | 944 | 944 | 435 | 503 | 0 | 0 | 435 | 0 | 0 | |
| Stage 1 | 506 | 506 | - | 437 | 437 | - | - | - | - | - | - | - | |
| Stage 2 | 437 | 437 | - | 507 | 507 | - | - | - | - | - | - | - | |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - | |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - | |
| Pot Cap-1 Maneuver | 243 | 263 | 569 | 242 | 262 | 621 | 1061 | - | - | 1125 | - | - | |
| Stage 1 | 549 | 540 | - | 598 | 579 | - | - | - | - | - | - | - | |
| Stage 2 | 598 | 579 | - | 548 | 539 | - | - | - | - | - | - | - | |
| Platoon blocked, % | | | | | | | | - | - | - | - | - | |
| Mov Cap-1 Maneuver | 243 | 262 | 569 | 241 | 261 | 621 | 1061 | - | - | 1125 | - | - | |
| Mov Cap-2 Maneuver | 243 | 262 | - | 241 | 261 | - | - | - | - | - | - | - | |
| Stage 1 | 548 | 539 | - | 597 | 578 | - | - | - | - | - | - | - | |
| Stage 2 | 597 | 578 | - | 545 | 538 | - | - | - | - | - | - | - | |

| Approach | EB | WB | NB | SB |
|----------------------|------|----|----|----|
| HCM Control Delay, s | 14.2 | 0 | 0 | 0 |
| HCM LOS | B | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1061 | - | - | 393 | - | 1125 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.008 | - | 0.002 | - | - |
| HCM Control Delay (s) | 8.4 | 0 | - | 14.2 | 0 | 8.2 | 0 | - |
| HCM Lane LOS | A | A | - | B | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | 0 | - | - |

SW 97th Ave. & SW 181st Ter.
 Future Background 2040 PM

| 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 | 6 | 5 | 30 | 8 | 1 | 13 | 5 | 376 | 2 | 5 | 406 | 8 |
| Future Vol, veh/h | 6 | 5 | 30 | 8 | 1 | 13 | 5 | 376 | 2 | 5 | 406 | 8 |
| 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 6 | 34 | 9 | 1 | 15 | 6 | 432 | 2 | 6 | 467 | 9 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 937 | 930 | 472 | 949 | 933 | 433 | 476 | 0 | 0 | 434 | 0 | 0 |
| Stage 1 | 484 | 484 | - | 445 | 445 | - | - | - | - | - | - | - |
| Stage 2 | 453 | 446 | - | 504 | 488 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 245 | 267 | 592 | 240 | 266 | 623 | 1086 | - | - | 1126 | - | - |
| Stage 1 | 564 | 552 | - | 592 | 575 | - | - | - | - | - | - | - |
| Stage 2 | 586 | 574 | - | 550 | 550 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 236 | 263 | 592 | 220 | 262 | 623 | 1086 | - | - | 1126 | - | - |
| Mov Cap-2 Maneuver | 236 | 263 | - | 220 | 262 | - | - | - | - | - | - | - |
| Stage 1 | 560 | 548 | - | 588 | 571 | - | - | - | - | - | - | - |
| Stage 2 | 567 | 570 | - | 509 | 546 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|-----|-----|
| HCM Control Delay, s | 14.4 | 15.8 | 0.1 | 0.1 |
| HCM LOS | B | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1086 | - | - | 431 | 360 | 1126 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.109 | 0.07 | 0.005 | - | - |
| HCM Control Delay (s) | 8.3 | 0 | - | 14.4 | 15.8 | 8.2 | 0 | - |
| HCM Lane LOS | A | A | - | B | C | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.4 | 0.2 | 0 | - | - |

SW 97th Ave. & E Indigo St.
 Future Background 2040 PM

Intersection

Int Delay, s/veh 1

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | Y | | | ↑ | ↑ | |
| Traffic Vol, veh/h | 6 | 53 | 16 | 357 | 337 | 5 |
| Future Vol, veh/h | 6 | 53 | 16 | 357 | 337 | 5 |
| 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 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 57 | 17 | 384 | 362 | 5 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 783 | 365 | 367 | 0 | - | 0 |
| Stage 1 | 365 | - | - | - | - | - |
| Stage 2 | 418 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 362 | 680 | 1192 | - | - | - |
| Stage 1 | 702 | - | - | - | - | - |
| Stage 2 | 664 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 355 | 680 | 1192 | - | - | - |
| Mov Cap-2 Maneuver | 355 | - | - | - | - | - |
| Stage 1 | 689 | - | - | - | - | - |
| Stage 2 | 664 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 11.4 | 0.3 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1192 | - | 622 | - | - |
| HCM Lane V/C Ratio | 0.014 | - | 0.102 | - | - |
| HCM Control Delay (s) | 8.1 | 0 | 11.4 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.3 | - | - |

SW 97th Ave. & SW 180th St.
 Future Background 2040 PM

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | W | | T | | | T |
| Traffic Vol, veh/h | 56 | 54 | 299 | 41 | 30 | 275 |
| Future Vol, veh/h | 56 | 54 | 299 | 41 | 30 | 275 |
| 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 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 60 | 57 | 318 | 44 | 32 | 293 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 697 | 340 | 0 | 0 | 362 | 0 |
| Stage 1 | 340 | - | - | - | - | - |
| Stage 2 | 357 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 407 | 702 | - | - | 1197 | - |
| Stage 1 | 721 | - | - | - | - | - |
| Stage 2 | 708 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 394 | 702 | - | - | 1197 | - |
| Mov Cap-2 Maneuver | 394 | - | - | - | - | - |
| Stage 1 | 698 | - | - | - | - | - |
| Stage 2 | 708 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 14.3 | 0 | 0.8 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 502 | 1197 |
| HCM Lane V/C Ratio | - | - | 0.233 | 0.027 |
| HCM Control Delay (s) | - | - | 14.3 | 8.1 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.9 | 0.1 |

SW 97th Ave. & E Hibiscus St.
 Future Background 2040 PM

Intersection

Int Delay, s/veh 1.7

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | Y | | | ↑ | ↑ | |
| Traffic Vol, veh/h | 6 | 85 | 22 | 308 | 232 | 10 |
| Future Vol, veh/h | 6 | 85 | 22 | 308 | 232 | 10 |
| 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 | 7 | 92 | 24 | 335 | 252 | 11 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 641 | 258 | 263 | 0 | - | 0 |
| Stage 1 | 258 | - | - | - | - | - |
| Stage 2 | 383 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 439 | 781 | 1301 | - | - | - |
| Stage 1 | 785 | - | - | - | - | - |
| Stage 2 | 689 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 429 | 781 | 1301 | - | - | - |
| Mov Cap-2 Maneuver | 429 | - | - | - | - | - |
| Stage 1 | 767 | - | - | - | - | - |
| Stage 2 | 689 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 10.6 | 0.5 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBTEBLn1 | SBT | SBR |
|-----------------------|-------|----------|-------|-----|
| Capacity (veh/h) | 1301 | - | 741 | - |
| HCM Lane V/C Ratio | 0.018 | - | 0.133 | - |
| HCM Control Delay (s) | 7.8 | 0 | 10.6 | - |
| HCM Lane LOS | A | A | B | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.5 | - |

US-1 NB & SW 97th Ave. & E Evergreen St.
 Future Background 2040 PM



| Lane Group | EBL | EBR | NBL | NBT | NBR | SBT | SBR | NEL2 | NEL | NET | NER | |
|----------------------------|-------|-------|-------|------|-------|------|-------|-------|-------|------|-------|--|
| Lane Configurations | ↔ | | | ↕ | | ↕ | | | ↕↕↕ | | | |
| Traffic Volume (vph) | 5 | 129 | 8 | 17 | 308 | 54 | 26 | 5 | 22 | 2385 | 46 | |
| Future Volume (vph) | 5 | 129 | 8 | 17 | 308 | 54 | 26 | 5 | 22 | 2385 | 46 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 0.91 | 0.91 | 0.91 | |
| Frt | 0.870 | | 0.875 | | 0.956 | | 0.997 | | | | | |
| Flt Protected | 0.998 | | 0.999 | | 0.999 | | | 0.999 | | | | |
| Satd. Flow (prot) | 1617 | 0 | 0 | 1628 | 0 | 1781 | 0 | 0 | 0 | 5065 | 0 | |
| Flt Permitted | 0.998 | | 0.994 | | 0.999 | | | 0.999 | | | | |
| Satd. Flow (perm) | 1617 | 0 | 0 | 1620 | 0 | 1781 | 0 | 0 | 0 | 5065 | 0 | |
| Right Turn on Red | Yes | | | | | | | | | | Yes | |
| Satd. Flow (RTOR) | | | | | | | | | | | 5 | |
| Link Speed (mph) | 30 | | 30 | | 30 | | 30 | | | 30 | | |
| Link Distance (ft) | 637 | | 1121 | | 738 | | 1027 | | | | | |
| Travel Time (s) | 14.5 | | 25.5 | | 16.8 | | 23.3 | | | | | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | |
| Adj. Flow (vph) | 5 | 134 | 8 | 18 | 321 | 56 | 27 | 5 | 23 | 2484 | 48 | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 139 | 0 | 0 | 347 | 0 | 83 | 0 | 0 | 0 | 2560 | 0 | |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | |
| Lane Alignment | Left | Right | Left | Left | Right | Left | Right | Left | Left | Left | Right | |
| Median Width(ft) | 12 | | 0 | | 0 | | 0 | | | 0 | | |
| Link Offset(ft) | 0 | | 0 | | 0 | | 0 | | | 0 | | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | | 16 | | | 16 | | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Turning Speed (mph) | 15 | 9 | 15 | | 9 | | 9 | 15 | 15 | | 9 | |
| Number of Detectors | 1 | | 1 | 1 | | 1 | | 1 | 1 | 0 | | |
| Detector Template | Left | | Left | | | | Left | | Left | | | |
| Leading Detector (ft) | 20 | | 20 | 30 | | 30 | | 20 | 20 | 0 | | |
| Trailing Detector (ft) | 0 | | 0 | 0 | | 0 | | 0 | 0 | 0 | | |
| Detector 1 Position(ft) | 0 | | 0 | 0 | | 0 | | 0 | 0 | 0 | | |
| Detector 1 Size(ft) | 20 | | 20 | 30 | | 30 | | 20 | 20 | 6 | | |
| Detector 1 Type | CI+Ex | | CI+Ex | | CI+Ex | | CI+Ex | | CI+Ex | | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | |
| Detector 1 Queue (s) | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | |
| Detector 1 Delay (s) | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | |
| Turn Type | Prot | | Perm | | NA | | NA | | Perm | | Perm | |
| Protected Phases | 3 | | 4 | | 4 | | 8 | | 6 | | 6 | |
| Permitted Phases | | | 4 | | | | | | 6 | | 6 | |
| Detector Phase | 3 | | 4 | | 4 | | 8 | | 6 | | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | | 7.0 | | 7.0 | | 7.0 | | 16.0 | | 16.0 | |
| Minimum Split (s) | 12.0 | | 21.0 | | 21.0 | | 21.0 | | 21.0 | | 21.0 | |
| Total Split (s) | 13.0 | | 21.0 | | 21.0 | | 21.0 | | 46.0 | | 46.0 | |
| Total Split (%) | 16.3% | | 26.3% | | 26.3% | | 26.3% | | 57.5% | | 57.5% | |
| Maximum Green (s) | 8.0 | | 16.0 | | 16.0 | | 16.0 | | 41.0 | | 41.0 | |
| Yellow Time (s) | 4.0 | | 4.0 | | 4.0 | | 4.0 | | 4.0 | | 4.0 | |

US-1 NB & SW 97th Ave. & E Evergreen St.
 Future Background 2040 PM

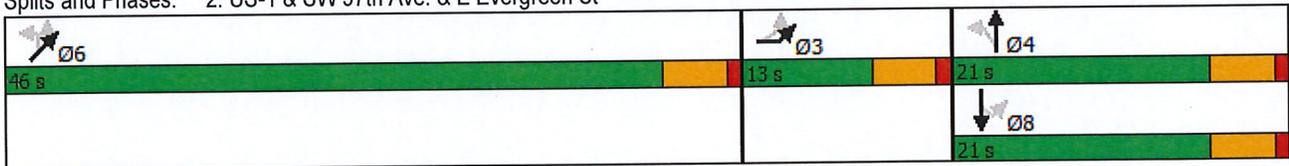


| Lane Group | EBL | EBR | NBL | NBT | NBR | SBT | SBR | NEL2 | NEL | NET | NER |
|-------------------------|------|-----|------|------|-----|------|-----|------|------|------|-----|
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | | 1.0 | | 1.0 | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | | | 0.0 | | 0.0 | | | | 0.0 | |
| Total Lost Time (s) | 5.0 | | | 5.0 | | 5.0 | | | | 5.0 | |
| Lead/Lag | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | | 3.0 | | 3.0 | 3.0 | 3.0 | |
| Recall Mode | Max | | Max | Max | | Max | | Max | Max | Max | |
| Walk Time (s) | | | 5.0 | 5.0 | | 5.0 | | 5.0 | 5.0 | 5.0 | |
| Flash Dont Walk (s) | | | 11.0 | 11.0 | | 11.0 | | 11.0 | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | | | 0 | 0 | | 0 | | 0 | 0 | 0 | |
| Act Effct Green (s) | 8.0 | | | 16.0 | | 16.0 | | | | 41.0 | |
| Actuated g/C Ratio | 0.10 | | | 0.20 | | 0.20 | | | | 0.51 | |
| v/c Ratio | 0.86 | | | 0.76 | | 0.23 | | | | 0.99 | |
| Control Delay | 80.9 | | | 27.6 | | 28.9 | | | | 34.8 | |
| Queue Delay | 0.0 | | | 0.0 | | 0.0 | | | | 0.0 | |
| Total Delay | 80.9 | | | 27.6 | | 28.9 | | | | 34.8 | |
| LOS | F | | | C | | C | | | | C | |
| Approach Delay | 80.9 | | | 27.6 | | 28.9 | | | | 34.8 | |
| Approach LOS | F | | | C | | C | | | | C | |

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Natural Cycle: 80
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 35.9
 Intersection Capacity Utilization 95.5%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service F

Splits and Phases: 2: US-1 & SW 97th Ave. & E Evergreen St



SW 97th Ave. & SW 174th St.
 Future Background 2040 PM

| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 9.4 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 6 | 142 | 85 | 70 | 153 | 1 | 64 | 10 | 29 | 3 | 2 | 8 |
| Future Vol, veh/h | 6 | 142 | 85 | 70 | 153 | 1 | 64 | 10 | 29 | 3 | 2 | 8 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 158 | 94 | 78 | 170 | 1 | 71 | 11 | 32 | 3 | 2 | 9 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|-----|-----|----|-----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 9.3 | 9.8 | 9 | 8.1 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, % | 62% | 3% | 31% | 23% |
| Vol Thru, % | 10% | 61% | 68% | 15% |
| Vol Right, % | 28% | 36% | 0% | 62% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 103 | 233 | 224 | 13 |
| LT Vol | 64 | 6 | 70 | 3 |
| Through Vol | 10 | 142 | 153 | 2 |
| RT Vol | 29 | 85 | 1 | 8 |
| Lane Flow Rate | 114 | 259 | 249 | 14 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.16 | 0.311 | 0.318 | 0.02 |
| Departure Headway (Hd) | 5.031 | 4.327 | 4.595 | 4.907 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 711 | 828 | 782 | 725 |
| Service Time | 3.078 | 2.36 | 2.629 | 2.964 |
| HCM Lane V/C Ratio | 0.16 | 0.313 | 0.318 | 0.019 |
| HCM Control Delay | 9 | 9.3 | 9.8 | 8.1 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.6 | 1.3 | 1.4 | 0.1 |

US-1 SB & Banyan St.
Future Background 2040 PM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|-------|-------|-------|-------|-------|------|------|-------|-------|-------|-------|
| Lane Configurations | | ↔ | | | ↔ | | | | | | ↕↕↕ | |
| Traffic Volume (vph) | 0 | 114 | 51 | 104 | 109 | 0 | 0 | 0 | 0 | 128 | 2534 | 42 |
| Future Volume (vph) | 0 | 114 | 51 | 104 | 109 | 0 | 0 | 0 | 0 | 128 | 2534 | 42 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 0.91 | 0.91 |
| Fr t | | 0.959 | | | | | | | | | 0.998 | |
| Flt Protected | | | | | 0.976 | | | | | | 0.998 | |
| Satd. Flow (prot) | 0 | 1786 | 0 | 0 | 1818 | 0 | 0 | 0 | 0 | 0 | 5065 | 0 |
| Flt Permitted | | | | | 0.755 | | | | | | 0.998 | |
| Satd. Flow (perm) | 0 | 1786 | 0 | 0 | 1406 | 0 | 0 | 0 | 0 | 0 | 5065 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 1 | | | | | | | | | 6 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 379 | | | 318 | | | 645 | | | 502 | |
| Travel Time (s) | | 8.6 | | | 7.2 | | | 14.7 | | | 11.4 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 124 | 55 | 113 | 118 | 0 | 0 | 0 | 0 | 139 | 2754 | 46 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 179 | 0 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 2939 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | | 2 | | 1 | 2 | | | | | 1 | 2 | |
| Detector Template | | Thru | | Left | Thru | | | | | Left | Thru | |
| Leading Detector (ft) | | 100 | | 20 | 100 | | | | | 20 | 100 | |
| Trailing Detector (ft) | | 0 | | 0 | 0 | | | | | 0 | 0 | |
| Detector 1 Position(ft) | | 0 | | 0 | 0 | | | | | 0 | 0 | |
| Detector 1 Size(ft) | | 6 | | 20 | 6 | | | | | 20 | 6 | |
| Detector 1 Type | | CI+Ex | | CI+Ex | CI+Ex | | | | | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | | 6 | |
| Detector 2 Type | | CI+Ex | | | CI+Ex | | | | | | CI+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Turn Type | | NA | | Perm | NA | | | | | Perm | NA | |
| Protected Phases | | 8 | | | 4 | | | | | | 2 | |
| Permitted Phases | | | | 4 | | | | | | 2 | | |
| Detector Phase | | 8 | | 4 | 4 | | | | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | 7.0 | | 7.0 | 7.0 | | | | | 9.0 | 9.0 | |

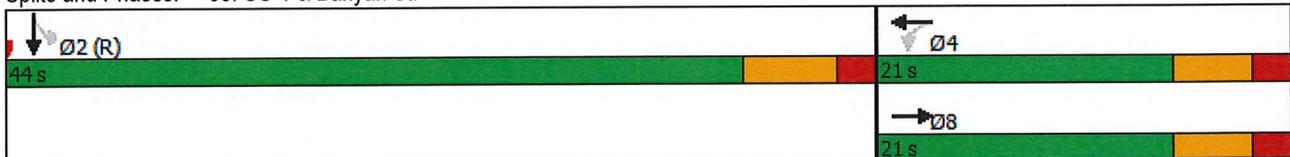
US-1 SB & Banyan St.
 Future Background 2040 PM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-------|-----|-------|-------|-----|-----|-----|-----|-------|-------|-----|
| Minimum Split (s) | | 21.0 | | 21.0 | 21.0 | | | | | 27.0 | 27.0 | |
| Total Split (s) | | 21.0 | | 21.0 | 21.0 | | | | | 44.0 | 44.0 | |
| Total Split (%) | | 32.3% | | 32.3% | 32.3% | | | | | 67.7% | 67.7% | |
| Maximum Green (s) | | 15.0 | | 15.0 | 15.0 | | | | | 37.2 | 37.2 | |
| Yellow Time (s) | | 4.0 | | 4.0 | 4.0 | | | | | 4.8 | 4.8 | |
| All-Red Time (s) | | 2.0 | | 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? | | | | | | | | | | | | |
| Vehicle Extension (s) | | 2.5 | | 2.5 | 2.5 | | | | | 1.0 | 1.0 | |
| Recall Mode | | None | | None | None | | | | | C-Max | C-Max | |
| Walk Time (s) | | 5.0 | | 5.0 | 5.0 | | | | | 9.0 | 9.0 | |
| Flash Dont Walk (s) | | 7.0 | | 7.0 | 7.0 | | | | | 9.0 | 9.0 | |
| Pedestrian Calls (#/hr) | | 0 | | 0 | 0 | | | | | 0 | 0 | |
| Act Effct Green (s) | | 13.5 | | | 13.5 | | | | | | 38.7 | |
| Actuated g/C Ratio | | 0.21 | | | 0.21 | | | | | | 0.60 | |
| v/c Ratio | | 0.48 | | | 0.79 | | | | | | 0.97 | |
| Control Delay | | 26.7 | | | 45.1 | | | | | | 26.3 | |
| Queue Delay | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Total Delay | | 26.7 | | | 45.1 | | | | | | 26.3 | |
| LOS | | C | | | D | | | | | | C | |
| Approach Delay | | 26.7 | | | 45.1 | | | | | | 26.3 | |
| Approach LOS | | C | | | D | | | | | | C | |

| Intersection Summary | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 65 |
| Actuated Cycle Length: | 65 |
| Offset: | 0 (0%), Referenced to phase 2:SBTL, Start of Green |
| Natural Cycle: | 65 |
| Control Type: | Actuated-Coordinated |
| Maximum v/c Ratio: | 0.97 |
| Intersection Signal Delay: | 27.6 |
| Intersection Capacity Utilization | 88.8% |
| Analysis Period (min) | 15 |
| Intersection LOS: | C |
| ICU Level of Service | E |

Splits and Phases: 33: US-1 & Banyan St.



US-1 SB & W Evergreen St.
 Future Background 2040 PM

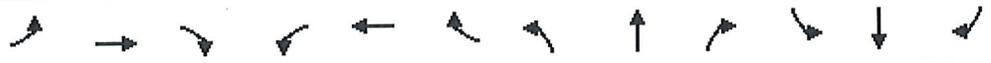
| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↗ | | | ↖ | | | | | ↖↗ | ↖↗ | |
| Traffic Vol, veh/h | 0 | 7 | 11 | 25 | 11 | 0 | 0 | 0 | 0 | 47 | 2517 | 14 |
| Future Vol, veh/h | 0 | 7 | 11 | 25 | 11 | 0 | 0 | 0 | 0 | 47 | 2517 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | - | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 96 | 96 | 96 | 96 | 96 | 92 | 92 | 92 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 7 | 11 | 26 | 11 | 0 | 0 | 0 | 0 | 49 | 2622 | 15 |

| Major/Minor | Minor2 | Minor1 | | | | | Major2 | | |
|----------------------|--------|--------|------|------|----|---|--------|---|---|
| Conflicting Flow All | - 2728 | 1319 | 1150 | 2735 | - | - | 0 | 0 | 0 |
| Stage 1 | - 2728 | - | 0 | 0 | - | - | - | - | - |
| Stage 2 | - 0 | - | 1150 | 2735 | - | - | - | - | - |
| Critical Hdwy | - 6.54 | 7.14 | 6.44 | 6.54 | - | - | 5.34 | - | - |
| Critical Hdwy Stg 1 | - 5.54 | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | 6.74 | 5.54 | - | - | - | - | - |
| Follow-up Hdwy | - 4.02 | 3.92 | 3.82 | 4.02 | - | - | 3.12 | - | - |
| Pot Cap-1 Maneuver | 0 | 20 | 126 | 209 | 20 | 0 | - | - | - |
| Stage 1 | 0 | 43 | - | - | - | 0 | - | - | - |
| Stage 2 | 0 | - | - | 189 | 43 | 0 | - | - | - |
| Platoon blocked, % | | | | | | | | | |
| Mov Cap-1 Maneuver | - 20 | 126 | 136 | 20 | - | - | - | - | - |
| Mov Cap-2 Maneuver | - 20 | - | 136 | 20 | - | - | - | - | - |
| Stage 1 | - 43 | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | 143 | 43 | - | - | - | - |

| Approach | EB | WB | SB |
|----------------------|-------|-------|----|
| HCM Control Delay, s | 152.3 | 193.3 | |
| HCM LOS | F | F | |

| Minor Lane/Major Mvmt | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-------|-----|-----|-----|
| Capacity (veh/h) | 41 | 49 | - | - | - |
| HCM Lane V/C Ratio | 0.457 | 0.765 | - | - | - |
| HCM Control Delay (s) | 152.3 | 193.3 | - | - | - |
| HCM Lane LOS | F | F | - | - | - |
| HCM 95th %tile Q(veh) | 1.6 | 3.1 | - | - | - |

US-1 SB & W Hibiscus St.
Future Background 2040 PM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|-------|-------|------|-------|-------|------|------|-------|-------|-------|-------|
| Lane Configurations | | ↔ | | | ↕ | | | | | | ↕↕↕ | |
| Traffic Volume (vph) | 0 | 91 | 56 | 16 | 104 | 0 | 0 | 0 | 0 | 5 | 2419 | 63 |
| Future Volume (vph) | 0 | 91 | 56 | 16 | 104 | 0 | 0 | 0 | 0 | 5 | 2419 | 63 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 0.91 | 0.91 |
| Frt | | 0.949 | | | | | | | | | 0.996 | |
| Flt Protected | | | | | 0.993 | | | | | | | |
| Satd. Flow (prot) | 0 | 1768 | 0 | 0 | 1850 | 0 | 0 | 0 | 0 | 0 | 5065 | 0 |
| Flt Permitted | | | | | 0.926 | | | | | | | |
| Satd. Flow (perm) | 0 | 1768 | 0 | 0 | 1725 | 0 | 0 | 0 | 0 | 0 | 5065 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 4 | | | | | | | | | 13 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 332 | | | 429 | | | 1447 | | | 1011 | |
| Travel Time (s) | | 7.5 | | | 9.8 | | | 32.9 | | | 23.0 | |
| Peak Hour Factor | 0.92 | 0.98 | 0.98 | 0.98 | 0.98 | 0.92 | 0.92 | 0.92 | 0.92 | 0.98 | 0.98 | 0.98 |
| Adj. Flow (vph) | 0 | 93 | 57 | 16 | 106 | 0 | 0 | 0 | 0 | 5 | 2468 | 64 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 150 | 0 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 2537 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 15 | | | 9 | | | 15 | | | 9 | |
| Number of Detectors | | 2 | | | 1 | 2 | | | | 1 | 2 | |
| Detector Template | | Thru | | | Left | Thru | | | | Left | Thru | |
| Leading Detector (ft) | | 100 | | | 20 | 100 | | | | 20 | 100 | |
| Trailing Detector (ft) | | 0 | | | 0 | 0 | | | | 0 | 0 | |
| Detector 1 Position(ft) | | 0 | | | 0 | 0 | | | | 0 | 0 | |
| Detector 1 Size(ft) | | 6 | | | 20 | 6 | | | | 20 | 6 | |
| Detector 1 Type | | CI+Ex | | | CI+Ex | CI+Ex | | | | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | | | 0.0 | 0.0 | | | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | | 0.0 | | | 0.0 | 0.0 | | | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | | 0.0 | | | 0.0 | 0.0 | | | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | | | 94 | | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | 6 | | |
| Detector 2 Type | | CI+Ex | | | CI+Ex | | | | | CI+Ex | | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | 0.0 | | |
| Turn Type | | NA | | | Perm | NA | | | | Perm | NA | |
| Protected Phases | | 8 | | | 4 | | | | | 2 | | |
| Permitted Phases | | | | | 4 | | | | | 2 | | |
| Detector Phase | | 8 | | | 4 | 4 | | | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | 7.0 | | | 7.0 | 7.0 | | | | 9.0 | 9.0 | |

US-1 SB & W Hibiscus St.
 Future Background 2040 PM

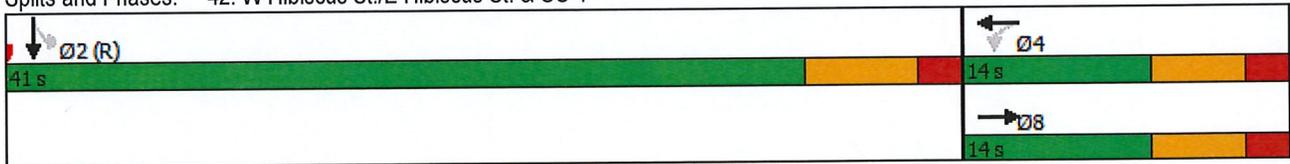


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-------|-----|-------|-------|-----|-----|-----|-----|-------|-------|-----|
| Minimum Split (s) | | 13.0 | | 13.0 | 13.0 | | | | | 25.0 | 25.0 | |
| Total Split (s) | | 14.0 | | 14.0 | 14.0 | | | | | 41.0 | 41.0 | |
| Total Split (%) | | 25.5% | | 25.5% | 25.5% | | | | | 74.5% | 74.5% | |
| Maximum Green (s) | | 8.0 | | 8.0 | 8.0 | | | | | 34.2 | 34.2 | |
| Yellow Time (s) | | 4.0 | | 4.0 | 4.0 | | | | | 4.8 | 4.8 | |
| All-Red Time (s) | | 2.0 | | 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? | | | | | | | | | | | | |
| Vehicle Extension (s) | | 2.5 | | 2.5 | 2.5 | | | | | 1.0 | 1.0 | |
| Recall Mode | | None | | None | None | | | | | C-Max | C-Max | |
| Walk Time (s) | | | | | | | | | | 9.0 | 9.0 | |
| Flash Dont Walk (s) | | | | | | | | | | 7.0 | 7.0 | |
| Pedestrian Calls (#/hr) | | | | | | | | | | 0 | 0 | |
| Act Effct Green (s) | | 7.8 | | | 7.8 | | | | | | 38.4 | |
| Actuated g/C Ratio | | 0.14 | | | 0.14 | | | | | | 0.70 | |
| v/c Ratio | | 0.59 | | | 0.50 | | | | | | 0.72 | |
| Control Delay | | 32.6 | | | 29.6 | | | | | | 8.4 | |
| Queue Delay | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Total Delay | | 32.6 | | | 29.6 | | | | | | 8.4 | |
| LOS | | C | | | C | | | | | | A | |
| Approach Delay | | 32.6 | | | 29.6 | | | | | | 8.4 | |
| Approach LOS | | C | | | C | | | | | | A | |

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 55
 Offset: 0 (0%), Referenced to phase 2:SBTL, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 10.6
 Intersection LOS: B
 Intersection Capacity Utilization 77.9%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 42: W Hibiscus St./E Hibiscus St. & US-1



US-1 SB & E Indigo St.
 Future Background 2040 PM

Intersection

Int Delay, s/veh 3.1

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | ↕↕↕ | | | | | |
| Traffic Vol, veh/h | 0 | 27 | 0 | 0 | 3 | 0 | 1 | 2062 | 8 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 27 | 0 | 0 | 3 | 0 | 1 | 2062 | 8 | 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | - | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 91 | 93 | 93 | 91 | 93 | 91 | 91 | 91 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 30 | 0 | 0 | 3 | 0 | 1 | 2266 | 9 | 0 | 0 | 0 |

| Major/Minor | Minor2 | Minor1 | Major1 |
|----------------------|-----------|---------------|----------|
| Conflicting Flow All | 910 2277 | - - 2273 1138 | 0 0 0 |
| Stage 1 | 0 0 | - - 2273 | - - - |
| Stage 2 | 910 2277 | - - 0 | - - - |
| Critical Hdwy | 6.44 6.54 | - - 6.54 7.14 | 5.34 - - |
| Critical Hdwy Stg 1 | - - | - - 5.54 | - - - |
| Critical Hdwy Stg 2 | 6.74 5.54 | - - - | - - - |
| Follow-up Hdwy | 3.82 4.02 | - - 4.02 3.92 | 3.12 - - |
| Pot Cap-1 Maneuver | 289 39 | 0 0 40 168 | - - - |
| Stage 1 | - - | 0 0 75 | - - - |
| Stage 2 | 267 74 | 0 0 - | - - - |
| Platoon blocked, % | | | - - |
| Mov Cap-1 Maneuver | 271 39 | - - 40 168 | - - - |
| Mov Cap-2 Maneuver | 271 39 | - - 40 | - - - |
| Stage 1 | - - | - - 75 | - - - |
| Stage 2 | 255 74 | - - - | - - - |

| Approach | EB | WB | NE |
|----------------------|-------|-------|----|
| HCM Control Delay, s | 229.2 | 102.9 | |
| HCM LOS | F | F | |

| Minor Lane/Major Mvmt | NEL | NET | NER | EBLn1 | WBLn1 |
|-----------------------|-----|-----|-----|-------|-------|
| Capacity (veh/h) | - | - | - | 39 | 40 |
| HCM Lane V/C Ratio | - | - | - | 0.761 | 0.082 |
| HCM Control Delay (s) | - | - | - | 229.2 | 102.9 |
| HCM Lane LOS | - | - | - | F | F |
| HCM 95th %tile Q(veh) | - | - | - | 2.8 | 0.3 |

US-1 SB & Wayne Ave.
 Future Background 2040 PM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕↕↕ | | | | |
| Traffic Vol, veh/h | 31 | 24 | 0 | 0 | 9 | 16 | 41 | 1932 | 21 | 0 | 0 | 0 |
| Future Vol, veh/h | 31 | 24 | 0 | 0 | 9 | 16 | 41 | 1932 | 21 | 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | - | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 96 | 96 | 93 | 93 | 91 | 91 | 91 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 33 | 26 | 0 | 0 | 10 | 17 | 45 | 2123 | 23 | 0 | 0 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | | |
|----------------------|--------|------|--------|---|--------|------|------|---|---|
| Conflicting Flow All | 944 | 2236 | - | - | 2225 | 1073 | 0 | 0 | 0 |
| Stage 1 | 0 | 0 | - | - | 2225 | - | - | - | - |
| Stage 2 | 944 | 2236 | - | - | 0 | - | - | - | - |
| Critical Hdwy | 6.44 | 6.54 | - | - | 6.54 | 7.14 | 5.34 | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | 5.54 | - | - | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.02 | - | - | 4.02 | 3.92 | 3.12 | - | - |
| Pot Cap-1 Maneuver | 276 | 42 | 0 | 0 | 43 | 185 | - | - | - |
| Stage 1 | - | - | 0 | 0 | 79 | - | - | - | - |
| Stage 2 | 255 | 78 | 0 | 0 | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - |
| Mov Cap-1 Maneuver | 207 | 42 | - | - | 43 | 185 | - | - | - |
| Mov Cap-2 Maneuver | 207 | 42 | - | - | 43 | - | - | - | - |
| Stage 1 | - | - | - | - | 79 | - | - | - | - |
| Stage 2 | 203 | 78 | - | - | - | - | - | - | - |

| Approach | EB | WB | NE |
|----------------------|-------|------|----|
| HCM Control Delay, s | 140.6 | 65.8 | |
| HCM LOS | F | F | |

| Minor Lane/Major Mvmt | NEL | NET | NER | EBLn1 | WBLn1 |
|-----------------------|-----|-----|-----|-------|-------|
| Capacity (veh/h) | - | - | - | 76 | 85 |
| HCM Lane V/C Ratio | - | - | - | 0.778 | 0.316 |
| HCM Control Delay (s) | - | - | - | 140.6 | 65.8 |
| HCM Lane LOS | - | - | - | F | F |
| HCM 95th %tile Q(veh) | - | - | - | 3.8 | 1.2 |

SW 184th St. & SW 95th Ct.
 Future Background 2040 PM

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|------|-------|-------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | ↖ | ↑ | ↗ | | ↖ | |
| Traffic Vol, veh/h | 5 | 666 | 821 | 10 | 6 | 1 |
| Future Vol, veh/h | 5 | 666 | 821 | 10 | 6 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 75 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 694 | 855 | 10 | 6 | 1 |
| Major/Minor | Major1 | Major2 | Minor2 | | | |
| Conflicting Flow All | 865 | 0 | - | 0 | 1564 | 860 |
| Stage 1 | - | - | - | - | 860 | - |
| Stage 2 | - | - | - | - | 704 | - |
| 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 | 778 | - | - | - | 123 | 356 |
| Stage 1 | - | - | - | - | 414 | - |
| Stage 2 | - | - | - | - | 490 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 778 | - | - | - | 122 | 356 |
| Mov Cap-2 Maneuver | - | - | - | - | 122 | - |
| Stage 1 | - | - | - | - | 412 | - |
| Stage 2 | - | - | - | - | 490 | - |
| Approach | EB | WB | SB | | | |
| HCM Control Delay, s | 0.1 | 0 | 33.2 | | | |
| HCM LOS | D | | | | | |
| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | |
| Capacity (veh/h) | 778 | - | - | - | - | 135 |
| HCM Lane V/C Ratio | 0.007 | - | - | - | - | 0.054 |
| HCM Control Delay (s) | 9.7 | - | - | - | - | 33.2 |
| HCM Lane LOS | A | - | - | - | - | D |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - | 0.2 |

US-1 & SW 184th St.
 Future Background (with SW 95th Ave.) 2040 AM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↵ | ↔ | | ↵ | ↔ | | ↵ | ↕ | | ↵ | ↕ | |
| Traffic Volume (vph) | 401 | 495 | 5 | 175 | 517 | 7 | 58 | 1908 | 45 | 116 | 1336 | 138 |
| Future Volume (vph) | 401 | 495 | 5 | 175 | 517 | 7 | 58 | 1908 | 45 | 116 | 1336 | 138 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 286 | | 0 | 160 | | 0 | 130 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 0 | | | 100 | | | 95 | | |
| Lane Util. Factor | 0.91 | 0.91 | 0.95 | 0.91 | 0.91 | 0.95 | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 0.91 |
| Frt | | 0.999 | | | 0.998 | | | 0.997 | | | 0.986 | |
| Flt Protected | 0.950 | 0.991 | | 0.950 | 0.998 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1610 | 3356 | 0 | 1610 | 3377 | 0 | 1770 | 5070 | 0 | 1770 | 5014 | 0 |
| Flt Permitted | 0.950 | 0.991 | | 0.950 | 0.998 | | 0.077 | | | 0.075 | | |
| Satd. Flow (perm) | 1610 | 3356 | 0 | 1610 | 3377 | 0 | 143 | 5070 | 0 | 140 | 5014 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 1 | | | 1 | | | 4 | | | 18 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 444 | | | 1995 | | | 549 | | | 848 | |
| Travel Time (s) | | 10.1 | | | 45.3 | | | 12.5 | | | 19.3 | |
| 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 |
| Adj. Flow (vph) | 477 | 589 | 6 | 208 | 615 | 8 | 69 | 2271 | 54 | 138 | 1590 | 164 |
| Shared Lane Traffic (%) | 27% | | | 10% | | | | | | | | |
| Lane Group Flow (vph) | 348 | 724 | 0 | 187 | 644 | 0 | 69 | 2325 | 0 | 138 | 1754 | 0 |
| Enter Blocked Intersection | No |
| Lane Alignment | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | Yes | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | |
| Detector Template | Left | | | Left | | | Left | | | Left | | |
| Leading Detector (ft) | 30 | 30 | | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 30 | 30 | | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Detector 1 Type | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 21.0 | 21.0 | | 21.0 | 21.0 | | 8.0 | 21.0 | | 8.0 | 21.0 | |
| Total Split (s) | 29.0 | 29.0 | | 26.0 | 26.0 | | 8.0 | 57.0 | | 8.0 | 57.0 | |

US-1 & SW 184th St.
 Future Background (with SW 95th Ave.) 2040 AM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-----|-------|-------|-----|------|-------|-----|-------|-------|-----|
| Total Split (%) | 24.2% | 24.2% | | 21.7% | 21.7% | | 6.7% | 47.5% | | 6.7% | 47.5% | |
| Maximum Green (s) | 24.0 | 24.0 | | 21.0 | 21.0 | | 5.0 | 52.0 | | 5.0 | 52.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 3.0 | 4.0 | | 3.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 0.0 | 1.0 | | 0.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | None | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 24.0 | 24.0 | | 21.0 | 21.0 | | 59.0 | 52.0 | | 59.6 | 53.6 | |
| Actuated g/C Ratio | 0.20 | 0.20 | | 0.18 | 0.18 | | 0.49 | 0.43 | | 0.50 | 0.45 | |
| v/c Ratio | 1.08 | 1.08 | | 0.67 | 1.09 | | 0.50 | 1.06 | | 1.01 | 0.78 | |
| Control Delay | 118.9 | 102.8 | | 58.9 | 110.0 | | 27.3 | 70.0 | | 103.1 | 31.3 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 118.9 | 102.8 | | 58.9 | 110.0 | | 27.3 | 70.0 | | 103.1 | 31.3 | |
| LOS | F | F | | E | F | | C | E | | F | C | |
| Approach Delay | | 108.0 | | | 98.5 | | | 68.7 | | | 36.5 | |
| Approach LOS | | F | | | F | | | E | | | D | |

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.09
 Intersection Signal Delay: 69.7
 Intersection LOS: E
 Intersection Capacity Utilization 91.4%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 11: US-1 & SW 184th St.



SW 184th St. and SW 97th Ave.
 Future Background (with SW 95th Ave.) 2040 AM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|--------|-------|-------|--------|-------|-------|--------|-------|-------|--------|-------|-------|
| Lane Configurations | ↖ | ↑ | ↗ | ↖ | ↕ | ↗ | ↖ | ↕ | ↗ | ↖ | ↕ | ↗ |
| Traffic Volume (vph) | 39 | 348 | 92 | 89 | 426 | 47 | 180 | 403 | 67 | 25 | 119 | 2 |
| Future Volume (vph) | 39 | 348 | 92 | 89 | 426 | 47 | 180 | 403 | 67 | 25 | 119 | 2 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 130 | | 0 | 95 | | 0 | 155 | | 0 | 130 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 50 | | | 150 | | | 50 | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frnt | | | 0.850 | | 0.985 | | | 0.978 | | | 0.998 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 3486 | 0 | 1770 | 3461 | 0 | 1770 | 3532 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1770 | 1863 | 1583 | 1770 | 3486 | 0 | 1770 | 3461 | 0 | 1770 | 3532 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 181 | | 7 | | | 11 | | | 1 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1995 | | | 502 | | | 309 | | | 236 | |
| Travel Time (s) | | 45.3 | | | 11.4 | | | 7.0 | | | 5.4 | |
| 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 |
| Adj. Flow (vph) | 41 | 366 | 97 | 94 | 448 | 49 | 189 | 424 | 71 | 26 | 125 | 2 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 41 | 366 | 97 | 94 | 497 | 0 | 189 | 495 | 0 | 26 | 127 | 0 |
| Enter Blocked Intersection | No | No | No |
| Lane Alignment | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | Yes | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 1 | 1 | 1 | 1 | | 1 | 1 | | 1 | 1 | |
| Detector Template | Left | | Right | | | | Left | | | Left | | |
| Leading Detector (ft) | 30 | 30 | 30 | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 30 | 30 | 30 | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Detector 1 Type | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | | CI+Ex | CI+Ex | | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Turn Type | custom | NA | Perm | custom | NA | | custom | NA | | custom | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 3 | | 8 | 7 | | | 1 | | | 5 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 7.0 | 7.0 | 5.0 | 7.0 | | 5.0 | 7.0 | | 5.0 | 7.0 | |
| Minimum Split (s) | 8.0 | 23.0 | 23.0 | 8.0 | 23.0 | | 8.0 | 23.0 | | 9.0 | 23.0 | |
| Total Split (s) | 8.0 | 31.0 | 31.0 | 10.0 | 23.0 | | 17.0 | 23.0 | | 9.0 | 24.0 | |

SW 184th St. and SW 97th Ave.
 Future Background (with SW 95th Ave.) 2040 AM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|------|-------|-------|-------|-------|-----|-------|-------|-----|------|-------|-----|
| Total Split (%) | 5.5% | 21.4% | 21.4% | 6.9% | 15.9% | | 11.7% | 15.9% | | 6.2% | 16.6% | |
| Maximum Green (s) | 5.0 | 26.0 | 26.0 | 7.0 | 18.0 | | 14.0 | 18.0 | | 6.0 | 19.0 | |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | | 3.0 | 4.0 | | 3.0 | 4.0 | |
| All-Red Time (s) | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | | 0.0 | 1.0 | | 0.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | None | None | Min | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 5.0 | 26.1 | 26.1 | 7.0 | 18.1 | | 14.1 | 18.1 | | 5.9 | 10.0 | |
| Actuated g/C Ratio | 0.04 | 0.20 | 0.20 | 0.05 | 0.14 | | 0.11 | 0.14 | | 0.05 | 0.08 | |
| v/c Ratio | 0.61 | 0.99 | 0.21 | 0.99 | 1.02 | | 0.99 | 1.02 | | 0.33 | 0.47 | |
| Control Delay | 99.3 | 96.2 | 1.0 | 153.2 | 100.8 | | 123.4 | 99.4 | | 74.8 | 64.4 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 99.3 | 96.2 | 1.0 | 153.2 | 100.8 | | 123.4 | 99.4 | | 74.8 | 64.4 | |
| LOS | F | F | A | F | F | | F | F | | E | E | |
| Approach Delay | | 78.1 | | | 109.1 | | | 106.1 | | | 66.1 | |
| Approach LOS | | E | | | F | | | F | | | E | |

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 130.9

Natural Cycle: 145

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 96.5

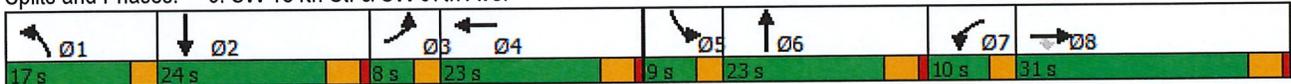
Intersection LOS: F

Intersection Capacity Utilization 55.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 9: SW 184th St. & SW 97th Ave.



SW 184th St. and SW 95th Ave.
 Future Background (with SW 95th Ave.) 2040 AM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↑ | | | ↗ | | | | | | ↕ | |
| Traffic Vol, veh/h | 10 | 430 | 0 | 0 | 553 | 109 | 0 | 0 | 0 | 6 | 0 | 30 |
| Future Vol, veh/h | 10 | 430 | 0 | 0 | 553 | 109 | 0 | 0 | 0 | 6 | 0 | 30 |
| 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 | 75 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | - | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 467 | 0 | 0 | 601 | 118 | 0 | 0 | 0 | 7 | 0 | 33 |

| Major/Minor | Major1 | | Major2 | | | | Minor2 | | |
|----------------------|--------|---|--------|---|---|---|--------|-------|-------|
| Conflicting Flow All | 719 | 0 | - | - | - | 0 | 1149 | 1149 | 660 |
| Stage 1 | - | - | - | - | - | - | 660 | 660 | - |
| Stage 2 | - | - | - | - | - | - | 489 | 489 | - |
| Critical Hdwy | 4.12 | - | - | - | - | - | 6.42 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.42 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.42 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | - | - | - | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 882 | - | 0 | 0 | - | - | 219 | 198 | 463 |
| Stage 1 | - | - | 0 | 0 | - | - | 514 | 460 | - |
| Stage 2 | - | - | 0 | 0 | - | - | 616 | 549 | - |
| Platoon blocked, % | | - | | | | | | | |
| Mov Cap-1 Maneuver | 882 | - | - | - | - | - | 216 | 0 | 463 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 216 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 508 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 616 | 0 | - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.2 | 0 | 15.3 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 882 | - | - | - | 389 |
| HCM Lane V/C Ratio | 0.012 | - | - | - | 0.101 |
| HCM Control Delay (s) | 9.1 | - | - | - | 15.3 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.3 |

SW 97th Ave. and SW 183rd St.
 Future Background (with SW 95th Ave.) 2040 AM

| Intersection | | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| Int Delay, s/veh | 0.8 | | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations | ↕ | | | ↕ | | | ↕ | | | ↕ | | | |
| Traffic Vol, veh/h | 2 | 3 | 27 | 0 | 1 | 3 | 14 | 461 | 3 | 3 | 128 | 5 | |
| Future Vol, veh/h | 2 | 3 | 27 | 0 | 1 | 3 | 14 | 461 | 3 | 3 | 128 | 5 | |
| 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 | |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - | |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - | |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - | |
| Peak Hour Factor | 94 | 92 | 94 | 92 | 92 | 92 | 94 | 94 | 92 | 92 | 94 | 94 | |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | |
| Mvmt Flow | 2 | 3 | 29 | 0 | 1 | 3 | 15 | 490 | 3 | 3 | 136 | 5 | |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|--|
| Conflicting Flow All | 669 | 668 | 139 | 683 | 669 | 492 | 141 | 0 | 0 | 493 | 0 | 0 | |
| Stage 1 | 145 | 145 | - | 522 | 522 | - | - | - | - | - | - | - | |
| Stage 2 | 524 | 523 | - | 161 | 147 | - | - | - | - | - | - | - | |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - | |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - | |
| Pot Cap-1 Maneuver | 371 | 379 | 909 | 363 | 379 | 577 | 1442 | - | - | 1071 | - | - | |
| Stage 1 | 858 | 777 | - | 538 | 531 | - | - | - | - | - | - | - | |
| Stage 2 | 537 | 530 | - | 841 | 775 | - | - | - | - | - | - | - | |
| Platoon blocked, % | | | | | | | | - | - | - | - | - | |
| Mov Cap-1 Maneuver | 363 | 373 | 909 | 345 | 373 | 577 | 1442 | - | - | 1071 | - | - | |
| Mov Cap-2 Maneuver | 363 | 373 | - | 345 | 373 | - | - | - | - | - | - | - | |
| Stage 1 | 846 | 775 | - | 530 | 524 | - | - | - | - | - | - | - | |
| Stage 2 | 525 | 523 | - | 809 | 773 | - | - | - | - | - | - | - | |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|------|--|------|--|-----|--|-----|--|
| HCM Control Delay, s | 10.1 | | 12.1 | | 0.2 | | 0.2 | |
| HCM LOS | B | | B | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1442 | - | - | 738 | 508 | 1071 | - | - |
| HCM Lane V/C Ratio | 0.01 | - | - | 0.046 | 0.009 | 0.003 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 10.1 | 12.1 | 8.4 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0 | 0 | - | - |

SW 95th Ave. and SW 183rd St.
 Future Background (with SW 95th Ave.) 2040 AM

| Intersection | | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| Int Delay, s/veh | 0.6 | | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations | | ↶ | | | | | | ↷ | | | ↷ | | |
| Traffic Vol, veh/h | 0 | 1 | 7 | 0 | 0 | 0 | 3 | 115 | 1 | 1 | 32 | 1 | |
| Future Vol, veh/h | 0 | 1 | 7 | 0 | 0 | 0 | 3 | 115 | 1 | 1 | 32 | 1 | |
| 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 | |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - | |
| Veh in Median Storage, # | - | 0 | - | - | - | - | - | 0 | - | - | 0 | - | |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - | |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | |
| Mvmt Flow | 0 | 1 | 8 | 0 | 0 | 0 | 3 | 125 | 1 | 1 | 35 | 1 | |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | | |
|----------------------|--------|-------|-------|--------|-------|---|--------|-------|---|---|
| Conflicting Flow All | - | 170 | 36 | | 36 | 0 | 0 | 126 | 0 | 0 |
| Stage 1 | - | 38 | - | | - | - | - | - | - | - |
| Stage 2 | - | 132 | - | | - | - | - | - | - | - |
| Critical Hdwy | - | 6.52 | 6.22 | | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | - | 5.52 | - | | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | 5.52 | - | | - | - | - | - | - | - |
| Follow-up Hdwy | - | 4.018 | 3.318 | | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 0 | 723 | 1037 | | 1575 | - | - | 1460 | - | - |
| Stage 1 | 0 | 863 | - | | - | - | - | - | - | - |
| Stage 2 | 0 | 787 | - | | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | | | |
| Mov Cap-1 Maneuver | - | 0 | 1037 | | 1575 | - | - | 1460 | - | - |
| Mov Cap-2 Maneuver | - | 0 | - | | - | - | - | - | - | - |
| Stage 1 | - | 0 | - | | - | - | - | - | - | - |
| Stage 2 | - | 0 | - | | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|-----|-----|
| HCM Control Delay, s | 8.5 | 0.2 | 0.2 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-----|-----|
| Capacity (veh/h) | 1575 | - | - | 1037 | 1460 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.008 | 0.001 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 8.5 | 7.5 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | - | - |

SW 97th Ave. and SW 182nd St.
 Future Background (with SW 95th Ave.) 2040 AM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 1 | 2 | 1 | 4 | 3 | 2 | 475 | 2 | 1 | 130 | 5 |
| Future Vol, veh/h | 5 | 1 | 2 | 1 | 4 | 3 | 2 | 475 | 2 | 1 | 130 | 5 |
| 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 1 | 2 | 1 | 4 | 3 | 2 | 522 | 2 | 1 | 143 | 5 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 679 | 676 | 146 | 676 | 677 | 523 | 148 | 0 | 0 | 524 | 0 | 0 |
| Stage 1 | 148 | 148 | - | 527 | 527 | - | - | - | - | - | - | - |
| Stage 2 | 531 | 528 | - | 149 | 150 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 366 | 375 | 901 | 367 | 375 | 554 | 1434 | - | - | 1043 | - | - |
| Stage 1 | 855 | 775 | - | 535 | 528 | - | - | - | - | - | - | - |
| Stage 2 | 532 | 528 | - | 854 | 773 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 360 | 374 | 901 | 364 | 374 | 554 | 1434 | - | - | 1043 | - | - |
| Mov Cap-2 Maneuver | 360 | 374 | - | 364 | 374 | - | - | - | - | - | - | - |
| Stage 1 | 853 | 774 | - | 534 | 527 | - | - | - | - | - | - | - |
| Stage 2 | 523 | 527 | - | 850 | 772 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|----|-----|
| HCM Control Delay, s | 13.6 | 13.7 | 0 | 0.1 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1434 | - | - | 426 | 424 | 1043 | - | - |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.021 | 0.021 | 0.001 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 13.6 | 13.7 | 8.5 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.1 | 0 | - | - |

SW 95th Ave. and SW 182nd St.
 Future Background (with SW 95th Ave.) 2040 AM

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | W | | | W | W | |
| Traffic Vol, veh/h | 1 | 0 | 0 | 119 | 32 | 1 |
| Future Vol, veh/h | 1 | 0 | 0 | 119 | 32 | 1 |
| 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 | 1 | 0 | 0 | 129 | 35 | 1 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 165 | 36 | 36 | 0 | - | 0 |
| Stage 1 | 36 | - | - | - | - | - |
| Stage 2 | 129 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 826 | 1037 | 1575 | - | - | - |
| Stage 1 | 986 | - | - | - | - | - |
| Stage 2 | 897 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 826 | 1037 | 1575 | - | - | - |
| Mov Cap-2 Maneuver | 826 | - | - | - | - | - |
| Stage 1 | 986 | - | - | - | - | - |
| Stage 2 | 897 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 9.4 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h) | 1575 | - | 826 | - | - |
| HCM Lane V/C Ratio | - | - | 0.001 | - | - |
| HCM Control Delay (s) | 0 | - | 9.4 | - | - |
| HCM Lane LOS | A | - | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

SW 97th Ave. and SW 181st Ter.
 Future Background (with SW 95th Ave.) 2040 AM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 10 | 3 | 6 | 5 | 7 | 27 | 9 | 468 | 0 | 7 | 128 | 5 |
| Future Vol, veh/h | 10 | 3 | 6 | 5 | 7 | 27 | 9 | 468 | 0 | 7 | 128 | 5 |
| 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 3 | 6 | 5 | 8 | 29 | 10 | 503 | 0 | 8 | 138 | 5 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 699 | 680 | 141 | 684 | 682 | 503 | 143 | 0 | 0 | 503 | 0 | 0 |
| Stage 1 | 157 | 157 | - | 523 | 523 | - | - | - | - | - | - | - |
| Stage 2 | 542 | 523 | - | 161 | 159 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 354 | 373 | 907 | 363 | 372 | 569 | 1440 | - | - | 1061 | - | - |
| Stage 1 | 845 | 768 | - | 537 | 530 | - | - | - | - | - | - | - |
| Stage 2 | 525 | 530 | - | 841 | 766 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 326 | 366 | 907 | 353 | 365 | 569 | 1440 | - | - | 1061 | - | - |
| Mov Cap-2 Maneuver | 326 | 366 | - | 353 | 365 | - | - | - | - | - | - | - |
| Stage 1 | 837 | 762 | - | 532 | 525 | - | - | - | - | - | - | - |
| Stage 2 | 486 | 525 | - | 825 | 760 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|-----|-----|
| HCM Control Delay, s | 14.1 | 13.2 | 0.1 | 0.4 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1440 | - | - | 418 | 483 | 1061 | - | - |
| HCM Lane V/C Ratio | 0.007 | - | - | 0.049 | 0.087 | 0.007 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 14.1 | 13.2 | 8.4 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0.3 | 0 | - | - |

SW 95th Ave. and SW 181st Ter.
 Future Background (with SW 95th Ave.) 2040 AM

| Intersection | | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| Int Delay, s/veh | 0.5 | | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations | | ↕ | | | | | | ↕ | | | ↕ | | |
| Traffic Vol, veh/h | 3 | 1 | 2 | 0 | 0 | 0 | 2 | 117 | 0 | 2 | 32 | 1 | |
| Future Vol, veh/h | 3 | 1 | 2 | 0 | 0 | 0 | 2 | 117 | 0 | 2 | 32 | 1 | |
| 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 | |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - | |
| Veh in Median Storage, # | - | 0 | - | - | - | - | - | 0 | - | - | 0 | - | |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - | |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | |
| Mvmt Flow | 3 | 1 | 2 | 0 | 0 | 0 | 2 | 127 | 0 | 2 | 35 | 1 | |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | |
|----------------------|--------|-------|-------|--------|---|---|--------|---|---|
| Conflicting Flow All | 171 | 171 | 36 | 36 | 0 | - | 127 | 0 | 0 |
| Stage 1 | 40 | 40 | - | - | - | - | - | - | - |
| Stage 2 | 131 | 131 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 5.42 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 819 | 722 | 1037 | 1575 | - | 0 | 1459 | - | - |
| Stage 1 | 982 | 862 | - | - | - | 0 | - | - | - |
| Stage 2 | 895 | 788 | - | - | - | 0 | - | - | - |
| Platoon blocked, % | | | | | | | | | |
| Mov Cap-1 Maneuver | 817 | 0 | 1037 | 1575 | - | - | 1459 | - | - |
| Mov Cap-2 Maneuver | 817 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 980 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 895 | 0 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|-----|-----|
| HCM Control Delay, s | 9.1 | 0.1 | 0.4 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h) | 1575 | - | 893 | 1459 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.007 | 0.001 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | 9.1 | 7.5 | 0 | - |
| HCM Lane LOS | A | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | 0 | - | - |

SW 97th Ave. and E Indigo St.
 Future Background (with SW 95th Ave.) 2040 AM

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | W | | | A | B | |
| Traffic Vol, veh/h | 5 | 19 | 14 | 481 | 113 | 0 |
| Future Vol, veh/h | 5 | 19 | 14 | 481 | 113 | 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 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 20 | 15 | 506 | 119 | 0 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 655 | 119 | 119 | 0 | - | 0 |
| Stage 1 | 119 | - | - | - | - | - |
| Stage 2 | 536 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 431 | 933 | 1469 | - | - | - |
| Stage 1 | 906 | - | - | - | - | - |
| Stage 2 | 587 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 425 | 933 | 1469 | - | - | - |
| Mov Cap-2 Maneuver | 425 | - | - | - | - | - |
| Stage 1 | 893 | - | - | - | - | - |
| Stage 2 | 587 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 10 | 0.2 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h) | 1469 | - | 747 | - | - |
| HCM Lane V/C Ratio | 0.01 | - | 0.034 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | 10 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

SW 97th Ave. and SW 180th St.
 Future Background (with SW 95th Ave.) 2040 AM

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.8 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | W | | T | | | T |
| Traffic Vol, veh/h | 34 | 41 | 429 | 24 | 10 | 82 |
| Future Vol, veh/h | 34 | 41 | 429 | 24 | 10 | 82 |
| 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 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 38 | 46 | 482 | 27 | 11 | 92 |

| Major/Minor | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|-------------|
| Conflicting Flow All | 610 | 496 | 0 0 509 0 |
| Stage 1 | 496 | - | - - - - |
| Stage 2 | 114 | - | - - - - |
| Critical Hdwy | 6.42 | 6.22 | - - 4.12 - |
| Critical Hdwy Stg 1 | 5.42 | - | - - - - |
| Critical Hdwy Stg 2 | 5.42 | - | - - - - |
| Follow-up Hdwy | 3.518 | 3.318 | - - 2.218 - |
| Pot Cap-1 Maneuver | 458 | 574 | - - 1056 - |
| Stage 1 | 612 | - | - - - - |
| Stage 2 | 911 | - | - - - - |
| Platoon blocked, % | | | - - - - |
| Mov Cap-1 Maneuver | 453 | 574 | - - 1056 - |
| Mov Cap-2 Maneuver | 453 | - | - - - - |
| Stage 1 | 605 | - | - - - - |
| Stage 2 | 911 | - | - - - - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 13.4 | 0 | 0.9 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 512 | 1056 |
| HCM Lane V/C Ratio | - | - | 0.165 | 0.011 |
| HCM Control Delay (s) | - | - | 13.4 | 8.4 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.6 | 0 |

SW 95th Ave. and SW 180th St.
 Future Background (with SW 95th Ave.) 2040 AM

| 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 | 0 | 0 | 0 | 0 | 107 | 6 | 3 | 21 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 6 | 3 | 21 | 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | - | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 7 | 3 | 23 | 0 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | | | | |
|----------------------|--------|-------|-------|--------|--|--|--------|---|---|-------|---|---|
| Conflicting Flow All | 149 | 152 | 23 | | | | 23 | 0 | 0 | 123 | 0 | 0 |
| Stage 1 | 29 | 29 | - | | | | - | - | - | - | - | - |
| Stage 2 | 120 | 123 | - | | | | - | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.52 | 6.22 | | | | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 5.42 | 5.52 | - | | | | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | 5.52 | - | | | | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | | | | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 843 | 740 | 1054 | | | | 1592 | - | - | 1464 | - | - |
| Stage 1 | 994 | 871 | - | | | | - | - | - | - | - | - |
| Stage 2 | 905 | 794 | - | | | | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 841 | 0 | 1054 | | | | 1592 | - | - | 1464 | - | - |
| Mov Cap-2 Maneuver | 841 | 0 | - | | | | - | - | - | - | - | - |
| Stage 1 | 992 | 0 | - | | | | - | - | - | - | - | - |
| Stage 2 | 905 | 0 | - | | | | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|----|----|-----|
| HCM Control Delay, s | 0 | 0 | 0.9 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-----|-----|
| Capacity (veh/h) | 1592 | - | - | - | 1464 | - | - |
| HCM Lane V/C Ratio | - | - | - | - | 0.002 | - | - |
| HCM Control Delay (s) | | 0 | - | - | 0 | 7.5 | 0 |
| HCM Lane LOS | | A | - | - | A | A | A |
| HCM 95th %tile Q(veh) | | 0 | - | - | - | 0 | - |

SW 97th Ave. and E Hibiscus St.
 Future Background (with SW 95th Ave.) 2040 AM

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | T | | T | |
| Traffic Vol, veh/h | 7 | 27 | 29 | 409 | 71 | 0 |
| Future Vol, veh/h | 7 | 27 | 29 | 409 | 71 | 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 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 8 | 30 | 32 | 454 | 79 | 0 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 597 | 79 | 79 | 0 | - | 0 |
| Stage 1 | 79 | - | - | - | - | - |
| Stage 2 | 518 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 466 | 981 | 1519 | - | - | - |
| Stage 1 | 944 | - | - | - | - | - |
| Stage 2 | 598 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 453 | 981 | 1519 | - | - | - |
| Mov Cap-2 Maneuver | 453 | - | - | - | - | - |
| Stage 1 | 918 | - | - | - | - | - |
| Stage 2 | 598 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|-----|----|
| HCM Control Delay, s | 9.8 | 0.5 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1519 | - | 791 | - | - |
| HCM Lane V/C Ratio | 0.021 | - | 0.048 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | 9.8 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.1 | - | - |

US-1 (NB) and SW 97th Ave. and E Evergreen St.
 Future Background (with SW 95th Ave.) 2040 AM

| Lane Group | EBL | EBR | NBL | NBT | NBR | SBL | SBT | NEL2 | NEL | NET | NER | |
|----------------------------|-------|-------|-------|-------|-------|------|-------|------|-------|------|-------|--|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 1 | 61 | 3 | 19 | 366 | 3 | 9 | 1 | 2 | 2831 | 5 | |
| Future Volume (vph) | 1 | 61 | 3 | 19 | 366 | 3 | 9 | 1 | 2 | 2831 | 5 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 0.91 | 0.91 | 0.91 | |
| Frt | 0.867 | | | 0.873 | | | | | | | | |
| Flt Protected | 0.999 | | | | | | 0.987 | | | | | |
| Satd. Flow (prot) | 1613 | 0 | 0 | 1626 | 0 | 0 | 1839 | 0 | 0 | 5085 | 0 | |
| Flt Permitted | 0.999 | | | 0.999 | | | 0.801 | | | | | |
| Satd. Flow (perm) | 1613 | 0 | 0 | 1625 | 0 | 0 | 1492 | 0 | 0 | 5085 | 0 | |
| Right Turn on Red | | | | | Yes | | | | Yes | | | |
| Satd. Flow (RTOR) | | | | | 73 | | | | | | | |
| Link Speed (mph) | 30 | | | 30 | | | 30 | | | 30 | | |
| Link Distance (ft) | 637 | | | 1121 | | | 738 | | | 1027 | | |
| Travel Time (s) | 14.5 | | | 25.5 | | | 16.8 | | | 23.3 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.92 | 0.84 | 0.84 | 0.84 | |
| Adj. Flow (vph) | 1 | 66 | 4 | 23 | 436 | 4 | 11 | 1 | 2 | 3370 | 6 | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 67 | 0 | 0 | 463 | 0 | 0 | 15 | 0 | 0 | 3379 | 0 | |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | |
| Lane Alignment | Left | Right | Left | Left | Right | Left | Left | Left | Left | Left | Right | |
| Median Width(ft) | 12 | | | 0 | | | 0 | | | 0 | | |
| Link Offset(ft) | 0 | | | 0 | | | 0 | | | 0 | | |
| Crosswalk Width(ft) | 16 | | | 16 | | | 16 | | | 16 | | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Turning Speed (mph) | 15 | 9 | 15 | | 9 | 15 | | 15 | 15 | | 9 | |
| Number of Detectors | 1 | | 1 | 1 | | 1 | 1 | 1 | 1 | 0 | | |
| Detector Template | Left | | Left | | Left | | Left | | Left | | | |
| Leading Detector (ft) | 20 | | 20 | | 30 | | 20 | | 20 | | 0 | |
| Trailing Detector (ft) | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Detector 1 Position(ft) | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| Detector 1 Size(ft) | 20 | | 20 | | 30 | | 20 | | 20 | | 6 | |
| Detector 1 Type | CI+Ex | | CI+Ex | | CI+Ex | | CI+Ex | | CI+Ex | | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | |
| Detector 1 Queue (s) | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | |
| Detector 1 Delay (s) | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | |
| Turn Type | Prot | | Perm | | NA | | Perm | | NA | | Perm | |
| Protected Phases | 3 | | 4 | | 8 | | 6 | | 6 | | | |
| Permitted Phases | | | 4 | | 8 | | 6 | | 6 | | | |
| Detector Phase | 3 | | 4 | | 4 | | 8 | | 8 | | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | | 7.0 | | 7.0 | | 7.0 | | 7.0 | | 16.0 | |
| Minimum Split (s) | 12.0 | | 21.0 | | 21.0 | | 21.0 | | 21.0 | | 21.0 | |
| Total Split (s) | 12.0 | | 38.0 | | 38.0 | | 38.0 | | 38.0 | | 100.0 | |
| Total Split (%) | 8.0% | | 25.3% | | 25.3% | | 25.3% | | 25.3% | | 66.7% | |
| Maximum Green (s) | 7.0 | | 33.0 | | 33.0 | | 33.0 | | 33.0 | | 95.0 | |
| Yellow Time (s) | 4.0 | | 4.0 | | 4.0 | | 4.0 | | 4.0 | | 4.0 | |

US-1 (NB) and SW 97th Ave. and E Evergreen St.
 Future Background (with SW 95th Ave.) 2040 AM



| Lane Group | EBL | EBR | NBL | NBT | NBR | SBL | SBT | NEL2 | NEL | NET | NER |
|-------------------------|-------|-----|------|-------|-----|------|------|------|------|------|-----|
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | 5.0 | | | 5.0 | | | 5.0 | | | 5.0 | |
| Lead/Lag | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Recall Mode | Max | | Max | Max | | Max | Max | Max | Max | Max | |
| Walk Time (s) | | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | |
| Flash Dont Walk (s) | | | 11.0 | 11.0 | | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Act Effct Green (s) | 7.0 | | | 33.0 | | | 33.0 | | | 95.0 | |
| Actuated g/C Ratio | 0.05 | | | 0.22 | | | 0.22 | | | 0.63 | |
| v/c Ratio | 0.89 | | | 1.12 | | | 0.05 | | | 1.05 | |
| Control Delay | 146.3 | | | 124.3 | | | 46.8 | | | 58.4 | |
| Queue Delay | 0.0 | | | 0.0 | | | 0.0 | | | 21.5 | |
| Total Delay | 146.3 | | | 124.3 | | | 46.8 | | | 79.9 | |
| LOS | F | | | F | | | D | | | E | |
| Approach Delay | 146.3 | | | 124.3 | | | 46.8 | | | 79.9 | |
| Approach LOS | F | | | F | | | D | | | E | |

Intersection Summary

| | |
|------------------------------------|------------------|
| Area Type: | Other |
| Cycle Length: | 150 |
| Actuated Cycle Length: | 150 |
| Natural Cycle: | 150 |
| Control Type: | Semi Act-Uncoord |
| Maximum v/c Ratio: | 1.12 |
| Intersection Signal Delay: | 86.1 |
| Intersection LOS: | F |
| Intersection Capacity Utilization: | 97.1% |
| ICU Level of Service: | F |
| Analysis Period (min): | 15 |

Splits and Phases: 2: US-1 & SW 97th Ave. & E Evergreen St

| | | |
|-------|------|------|
| 06 | 03 | 04 |
| 100 s | 12 s | 38 s |
| | | 08 |
| | | 38 s |

SW 97th Ave. and SW 174th St.
 Future Background (with SW 95th Ave.) 2040 AM

| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 8.3 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 6 | 112 | 44 | 46 | 81 | 1 | 32 | 12 | 19 | 2 | 1 | 2 |
| Future Vol, veh/h | 6 | 112 | 44 | 46 | 81 | 1 | 32 | 12 | 19 | 2 | 1 | 2 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.92 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 133 | 52 | 55 | 96 | 1 | 38 | 14 | 23 | 2 | 1 | 2 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 8.3 | 8.4 | 8.1 | 7.7 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, % | 51% | 4% | 36% | 40% |
| Vol Thru, % | 19% | 69% | 63% | 20% |
| Vol Right, % | 30% | 27% | 1% | 40% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 63 | 162 | 128 | 5 |
| LT Vol | 32 | 6 | 46 | 2 |
| Through Vol | 12 | 112 | 81 | 1 |
| RT Vol | 19 | 44 | 1 | 2 |
| Lane Flow Rate | 75 | 193 | 152 | 6 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.096 | 0.222 | 0.186 | 0.008 |
| Departure Headway (Hd) | 4.613 | 4.14 | 4.395 | 4.621 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 778 | 872 | 821 | 775 |
| Service Time | 2.634 | 2.145 | 2.4 | 2.645 |
| HCM Lane V/C Ratio | 0.096 | 0.221 | 0.185 | 0.008 |
| HCM Control Delay | 8.1 | 8.3 | 8.4 | 7.7 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.3 | 0.8 | 0.7 | 0 |

SW 95th Ave. and SW 174th St.
 Future Background (with SW 95th Ave.) 2040 AM

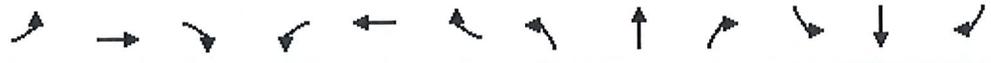
| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 28 | 11 | 11 | 20 | 0 | 9 | 3 | 5 | 0 | 0 | 0 |
| Future Vol, veh/h | 2 | 28 | 11 | 11 | 20 | 0 | 9 | 3 | 5 | 0 | 0 | 0 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 30 | 12 | 12 | 22 | 0 | 10 | 3 | 5 | 0 | 0 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor1 | | Minor2 | | | | | |
|----------------------|--------|---|--------|-------|--------|---|--------|-------|-------|-------|-------|-------|
| Conflicting Flow All | 22 | 0 | 0 | 42 | 0 | 0 | 86 | 86 | 36 | 90 | 92 | 22 |
| Stage 1 | - | - | - | - | - | - | 40 | 40 | - | 46 | 46 | - |
| Stage 2 | - | - | - | - | - | - | 46 | 46 | - | 44 | 46 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| 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 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1593 | - | - | 1567 | - | - | 900 | 804 | 1037 | 895 | 798 | 1055 |
| Stage 1 | - | - | - | - | - | - | 975 | 862 | - | 968 | 857 | - |
| Stage 2 | - | - | - | - | - | - | 968 | 857 | - | 970 | 857 | - |
| Platoon blocked, % | | - | - | - | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1593 | - | - | 1567 | - | - | 894 | 797 | 1037 | 882 | 791 | 1055 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 894 | 797 | - | 882 | 791 | - |
| Stage 1 | - | - | - | - | - | - | 974 | 861 | - | 967 | 850 | - |
| Stage 2 | - | - | - | - | - | - | 960 | 850 | - | 960 | 856 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|----|----|
| HCM Control Delay, s | 0.4 | 2.6 | 9 | 0 |
| HCM LOS | | | A | A |

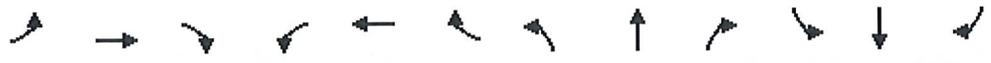
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 911 | 1593 | - | - | 1567 | - | - | - |
| HCM Lane V/C Ratio | 0.02 | 0.001 | - | - | 0.008 | - | - | - |
| HCM Control Delay (s) | 9 | 7.3 | 0 | - | 7.3 | 0 | - | 0 |
| HCM Lane LOS | A | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | - |

US-1 (SB) and Banyan St.
 Future Background (with SW 95th Ave.) 2040 AM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|-------|-------|-------|-------|-------|------|------|-------|-------|-------|-------|
| Lane Configurations | | ↕ | | | ↕ | | | | | | ↕↕↕ | |
| Traffic Volume (vph) | 0 | 166 | 68 | 56 | 133 | 0 | 0 | 0 | 0 | 64 | 1200 | 47 |
| Future Volume (vph) | 0 | 166 | 68 | 56 | 133 | 0 | 0 | 0 | 0 | 64 | 1200 | 47 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 0.91 | 0.91 |
| Frt | | 0.961 | | | | | | | | | 0.995 | |
| Flt Protected | | | | | 0.985 | | | | | | 0.998 | |
| Satd. Flow (prot) | 0 | 1790 | 0 | 0 | 1835 | 0 | 0 | 0 | 0 | 0 | 5050 | 0 |
| Flt Permitted | | | | | 0.757 | | | | | | 0.998 | |
| Satd. Flow (perm) | 0 | 1790 | 0 | 0 | 1410 | 0 | 0 | 0 | 0 | 0 | 5050 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 16 | | | | | | | | | 14 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 379 | | | 318 | | | 645 | | | 502 | |
| Travel Time (s) | | 8.6 | | | 7.2 | | | 14.7 | | | 11.4 | |
| Peak Hour Factor | 0.92 | 0.88 | 0.88 | 0.88 | 0.88 | 0.92 | 0.92 | 0.92 | 0.92 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 0 | 189 | 77 | 64 | 151 | 0 | 0 | 0 | 0 | 73 | 1364 | 53 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 266 | 0 | 0 | 215 | 0 | 0 | 0 | 0 | 0 | 1490 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | | 2 | | 1 | 2 | | | | | 1 | 2 | |
| Detector Template | | Thru | | Left | Thru | | | | | Left | Thru | |
| Leading Detector (ft) | | 100 | | 20 | 100 | | | | | 20 | 100 | |
| Trailing Detector (ft) | | 0 | | 0 | 0 | | | | | 0 | 0 | |
| Detector 1 Position(ft) | | 0 | | 0 | 0 | | | | | 0 | 0 | |
| Detector 1 Size(ft) | | 6 | | 20 | 6 | | | | | 20 | 6 | |
| Detector 1 Type | | CI+Ex | | CI+Ex | CI+Ex | | | | | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | | 6 | |
| Detector 2 Type | | CI+Ex | | | CI+Ex | | | | | | CI+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Turn Type | | NA | | Perm | NA | | | | | Perm | NA | |
| Protected Phases | | 8 | | | 4 | | | | | | 2 | |
| Permitted Phases | | | | 4 | | | | | | 2 | | |
| Detector Phase | | 8 | | 4 | 4 | | | | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | 7.0 | | 7.0 | 7.0 | | | | | 9.0 | 9.0 | |

US-1 (SB) and Banyan St.
 Future Background (with SW 95th Ave.) 2040 AM

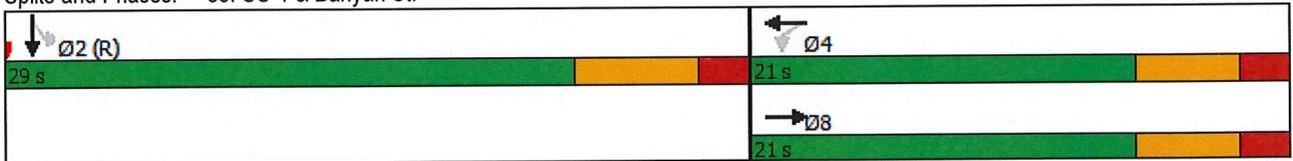


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-------|-----|-------|-------|-----|-----|-----|-----|-------|-------|-----|
| Minimum Split (s) | | 21.0 | | 21.0 | 21.0 | | | | | 27.0 | 27.0 | |
| Total Split (s) | | 21.0 | | 21.0 | 21.0 | | | | | 29.0 | 29.0 | |
| Total Split (%) | | 42.0% | | 42.0% | 42.0% | | | | | 58.0% | 58.0% | |
| Maximum Green (s) | | 15.0 | | 15.0 | 15.0 | | | | | 22.2 | 22.2 | |
| Yellow Time (s) | | 4.0 | | 4.0 | 4.0 | | | | | 4.8 | 4.8 | |
| All-Red Time (s) | | 2.0 | | 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? | | | | | | | | | | | | |
| Vehicle Extension (s) | | 2.5 | | 2.5 | 2.5 | | | | | 1.0 | 1.0 | |
| Recall Mode | | None | | None | None | | | | | C-Max | C-Max | |
| Walk Time (s) | | 5.0 | | 5.0 | 5.0 | | | | | 9.0 | 9.0 | |
| Flash Dont Walk (s) | | 7.0 | | 7.0 | 7.0 | | | | | 9.0 | 9.0 | |
| Pedestrian Calls (#/hr) | | 0 | | 0 | 0 | | | | | 0 | 0 | |
| Act Effect Green (s) | | 11.5 | | | 11.5 | | | | | | 25.7 | |
| Actuated g/C Ratio | | 0.23 | | | 0.23 | | | | | | 0.51 | |
| v/c Ratio | | 0.63 | | | 0.67 | | | | | | 0.57 | |
| Control Delay | | 22.6 | | | 27.3 | | | | | | 10.0 | |
| Queue Delay | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Total Delay | | 22.6 | | | 27.3 | | | | | | 10.0 | |
| LOS | | C | | | C | | | | | | A | |
| Approach Delay | | 22.6 | | | 27.3 | | | | | | 10.0 | |
| Approach LOS | | C | | | C | | | | | | A | |

Intersection Summary

Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 13 (26%), Referenced to phase 2:SBTL, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 13.6
 Intersection Capacity Utilization 64.2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 33: US-1 & Banyan St.



US-1 (SB) and W Evergreen St.
 Future Background (with SW 95th Ave.) 2040 AM

| 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 | 0 | 6 | 41 | 2 | 14 | 0 | 0 | 0 | 0 | 12 | 1353 | 11 |
| Future Vol, veh/h | 0 | 6 | 41 | 2 | 14 | 0 | 0 | 0 | 0 | 12 | 1353 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | - | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 90 | 90 | 90 | 90 | 92 | 92 | 92 | 92 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 7 | 46 | 2 | 16 | 0 | 0 | 0 | 0 | 13 | 1503 | 12 |

| Major/Minor | Minor2 | Minor1 | | | | Major2 | | |
|----------------------|--------|--------|------|------|-----|--------|---|---|
| Conflicting Flow All | - 1535 | 758 | 631 | 1541 | - | 0 | 0 | 0 |
| Stage 1 | - 1535 | - | 0 | 0 | - | - | - | - |
| Stage 2 | - 0 | - | 631 | 1541 | - | - | - | - |
| Critical Hdwy | - 6.54 | 7.14 | 6.44 | 6.54 | - | 5.34 | - | - |
| Critical Hdwy Stg 1 | - 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - - | - | 6.74 | 5.54 | - | - | - | - |
| Follow-up Hdwy | - 4.02 | 3.92 | 3.82 | 4.02 | - | 3.12 | - | - |
| Pot Cap-1 Maneuver | 0 | 115 | 300 | 418 | 114 | 0 | - | - |
| Stage 1 | 0 | 176 | - | - | - | 0 | - | - |
| Stage 2 | 0 | - | - | 397 | 175 | 0 | - | - |
| Platoon blocked, % | | | | | | | - | - |
| Mov Cap-1 Maneuver | - 115 | 300 | 339 | 114 | - | - | - | - |
| Mov Cap-2 Maneuver | - 115 | - | 339 | 114 | - | - | - | - |
| Stage 1 | - 176 | - | - | - | - | - | - | - |
| Stage 2 | - - | - | 324 | 175 | - | - | - | - |

| Approach | EB | WB | SB |
|----------------------|------|------|----|
| HCM Control Delay, s | 23.3 | 38.8 | |
| HCM LOS | C | E | |

| Minor Lane/Major Mvmt | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-------|-----|-----|-----|
| Capacity (veh/h) | 249 | 124 | - | - | - |
| HCM Lane V/C Ratio | 0.21 | 0.143 | - | - | - |
| HCM Control Delay (s) | 23.3 | 38.8 | - | - | - |
| HCM Lane LOS | C | E | - | - | - |
| HCM 95th %tile Q(veh) | 0.8 | 0.5 | - | - | - |

US-1 (SB) and W Hibiscus St.
 Future Background (with SW 95th Ave.) 2040 AM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|-------|-------|-------|-------|-------|------|------|-------|-------|-------|-------|
| Lane Configurations | | ↔ | | | ↕ | | | | | | ↕↕↕ | |
| Traffic Volume (vph) | 0 | 60 | 81 | 11 | 150 | 0 | 0 | 0 | 0 | 41 | 1402 | 59 |
| Future Volume (vph) | 0 | 60 | 81 | 11 | 150 | 0 | 0 | 0 | 0 | 41 | 1402 | 59 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 0.91 | 0.91 |
| Frt | | 0.922 | | | | | | | | | 0.994 | |
| Flt Protected | | | | | 0.997 | | | | | | 0.999 | |
| Satd. Flow (prot) | 0 | 1717 | 0 | 0 | 1857 | 0 | 0 | 0 | 0 | 0 | 5050 | 0 |
| Flt Permitted | | | | | 0.963 | | | | | | 0.999 | |
| Satd. Flow (perm) | 0 | 1717 | 0 | 0 | 1794 | 0 | 0 | 0 | 0 | 0 | 5050 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 8 | | | | | | | | | | 15 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | | 30 |
| Link Distance (ft) | | 332 | | | 429 | | | 1447 | | | | 1011 |
| Travel Time (s) | | 7.5 | | | 9.8 | | | 32.9 | | | | 23.0 |
| Peak Hour Factor | 0.92 | 0.89 | 0.89 | 0.89 | 0.89 | 0.92 | 0.92 | 0.92 | 0.92 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 0 | 67 | 91 | 12 | 169 | 0 | 0 | 0 | 0 | 46 | 1575 | 66 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 158 | 0 | 0 | 181 | 0 | 0 | 0 | 0 | 0 | 1687 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | | 2 | | 1 | 2 | | | | | 1 | 2 | |
| Detector Template | | Thru | | Left | Thru | | | | | Left | Thru | |
| Leading Detector (ft) | | 100 | | 20 | 100 | | | | | 20 | 100 | |
| Trailing Detector (ft) | | 0 | | 0 | 0 | | | | | 0 | 0 | |
| Detector 1 Position(ft) | | 0 | | 0 | 0 | | | | | 0 | 0 | |
| Detector 1 Size(ft) | | 6 | | 20 | 6 | | | | | 20 | 6 | |
| Detector 1 Type | | CI+Ex | | CI+Ex | CI+Ex | | | | | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | | 0.0 | | 0.0 | 0.0 | | | | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | | | | | 94 |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | | | 6 |
| Detector 2 Type | | CI+Ex | | | CI+Ex | | | | | | | CI+Ex |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | | | 0.0 |
| Turn Type | | NA | | Perm | NA | | | | | Perm | NA | |
| Protected Phases | | 8 | | | 4 | | | | | | | 2 |
| Permitted Phases | | | | 4 | | | | | | 2 | | |
| Detector Phase | | 8 | | 4 | 4 | | | | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | 7.0 | | 7.0 | 7.0 | | | | | 9.0 | 9.0 | |

US-1 (SB) and W Hibiscus St.
 Future Background (with SW 95th Ave.) 2040 AM

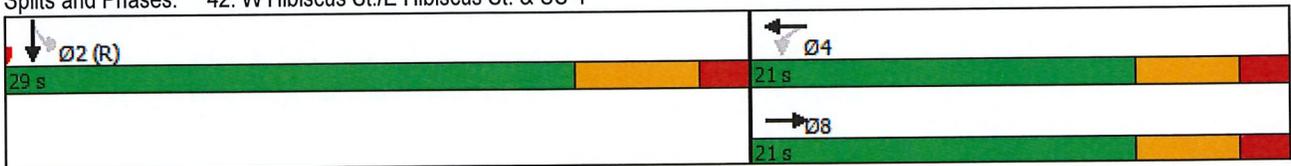


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-------|-----|-------|-------|-----|-----|-----|-----|-------|-------|-----|
| Minimum Split (s) | | 13.0 | | 21.0 | 21.0 | | | | | 25.0 | 25.0 | |
| Total Split (s) | | 21.0 | | 21.0 | 21.0 | | | | | 29.0 | 29.0 | |
| Total Split (%) | | 42.0% | | 42.0% | 42.0% | | | | | 58.0% | 58.0% | |
| Maximum Green (s) | | 15.0 | | 15.0 | 15.0 | | | | | 22.2 | 22.2 | |
| Yellow Time (s) | | 4.0 | | 4.0 | 4.0 | | | | | 4.8 | 4.8 | |
| All-Red Time (s) | | 2.0 | | 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? | | | | | | | | | | | | |
| Vehicle Extension (s) | | 2.5 | | 2.5 | 2.5 | | | | | 1.0 | 1.0 | |
| Recall Mode | | None | | None | None | | | | | C-Max | C-Max | |
| Walk Time (s) | | | | 7.0 | 7.0 | | | | | 9.0 | 9.0 | |
| Flash Dont Walk (s) | | | | 7.0 | 7.0 | | | | | 7.0 | 7.0 | |
| Pedestrian Calls (#/hr) | | | | 0 | 0 | | | | | 0 | 0 | |
| Act Effct Green (s) | | 10.0 | | | 10.0 | | | | | | 31.2 | |
| Actuated g/C Ratio | | 0.20 | | | 0.20 | | | | | | 0.62 | |
| v/c Ratio | | 0.45 | | | 0.51 | | | | | | 0.54 | |
| Control Delay | | 20.2 | | | 22.3 | | | | | | 2.5 | |
| Queue Delay | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Total Delay | | 20.2 | | | 22.3 | | | | | | 2.5 | |
| LOS | | C | | | C | | | | | | A | |
| Approach Delay | | 20.2 | | | 22.3 | | | | | | 2.5 | |
| Approach LOS | | C | | | C | | | | | | A | |

Intersection Summary

Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 0 (0%), Referenced to phase 2:SBTL, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 5.7
 Intersection Capacity Utilization 56.8%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 42: W Hibiscus St./E Hibiscus St. & US-1



US-1 (SB) and E Indigo St.
 Future Background (with SW 95th Ave.) 2040 AM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕↕↕ | | | | |
| Traffic Vol, veh/h | 2 | 11 | 0 | 0 | 11 | 13 | 6 | 2660 | 24 | 0 | 0 | 0 |
| Future Vol, veh/h | 2 | 11 | 0 | 0 | 11 | 13 | 6 | 2660 | 24 | 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | - | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 12 | 0 | 0 | 12 | 14 | 6 | 2860 | 26 | 0 | 0 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | |
|----------------------|--------|------|--------|---|--------|------|------|
| Conflicting Flow All | 1162 | 2898 | - | - | 2885 | 1443 | 0 |
| Stage 1 | 0 | 0 | - | - | 2885 | - | - |
| Stage 2 | 1162 | 2898 | - | - | 0 | - | - |
| Critical Hdwy | 6.44 | 6.54 | - | - | 6.54 | 7.14 | 5.34 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.54 | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.02 | - | - | 4.02 | 3.92 | 3.12 |
| Pot Cap-1 Maneuver | 205 | 16 | 0 | 0 | 16 | 104 | - |
| Stage 1 | - | - | 0 | 0 | 35 | - | - |
| Stage 2 | 186 | 35 | 0 | 0 | - | - | - |
| Platoon blocked, % | | | | | | | - |
| Mov Cap-1 Maneuver | 70 | 16 | - | - | 16 | 104 | - |
| Mov Cap-2 Maneuver | 70 | 16 | - | - | 16 | - | - |
| Stage 1 | - | - | - | - | 35 | - | - |
| Stage 2 | 107 | 35 | - | - | - | - | - |

| Approach | EB | WB | NE |
|----------------------|----------|----------|----|
| HCM Control Delay, s | \$ 423.8 | \$ 311.4 | |
| HCM LOS | F | F | |

| Minor Lane/Major Mvmt | NEL | NET | NER | EBLn1 | WBLn1 |
|-----------------------|-----|-----|-----|----------|----------|
| Capacity (veh/h) | - | - | - | 18 | 30 |
| HCM Lane V/C Ratio | - | - | - | 0.777 | 0.86 |
| HCM Control Delay (s) | - | - | - | \$ 423.8 | \$ 311.4 |
| HCM Lane LOS | - | - | - | F | F |
| HCM 95th %tile Q(veh) | - | - | - | 2.1 | 2.9 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

US-1 (SB) and Wayne Ave.
 Future Background (with SW 95th Ave.) 2040 AM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕↕↕ | | | | |
| Traffic Vol, veh/h | 15 | 5 | 0 | 0 | 6 | 10 | 37 | 2637 | 22 | 0 | 0 | 0 |
| Future Vol, veh/h | 15 | 5 | 0 | 0 | 6 | 10 | 37 | 2637 | 22 | 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | - | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 16 | 5 | 0 | 0 | 6 | 10 | 39 | 2747 | 23 | 0 | 0 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | | |
|----------------------|--------|------|--------|---|--------|------|------|---|---|
| Conflicting Flow All | 1180 | 2848 | - | - | 2837 | 1385 | 0 | 0 | 0 |
| Stage 1 | 0 | 0 | - | - | 2837 | - | - | - | - |
| Stage 2 | 1180 | 2848 | - | - | 0 | - | - | - | - |
| Critical Hdwy | 6.44 | 6.54 | - | - | 6.54 | 7.14 | 5.34 | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | 5.54 | - | - | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.02 | - | - | 4.02 | 3.92 | 3.12 | - | - |
| Pot Cap-1 Maneuver | 200 | 17 | 0 | 0 | 17 | 114 | - | - | - |
| Stage 1 | - | - | 0 | 0 | 38 | - | - | - | - |
| Stage 2 | 181 | 37 | 0 | 0 | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - |
| Mov Cap-1 Maneuver | 130 | 17 | - | - | 17 | 114 | - | - | - |
| Mov Cap-2 Maneuver | 130 | 17 | - | - | 17 | - | - | - | - |
| Stage 1 | - | - | - | - | 38 | - | - | - | - |
| Stage 2 | 137 | 37 | - | - | - | - | - | - | - |

| Approach | EB | WB | NE |
|----------------------|-------|-------|----|
| HCM Control Delay, s | 124.6 | 172.4 | |
| HCM LOS | F | F | |

| Minor Lane/Major Mvmt | NEL | NET | NER | EBLn1 | WBLn1 |
|-----------------------|-----|-----|-----|-------|-------|
| Capacity (veh/h) | - | - | - | 49 | 36 |
| HCM Lane V/C Ratio | - | - | - | 0.425 | 0.463 |
| HCM Control Delay (s) | - | - | - | 124.6 | 172.4 |
| HCM Lane LOS | - | - | - | F | F |
| HCM 95th %tile Q(veh) | - | - | - | 1.5 | 1.6 |

US-1 and SW 184th St.
 Future Background (with SW 95th Ave.) 2040 PM

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 213 | 463 | 57 | 350 | 344 | 13 | 84 | 1375 | 351 | 220 | 2060 | 264 |
| Future Volume (vph) | 213 | 463 | 57 | 350 | 344 | 13 | 84 | 1375 | 351 | 220 | 2060 | 264 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 286 | | 0 | 160 | | 0 | 130 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 0 | | | 100 | | | 95 | | |
| Lane Util. Factor | 0.91 | 0.91 | 0.95 | 0.91 | 0.91 | 0.95 | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 0.91 |
| Frt | | 0.984 | | | 0.996 | | | 0.969 | | | 0.983 | |
| Flt Protected | 0.950 | 0.998 | | 0.950 | 0.988 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1610 | 3329 | 0 | 1610 | 3336 | 0 | 1770 | 4928 | 0 | 1770 | 4999 | 0 |
| Flt Permitted | 0.950 | 0.998 | | 0.950 | 0.988 | | 0.073 | | | 0.069 | | |
| Satd. Flow (perm) | 1610 | 3329 | 0 | 1610 | 3336 | 0 | 136 | 4928 | 0 | 129 | 4999 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 8 | | | 2 | | | 59 | | | 25 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 444 | | | 1995 | | | 549 | | | 848 | |
| Travel Time (s) | | 10.1 | | | 45.3 | | | 12.5 | | | 19.3 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 232 | 503 | 62 | 380 | 374 | 14 | 91 | 1495 | 382 | 239 | 2239 | 287 |
| Shared Lane Traffic (%) | 10% | | | 34% | | | | | | | | |
| Lane Group Flow (vph) | 209 | 588 | 0 | 251 | 517 | 0 | 91 | 1877 | 0 | 239 | 2526 | 0 |
| Enter Blocked Intersection | No |
| Lane Alignment | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | Yes | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | |
| Detector Template | Left | | | Left | | | Left | | | Left | | |
| Leading Detector (ft) | 30 | 30 | | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 30 | 30 | | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 21.0 | 21.0 | | 21.0 | 21.0 | | 8.0 | 21.0 | | 8.0 | 21.0 | |
| Total Split (s) | 27.0 | 27.0 | | 25.0 | 25.0 | | 8.0 | 59.0 | | 19.0 | 70.0 | |

US-1 and SW 184th St.
 Future Background (with SW 95th Ave.) 2040 PM

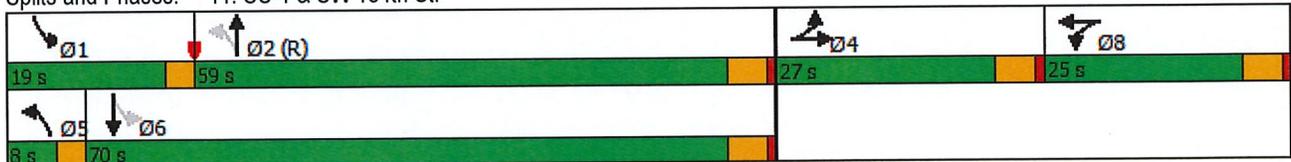


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-----|-------|-------|-----|------|-------|-----|-------|-------|-----|
| Total Split (%) | 20.8% | 20.8% | | 19.2% | 19.2% | | 6.2% | 45.4% | | 14.6% | 53.8% | |
| Maximum Green (s) | 22.0 | 22.0 | | 20.0 | 20.0 | | 5.0 | 54.0 | | 16.0 | 65.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 3.0 | 4.0 | | 3.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 0.0 | 1.0 | | 0.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | None | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 22.0 | 22.0 | | 20.0 | 20.0 | | 61.8 | 54.8 | | 75.0 | 65.0 | |
| Actuated g/C Ratio | 0.17 | 0.17 | | 0.15 | 0.15 | | 0.48 | 0.42 | | 0.58 | 0.50 | |
| v/c Ratio | 0.77 | 1.03 | | 1.02 | 1.01 | | 0.72 | 0.89 | | 0.90 | 1.01 | |
| Control Delay | 70.8 | 97.7 | | 115.5 | 95.4 | | 50.0 | 40.2 | | 67.8 | 51.5 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 70.8 | 97.7 | | 115.5 | 95.4 | | 50.0 | 40.2 | | 67.8 | 51.5 | |
| LOS | E | F | | F | F | | D | D | | E | D | |
| Approach Delay | | 90.6 | | | 102.0 | | | 40.7 | | | 52.9 | |
| Approach LOS | | F | | | F | | | D | | | D | |

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 59.9
 Intersection LOS: E
 Intersection Capacity Utilization 93.4%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 11: US-1 & SW 184th St.



SW 184th St. and SW 97th Ave.
 Future Background (with SW 95th Ave.) 2040 PM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|--------|-------|-------|--------|-------|-------|--------|-------|-------|--------|-------|-------|
| Lane Configurations | ↖ | ↑ | ↗ | ↖ | ↕ | | ↖ | ↕ | | ↖ | ↕ | ↗ |
| Traffic Volume (vph) | 40 | 499 | 183 | 303 | 583 | 11 | 124 | 259 | 82 | 29 | 374 | 38 |
| Future Volume (vph) | 40 | 499 | 183 | 303 | 583 | 11 | 124 | 259 | 82 | 29 | 374 | 38 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 130 | | 0 | 95 | | 0 | 155 | | 0 | 130 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 50 | | | 150 | | | 50 | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | | 0.850 | | 0.997 | | | 0.964 | | | 0.986 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 3529 | 0 | 1770 | 3412 | 0 | 1770 | 3490 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1770 | 1863 | 1583 | 1770 | 3529 | 0 | 1770 | 3412 | 0 | 1770 | 3490 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 181 | | 1 | | | 24 | | | 6 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1995 | | | 502 | | | 309 | | | 236 | |
| Travel Time (s) | | 45.3 | | | 11.4 | | | 7.0 | | | 5.4 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 43 | 542 | 199 | 329 | 634 | 12 | 135 | 282 | 89 | 32 | 407 | 41 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 43 | 542 | 199 | 329 | 646 | 0 | 135 | 371 | 0 | 32 | 448 | 0 |
| Enter Blocked Intersection | No | No | No |
| Lane Alignment | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | Yes | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 1 | 1 | 1 | 1 | | 1 | 1 | | 1 | 1 | |
| Detector Template | Left | | Right | | | | Left | | | Left | | |
| Leading Detector (ft) | 30 | 30 | 30 | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 30 | 30 | 30 | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Turn Type | custom | NA | Perm | custom | NA | | custom | NA | | custom | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 3 | | 8 | 7 | | | 1 | | | 5 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 7.0 | 7.0 | 5.0 | 7.0 | | 5.0 | 7.0 | | 5.0 | 7.0 | |
| Minimum Split (s) | 8.0 | 23.0 | 23.0 | 8.0 | 23.0 | | 8.0 | 23.0 | | 9.0 | 23.0 | |
| Total Split (s) | 8.0 | 31.0 | 31.0 | 15.0 | 24.0 | | 10.0 | 23.0 | | 9.0 | 25.0 | |

SW 184th St. and SW 97th Ave.
 Future Background (with SW 95th Ave.) 2040 PM

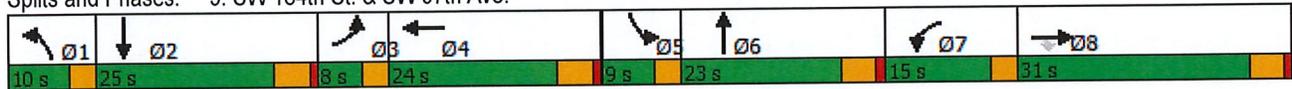


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-----|-------|-------|-----|------|-------|-----|
| Total Split (%) | 5.5% | 21.4% | 21.4% | 10.3% | 16.6% | | 6.9% | 15.9% | | 6.2% | 17.2% | |
| Maximum Green (s) | 5.0 | 26.0 | 26.0 | 12.0 | 19.0 | | 7.0 | 18.0 | | 6.0 | 20.0 | |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | | 3.0 | 4.0 | | 3.0 | 4.0 | |
| All-Red Time (s) | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | | 0.0 | 1.0 | | 0.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | None | None | Min | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 5.0 | 26.1 | 26.1 | 12.1 | 19.1 | | 7.0 | 17.1 | | 5.9 | 19.5 | |
| Actuated g/C Ratio | 0.04 | 0.19 | 0.19 | 0.09 | 0.14 | | 0.05 | 0.12 | | 0.04 | 0.14 | |
| v/c Ratio | 0.67 | 1.54 | 0.45 | 2.14 | 1.33 | | 1.52 | 0.84 | | 0.43 | 0.90 | |
| Control Delay | 112.2 | 295.0 | 12.8 | 563.6 | 205.2 | | 320.8 | 73.4 | | 84.6 | 80.3 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 112.2 | 295.0 | 12.8 | 563.6 | 205.2 | | 320.8 | 73.4 | | 84.6 | 80.3 | |
| LOS | F | F | B | F | F | | F | E | | F | F | |
| Approach Delay | | 213.3 | | | 326.2 | | | 139.4 | | | 80.6 | |
| Approach LOS | | F | | | F | | | F | | | F | |

Intersection Summary

Area Type: Other
 Cycle Length: 145
 Actuated Cycle Length: 138.4
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.14
 Intersection Signal Delay: 216.6
 Intersection Capacity Utilization 76.5%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service D

Splits and Phases: 9: SW 184th St. & SW 97th Ave.



SW 184th St. and SW 95th Ave.
 Future Background (with SW 95th Ave.) 2040 PM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↑ | | | ↗ | | | | | | ↕ | |
| Traffic Vol, veh/h | 10 | 600 | 0 | 0 | 736 | 69 | 0 | 0 | 0 | 7 | 0 | 94 |
| Future Vol, veh/h | 10 | 600 | 0 | 0 | 736 | 69 | 0 | 0 | 0 | 7 | 0 | 94 |
| 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 | 75 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | - | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 92 | 92 | 96 | 96 | 92 | 92 | 92 | 96 | 92 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 10 | 625 | 0 | 0 | 767 | 72 | 0 | 0 | 0 | 7 | 0 | 98 |

| Major/Minor | Major1 | Major2 | | | | | Minor2 | | |
|----------------------|--------|--------|---|---|---|---|--------|-------|-------|
| Conflicting Flow All | 839 | 0 | - | - | - | 0 | 1448 | 1448 | 803 |
| Stage 1 | - | - | - | - | - | - | 803 | 803 | - |
| Stage 2 | - | - | - | - | - | - | 645 | 645 | - |
| Critical Hdwy | 4.12 | - | - | - | - | - | 6.42 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.42 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.42 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | - | - | - | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 796 | - | 0 | 0 | - | - | 145 | 131 | 383 |
| Stage 1 | - | - | 0 | 0 | - | - | 441 | 396 | - |
| Stage 2 | - | - | 0 | 0 | - | - | 522 | 467 | - |
| Platoon blocked, % | | - | | | | | | | |
| Mov Cap-1 Maneuver | 796 | - | - | - | - | - | 143 | 0 | 383 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 143 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 435 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 522 | 0 | - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.2 | 0 | 20.1 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 796 | - | - | - | 343 |
| HCM Lane V/C Ratio | 0.013 | - | - | - | 0.307 |
| HCM Control Delay (s) | 9.6 | - | - | - | 20.1 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 1.3 |

SW 97th Ave. and SW 183rd St.
 Future Background (with SW 95th Ave.) 2040 PM

| Intersection | | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| Int Delay, s/veh | 1.5 | | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | | |
| Traffic Vol, veh/h | 8 | 1 | 70 | 2 | 2 | 2 | 8 | 308 | 1 | 3 | 360 | 1 | |
| Future Vol, veh/h | 8 | 1 | 70 | 2 | 2 | 2 | 8 | 308 | 1 | 3 | 360 | 1 | |
| 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 | |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - | |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - | |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - | |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | |
| Mvmt Flow | 9 | 1 | 75 | 2 | 2 | 2 | 9 | 331 | 1 | 3 | 387 | 1 | |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 746 | 744 | 388 | 782 | 744 | 332 | 388 | 0 | 0 | 332 | 0 | 0 |
| Stage 1 | 394 | 394 | - | 350 | 350 | - | - | - | - | - | - | - |
| Stage 2 | 352 | 350 | - | 432 | 394 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 330 | 343 | 660 | 312 | 343 | 710 | 1170 | - | - | 1227 | - | - |
| Stage 1 | 631 | 605 | - | 666 | 633 | - | - | - | - | - | - | - |
| Stage 2 | 665 | 633 | - | 602 | 605 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 324 | 339 | 660 | 273 | 339 | 710 | 1170 | - | - | 1227 | - | - |
| Mov Cap-2 Maneuver | 324 | 339 | - | 273 | 339 | - | - | - | - | - | - | - |
| Stage 1 | 625 | 603 | - | 660 | 627 | - | - | - | - | - | - | - |
| Stage 2 | 655 | 627 | - | 531 | 603 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|-----|-----|
| HCM Control Delay, s | 12.1 | 14.8 | 0.2 | 0.1 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1170 | - | - | 591 | 374 | 1227 | - | - |
| HCM Lane V/C Ratio | 0.007 | - | - | 0.144 | 0.017 | 0.003 | - | - |
| HCM Control Delay (s) | 8.1 | 0 | - | 12.1 | 14.8 | 7.9 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.5 | 0.1 | 0 | - | - |

SW 95th Ave. and SW 183rd St.
 Future Background (with SW 95th Ave.) 2040 PM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 0 | 14 | 0 | 0 | 0 | 2 | 77 | 0 | 1 | 90 | 0 |
| Future Vol, veh/h | 2 | 0 | 14 | 0 | 0 | 0 | 2 | 77 | 0 | 1 | 90 | 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | - | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 0 | 15 | 0 | 0 | 0 | 2 | 84 | 0 | 1 | 98 | 0 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | |
|----------------------|--------|-------|-------|--------|---|---|--------|---|---|
| Conflicting Flow All | 188 | 188 | 98 | 98 | 0 | - | 84 | 0 | 0 |
| Stage 1 | 100 | 100 | - | - | - | - | - | - | - |
| Stage 2 | 88 | 88 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 5.42 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 801 | 707 | 958 | 1495 | - | 0 | 1513 | - | - |
| Stage 1 | 924 | 812 | - | - | - | 0 | - | - | - |
| Stage 2 | 935 | 822 | - | - | - | 0 | - | - | - |
| Platoon blocked, % | | | | | | | | | |
| Mov Cap-1 Maneuver | 799 | 0 | 958 | 1495 | - | - | 1513 | - | - |
| Mov Cap-2 Maneuver | 799 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 922 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 935 | 0 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|-----|-----|
| HCM Control Delay, s | 8.9 | 0.2 | 0.1 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h) | 1495 | - | 935 | 1513 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.019 | 0.001 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | 8.9 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | 0 | - | - |

SW 97th Ave. and SW 182nd St.
 Future Background (with SW 95th Ave.) 2040 PM

| Intersection | | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| Int Delay, s/veh | 0.1 | | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR | |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | | |
| Traffic Vol, veh/h | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 317 | 0 | 2 | 365 | 2 | |
| Future Vol, veh/h | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 317 | 0 | 2 | 365 | 2 | |
| 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 | |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - | |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - | |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - | |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | |
| Mvmt Flow | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 348 | 0 | 2 | 401 | 2 | |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 756 | 756 | 402 | 757 | 757 | 348 | 403 | 0 | 0 | 348 | 0 | 0 |
| Stage 1 | 406 | 406 | - | 350 | 350 | - | - | - | - | - | - | - |
| Stage 2 | 350 | 350 | - | 407 | 407 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 325 | 337 | 648 | 324 | 337 | 695 | 1156 | - | - | 1211 | - | - |
| Stage 1 | 622 | 598 | - | 666 | 633 | - | - | - | - | - | - | - |
| Stage 2 | 666 | 633 | - | 621 | 597 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 324 | 336 | 648 | 322 | 336 | 695 | 1156 | - | - | 1211 | - | - |
| Mov Cap-2 Maneuver | 324 | 336 | - | 322 | 336 | - | - | - | - | - | - | - |
| Stage 1 | 621 | 597 | - | 665 | 632 | - | - | - | - | - | - | - |
| Stage 2 | 665 | 632 | - | 618 | 596 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|----|----|----|
| HCM Control Delay, s | 12.5 | 0 | 0 | 0 |
| HCM LOS | B | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1156 | - | - | 486 | - | 1211 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.007 | - | 0.002 | - | - |
| HCM Control Delay (s) | 8.1 | 0 | - | 12.5 | 0 | 8 | 0 | - |
| HCM Lane LOS | A | A | - | B | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | 0 | - | - |

SW 95th Ave. and SW 182nd St.
 Future Background (with SW 95th Ave.) 2040 PM

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | Y | | | ↑ | ↑ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 79 | 91 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 79 | 91 | 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 | 0 | 0 | 0 | 86 | 99 | 0 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 185 | 99 | 99 | 0 | - | 0 |
| Stage 1 | 99 | - | - | - | - | - |
| Stage 2 | 86 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 804 | 957 | 1494 | - | - | - |
| Stage 1 | 925 | - | - | - | - | - |
| Stage 2 | 937 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 804 | 957 | 1494 | - | - | - |
| Mov Cap-2 Maneuver | 804 | - | - | - | - | - |
| Stage 1 | 925 | - | - | - | - | - |
| Stage 2 | 937 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h) | 1494 | - | - | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | 0 | - | - |
| HCM Lane LOS | A | - | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - |

SW 97th Ave. and SW 181st Ter.
 Future Background (with SW 95th Ave.) 2040 PM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 4 | 24 | 6 | 1 | 11 | 4 | 301 | 2 | 4 | 325 | 6 |
| Future Vol, veh/h | 5 | 4 | 24 | 6 | 1 | 11 | 4 | 301 | 2 | 4 | 325 | 6 |
| 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 5 | 28 | 7 | 1 | 13 | 5 | 346 | 2 | 5 | 374 | 7 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 752 | 746 | 378 | 761 | 748 | 347 | 381 | 0 | 0 | 348 | 0 | 0 |
| Stage 1 | 388 | 388 | - | 357 | 357 | - | - | - | - | - | - | - |
| Stage 2 | 364 | 358 | - | 404 | 391 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 327 | 342 | 669 | 322 | 341 | 696 | 1177 | - | - | 1211 | - | - |
| Stage 1 | 636 | 609 | - | 661 | 628 | - | - | - | - | - | - | - |
| Stage 2 | 655 | 628 | - | 623 | 607 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 318 | 339 | 669 | 303 | 338 | 696 | 1177 | - | - | 1211 | - | - |
| Mov Cap-2 Maneuver | 318 | 339 | - | 303 | 338 | - | - | - | - | - | - | - |
| Stage 1 | 633 | 606 | - | 658 | 625 | - | - | - | - | - | - | - |
| Stage 2 | 639 | 625 | - | 590 | 604 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|-----|-----|
| HCM Control Delay, s | 12.5 | 13.1 | 0.1 | 0.1 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1177 | - | - | 521 | 467 | 1211 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.073 | 0.044 | 0.004 | - | - |
| HCM Control Delay (s) | 8.1 | 0 | - | 12.5 | 13.1 | 8 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0.1 | 0 | - | - |

SW 95th Ave. and SW 181st Ter.
 Future Background (with SW 95th Ave.) 2040 PM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | | | | ↑ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 0 | 1 | 81 | 2 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 0 | 1 | 81 | 2 |
| 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | - | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 82 | 0 | 1 | 88 | 2 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | | | | |
|----------------------|--------|-------|-------|--------|--|--|--------|---|---|-------|---|---|
| Conflicting Flow All | 175 | 175 | 89 | | | | 90 | 0 | - | 82 | 0 | 0 |
| Stage 1 | 91 | 91 | - | | | | - | - | - | - | - | - |
| Stage 2 | 84 | 84 | - | | | | - | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.52 | 6.22 | | | | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 5.42 | 5.52 | - | | | | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | 5.52 | - | | | | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | | | | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 815 | 718 | 969 | | | | 1505 | - | 0 | 1515 | - | - |
| Stage 1 | 933 | 820 | - | | | | - | - | 0 | - | - | - |
| Stage 2 | 939 | 825 | - | | | | - | - | 0 | - | - | - |
| Platoon blocked, % | | | | | | | | | | | | |
| Mov Cap-1 Maneuver | 813 | 0 | 969 | | | | 1505 | - | - | 1515 | - | - |
| Mov Cap-2 Maneuver | 813 | 0 | - | | | | - | - | - | - | - | - |
| Stage 1 | 931 | 0 | - | | | | - | - | - | - | - | - |
| Stage 2 | 939 | 0 | - | | | | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 0 | 0.1 | 0.1 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h) | 1505 | - | - | 1515 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.001 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | 0 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | - |

SW 97th Ave. and E Indigo St.
 Future Background (with SW 95th Ave.) 2040 PM

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | T |
| Traffic Vol, veh/h | 5 | 42 | 13 | 286 | 270 | 4 |
| Future Vol, veh/h | 5 | 42 | 13 | 286 | 270 | 4 |
| 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 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 45 | 14 | 308 | 290 | 4 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 628 | 292 | 294 | 0 | - | 0 |
| Stage 1 | 292 | - | - | - | - | - |
| Stage 2 | 336 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 447 | 747 | 1268 | - | - | - |
| Stage 1 | 758 | - | - | - | - | - |
| Stage 2 | 724 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 441 | 747 | 1268 | - | - | - |
| Mov Cap-2 Maneuver | 441 | - | - | - | - | - |
| Stage 1 | 748 | - | - | - | - | - |
| Stage 2 | 724 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 10.6 | 0.3 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1268 | - | 696 | - | - |
| HCM Lane V/C Ratio | 0.011 | - | 0.073 | - | - |
| HCM Control Delay (s) | 7.9 | 0 | 10.6 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

SW 97th Ave. and SW 180th St.
 Future Background (with SW 95th Ave.) 2040 PM

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.1 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | Y | | T | | | T |
| Traffic Vol, veh/h | 45 | 43 | 239 | 33 | 24 | 220 |
| Future Vol, veh/h | 45 | 43 | 239 | 33 | 24 | 220 |
| 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 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 48 | 46 | 254 | 35 | 26 | 234 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 558 | 272 | 0 | 0 | 289 |
| Stage 1 | 272 | - | - | - | - |
| Stage 2 | 286 | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 491 | 767 | - | - | 1273 |
| Stage 1 | 774 | - | - | - | - |
| Stage 2 | 763 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 480 | 767 | - | - | 1273 |
| Mov Cap-2 Maneuver | 480 | - | - | - | - |
| Stage 1 | 756 | - | - | - | - |
| Stage 2 | 763 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 12.3 | 0 | 0.8 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|------|
| Capacity (veh/h) | - | - | 587 | 1273 |
| HCM Lane V/C Ratio | - | - | 0.159 | 0.02 |
| HCM Control Delay (s) | - | - | 12.3 | 7.9 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.6 | 0.1 |

SW 95th Ave. and SW 180th St.
 Future Background (with SW 95th Ave.) 2040 PM

| 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 | 0 | 0 | 0 | 0 | 60 | 8 | 6 | 55 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 8 | 6 | 55 | 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 |
| Storage Length | 0 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | - | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 9 | 7 | 60 | 0 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | |
|----------------------|--------|---|---|--------|---|---|--------|---|---|
| Conflicting Flow All | 144 | - | - | 60 | 0 | 0 | 74 | 0 | 0 |
| Stage 1 | 74 | - | - | - | - | - | - | - | - |
| Stage 2 | 70 | - | - | - | - | - | - | - | - |
| Critical Hdwy | 6.42 | - | - | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | - | - | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 849 | 0 | 0 | 1544 | - | - | 1526 | - | - |
| Stage 1 | 949 | 0 | 0 | - | - | - | - | - | - |
| Stage 2 | 953 | 0 | 0 | - | - | - | - | - | - |
| Platoon blocked, % | - | | | - | | | - | | |
| Mov Cap-1 Maneuver | 845 | 0 | - | 1544 | - | - | 1526 | - | - |
| Mov Cap-2 Maneuver | 845 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 944 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 953 | 0 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|----|----|-----|
| HCM Control Delay, s | 0 | 0 | 0.7 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-----|-----|
| Capacity (veh/h) | 1544 | - | - | - | 1526 | - | - |
| HCM Lane V/C Ratio | - | - | - | - | 0.004 | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | 7.4 | 0 | - |
| HCM Lane LOS | A | - | - | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 | - | - |

SW 95th Ave. and E Hibiscus St.
 Future Background (with SW 95th Ave.) 2040 PM

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.6 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | T |
| Traffic Vol, veh/h | 5 | 68 | 17 | 246 | 186 | 8 |
| Future Vol, veh/h | 5 | 68 | 17 | 246 | 186 | 8 |
| 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 | 5 | 74 | 18 | 267 | 202 | 9 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 510 | 207 | 211 | 0 | - | 0 |
| Stage 1 | 207 | - | - | - | - | - |
| Stage 2 | 303 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 523 | 833 | 1360 | - | - | - |
| Stage 1 | 828 | - | - | - | - | - |
| Stage 2 | 749 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 515 | 833 | 1360 | - | - | - |
| Mov Cap-2 Maneuver | 515 | - | - | - | - | - |
| Stage 1 | 815 | - | - | - | - | - |
| Stage 2 | 749 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 10 | 0.5 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1360 | - | 799 | - | - |
| HCM Lane V/C Ratio | 0.014 | - | 0.099 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | 10 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.3 | - | - |

US-1 (NB) and SW 97th Ave. and E Evergreen St.
 Future Background (with SW 95th Ave.) 2040 PM



| Lane Group | EBL | EBR | NBL | NBT | NBR | SBT | SBR | NEL2 | NEL | NET | NER |
|----------------------------|-------|-------|-------|------|-------|------|-------|------|-------|------|-------|
| Lane Configurations | ↔ | | | ↕ | | ↕ | | | | ↕↕↕ | |
| Traffic Volume (vph) | 4 | 103 | 6 | 14 | 246 | 43 | 21 | 4 | 17 | 1908 | 37 |
| Future Volume (vph) | 4 | 103 | 6 | 14 | 246 | 43 | 21 | 4 | 17 | 1908 | 37 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 0.91 | 0.91 | 0.91 |
| Frt | 0.870 | | 0.875 | | 0.952 | | | | 0.997 | | |
| Flt Protected | 0.998 | | 0.999 | | | | | | 0.999 | | |
| Satd. Flow (prot) | 1617 | 0 | 0 | 1628 | 0 | 1773 | 0 | 0 | 0 | 5065 | 0 |
| Flt Permitted | 0.998 | | 0.995 | | | | | | 0.999 | | |
| Satd. Flow (perm) | 1617 | 0 | 0 | 1622 | 0 | 1773 | 0 | 0 | 0 | 5065 | 0 |
| Right Turn on Red | | | | | | Yes | | | | | Yes |
| Satd. Flow (RTOR) | | | | | | 215 | | | | | 5 |
| Link Speed (mph) | 30 | | 30 | | 30 | | | | 30 | | |
| Link Distance (ft) | 637 | | 1121 | | 738 | | | | 1027 | | |
| Travel Time (s) | 14.5 | | 25.5 | | 16.8 | | | | 23.3 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.96 | 0.96 | 0.96 | 0.96 | 0.84 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 4 | 112 | 6 | 15 | 256 | 45 | 25 | 4 | 18 | 1988 | 39 |
| Shared Lane Traffic (%) | | | | | | | | | | | |
| Lane Group Flow (vph) | 116 | 0 | 0 | 277 | 0 | 70 | 0 | 0 | 0 | 2049 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Right | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | 0 | | 0 | | | | 0 | | |
| Link Offset(ft) | 0 | | 0 | | 0 | | | | 0 | | |
| Crosswalk Width(ft) | 16 | | 16 | | 16 | | | | 16 | | |
| Two way Left Turn Lane | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | 9 | | 9 | 15 | 15 | | 9 |
| Number of Detectors | 1 | | 1 | 1 | | 1 | | 1 | 1 | 0 | |
| Detector Template | Left | | Left | | | | Left | | Left | | |
| Leading Detector (ft) | 20 | | 20 | 30 | | 30 | | 20 | 20 | 0 | |
| Trailing Detector (ft) | 0 | | 0 | 0 | | 0 | | 0 | 0 | 0 | |
| Detector 1 Position(ft) | 0 | | 0 | 0 | | 0 | | 0 | 0 | 0 | |
| Detector 1 Size(ft) | 20 | | 20 | 30 | | 30 | | 20 | 20 | 6 | |
| Detector 1 Type | Cl+Ex | | Cl+Ex | | Cl+Ex | | Cl+Ex | | Cl+Ex | | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Detector 1 Queue (s) | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Detector 1 Delay (s) | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| Turn Type | Prot | | Perm | | NA | | NA | | Perm | | Perm |
| Protected Phases | 3 | | 4 | | 8 | | | | 6 | | 6 |
| Permitted Phases | | | 4 | | | | | | 6 | | 6 |
| Detector Phase | 3 | | 4 | | 4 | | 8 | | 6 | | 6 |
| Switch Phase | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | | 7.0 | | 7.0 | | 7.0 | | 16.0 | | 16.0 |
| Minimum Split (s) | 12.0 | | 21.0 | | 21.0 | | 21.0 | | 21.0 | | 21.0 |
| Total Split (s) | 12.0 | | 21.0 | | 21.0 | | 21.0 | | 32.0 | | 32.0 |
| Total Split (%) | 18.5% | | 32.3% | | 32.3% | | 32.3% | | 49.2% | | 49.2% |
| Maximum Green (s) | 7.0 | | 16.0 | | 16.0 | | 16.0 | | 27.0 | | 27.0 |
| Yellow Time (s) | 4.0 | | 4.0 | | 4.0 | | 4.0 | | 4.0 | | 4.0 |

US-1 (NB) and SW 97th Ave. and E Evergreen St.
 Future Background (with SW 95th Ave.) 2040 PM



| Lane Group | EBL | EBR | NBL | NBT | NBR | SBT | SBR | NEL2 | NEL | NET | NER |
|-------------------------|------|-----|------|------|-----|------|-----|------|------|------|-----|
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | | 1.0 | | 1.0 | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | | | 0.0 | | 0.0 | | | | 0.0 | |
| Total Lost Time (s) | 5.0 | | | 5.0 | | 5.0 | | | | 5.0 | |
| Lead/Lag | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | | 3.0 | | 3.0 | 3.0 | 3.0 | |
| Recall Mode | Max | | Max | Max | | Max | | Max | Max | Max | |
| Walk Time (s) | | | 5.0 | 5.0 | | 5.0 | | 5.0 | 5.0 | 5.0 | |
| Flash Dont Walk (s) | | | 11.0 | 11.0 | | 11.0 | | 11.0 | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | | | 0 | 0 | | 0 | | 0 | 0 | 0 | |
| Act Effct Green (s) | 7.0 | | | 16.0 | | 16.0 | | | | 27.0 | |
| Actuated g/C Ratio | 0.11 | | | 0.25 | | 0.25 | | | | 0.42 | |
| v/c Ratio | 0.67 | | | 0.49 | | 0.16 | | | | 0.97 | |
| Control Delay | 49.2 | | | 9.3 | | 20.5 | | | | 34.4 | |
| Queue Delay | 0.0 | | | 0.0 | | 0.0 | | | | 0.0 | |
| Total Delay | 49.2 | | | 9.3 | | 20.5 | | | | 34.4 | |
| LOS | D | | | A | | C | | | | C | |
| Approach Delay | 49.2 | | | 9.3 | | 20.5 | | | | 34.4 | |
| Approach LOS | D | | | A | | C | | | | C | |

Intersection Summary

| | |
|------------------------------------|------------------|
| Area Type: | Other |
| Cycle Length: | 65 |
| Actuated Cycle Length: | 65 |
| Natural Cycle: | 65 |
| Control Type: | Semi Act-Uncoord |
| Maximum v/c Ratio: | 0.97 |
| Intersection Signal Delay: | 31.9 |
| Intersection LOS: | C |
| Intersection Capacity Utilization: | 78.7% |
| ICU Level of Service: | D |
| Analysis Period (min): | 15 |

Splits and Phases: 2: US-1 & SW 97th Ave. & E Evergreen St

| | | |
|------|------|------|
| 06 | 03 | 04 |
| 32 s | 12 s | 21 s |
| | | 08 |
| | | 21 s |

SW 97th Ave. and SW 174th St.
 Future Background (with SW 95th Ave.) 2040 PM

| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 8.6 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 113 | 68 | 56 | 123 | 1 | 51 | 8 | 23 | 3 | 2 | 6 |
| Future Vol, veh/h | 5 | 113 | 68 | 56 | 123 | 1 | 51 | 8 | 23 | 3 | 2 | 6 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.92 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 126 | 76 | 62 | 137 | 1 | 57 | 9 | 26 | 3 | 2 | 7 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 8.5 | 8.9 | 8.5 | 7.8 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, % | | 62% | 3% | 31% |
| Vol Thru, % | | 10% | 61% | 68% |
| Vol Right, % | | 28% | 37% | 1% |
| Sign Control | | Stop | Stop | Stop |
| Traffic Vol by Lane | | 82 | 186 | 180 |
| LT Vol | | 51 | 5 | 56 |
| Through Vol | | 8 | 113 | 123 |
| RT Vol | | 23 | 68 | 1 |
| Lane Flow Rate | | 91 | 207 | 200 |
| Geometry Grp | | 1 | 1 | 1 |
| Degree of Util (X) | | 0.121 | 0.241 | 0.248 |
| Departure Headway (Hd) | | 4.797 | 4.19 | 4.457 |
| Convergence, Y/N | | Yes | Yes | Yes |
| Cap | | 747 | 858 | 808 |
| Service Time | | 2.825 | 2.208 | 2.476 |
| HCM Lane V/C Ratio | | 0.122 | 0.241 | 0.248 |
| HCM Control Delay | | 8.5 | 8.5 | 8.9 |
| HCM Lane LOS | | A | A | A |
| HCM 95th-tile Q | | 0.4 | 0.9 | 1 |

SW 95th Ave. and SW 174th St.
 Future Background (with SW 95th Ave.) 2040 PM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 3 | 115 | 43 | 14 | 31 | 0 | 13 | 2 | 6 | 1 | 0 | 2 |
| Future Vol, veh/h | 3 | 115 | 43 | 14 | 31 | 0 | 13 | 2 | 6 | 1 | 0 | 2 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 125 | 47 | 15 | 34 | 0 | 14 | 2 | 7 | 1 | 0 | 2 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 34 | 0 | 0 | 172 | 0 | 0 | 220 | 219 | 149 | 223 | 242 | 34 |
| Stage 1 | - | - | - | - | - | - | 155 | 155 | - | 64 | 64 | - |
| Stage 2 | - | - | - | - | - | - | 65 | 64 | - | 159 | 178 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| 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 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1578 | - | - | 1405 | - | - | 736 | 679 | 898 | 733 | 660 | 1039 |
| Stage 1 | - | - | - | - | - | - | 847 | 769 | - | 947 | 842 | - |
| Stage 2 | - | - | - | - | - | - | 946 | 842 | - | 843 | 752 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1578 | - | - | 1405 | - | - | 727 | 670 | 898 | 718 | 651 | 1039 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 727 | 670 | - | 718 | 651 | - |
| Stage 1 | - | - | - | - | - | - | 845 | 767 | - | 945 | 833 | - |
| Stage 2 | - | - | - | - | - | - | 934 | 833 | - | 833 | 750 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|-----|----|
| HCM Control Delay, s | 0.1 | 2.4 | 9.9 | 9 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 762 | 1578 | - | - | 1405 | - | - | 904 |
| HCM Lane V/C Ratio | 0.03 | 0.002 | - | - | 0.011 | - | - | 0.004 |
| HCM Control Delay (s) | 9.9 | 7.3 | 0 | - | 7.6 | 0 | - | 9 |
| HCM Lane LOS | A | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0 |

US-1 (SB) and Banyan St.
 Future Background (with SW 95th Ave.) 2040 PM

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|-------|-------|------|-------|-------|------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 114 | 51 | 104 | 109 | 0 | 0 | 0 | 0 | 128 | 2534 | 42 |
| Future Volume (vph) | 0 | 114 | 51 | 104 | 109 | 0 | 0 | 0 | 0 | 128 | 2534 | 42 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 0.91 | 0.91 |
| Frt | | 0.958 | | | | | | | | | 0.998 | |
| Flt Protected | | | | | 0.976 | | | | | | 0.998 | |
| Satd. Flow (prot) | 0 | 1785 | 0 | 0 | 1818 | 0 | 0 | 0 | 0 | 0 | 5065 | 0 |
| Flt Permitted | | | | | 0.703 | | | | | | 0.998 | |
| Satd. Flow (perm) | 0 | 1785 | 0 | 0 | 1310 | 0 | 0 | 0 | 0 | 0 | 5065 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 2 | | | | | | | | | 6 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 379 | | | 318 | | | 645 | | | 502 | |
| Travel Time (s) | | 8.6 | | | 7.2 | | | 14.7 | | | 11.4 | |
| Peak Hour Factor | 0.92 | 0.88 | 0.88 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 130 | 58 | 113 | 118 | 0 | 0 | 0 | 0 | 139 | 2754 | 46 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 188 | 0 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 2939 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | | 2 | | | 1 | 2 | | | | 1 | 2 | |
| Detector Template | | Thru | | | Left | Thru | | | | Left | Thru | |
| Leading Detector (ft) | | 100 | | | 20 | 100 | | | | 20 | 100 | |
| Trailing Detector (ft) | | 0 | | | 0 | 0 | | | | 0 | 0 | |
| Detector 1 Position(ft) | | 0 | | | 0 | 0 | | | | 0 | 0 | |
| Detector 1 Size(ft) | | 6 | | | 20 | 6 | | | | 20 | 6 | |
| Detector 1 Type | | CI+Ex | | | CI+Ex | CI+Ex | | | | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | | | 0.0 | 0.0 | | | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | | 0.0 | | | 0.0 | 0.0 | | | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | | 0.0 | | | 0.0 | 0.0 | | | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | | | 94 | | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | 6 | | |
| Detector 2 Type | | CI+Ex | | | CI+Ex | | | | | CI+Ex | | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | 0.0 | | |
| Turn Type | | NA | | | Perm | NA | | | | Perm | NA | |
| Protected Phases | | 8 | | | 4 | | | | | 2 | | |
| Permitted Phases | | | | | 4 | | | | | 2 | | |
| Detector Phase | | 8 | | | 4 | 4 | | | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | 7.0 | | | 7.0 | 7.0 | | | | 9.0 | 9.0 | |

US-1 (SB) and Banyan St.
 Future Background (with SW 95th Ave.) 2040 PM

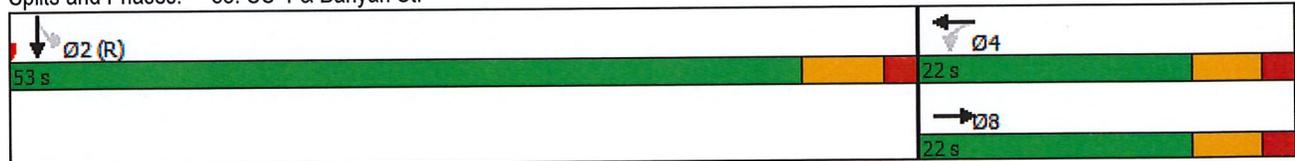


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-------|-----|-------|-------|-----|-----|-----|-----|-------|-------|-----|
| Minimum Split (s) | | 21.0 | | 21.0 | 21.0 | | | | | 27.0 | 27.0 | |
| Total Split (s) | | 22.0 | | 22.0 | 22.0 | | | | | 53.0 | 53.0 | |
| Total Split (%) | | 29.3% | | 29.3% | 29.3% | | | | | 70.7% | 70.7% | |
| Maximum Green (s) | | 16.0 | | 16.0 | 16.0 | | | | | 46.2 | 46.2 | |
| Yellow Time (s) | | 4.0 | | 4.0 | 4.0 | | | | | 4.8 | 4.8 | |
| All-Red Time (s) | | 2.0 | | 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? | | | | | | | | | | | | |
| Vehicle Extension (s) | | 2.5 | | 2.5 | 2.5 | | | | | 1.0 | 1.0 | |
| Recall Mode | | None | | None | None | | | | | C-Max | C-Max | |
| Walk Time (s) | | 5.0 | | 5.0 | 5.0 | | | | | 9.0 | 9.0 | |
| Flash Dont Walk (s) | | 7.0 | | 7.0 | 7.0 | | | | | 9.0 | 9.0 | |
| Pedestrian Calls (#/hr) | | 0 | | 0 | 0 | | | | | 0 | 0 | |
| Act Effct Green (s) | | 15.2 | | | 15.2 | | | | | | 47.0 | |
| Actuated g/C Ratio | | 0.20 | | | 0.20 | | | | | | 0.63 | |
| v/c Ratio | | 0.52 | | | 0.87 | | | | | | 0.93 | |
| Control Delay | | 31.8 | | | 61.7 | | | | | | 19.5 | |
| Queue Delay | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Total Delay | | 31.8 | | | 61.7 | | | | | | 19.5 | |
| LOS | | C | | | E | | | | | | B | |
| Approach Delay | | 31.8 | | | 61.7 | | | | | | 19.5 | |
| Approach LOS | | C | | | E | | | | | | B | |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 75 |
| Actuated Cycle Length: | 75 |
| Offset: | 0 (0%), Referenced to phase 2:SBTL, Start of Green |
| Natural Cycle: | 75 |
| Control Type: | Actuated-Coordinated |
| Maximum v/c Ratio: | 0.93 |
| Intersection Signal Delay: | 23.1 |
| Intersection Capacity Utilization | 88.8% |
| Analysis Period (min) | 15 |
| Intersection LOS: | C |
| ICU Level of Service | E |

Splits and Phases: 33: US-1 & Banyan St.



US-1 (SB) and W Evergreen St.
 Future Background (with SW 95th Ave.) 2040 PM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↗ | | | ↖ | | | | | ↖↗↘ | | |
| Traffic Vol, veh/h | 0 | 7 | 11 | 25 | 11 | 0 | 0 | 0 | 0 | 47 | 2517 | 14 |
| Future Vol, veh/h | 0 | 7 | 11 | 25 | 11 | 0 | 0 | 0 | 0 | 47 | 2517 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | - | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 96 | 96 | 96 | 96 | 92 | 92 | 92 | 92 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 7 | 11 | 26 | 11 | 0 | 0 | 0 | 0 | 49 | 2622 | 15 |

| Major/Minor | Minor2 | Minor1 | | | | Major2 | | |
|----------------------|--------|--------|------|------|----|--------|---|---|
| Conflicting Flow All | - 2728 | 1319 | 1150 | 2735 | - | 0 | 0 | 0 |
| Stage 1 | - 2728 | - | 0 | 0 | - | - | - | - |
| Stage 2 | - 0 | - 1150 | 2735 | - | - | - | - | - |
| Critical Hdwy | - 6.54 | 7.14 | 6.44 | 6.54 | - | 5.34 | - | - |
| Critical Hdwy Stg 1 | - 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | 6.74 | 5.54 | - | - | - | - |
| Follow-up Hdwy | - 4.02 | 3.92 | 3.82 | 4.02 | - | 3.12 | - | - |
| Pot Cap-1 Maneuver | 0 | 20 | 126 | 209 | 20 | 0 | - | - |
| Stage 1 | 0 | 43 | - | - | - | 0 | - | - |
| Stage 2 | 0 | - | - | 189 | 43 | 0 | - | - |
| Platoon blocked, % | | | | | | | - | - |
| Mov Cap-1 Maneuver | - 20 | 126 | 136 | 20 | - | - | - | - |
| Mov Cap-2 Maneuver | - 20 | - | 136 | 20 | - | - | - | - |
| Stage 1 | - 43 | - | - | - | - | - | - | - |
| Stage 2 | - | - | 143 | 43 | - | - | - | - |

| Approach | EB | WB | SB |
|----------------------|-------|-------|----|
| HCM Control Delay, s | 152.3 | 193.3 | |
| HCM LOS | F | F | |

| Minor Lane/Major Mvmt | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-------|-----|-----|-----|
| Capacity (veh/h) | 41 | 49 | - | - | - |
| HCM Lane V/C Ratio | 0.457 | 0.765 | - | - | - |
| HCM Control Delay (s) | 152.3 | 193.3 | - | - | - |
| HCM Lane LOS | F | F | - | - | - |
| HCM 95th %tile Q(veh) | 1.6 | 3.1 | - | - | - |

US-1 (SB) and W Hibiscus St.
 Future Background (with SW 95th Ave.) 2040 PM

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | | | | |    | |
| Traffic Volume (vph) | 0 | 91 | 56 | 16 | 104 | 0 | 0 | 0 | 0 | 5 | 2419 | 63 |
| Future Volume (vph) | 0 | 91 | 56 | 16 | 104 | 0 | 0 | 0 | 0 | 5 | 2419 | 63 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 0.91 | 0.91 |
| Frt | | 0.949 | | | | | | | | | 0.996 | |
| Flt Protected | | | | | 0.993 | | | | | | | |
| Satd. Flow (prot) | 0 | 1768 | 0 | 0 | 1850 | 0 | 0 | 0 | 0 | 0 | 5065 | 0 |
| Flt Permitted | | | | | 0.926 | | | | | | | |
| Satd. Flow (perm) | 0 | 1768 | 0 | 0 | 1725 | 0 | 0 | 0 | 0 | 0 | 5065 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 2 | | | | | | | | | 10 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 332 | | | 429 | | | 1447 | | | 1011 | |
| Travel Time (s) | | 7.5 | | | 9.8 | | | 32.9 | | | 23.0 | |
| Peak Hour Factor | 0.92 | 0.98 | 0.98 | 0.98 | 0.98 | 0.92 | 0.92 | 0.92 | 0.92 | 0.98 | 0.98 | 0.98 |
| Adj. Flow (vph) | 0 | 93 | 57 | 16 | 106 | 0 | 0 | 0 | 0 | 5 | 2468 | 64 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 150 | 0 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 2537 | 0 |
| Enter Blocked Intersection | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 15 | | | 9 | | | 15 | | | 9 | |
| Number of Detectors | | 2 | | | 1 | 2 | | | | | 1 | 2 |
| Detector Template | | Thru | | | Left | Thru | | | | | Left | Thru |
| Leading Detector (ft) | | 100 | | | 20 | 100 | | | | | 20 | 100 |
| Trailing Detector (ft) | | 0 | | | 0 | 0 | | | | | 0 | 0 |
| Detector 1 Position(ft) | | 0 | | | 0 | 0 | | | | | 0 | 0 |
| Detector 1 Size(ft) | | 6 | | | 20 | 6 | | | | | 20 | 6 |
| Detector 1 Type | | CI+Ex | | | CI+Ex | CI+Ex | | | | | CI+Ex | CI+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | | | 0.0 | 0.0 | | | | | 0.0 | 0.0 |
| Detector 1 Queue (s) | | 0.0 | | | 0.0 | 0.0 | | | | | 0.0 | 0.0 |
| Detector 1 Delay (s) | | 0.0 | | | 0.0 | 0.0 | | | | | 0.0 | 0.0 |
| Detector 2 Position(ft) | | 94 | | | 94 | | | | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | | 6 | |
| Detector 2 Type | | CI+Ex | | | CI+Ex | | | | | | CI+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Turn Type | | NA | | | Perm | NA | | | | | Perm | NA |
| Protected Phases | | 8 | | | 4 | | | | | | 2 | |
| Permitted Phases | | | | | 4 | | | | | | 2 | |
| Detector Phase | | 8 | | | 4 | 4 | | | | | 2 | 2 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | 7.0 | | | 7.0 | 7.0 | | | | | 9.0 | 9.0 |

US-1 (SB) and W Hibiscus St.
 Future Background (with SW 95th Ave.) 2040 PM

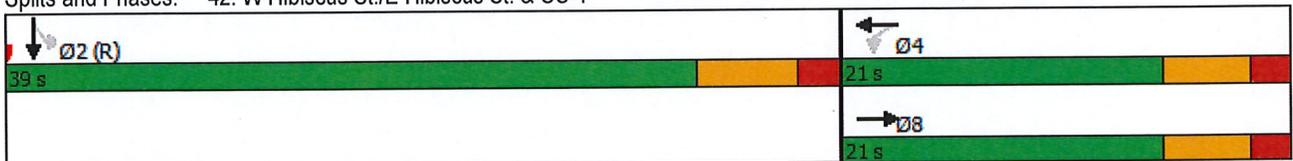


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-------|-----|-------|-------|-----|-----|-----|-----|-------|-------|-----|
| Minimum Split (s) | | 13.0 | | 21.0 | 21.0 | | | | | 25.0 | 25.0 | |
| Total Split (s) | | 21.0 | | 21.0 | 21.0 | | | | | 39.0 | 39.0 | |
| Total Split (%) | | 35.0% | | 35.0% | 35.0% | | | | | 65.0% | 65.0% | |
| Maximum Green (s) | | 15.0 | | 15.0 | 15.0 | | | | | 32.2 | 32.2 | |
| Yellow Time (s) | | 4.0 | | 4.0 | 4.0 | | | | | 4.8 | 4.8 | |
| All-Red Time (s) | | 2.0 | | 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? | | | | | | | | | | | | |
| Vehicle Extension (s) | | 2.5 | | 2.5 | 2.5 | | | | | 1.0 | 1.0 | |
| Recall Mode | | None | | None | None | | | | | C-Max | C-Max | |
| Walk Time (s) | | | | 7.0 | 7.0 | | | | | 9.0 | 9.0 | |
| Flash Dont Walk (s) | | | | 7.0 | 7.0 | | | | | 7.0 | 7.0 | |
| Pedestrian Calls (#/hr) | | | | 0 | 0 | | | | | 0 | 0 | |
| Act Effct Green (s) | | 10.1 | | | 10.1 | | | | | | 41.1 | |
| Actuated g/C Ratio | | 0.17 | | | 0.17 | | | | | | 0.68 | |
| v/c Ratio | | 0.50 | | | 0.42 | | | | | | 0.73 | |
| Control Delay | | 27.8 | | | 26.2 | | | | | | 10.6 | |
| Queue Delay | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Total Delay | | 27.8 | | | 26.2 | | | | | | 10.6 | |
| LOS | | C | | | C | | | | | | B | |
| Approach Delay | | 27.8 | | | 26.2 | | | | | | 10.6 | |
| Approach LOS | | C | | | C | | | | | | B | |

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:SBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 12.2 Intersection LOS: B
 Intersection Capacity Utilization 77.9% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 42: W Hibiscus St./E Hibiscus St. & US-1



US-1 (NB) and E Indigo St.
 Future Background (with SW 95th Ave.) 2040 PM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations | | ↕ | | | ↕ | | ↕↕↕ | | | | | |
| Traffic Vol, veh/h | 0 | 27 | 0 | 0 | 3 | 0 | 1 | 2062 | 8 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 27 | 0 | 0 | 3 | 0 | 1 | 2062 | 8 | 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | - | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 91 | 93 | 93 | 91 | 93 | 91 | 91 | 91 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 30 | 0 | 0 | 3 | 0 | 1 | 2266 | 9 | 0 | 0 | 0 |

| Major/Minor | Minor2 | Minor1 | Major1 |
|----------------------|--------|--------|------------------------|
| Conflicting Flow All | 910 | 2277 | - - 2273 1138 0 0 0 |
| Stage 1 | 0 | 0 | - - 2273 - - - - |
| Stage 2 | 910 | 2277 | - - 0 - - - - |
| Critical Hdwy | 6.44 | 6.54 | - - 6.54 7.14 5.34 - - |
| Critical Hdwy Stg 1 | - | - | - - 5.54 - - - - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - - - - - - |
| Follow-up Hdwy | 3.82 | 4.02 | - - 4.02 3.92 3.12 - - |
| Pot Cap-1 Maneuver | 289 | 39 | 0 0 40 168 - - - - |
| Stage 1 | - | - | 0 0 75 - - - - |
| Stage 2 | 267 | 74 | 0 0 - - - - - - |
| Platoon blocked, % | | | - - - - - - |
| Mov Cap-1 Maneuver | 271 | 39 | - - 40 168 - - - - |
| Mov Cap-2 Maneuver | 271 | 39 | - - 40 - - - - |
| Stage 1 | - | - | - - 75 - - - - |
| Stage 2 | 255 | 74 | - - - - - - - - |

| Approach | EB | WB | NE |
|----------------------|-------|-------|----|
| HCM Control Delay, s | 229.2 | 102.9 | |
| HCM LOS | F | F | |

| Minor Lane/Major Mvmt | NEL | NET | NER | EBLn1 | WBLn1 |
|-----------------------|-----|-----|-----|-------|-------|
| Capacity (veh/h) | - | - | - | 39 | 40 |
| HCM Lane V/C Ratio | - | - | - | 0.761 | 0.082 |
| HCM Control Delay (s) | - | - | - | 229.2 | 102.9 |
| HCM Lane LOS | - | - | - | F | F |
| HCM 95th %tile Q(veh) | - | - | - | 2.8 | 0.3 |

US-1 (NB) and Wayne Ave.
 Future Background (with SW 95th Ave.) 2040 PM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations | | ↔ | | | ↔ | | | ↔↔↔ | | | | |
| Traffic Vol, veh/h | 31 | 24 | 0 | 0 | 9 | 16 | 41 | 1932 | 21 | 0 | 0 | 0 |
| Future Vol, veh/h | 31 | 24 | 0 | 0 | 9 | 16 | 41 | 1932 | 21 | 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | - | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 96 | 96 | 93 | 93 | 93 | 93 | 93 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 33 | 26 | 0 | 0 | 10 | 17 | 44 | 2077 | 23 | 0 | 0 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | | | |
|----------------------|--------|------|--------|---|--------|------|------|---|---|--|
| Conflicting Flow All | 924 | 2188 | - | - | 2177 | 1050 | 0 | 0 | 0 | |
| Stage 1 | 0 | 0 | - | - | 2177 | - | - | - | - | |
| Stage 2 | 924 | 2188 | - | - | 0 | - | - | - | - | |
| Critical Hdwy | 6.44 | 6.54 | - | - | 6.54 | 7.14 | 5.34 | - | - | |
| Critical Hdwy Stg 1 | - | - | - | - | 5.54 | - | - | - | - | |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | - | - | - | - | - | - | |
| Follow-up Hdwy | 3.82 | 4.02 | - | - | 4.02 | 3.92 | 3.12 | - | - | |
| Pot Cap-1 Maneuver | 283 | 45 | 0 | 0 | 46 | 192 | - | - | - | |
| Stage 1 | - | - | 0 | 0 | 84 | - | - | - | - | |
| Stage 2 | 262 | 83 | 0 | 0 | - | - | - | - | - | |
| Platoon blocked, % | | | | | | | | - | - | |
| Mov Cap-1 Maneuver | 216 | 45 | - | - | 46 | 192 | - | - | - | |
| Mov Cap-2 Maneuver | 216 | 45 | - | - | 46 | - | - | - | - | |
| Stage 1 | - | - | - | - | 84 | - | - | - | - | |
| Stage 2 | 211 | 83 | - | - | - | - | - | - | - | |

| Approach | EB | WB | NE |
|----------------------|-----|------|----|
| HCM Control Delay, s | 124 | 61.2 | |
| HCM LOS | F | F | |

| Minor Lane/Major Mvmt | NEL | NET | NER | EBLn1 | WBLn1 |
|-----------------------|-----|-----|-----|-------|-------|
| Capacity (veh/h) | - | - | - | 81 | 90 |
| HCM Lane V/C Ratio | - | - | - | 0.73 | 0.299 |
| HCM Control Delay (s) | - | - | - | 124 | 61.2 |
| HCM Lane LOS | - | - | - | F | F |
| HCM 95th %tile Q(veh) | - | - | - | 3.5 | 1.1 |

US-1 and SW 184th St.
 Future Total (with SW 95th Ave.) 2040 AM

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | |  |  | |  |  |  |
| Traffic Volume (vph) | 401 | 495 | 5 | 175 | 517 | 7 | 58 | 2463 | 348 | 166 | 1714 | 361 |
| Future Volume (vph) | 401 | 495 | 5 | 175 | 517 | 7 | 58 | 2463 | 348 | 166 | 1714 | 361 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 286 | | 0 | 160 | | 0 | 130 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 0 | | | 100 | | | 95 | | |
| Lane Util. Factor | 0.91 | 0.91 | 0.95 | 0.91 | 0.91 | 0.95 | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 0.91 |
| Frt | | 0.999 | | | 0.998 | | | 0.981 | | | 0.974 | |
| Flt Protected | 0.950 | 0.991 | | 0.950 | 0.998 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1610 | 3356 | 0 | 1610 | 3377 | 0 | 1770 | 4989 | 0 | 1770 | 4953 | 0 |
| Flt Permitted | 0.950 | 0.991 | | 0.950 | 0.998 | | 0.053 | | | 0.051 | | |
| Satd. Flow (perm) | 1610 | 3356 | 0 | 1610 | 3377 | 0 | 99 | 4989 | 0 | 95 | 4953 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | 1 | | | 24 | | | 46 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 444 | | | 1995 | | | 549 | | | 848 | |
| Travel Time (s) | | 10.1 | | | 45.3 | | | 12.5 | | | 19.3 | |
| 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 |
| Adj. Flow (vph) | 477 | 589 | 6 | 208 | 615 | 8 | 69 | 2932 | 414 | 198 | 2040 | 430 |
| Shared Lane Traffic (%) | 27% | | | 10% | | | | | | | | |
| Lane Group Flow (vph) | 348 | 724 | 0 | 187 | 644 | 0 | 69 | 3346 | 0 | 198 | 2470 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | Yes | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | |
| Detector Template | Left | | | Left | | | Left | | | Left | | |
| Leading Detector (ft) | 30 | 30 | | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 30 | 30 | | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 21.0 | 21.0 | | 21.0 | 21.0 | | 8.0 | 21.0 | | 8.0 | 21.0 | |
| Total Split (s) | 31.0 | 31.0 | | 27.0 | 27.0 | | 8.0 | 80.0 | | 12.0 | 84.0 | |

US-1 and SW 184th St.
 Future Total (with SW 95th Ave.) 2040 AM

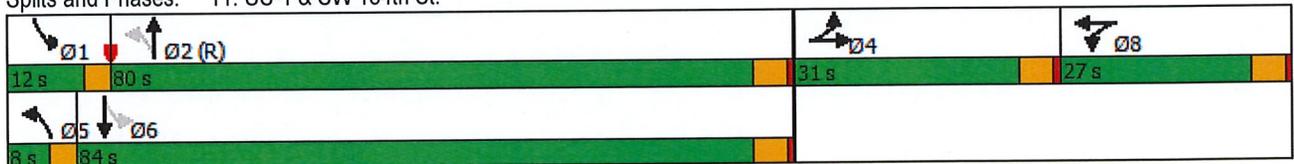


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-----|-------|-------|-----|------|-------|-----|-------|-------|-----|
| Total Split (%) | 20.7% | 20.7% | | 18.0% | 18.0% | | 5.3% | 53.3% | | 8.0% | 56.0% | |
| Maximum Green (s) | 26.0 | 26.0 | | 22.0 | 22.0 | | 5.0 | 75.0 | | 9.0 | 79.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 3.0 | 4.0 | | 3.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 0.0 | 1.0 | | 0.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | None | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 26.0 | 26.0 | | 22.0 | 22.0 | | 82.0 | 75.0 | | 89.0 | 79.0 | |
| Actuated g/C Ratio | 0.17 | 0.17 | | 0.15 | 0.15 | | 0.55 | 0.50 | | 0.59 | 0.53 | |
| v/c Ratio | 1.25 | 1.25 | | 0.79 | 1.30 | | 0.63 | 1.34 | | 1.27 | 0.94 | |
| Control Delay | 186.7 | 174.0 | | 85.3 | 197.0 | | 43.7 | 185.7 | | 193.9 | 41.0 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 186.7 | 174.0 | | 85.3 | 197.0 | | 43.7 | 185.7 | | 193.9 | 41.0 | |
| LOS | F | F | | F | F | | D | F | | F | D | |
| Approach Delay | | 178.1 | | | 171.9 | | | 182.9 | | | 52.3 | |
| Approach LOS | | F | | | F | | | F | | | D | |

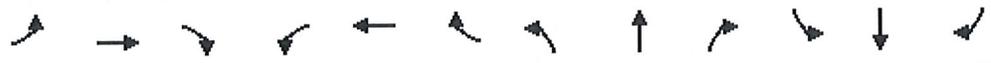
Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.34
 Intersection Signal Delay: 137.5
 Intersection Capacity Utilization 111.7%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 11: US-1 & SW 184th St.



SW 184th St. and SW 97th Ave.
 Future Total (with SW 95th Ave.) 2040 AM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|--------|-------|-------|--------|-------|-------|--------|-------|-------|--------|-------|-------|
| Lane Configurations | ↖ | ↑ | ↗ | ↖ | ↕ | | ↖ | ↕ | | ↖ | ↕ | |
| Traffic Volume (vph) | 403 | 355 | 99 | 89 | 426 | 47 | 190 | 514 | 67 | 59 | 195 | 222 |
| Future Volume (vph) | 403 | 355 | 99 | 89 | 426 | 47 | 190 | 514 | 67 | 59 | 195 | 222 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 130 | | 0 | 95 | | 0 | 155 | | 0 | 130 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 50 | | | 150 | | | 50 | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | | 0.850 | | 0.985 | | | 0.983 | | | 0.920 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 3486 | 0 | 1770 | 3479 | 0 | 1770 | 3256 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1770 | 1863 | 1583 | 1770 | 3486 | 0 | 1770 | 3479 | 0 | 1770 | 3256 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 181 | | 7 | | | 8 | | | 166 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1995 | | | 502 | | | 309 | | | 236 | |
| Travel Time (s) | | 45.3 | | | 11.4 | | | 7.0 | | | 5.4 | |
| 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 |
| Adj. Flow (vph) | 424 | 374 | 104 | 94 | 448 | 49 | 200 | 541 | 71 | 62 | 205 | 234 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 424 | 374 | 104 | 94 | 497 | 0 | 200 | 612 | 0 | 62 | 439 | 0 |
| Enter Blocked Intersection | No | No | No |
| Lane Alignment | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | Yes | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 1 | 1 | 1 | 1 | | 1 | 1 | | 1 | 1 | |
| Detector Template | Left | | Right | | | | Left | | | Left | | |
| Leading Detector (ft) | 30 | 30 | 30 | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 30 | 30 | 30 | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Detector 1 Type | CI+Ex | CI+Ex | CI+Ex | CI+Ex | CI+Ex | | CI+Ex | CI+Ex | | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Turn Type | custom | NA | Perm | custom | NA | | custom | NA | | custom | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 3 | | 8 | 7 | | | 1 | | | 5 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 7.0 | 7.0 | 5.0 | 7.0 | | 5.0 | 7.0 | | 5.0 | 7.0 | |
| Minimum Split (s) | 8.0 | 23.0 | 23.0 | 8.0 | 23.0 | | 8.0 | 23.0 | | 9.0 | 23.0 | |
| Total Split (s) | 18.0 | 26.0 | 26.0 | 8.0 | 23.0 | | 11.0 | 24.0 | | 9.0 | 26.0 | |

SW 184th St. and SW 97th Ave.
 Future Total (with SW 95th Ave.) 2040 AM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-----|-------|-------|-----|-------|-------|-----|
| Total Split (%) | 12.4% | 17.9% | 17.9% | 5.5% | 15.9% | | 7.6% | 16.6% | | 6.2% | 17.9% | |
| Maximum Green (s) | 15.0 | 21.0 | 21.0 | 5.0 | 18.0 | | 8.0 | 19.0 | | 6.0 | 21.0 | |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | | 3.0 | 4.0 | | 3.0 | 4.0 | |
| All-Red Time (s) | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | | 0.0 | 1.0 | | 0.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | None | None | Min | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 15.0 | 21.0 | 21.0 | 5.0 | 18.0 | | 8.0 | 19.0 | | 6.0 | 17.1 | |
| Actuated g/C Ratio | 0.11 | 0.15 | 0.15 | 0.04 | 0.13 | | 0.06 | 0.13 | | 0.04 | 0.12 | |
| v/c Ratio | 2.26 | 1.35 | 0.27 | 1.52 | 1.10 | | 2.00 | 1.29 | | 0.83 | 0.81 | |
| Control Delay | 609.8 | 224.3 | 1.7 | 337.4 | 128.1 | | 518.6 | 191.2 | | 130.4 | 49.9 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 609.8 | 224.3 | 1.7 | 337.4 | 128.1 | | 518.6 | 191.2 | | 130.4 | 49.9 | |
| LOS | F | F | A | F | F | | F | F | | F | D | |
| Approach Delay | | 379.9 | | | 161.4 | | | 271.8 | | | 59.9 | |
| Approach LOS | | F | | | F | | | F | | | E | |

Intersection Summary

Area Type: Other
 Cycle Length: 145
 Actuated Cycle Length: 141.1
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.26
 Intersection Signal Delay: 245.5 Intersection LOS: F
 Intersection Capacity Utilization 73.7% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 9: SW 184th St. & SW 97th Ave.



SW 184th St. and SW 95th Ave.
 Future Total (with SW 95th Ave.) 2040 AM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↑ | | | | ↗ | | | | | ↕ | |
| Traffic Vol, veh/h | 101 | 433 | 0 | 0 | 556 | 122 | 0 | 0 | 0 | 33 | 0 | 85 |
| Future Vol, veh/h | 101 | 433 | 0 | 0 | 556 | 122 | 0 | 0 | 0 | 33 | 0 | 85 |
| 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 | 75 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | - | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 110 | 471 | 0 | 0 | 604 | 133 | 0 | 0 | 0 | 36 | 0 | 92 |

| Major/Minor | Major1 | Major2 | | | | | Minor2 | | |
|----------------------|--------|--------|---|---|---|---|--------|-------|-------|
| Conflicting Flow All | 737 | 0 | - | - | - | 0 | 1362 | 1362 | 671 |
| Stage 1 | - | - | - | - | - | - | 671 | 671 | - |
| Stage 2 | - | - | - | - | - | - | 691 | 691 | - |
| Critical Hdwy | 4.12 | - | - | - | - | - | 6.42 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.42 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.42 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | - | - | - | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 869 | - | 0 | 0 | - | - | 163 | 148 | 456 |
| Stage 1 | - | - | 0 | 0 | - | - | 508 | 455 | - |
| Stage 2 | - | - | 0 | 0 | - | - | 497 | 446 | - |
| Platoon blocked, % | | - | | | | | | | |
| Mov Cap-1 Maneuver | 869 | - | - | - | - | - | 142 | 0 | 456 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 142 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 443 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 497 | 0 | - |

| Approach | EB | WB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 1.8 | 0 | 28 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 869 | - | - | - | 282 |
| HCM Lane V/C Ratio | 0.126 | - | - | - | 0.455 |
| HCM Control Delay (s) | 9.7 | - | - | - | 28 |
| HCM Lane LOS | A | - | - | - | D |
| HCM 95th %tile Q(veh) | 0.4 | - | - | - | 2.2 |

SW 183rd St. and SW 97th Ave.
 Future Total (with SW 95th Ave.) 2040 AM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 10.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↕ | | ↕ | | | ↕ | | | ↕ | | | |
| Traffic Vol, veh/h | 19 | 23 | 65 | 27 | 15 | 10 | 61 | 926 | 43 | 3 | 413 | 22 |
| Future Vol, veh/h | 19 | 23 | 65 | 27 | 15 | 10 | 61 | 926 | 43 | 3 | 413 | 22 |
| 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 94 | 92 | 94 | 92 | 92 | 92 | 94 | 94 | 92 | 92 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 20 | 25 | 69 | 29 | 16 | 11 | 65 | 985 | 47 | 3 | 439 | 23 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 1609 | 1619 | 451 | 1643 | 1607 | 1009 | 462 | 0 | 0 | 1032 | 0 | 0 |
| Stage 1 | 457 | 457 | - | 1139 | 1139 | - | - | - | - | - | - | - |
| Stage 2 | 1152 | 1162 | - | 504 | 468 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 84 | 103 | 608 | 80 | 105 | 292 | 1099 | - | - | 673 | - | - |
| Stage 1 | 583 | 568 | - | 245 | 276 | - | - | - | - | - | - | - |
| Stage 2 | 241 | 269 | - | 550 | 561 | - | - | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 62 | 88 | 608 | 49 | 90 | 292 | 1099 | - | - | 673 | - | - |
| Mov Cap-2 Maneuver | 62 | 88 | - | 49 | 90 | - | - | - | - | - | - | - |
| Stage 1 | 501 | 565 | - | 211 | 237 | - | - | - | - | - | - | - |
| Stage 2 | 186 | 231 | - | 463 | 558 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|-----|-----|-----|
| HCM Control Delay, s | 71.9 | 161 | 0.5 | 0.1 |
| HCM LOS | F | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1099 | - | - | 158 | 69 | 673 | - | - |
| HCM Lane V/C Ratio | 0.059 | - | - | 0.724 | 0.819 | 0.005 | - | - |
| HCM Control Delay (s) | 8.5 | 0 | - | 71.9 | 161 | 10.4 | 0 | - |
| HCM Lane LOS | A | A | - | F | F | B | A | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 4.4 | 3.9 | 0 | - | - |

SW 183rd St. and SW 95th Ave.
 Future Total (with SW 95th Ave.) 2040 AM

| 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 | 6 | 1 | 23 | 0 | 0 | 0 | 25 | 231 | 0 | 1 | 101 | 3 | |
| Future Vol, veh/h | 6 | 1 | 23 | 0 | 0 | 0 | 25 | 231 | 0 | 1 | 101 | 3 | |
| 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 | |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - | |
| Veh in Median Storage, # | - | 0 | - | - | - | - | - | 0 | - | - | 0 | - | |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - | |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | |
| Mvmt Flow | 7 | 1 | 25 | 0 | 0 | 0 | 27 | 251 | 0 | 1 | 110 | 3 | |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | |
|----------------------|--------|-------|-------|--------|---|---|--------|---|---|
| Conflicting Flow All | 419 | 419 | 112 | 113 | 0 | 0 | 251 | 0 | 0 |
| Stage 1 | 114 | 114 | - | - | - | - | - | - | - |
| Stage 2 | 305 | 305 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 5.42 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 591 | 525 | 941 | 1476 | - | - | 1314 | - | - |
| Stage 1 | 911 | 801 | - | - | - | - | - | - | - |
| Stage 2 | 748 | 662 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | | |
| Mov Cap-1 Maneuver | 578 | 0 | 941 | 1476 | - | - | 1314 | - | - |
| Mov Cap-2 Maneuver | 578 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 891 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 748 | 0 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|-----|-----|
| HCM Control Delay, s | 9.5 | 0.7 | 0.1 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-----|-----|
| Capacity (veh/h) | 1476 | - | - | 833 | 1314 | - | - |
| HCM Lane V/C Ratio | 0.018 | - | - | 0.039 | 0.001 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 9.5 | 7.7 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.1 | 0 | - | - |

SW 182nd St. and SW 97th Ave.
 Future Total (with SW 95th Ave.) 2040 AM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 19 | 1 | 16 | 15 | 18 | 24 | 22 | 923 | 22 | 31 | 418 | 25 |
| Future Vol, veh/h | 19 | 1 | 16 | 15 | 18 | 24 | 22 | 923 | 22 | 31 | 418 | 25 |
| 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 21 | 1 | 18 | 16 | 20 | 26 | 24 | 1014 | 24 | 34 | 459 | 27 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|------|-------|---|
| Conflicting Flow All | 1638 | 1627 | 473 | 1624 | 1628 | 1026 | 486 | 0 | 1038 | 0 | 0 |
| Stage 1 | 541 | 541 | - | 1074 | 1074 | - | - | - | - | - | - |
| Stage 2 | 1097 | 1086 | - | 550 | 554 | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 80 | 102 | 591 | 82 | 102 | 285 | 1077 | - | - | 670 | - |
| Stage 1 | 525 | 521 | - | 266 | 296 | - | - | - | - | - | - |
| Stage 2 | 258 | 292 | - | 519 | 514 | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - |
| Mov Cap-1 Maneuver | 55 | 90 | 591 | 72 | 90 | 285 | 1077 | - | - | 670 | - |
| Mov Cap-2 Maneuver | 55 | 90 | - | 72 | 90 | - | - | - | - | - | - |
| Stage 1 | 497 | 485 | - | 252 | 280 | - | - | - | - | - | - |
| Stage 2 | 206 | 277 | - | 467 | 478 | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|-----|-----|
| HCM Control Delay, s | 68.7 | 67.6 | 0.2 | 0.7 |
| HCM LOS | F | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1077 | - | - | 94 | 116 | 670 | - | - |
| HCM Lane V/C Ratio | 0.022 | - | - | 0.421 | 0.54 | 0.051 | - | - |
| HCM Control Delay (s) | 8.4 | 0 | - | 68.7 | 67.6 | 10.7 | 0 | - |
| HCM Lane LOS | A | A | - | F | F | B | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 1.7 | 2.5 | 0.2 | - | - |

SW 182nd St. and SW 95th Ave.
 Future Total (with SW 95th Ave.) 2040 AM

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | Y | | | ↑ | ↑ | |
| Traffic Vol, veh/h | 4 | 3 | 10 | 231 | 104 | 6 |
| Future Vol, veh/h | 4 | 3 | 10 | 231 | 104 | 6 |
| 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 | 4 | 3 | 11 | 251 | 113 | 7 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 390 | 117 | 120 | 0 | - | 0 |
| Stage 1 | 117 | - | - | - | - | - |
| Stage 2 | 273 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 614 | 935 | 1468 | - | - | - |
| Stage 1 | 908 | - | - | - | - | - |
| Stage 2 | 773 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 608 | 935 | 1468 | - | - | - |
| Mov Cap-2 Maneuver | 608 | - | - | - | - | - |
| Stage 1 | 900 | - | - | - | - | - |
| Stage 2 | 773 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 10.1 | 0.3 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1468 | - | 715 | - | - |
| HCM Lane V/C Ratio | 0.007 | - | 0.011 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | 10.1 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

SW 181st Ter. and SW 97th Ave.
 Future Total (with SW 95th Ave.) 2040 AM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 54.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 10 | 43 | 54 | 39 | 34 | 48 | 63 | 870 | 50 | 37 | 405 | 39 |
| Future Vol, veh/h | 10 | 43 | 54 | 39 | 34 | 48 | 63 | 870 | 50 | 37 | 405 | 39 |
| 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 46 | 58 | 42 | 37 | 52 | 68 | 935 | 54 | 40 | 435 | 42 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 1679 | 1661 | 456 | 1686 | 1655 | 962 | 477 | 0 | 0 | 989 | 0 | 0 |
| Stage 1 | 536 | 536 | - | 1098 | 1098 | - | - | - | - | - | - | - |
| Stage 2 | 1143 | 1125 | - | 588 | 557 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 75 | 97 | 604 | 74 | 98 | 310 | 1085 | - | - | 699 | - | - |
| Stage 1 | 529 | 523 | - | 258 | 289 | - | - | - | - | - | - | - |
| Stage 2 | 243 | 280 | - | 495 | 512 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 34 | 77 | 604 | ~ 30 | 78 | 310 | 1085 | - | - | 699 | - | - |
| Mov Cap-2 Maneuver | 34 | 77 | - | ~ 30 | 78 | - | - | - | - | - | - | - |
| Stage 1 | 454 | 482 | - | 222 | 248 | - | - | - | - | - | - | - |
| Stage 2 | 148 | 241 | - | 373 | 472 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-------|----------|-----|-----|
| HCM Control Delay, s | 158.4 | \$ 618.4 | 0.5 | 0.8 |
| HCM LOS | F | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|----------|-------|-----|-----|
| Capacity (veh/h) | 1085 | - | - | 114 | 64 | 699 | - | - |
| HCM Lane V/C Ratio | 0.062 | - | - | 1.009 | 2.033 | 0.057 | - | - |
| HCM Control Delay (s) | 8.5 | 0 | - | 158.4 | \$ 618.4 | 10.5 | 0 | - |
| HCM Lane LOS | A | A | - | F | F | B | A | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 6.6 | 12.2 | 0.2 | - | - |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

SW 181st Ter. and SW 95th Ave.
 Future Total (with SW 95th Ave.) 2040 AM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↑ | | | ↕ | |
| Traffic Vol, veh/h | 11 | 11 | 14 | 9 | 7 | 5 | 16 | 217 | 0 | 10 | 101 | 9 |
| Future Vol, veh/h | 11 | 11 | 14 | 9 | 7 | 5 | 16 | 217 | 0 | 10 | 101 | 9 |
| 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 12 | 12 | 15 | 10 | 8 | 5 | 17 | 236 | 0 | 11 | 110 | 10 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 414 | 407 | 115 | 421 | 412 | 236 | 120 | 0 | - | 236 | 0 | 0 |
| Stage 1 | 137 | 137 | - | 270 | 270 | - | - | - | - | - | - | - |
| Stage 2 | 277 | 270 | - | 151 | 142 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 549 | 533 | 937 | 543 | 530 | 803 | 1468 | - | 0 | 1331 | - | - |
| Stage 1 | 866 | 783 | - | 736 | 686 | - | - | - | 0 | - | - | - |
| Stage 2 | 729 | 686 | - | 851 | 779 | - | - | - | 0 | - | - | - |
| Platoon blocked, % | | | | | | | | | | | | |
| Mov Cap-1 Maneuver | 530 | 521 | 937 | 516 | 518 | 803 | 1468 | - | - | 1331 | - | - |
| Mov Cap-2 Maneuver | 530 | 521 | - | 516 | 518 | - | - | - | - | - | - | - |
| Stage 1 | 855 | 776 | - | 726 | 677 | - | - | - | - | - | - | - |
| Stage 2 | 707 | 677 | - | 817 | 772 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|-----|-----|
| HCM Control Delay, s | 11.1 | 11.6 | 0.5 | 0.6 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBTEBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|----------|-------|------|-------|-----|
| Capacity (veh/h) | 1468 | - | 634 | 565 | 1331 | - |
| HCM Lane V/C Ratio | 0.012 | - | 0.062 | 0.04 | 0.008 | - |
| HCM Control Delay (s) | 7.5 | 0 | 11.1 | 11.6 | 7.7 | 0 |
| HCM Lane LOS | A | A | B | B | A | A |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | 0.1 | 0 | - |

SW 97th Ave. and E Indigo St.
 Future Total (with SW 95th Ave.) 2040 AM

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.8 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | W | | | ↑ | ↑ | |
| Traffic Vol, veh/h | 32 | 33 | 85 | 784 | 214 | 30 |
| Future Vol, veh/h | 32 | 33 | 85 | 784 | 214 | 30 |
| 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 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 34 | 35 | 89 | 825 | 225 | 32 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1244 | 241 | 257 | 0 | - | 0 |
| Stage 1 | 241 | - | - | - | - | - |
| Stage 2 | 1003 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 192 | 798 | 1308 | - | - | - |
| Stage 1 | 799 | - | - | - | - | - |
| Stage 2 | 355 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 168 | 798 | 1308 | - | - | - |
| Mov Cap-2 Maneuver | 168 | - | - | - | - | - |
| Stage 1 | 698 | - | - | - | - | - |
| Stage 2 | 355 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 22 | 0.8 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1308 | - | 280 | - | - |
| HCM Lane V/C Ratio | 0.068 | - | 0.244 | - | - |
| HCM Control Delay (s) | 8 | 0 | 22 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 0.9 | - | - |

SW 97th Ave. and SW 180th St.
 Future Total (with SW 95th Ave.) 2040 AM

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 23.6 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | W | | T | | | T |
| Traffic Vol, veh/h | 116 | 110 | 631 | 125 | 91 | 213 |
| Future Vol, veh/h | 116 | 110 | 631 | 125 | 91 | 213 |
| 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 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 130 | 124 | 709 | 140 | 102 | 239 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 1222 | 779 | 0 | 0 | 849 | 0 |
| Stage 1 | 779 | - | - | - | - | - |
| Stage 2 | 443 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 198 | 396 | - | - | 789 | - |
| Stage 1 | 452 | - | - | - | - | - |
| Stage 2 | 647 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 168 | 396 | - | - | 789 | - |
| Mov Cap-2 Maneuver | 168 | - | - | - | - | - |
| Stage 1 | 385 | - | - | - | - | - |
| Stage 2 | 647 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 130 | 0 | 3.1 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|------|------|
| Capacity (veh/h) | - | - | 233 | 789 |
| HCM Lane V/C Ratio | - | - | 1.09 | 0.13 |
| HCM Control Delay (s) | - | - | 130 | 10.2 |
| HCM Lane LOS | - | - | F | B |
| HCM 95th %tile Q(veh) | - | - | 11.2 | 0.4 |

SW 95th Ave. and SW 180th St.
 Future Total (with SW 95th Ave.) 2040 AM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 17 | 0 | 21 | 0 | 0 | 0 | 25 | 157 | 6 | 3 | 54 | 20 |
| Future Vol, veh/h | 17 | 0 | 21 | 0 | 0 | 0 | 25 | 157 | 6 | 3 | 54 | 20 |
| 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | - | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 18 | 0 | 23 | 0 | 0 | 0 | 27 | 171 | 7 | 3 | 59 | 22 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | |
|----------------------|--------|-------|-------|--------|---|---|--------|---|---|
| Conflicting Flow All | 305 | 308 | 70 | 81 | 0 | 0 | 178 | 0 | 0 |
| Stage 1 | 76 | 76 | - | - | - | - | - | - | - |
| Stage 2 | 229 | 232 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 5.42 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 687 | 606 | 993 | 1517 | - | - | 1398 | - | - |
| Stage 1 | 947 | 832 | - | - | - | - | - | - | - |
| Stage 2 | 809 | 713 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | | |
| Mov Cap-1 Maneuver | 672 | 0 | 993 | 1517 | - | - | 1398 | - | - |
| Mov Cap-2 Maneuver | 672 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 926 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 809 | 0 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.6 | 1 | 0.3 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-----|-----|
| Capacity (veh/h) | 1517 | - | - | 818 | 1398 | - | - |
| HCM Lane V/C Ratio | 0.018 | - | - | 0.05 | 0.002 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | - | 9.6 | 7.6 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.2 | 0 | - | - |

SW 97th Ave. and E Hibiscus St.
 Future Total (with SW 95th Ave.) 2040 AM

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | Y | | | ↑ | ↑ | |
| Traffic Vol, veh/h | 21 | 27 | 29 | 611 | 283 | 20 |
| Future Vol, veh/h | 21 | 27 | 29 | 611 | 283 | 20 |
| 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 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 23 | 30 | 32 | 679 | 314 | 22 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1068 | 325 | 336 | 0 | - | 0 |
| Stage 1 | 325 | - | - | - | - | - |
| Stage 2 | 743 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 245 | 716 | 1223 | - | - | - |
| Stage 1 | 732 | - | - | - | - | - |
| Stage 2 | 470 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 235 | 716 | 1223 | - | - | - |
| Mov Cap-2 Maneuver | 235 | - | - | - | - | - |
| Stage 1 | 701 | - | - | - | - | - |
| Stage 2 | 470 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 16.1 | 0.4 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1223 | - | 378 | - | - |
| HCM Lane V/C Ratio | 0.026 | - | 0.141 | - | - |
| HCM Control Delay (s) | 8 | 0 | 16.1 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.5 | - | - |

US-1 (NB) and SW 97th Ave. and E Evergreen St.
 Future Total (with SW 95th Ave.) 2040 AM

| Lane Group | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR | NEL2 | NEL | NET | NER |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 41 | 212 | 106 | 59 | 528 | 3 | 90 | 27 | 1 | 2 | 2831 | 5 |
| Future Volume (vph) | 41 | 212 | 106 | 59 | 528 | 3 | 90 | 27 | 1 | 2 | 2831 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 0.91 | 0.91 | 0.91 |
| Fr _t | 0.887 | | | 0.897 | | | 0.970 | | | | | |
| Flt Protected | 0.992 | | | 0.992 | | | 0.999 | | | | | |
| Satd. Flow (prot) | 1639 | 0 | 0 | 1658 | 0 | 0 | 1805 | 0 | 0 | 0 | 5085 | 0 |
| Flt Permitted | 0.992 | | | 0.884 | | | 0.976 | | | | | |
| Satd. Flow (perm) | 1639 | 0 | 0 | 1477 | 0 | 0 | 1763 | 0 | 0 | 0 | 5085 | 0 |
| Right Turn on Red | | | | | Yes | | | | | | | Yes |
| Satd. Flow (RTOR) | | | | 114 | | | | | | | | |
| Link Speed (mph) | 30 | | | 30 | | | 30 | | | | 30 | |
| Link Distance (ft) | 637 | | | 1121 | | | 738 | | | | 1027 | |
| Travel Time (s) | 14.5 | | | 25.5 | | | 16.8 | | | | 23.3 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.92 | 0.84 | 0.84 | 0.84 |
| Adj. Flow (vph) | 45 | 230 | 126 | 70 | 629 | 4 | 107 | 32 | 1 | 2 | 3370 | 6 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 275 | 0 | 0 | 825 | 0 | 0 | 143 | 0 | 0 | 0 | 3379 | 0 |
| Enter Blocked Intersection | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | | | 0 | | | | 0 | |
| Link Offset(ft) | 0 | | | 0 | | | 0 | | | | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | | | 16 | | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | 9 | 15 | | 9 | 15 | 15 | | 9 |
| Number of Detectors | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Detector Template | Left | | Left | | | Left | | | Left | Left | | |
| Leading Detector (ft) | 20 | | 20 | 30 | | 20 | 30 | | 20 | 20 | | 0 |
| Trailing Detector (ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Detector 1 Position(ft) | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Detector 1 Size(ft) | 20 | | 20 | 30 | | 20 | 30 | | 20 | 20 | | 6 |
| Detector 1 Type | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 |
| Detector 1 Queue (s) | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 |
| Detector 1 Delay (s) | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 |
| Turn Type | Prot | | Perm | NA | | Perm | NA | | Perm | Perm | | NA |
| Protected Phases | 3 | | | 4 | | | 8 | | | | | 6 |
| Permitted Phases | | | 4 | | | 8 | | | 6 | 6 | | |
| Detector Phase | 3 | | 4 | 4 | | 8 | 8 | | 6 | 6 | | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | | 16.0 | 16.0 | | 16.0 |
| Minimum Split (s) | 12.0 | | 21.0 | 21.0 | | 21.0 | 21.0 | | 21.0 | 21.0 | | 21.0 |
| Total Split (s) | 22.0 | | 54.0 | 54.0 | | 54.0 | 54.0 | | 74.0 | 74.0 | | 74.0 |
| Total Split (%) | 14.7% | | 36.0% | 36.0% | | 36.0% | 36.0% | | 49.3% | 49.3% | | 49.3% |
| Maximum Green (s) | 17.0 | | 49.0 | 49.0 | | 49.0 | 49.0 | | 69.0 | 69.0 | | 69.0 |
| Yellow Time (s) | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 |

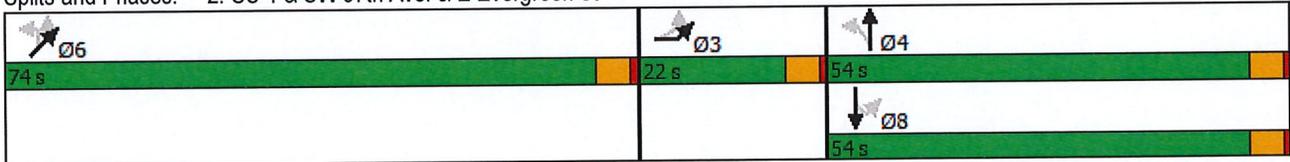
US-1 (NB) and SW 97th Ave. and E Evergreen St.
 Future Total (with SW 95th Ave.) 2040 AM

| Lane Group | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR | NEL2 | NEL | NET | NER |
|-------------------------|-------|-----|------|-------|-----|------|------|-----|------|------|-------|-----|
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | | | 0.0 | | | 0.0 | | | | 0.0 | |
| Total Lost Time (s) | 5.0 | | | 5.0 | | | 5.0 | | | | 5.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | |
| Recall Mode | Max | | Max | Max | | Max | Max | | Max | Max | Max | |
| Walk Time (s) | | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | |
| Flash Dont Walk (s) | | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | | | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | |
| Act Effct Green (s) | 17.0 | | | 49.0 | | | 49.0 | | | | 69.0 | |
| Actuated g/C Ratio | 0.11 | | | 0.33 | | | 0.33 | | | | 0.46 | |
| v/c Ratio | 1.49 | | | 1.48 | | | 0.25 | | | | 1.44 | |
| Control Delay | 288.6 | | | 255.2 | | | 38.5 | | | | 234.7 | |
| Queue Delay | 0.0 | | | 0.0 | | | 0.0 | | | | 0.0 | |
| Total Delay | 288.6 | | | 255.2 | | | 38.5 | | | | 234.7 | |
| LOS | F | | | F | | | D | | | | F | |
| Approach Delay | 288.6 | | | 255.2 | | | 38.5 | | | | 234.7 | |
| Approach LOS | F | | | F | | | D | | | | F | |

Intersection Summary

| | |
|-----------------------------------|------------------|
| Area Type: | Other |
| Cycle Length: | 150 |
| Actuated Cycle Length: | 150 |
| Natural Cycle: | 150 |
| Control Type: | Semi Act-Uncoord |
| Maximum v/c Ratio: | 1.49 |
| Intersection Signal Delay: | 235.5 |
| Intersection LOS: | F |
| Intersection Capacity Utilization | 130.9% |
| ICU Level of Service | H |
| Analysis Period (min) | 15 |

Splits and Phases: 2: US-1 & SW 97th Ave. & E Evergreen St



SW 97th Ave. and SW 174th St.
 Future Total (with SW 95th Ave.) 2040 AM

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 19.5 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 6 | 203 | 125 | 46 | 394 | 1 | 171 | 12 | 19 | 2 | 1 | 2 |
| Future Vol, veh/h | 6 | 203 | 125 | 46 | 394 | 1 | 171 | 12 | 19 | 2 | 1 | 2 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.92 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 242 | 149 | 55 | 469 | 1 | 204 | 14 | 23 | 2 | 1 | 2 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|----|------|----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 15.7 | 25 | 14.1 | 10 |
| HCM LOS | C | C | B | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, % | 85% | 2% | 10% | 40% |
| Vol Thru, % | 6% | 61% | 89% | 20% |
| Vol Right, % | 9% | 37% | 0% | 40% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 202 | 334 | 441 | 5 |
| LT Vol | 171 | 6 | 46 | 2 |
| Through Vol | 12 | 203 | 394 | 1 |
| RT Vol | 19 | 125 | 1 | 2 |
| Lane Flow Rate | 240 | 398 | 525 | 6 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.426 | 0.587 | 0.782 | 0.011 |
| Departure Headway (Hd) | 6.374 | 5.312 | 5.361 | 6.933 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 563 | 676 | 672 | 519 |
| Service Time | 4.437 | 3.367 | 3.411 | 4.933 |
| HCM Lane V/C Ratio | 0.426 | 0.589 | 0.781 | 0.012 |
| HCM Control Delay | 14.1 | 15.7 | 25 | 10 |
| HCM Lane LOS | B | C | C | A |
| HCM 95th-tile Q | 2.1 | 3.8 | 7.6 | 0 |

SW 95th Ave. and SW 174th St.
 Future Total (with SW 95th Ave.) 2040 AM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 51 | 31 | 11 | 114 | 0 | 43 | 3 | 5 | 0 | 0 | 0 |
| Future Vol, veh/h | 2 | 51 | 31 | 11 | 114 | 0 | 43 | 3 | 5 | 0 | 0 | 0 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 55 | 34 | 12 | 124 | 0 | 47 | 3 | 5 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 124 | 0 | 0 | 89 | 0 | 0 | 224 | 224 | 72 | 228 | 241 | 124 |
| Stage 1 | - | - | - | - | - | - | 76 | 76 | - | 148 | 148 | - |
| Stage 2 | - | - | - | - | - | - | 148 | 148 | - | 80 | 93 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| 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 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1463 | - | - | 1506 | - | - | 732 | 675 | 990 | 727 | 660 | 927 |
| Stage 1 | - | - | - | - | - | - | 933 | 832 | - | 855 | 775 | - |
| Stage 2 | - | - | - | - | - | - | 855 | 775 | - | 929 | 818 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1463 | - | - | 1506 | - | - | 726 | 668 | 990 | 715 | 653 | 927 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 726 | 668 | - | 715 | 653 | - |
| Stage 1 | - | - | - | - | - | - | 932 | 831 | - | 854 | 768 | - |
| Stage 2 | - | - | - | - | - | - | 847 | 768 | - | 919 | 817 | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|----|
| HCM Control Delay, s | 0.2 | 0.7 | 10.2 | 0 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 742 | 1463 | - | - | 1506 | - | - | - |
| HCM Lane V/C Ratio | 0.075 | 0.001 | - | - | 0.008 | - | - | - |
| HCM Control Delay (s) | 10.2 | 7.5 | 0 | - | 7.4 | 0 | - | 0 |
| HCM Lane LOS | B | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | - |

US-1 (SB) and Banyan St.
 Future Total (with SW 95th Ave.) 2040 AM

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | | | | |  |  |
| Traffic Volume (vph) | 0 | 191 | 81 | 56 | 133 | 0 | 0 | 0 | 0 | 510 | 1646 | 47 |
| Future Volume (vph) | 0 | 191 | 81 | 56 | 133 | 0 | 0 | 0 | 0 | 510 | 1646 | 47 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 0.91 | 0.91 |
| Fr _t | | 0.960 | | | | | | | | | 0.997 | |
| Flt Protected | | | | | 0.985 | | | | | | 0.989 | |
| Satd. Flow (prot) | 0 | 1788 | 0 | 0 | 1835 | 0 | 0 | 0 | 0 | 0 | 5014 | 0 |
| Flt Permitted | | | | | 0.579 | | | | | | 0.989 | |
| Satd. Flow (perm) | 0 | 1788 | 0 | 0 | 1079 | 0 | 0 | 0 | 0 | 0 | 5014 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 9 | | | | | | 30 | | | 30 | |
| Link Speed (mph) | | 30 | | | 30 | | | 645 | | | 502 | |
| Link Distance (ft) | | 379 | | | 318 | | | 645 | | | 502 | |
| Travel Time (s) | | 8.6 | | | 7.2 | | | 14.7 | | | 11.4 | |
| Peak Hour Factor | 0.92 | 0.88 | 0.88 | 0.88 | 0.88 | 0.92 | 0.92 | 0.92 | 0.92 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 0 | 217 | 92 | 64 | 151 | 0 | 0 | 0 | 0 | 580 | 1870 | 53 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 309 | 0 | 0 | 215 | 0 | 0 | 0 | 0 | 0 | 2503 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 15 | | | 9 | | | 15 | | | 9 | |
| Number of Detectors | | 2 | | | 1 | 2 | | | | 1 | 2 | |
| Detector Template | | Thru | | | Left | Thru | | | | Left | Thru | |
| Leading Detector (ft) | | 100 | | | 20 | 100 | | | | 20 | 100 | |
| Trailing Detector (ft) | | 0 | | | 0 | 0 | | | | 0 | 0 | |
| Detector 1 Position(ft) | | 0 | | | 0 | 0 | | | | 0 | 0 | |
| Detector 1 Size(ft) | | 6 | | | 20 | 6 | | | | 20 | 6 | |
| Detector 1 Type | | CI+Ex | | | CI+Ex | CI+Ex | | | | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | | | 0.0 | 0.0 | | | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | | 0.0 | | | 0.0 | 0.0 | | | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | | 0.0 | | | 0.0 | 0.0 | | | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | | | 94 | | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | 6 | | |
| Detector 2 Type | | CI+Ex | | | CI+Ex | | | | | CI+Ex | | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Turn Type | | NA | | | Perm | NA | | | | Perm | NA | |
| Protected Phases | | 8 | | | 4 | | | | | | 2 | |
| Permitted Phases | | | | | 4 | | | | | 2 | | |
| Detector Phase | | 8 | | | 4 | 4 | | | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | 7.0 | | | 7.0 | 7.0 | | | | 9.0 | 9.0 | |

US-1 (SB) and Banyan St.
 Future Total (with SW 95th Ave.) 2040 AM

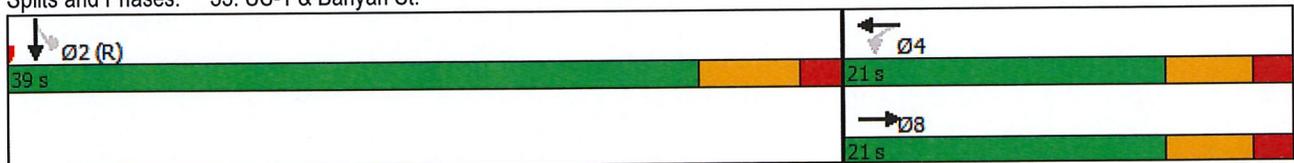


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-------|-----|-------|-------|-----|-----|-----|-----|-------|-------|-----|
| Minimum Split (s) | | 21.0 | | 21.0 | 21.0 | | | | | 27.0 | 27.0 | |
| Total Split (s) | | 21.0 | | 21.0 | 21.0 | | | | | 39.0 | 39.0 | |
| Total Split (%) | | 35.0% | | 35.0% | 35.0% | | | | | 65.0% | 65.0% | |
| Maximum Green (s) | | 15.0 | | 15.0 | 15.0 | | | | | 32.2 | 32.2 | |
| Yellow Time (s) | | 4.0 | | 4.0 | 4.0 | | | | | 4.8 | 4.8 | |
| All-Red Time (s) | | 2.0 | | 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? | | | | | | | | | | | | |
| Vehicle Extension (s) | | 2.5 | | 2.5 | 2.5 | | | | | 1.0 | 1.0 | |
| Recall Mode | | None | | None | None | | | | | C-Max | C-Max | |
| Walk Time (s) | | 5.0 | | 5.0 | 5.0 | | | | | 9.0 | 9.0 | |
| Flash Dont Walk (s) | | 7.0 | | 7.0 | 7.0 | | | | | 9.0 | 9.0 | |
| Pedestrian Calls (#/hr) | | 0 | | 0 | 0 | | | | | 0 | 0 | |
| Act Effct Green (s) | | 13.6 | | | 13.6 | | | | | | 33.6 | |
| Actuated g/C Ratio | | 0.23 | | | 0.23 | | | | | | 0.56 | |
| v/c Ratio | | 0.75 | | | 0.88 | | | | | | 0.89 | |
| Control Delay | | 33.4 | | | 58.7 | | | | | | 17.9 | |
| Queue Delay | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Total Delay | | 33.4 | | | 58.7 | | | | | | 17.9 | |
| LOS | | C | | | E | | | | | | B | |
| Approach Delay | | 33.4 | | | 58.7 | | | | | | 17.9 | |
| Approach LOS | | C | | | E | | | | | | B | |

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:SBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 22.4
 Intersection Capacity Utilization 84.0%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 33: US-1 & Banyan St.



US-1 (SB) and W Evergreen St.
 Future Total (with SW 95th Ave.) 2040 AM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↱ | | | ↱ | | | | | ↱↱↱ | | |
| Traffic Vol, veh/h | 0 | 6 | 41 | 2 | 14 | 0 | 0 | 0 | 0 | 252 | 1555 | 11 |
| Future Vol, veh/h | 0 | 6 | 41 | 2 | 14 | 0 | 0 | 0 | 0 | 252 | 1555 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | - | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 90 | 90 | 90 | 90 | 92 | 92 | 92 | 92 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 7 | 46 | 2 | 16 | 0 | 0 | 0 | 0 | 280 | 1728 | 12 |

| Major/Minor | Minor2 | Minor1 | | | | Major2 | | |
|----------------------|--------|--------|------|------|----|--------|---|---|
| Conflicting Flow All | - 2294 | 870 | 1255 | 2300 | - | 0 | 0 | 0 |
| Stage 1 | - 2294 | - | 0 | 0 | - | - | - | - |
| Stage 2 | - 0 | - | 1255 | 2300 | - | - | - | - |
| Critical Hdwy | - 6.54 | 7.14 | 6.44 | 6.54 | - | 5.34 | - | - |
| Critical Hdwy Stg 1 | - 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | 6.74 | 5.54 | - | - | - | - |
| Follow-up Hdwy | - 4.02 | 3.92 | 3.82 | 4.02 | - | 3.12 | - | - |
| Pot Cap-1 Maneuver | 0 | 39 | 253 | 181 | 38 | 0 | - | - |
| Stage 1 | 0 | 73 | - | - | - | 0 | - | - |
| Stage 2 | 0 | - | - | 163 | 72 | 0 | - | - |
| Platoon blocked, % | | | | | | | - | - |
| Mov Cap-1 Maneuver | - | 39 | 253 | 129 | 38 | - | - | - |
| Mov Cap-2 Maneuver | - | 39 | - | 129 | 38 | - | - | - |
| Stage 1 | - | 73 | - | - | - | - | - | - |
| Stage 2 | - | - | - | 121 | 72 | - | - | - |

| Approach | EB | WB | SB |
|----------------------|------|-------|----|
| HCM Control Delay, s | 41.7 | 143.1 | |
| HCM LOS | E | F | |

| Minor Lane/Major Mvmt | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-------|-----|-----|-----|
| Capacity (veh/h) | 149 | 42 | - | - | - |
| HCM Lane V/C Ratio | 0.35 | 0.423 | - | - | - |
| HCM Control Delay (s) | 41.7 | 143.1 | - | - | - |
| HCM Lane LOS | E | F | - | - | - |
| HCM 95th %tile Q(veh) | 1.4 | 1.5 | - | - | - |

US-1 (SB) and W Hibiscus St.
 Future Total (with SW 95th Ave.) 2040 AM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|-------|-------|------|-------|-------|------|------|-------|-------|-------|-------|
| Lane Configurations | | ↔ | | | ↕ | | | | | | ↕↕↕ | |
| Traffic Volume (vph) | 0 | 60 | 81 | 11 | 150 | 0 | 0 | 0 | 0 | 167 | 1478 | 59 |
| Future Volume (vph) | 0 | 60 | 81 | 11 | 150 | 0 | 0 | 0 | 0 | 167 | 1478 | 59 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 0.91 | 0.91 |
| Fr t | | 0.922 | | | | | | | | | 0.995 | |
| Flt Protected | | | | | 0.997 | | | | | | 0.995 | |
| Satd. Flow (prot) | 0 | 1717 | 0 | 0 | 1857 | 0 | 0 | 0 | 0 | 0 | 5035 | 0 |
| Flt Permitted | | | | | 0.963 | | | | | | 0.995 | |
| Satd. Flow (perm) | 0 | 1717 | 0 | 0 | 1794 | 0 | 0 | 0 | 0 | 0 | 5035 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 6 | | | | | | | | | 13 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 332 | | | 429 | | | 1447 | | | 1011 | |
| Travel Time (s) | | 7.5 | | | 9.8 | | | 32.9 | | | 23.0 | |
| Peak Hour Factor | 0.92 | 0.89 | 0.89 | 0.89 | 0.89 | 0.92 | 0.92 | 0.92 | 0.92 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 0 | 67 | 91 | 12 | 169 | 0 | 0 | 0 | 0 | 188 | 1661 | 66 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 158 | 0 | 0 | 181 | 0 | 0 | 0 | 0 | 0 | 1915 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 15 | | | 9 | | | 15 | | | 9 | |
| Number of Detectors | | 2 | | | 1 | 2 | | | | 1 | 2 | |
| Detector Template | | Thru | | | Left | Thru | | | | Left | Thru | |
| Leading Detector (ft) | | 100 | | | 20 | 100 | | | | 20 | 100 | |
| Trailing Detector (ft) | | 0 | | | 0 | 0 | | | | 0 | 0 | |
| Detector 1 Position(ft) | | 0 | | | 0 | 0 | | | | 0 | 0 | |
| Detector 1 Size(ft) | | 6 | | | 20 | 6 | | | | 20 | 6 | |
| Detector 1 Type | | CI+Ex | | | CI+Ex | CI+Ex | | | | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | | | 0.0 | 0.0 | | | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | | 0.0 | | | 0.0 | 0.0 | | | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | | 0.0 | | | 0.0 | 0.0 | | | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | | | 94 | | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | 6 | | |
| Detector 2 Type | | CI+Ex | | | CI+Ex | | | | | | CI+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Turn Type | | NA | | | Perm | NA | | | | Perm | NA | |
| Protected Phases | | 8 | | | 4 | | | | | | 2 | |
| Permitted Phases | | | | | 4 | | | | | 2 | | |
| Detector Phase | | 8 | | | 4 | 4 | | | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | 7.0 | | | 7.0 | 7.0 | | | | 9.0 | 9.0 | |

US-1 (SB) and W Hibiscus St.
 Future Total (with SW 95th Ave.) 2040 AM

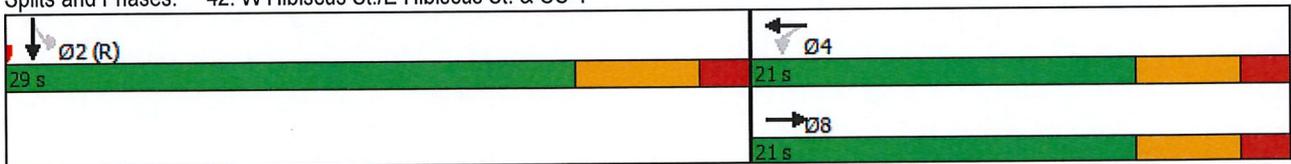


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-------|-----|-------|-------|-----|-----|-----|-----|-------|-------|-----|
| Minimum Split (s) | | 13.0 | | 21.0 | 21.0 | | | | | 25.0 | 25.0 | |
| Total Split (s) | | 21.0 | | 21.0 | 21.0 | | | | | 29.0 | 29.0 | |
| Total Split (%) | | 42.0% | | 42.0% | 42.0% | | | | | 58.0% | 58.0% | |
| Maximum Green (s) | | 15.0 | | 15.0 | 15.0 | | | | | 22.2 | 22.2 | |
| Yellow Time (s) | | 4.0 | | 4.0 | 4.0 | | | | | 4.8 | 4.8 | |
| All-Red Time (s) | | 2.0 | | 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? | | | | | | | | | | | | |
| Vehicle Extension (s) | | 2.5 | | 2.5 | 2.5 | | | | | 1.0 | 1.0 | |
| Recall Mode | | None | | None | None | | | | | C-Max | C-Max | |
| Walk Time (s) | | | | 7.0 | 7.0 | | | | | 9.0 | 9.0 | |
| Flash Dont Walk (s) | | | | 7.0 | 7.0 | | | | | 7.0 | 7.0 | |
| Pedestrian Calls (#/hr) | | | | 0 | 0 | | | | | 0 | 0 | |
| Act Effct Green (s) | | 10.0 | | | 10.0 | | | | | | 31.2 | |
| Actuated g/C Ratio | | 0.20 | | | 0.20 | | | | | | 0.62 | |
| v/c Ratio | | 0.45 | | | 0.51 | | | | | | 0.61 | |
| Control Delay | | 20.5 | | | 22.3 | | | | | | 9.2 | |
| Queue Delay | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Total Delay | | 20.5 | | | 22.3 | | | | | | 9.2 | |
| LOS | | C | | | C | | | | | | A | |
| Approach Delay | | 20.5 | | | 22.3 | | | | | | 9.2 | |
| Approach LOS | | C | | | C | | | | | | A | |

Intersection Summary

Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 0 (0%), Referenced to phase 2:SBTL, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 11.1 Intersection LOS: B
 Intersection Capacity Utilization 60.9% ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 42: W Hibiscus St./E Hibiscus St. & US-1



US-1 (NB) and E Indigo St.
 Future Total (with SW 95th Ave.) 2040 AM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 8.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations | | ↕ | | | ↕ | | ↕↕↕ | | | | | |
| Traffic Vol, veh/h | 2 | 11 | 0 | 0 | 11 | 13 | 82 | 3064 | 74 | 0 | 0 | 0 |
| Future Vol, veh/h | 2 | 11 | 0 | 0 | 11 | 13 | 82 | 3064 | 74 | 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | - | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 12 | 0 | 0 | 12 | 14 | 88 | 3295 | 80 | 0 | 0 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | | |
|----------------------|--------|------|--------|---|--------|------|------|---|---|
| Conflicting Flow All | 1500 | 3551 | - | - | 3511 | 1688 | 0 | 0 | 0 |
| Stage 1 | 0 | 0 | - | - | 3511 | - | - | - | - |
| Stage 2 | 1500 | 3551 | - | - | 0 | - | - | - | - |
| Critical Hdwy | 6.44 | 6.54 | - | - | 6.54 | 7.14 | 5.34 | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | 5.54 | - | - | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.02 | - | - | 4.02 | 3.92 | 3.12 | - | - |
| Pot Cap-1 Maneuver | 129 | ~6 | 0 | 0 | ~6 | 71 | - | - | - |
| Stage 1 | - | - | 0 | 0 | 16 | - | - | - | - |
| Stage 2 | 114 | 15 | 0 | 0 | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - |
| Mov Cap-1 Maneuver | - | ~6 | - | - | ~6 | 71 | - | - | - |
| Mov Cap-2 Maneuver | - | ~6 | - | - | ~6 | - | - | - | - |
| Stage 1 | - | - | - | - | 16 | - | - | - | - |
| Stage 2 | 24 | 15 | - | - | - | - | - | - | - |

| Approach | EB | WB | NE |
|----------------------|----|-----------|----|
| HCM Control Delay, s | | \$ 1161.6 | |
| HCM LOS | - | F | |

| Minor Lane/Major Mvmt | NEL | NET | NER | EBLn1 | WBLn1 |
|-----------------------|-----|-----|-----|-------|-----------|
| Capacity (veh/h) | - | - | - | - | 12 |
| HCM Lane V/C Ratio | - | - | - | - | 2.151 |
| HCM Control Delay (s) | - | - | - | - | \$ 1161.6 |
| HCM Lane LOS | - | - | - | - | F |
| HCM 95th %tile Q(veh) | - | - | - | - | 4.1 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

US-1 (NB) and Wayne Ave.
 Future Total (with SW 95th Ave.) 2040 AM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations | | ↕ | | | ↗ | | ↕↕↕ | | | | | |
| Traffic Vol, veh/h | 15 | 5 | 0 | 0 | 6 | 10 | 37 | 3167 | 148 | 0 | 0 | 0 |
| Future Vol, veh/h | 15 | 5 | 0 | 0 | 6 | 10 | 37 | 3167 | 148 | 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | - | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 16 | 5 | 0 | 0 | 6 | 10 | 39 | 3299 | 154 | 0 | 0 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | | |
|----------------------|--------|------|--------|---|--------|------|------|---|--|
| Conflicting Flow All | 1401 | 3531 | - | - | 3454 | 1727 | 0 | 0 | |
| Stage 1 | 0 | 0 | - | - | 3454 | - | - | - | |
| Stage 2 | 1401 | 3531 | - | - | 0 | - | - | - | |
| Critical Hdwy | 6.44 | 6.54 | - | - | 6.54 | 7.14 | 5.34 | - | |
| Critical Hdwy Stg 1 | - | - | - | - | 5.54 | - | - | - | |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | - | - | - | - | - | |
| Follow-up Hdwy | 3.82 | 4.02 | - | - | 4.02 | 3.92 | 3.12 | - | |
| Pot Cap-1 Maneuver | 148 | 6 | 0 | 0 | 7 | 66 | - | - | |
| Stage 1 | - | - | 0 | 0 | 17 | - | - | - | |
| Stage 2 | 131 | 16 | 0 | 0 | - | - | - | - | |
| Platoon blocked, % | | | | | | | | - | |
| Mov Cap-1 Maneuver | 29 | 6 | - | - | 7 | 66 | - | - | |
| Mov Cap-2 Maneuver | 29 | 6 | - | - | 7 | - | - | - | |
| Stage 1 | - | - | - | - | 17 | - | - | - | |
| Stage 2 | 70 | 16 | - | - | - | - | - | - | |

| Approach | EB | WB | NE |
|-------------------------|-------|----------|----|
| HCM Control Delay, s/\$ | 729.6 | \$ 564.3 | |
| HCM LOS | F | F | |

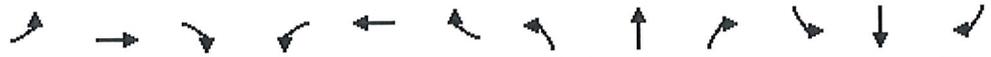
| Minor Lane/Major Mvmt | NEL | NET | NER | EBLn1 | WBLn1 |
|-----------------------|-----|-----|-----|----------|----------|
| Capacity (veh/h) | - | - | - | 15 | 16 |
| HCM Lane V/C Ratio | - | - | - | 1.389 | 1.042 |
| HCM Control Delay (s) | - | - | - | \$ 729.6 | \$ 564.3 |
| HCM Lane LOS | - | - | - | F | F |
| HCM 95th %tile Q(veh) | - | - | - | 3.2 | 2.5 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

US-1 and SW 184th St.
 Future Total (with SW 95th Ave.) 2040 PM

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  | |  |  | |  |  |  |
| Traffic Volume (vph) | 522 | 653 | 57 | 567 | 534 | 121 | 84 | 1897 | 636 | 267 | 2656 | 616 |
| Future Volume (vph) | 522 | 653 | 57 | 567 | 534 | 121 | 84 | 1897 | 636 | 267 | 2656 | 616 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 286 | | 0 | 160 | | 0 | 130 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 0 | | | 100 | | | 95 | | |
| Lane Util. Factor | 0.91 | 0.91 | 0.95 | 0.91 | 0.91 | 0.95 | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 0.91 |
| Fr | | 0.990 | | | 0.978 | | | 0.962 | | | 0.972 | |
| Flt Protected | 0.950 | 0.993 | | 0.950 | 0.990 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1610 | 3333 | 0 | 1610 | 3282 | 0 | 1770 | 4892 | 0 | 1770 | 4943 | 0 |
| Flt Permitted | 0.950 | 0.993 | | 0.950 | 0.990 | | 0.065 | | | 0.062 | | |
| Satd. Flow (perm) | 1610 | 3333 | 0 | 1610 | 3282 | 0 | 121 | 4892 | 0 | 115 | 4943 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 4 | | | 11 | | | 69 | | | 47 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 444 | | | 1995 | | | 549 | | | 848 | |
| Travel Time (s) | | 10.1 | | | 45.3 | | | 12.5 | | | 19.3 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 567 | 710 | 62 | 616 | 580 | 132 | 91 | 2062 | 691 | 290 | 2887 | 670 |
| Shared Lane Traffic (%) | 23% | | | 29% | | | | | | | | |
| Lane Group Flow (vph) | 437 | 902 | 0 | 437 | 891 | 0 | 91 | 2753 | 0 | 290 | 3557 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | Yes | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | |
| Detector Template | Left | | | Left | | | Left | | | Left | | |
| Leading Detector (ft) | 30 | 30 | | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 30 | 30 | | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 21.0 | 21.0 | | 21.0 | 21.0 | | 8.0 | 21.0 | | 8.0 | 21.0 | |
| Total Split (s) | 34.0 | 34.0 | | 34.0 | 34.0 | | 8.0 | 67.0 | | 15.0 | 74.0 | |

US-1 and SW 184th St.
 Future Total (with SW 95th Ave.) 2040 PM

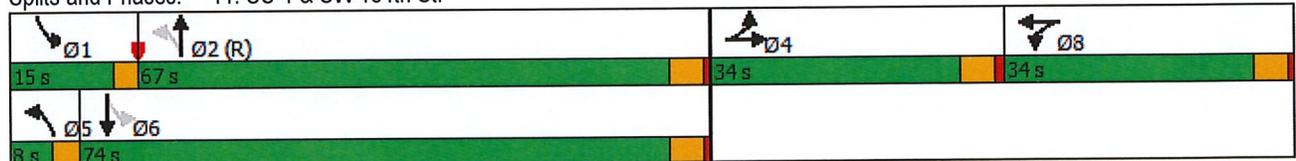


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-----|-------|-------|-----|------|-------|-----|-------|-------|-----|
| Total Split (%) | 22.7% | 22.7% | | 22.7% | 22.7% | | 5.3% | 44.7% | | 10.0% | 49.3% | |
| Maximum Green (s) | 29.0 | 29.0 | | 29.0 | 29.0 | | 5.0 | 62.0 | | 12.0 | 69.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 3.0 | 4.0 | | 3.0 | 4.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 0.0 | 1.0 | | 0.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | Yes | | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | None | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 29.0 | 29.0 | | 29.0 | 29.0 | | 69.0 | 62.0 | | 79.0 | 69.0 | |
| Actuated g/C Ratio | 0.19 | 0.19 | | 0.19 | 0.19 | | 0.46 | 0.41 | | 0.53 | 0.46 | |
| v/c Ratio | 1.41 | 1.39 | | 1.41 | 1.39 | | 0.83 | 1.34 | | 1.51 | 1.55 | |
| Control Delay | 243.5 | 229.8 | | 243.5 | 226.1 | | 73.3 | 189.3 | | 285.3 | 278.7 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 243.5 | 229.8 | | 243.5 | 226.1 | | 73.3 | 189.3 | | 285.3 | 278.7 | |
| LOS | F | F | | F | F | | E | F | | F | F | |
| Approach Delay | | 234.3 | | | 231.8 | | | 185.6 | | | 279.2 | |
| Approach LOS | | F | | | F | | | F | | | F | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.55
 Intersection Signal Delay: 237.6
 Intersection Capacity Utilization 132.3%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H

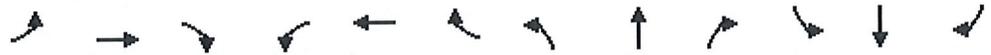
Splits and Phases: 11: US-1 & SW 184th St.



SW 184th St. and SW 97th Ave.
 Future Total (with SW 95th Ave.) 2040 PM

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|--------|-------|-------|--------|-------|-------|--------|-------|-------|--------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 382 | 519 | 194 | 303 | 592 | 58 | 136 | 390 | 82 | 83 | 493 | 385 |
| Future Volume (vph) | 382 | 519 | 194 | 303 | 592 | 58 | 136 | 390 | 82 | 83 | 493 | 385 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 130 | | 0 | 95 | | 0 | 155 | | 0 | 130 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 50 | | | 150 | | | 50 | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | | 0.850 | | 0.987 | | | 0.974 | | | 0.934 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 3493 | 0 | 1770 | 3447 | 0 | 1770 | 3306 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1770 | 1863 | 1583 | 1770 | 3493 | 0 | 1770 | 3447 | 0 | 1770 | 3306 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 181 | | 6 | | | 14 | | | 115 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 1995 | | | 502 | | | 309 | | | 236 | |
| Travel Time (s) | | 45.3 | | | 11.4 | | | 7.0 | | | 5.4 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 415 | 564 | 211 | 329 | 643 | 63 | 148 | 424 | 89 | 90 | 536 | 418 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 415 | 564 | 211 | 329 | 706 | 0 | 148 | 513 | 0 | 90 | 954 | 0 |
| Enter Blocked Intersection | No | No | No |
| Lane Alignment | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | Yes | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 1 | 1 | 1 | 1 | | 1 | 1 | | 1 | 1 | |
| Detector Template | Left | | Right | | | | Left | | | Left | | |
| Leading Detector (ft) | 30 | 30 | 30 | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Detector 1 Size(ft) | 30 | 30 | 30 | 30 | 30 | | 30 | 30 | | 30 | 30 | |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Turn Type | custom | NA | Perm | custom | NA | | custom | NA | | custom | NA | |
| Protected Phases | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 3 | | 8 | 7 | | | 1 | | | 5 | | |
| Detector Phase | 3 | 8 | 8 | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 7.0 | 7.0 | 5.0 | 7.0 | | 5.0 | 7.0 | | 5.0 | 7.0 | |
| Minimum Split (s) | 8.0 | 23.0 | 23.0 | 8.0 | 23.0 | | 8.0 | 23.0 | | 9.0 | 23.0 | |
| Total Split (s) | 13.0 | 27.0 | 27.0 | 12.0 | 24.0 | | 9.0 | 23.0 | | 9.0 | 28.0 | |

SW 184th St. and SW 97th Ave.
 Future Total (with SW 95th Ave.) 2040 PM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|--------|-------|-------|-------|-------|-----|-------|-------|-----|-------|-------|-----|
| Total Split (%) | 9.0% | 18.6% | 18.6% | 8.3% | 16.6% | | 6.2% | 15.9% | | 6.2% | 19.3% | |
| Maximum Green (s) | 10.0 | 22.0 | 22.0 | 9.0 | 19.0 | | 6.0 | 18.0 | | 6.0 | 23.0 | |
| Yellow Time (s) | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | | 3.0 | 4.0 | | 3.0 | 4.0 | |
| All-Red Time (s) | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | | 0.0 | 1.0 | | 0.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Recall Mode | None | None | None | None | Min | | None | None | | None | None | |
| Walk Time (s) | | 7.0 | 7.0 | | 7.0 | | | 7.0 | | | 7.0 | |
| Flash Dont Walk (s) | | 11.0 | 11.0 | | 11.0 | | | 11.0 | | | 11.0 | |
| Pedestrian Calls (#/hr) | | 0 | 0 | | 0 | | | 0 | | | 0 | |
| Act Effct Green (s) | 10.0 | 22.0 | 22.0 | 9.0 | 19.0 | | 6.0 | 18.0 | | 6.0 | 23.0 | |
| Actuated g/C Ratio | 0.07 | 0.15 | 0.15 | 0.06 | 0.13 | | 0.04 | 0.12 | | 0.04 | 0.16 | |
| v/c Ratio | 3.40 | 2.00 | 0.54 | 3.02 | 1.53 | | 2.03 | 1.17 | | 1.23 | 1.54 | |
| Control Delay | 1119.5 | 492.8 | 16.9 | 953.1 | 288.6 | | 538.6 | 149.1 | | 234.4 | 284.0 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 1119.5 | 492.8 | 16.9 | 953.1 | 288.6 | | 538.6 | 149.1 | | 234.4 | 284.0 | |
| LOS | F | F | B | F | F | | F | F | | F | F | |
| Approach Delay | | 627.0 | | | 499.8 | | | 236.3 | | | 279.7 | |
| Approach LOS | | F | | | F | | | F | | | F | |

Intersection Summary

Area Type: Other
 Cycle Length: 145
 Actuated Cycle Length: 145
 Natural Cycle: 145
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 3.40
 Intersection Signal Delay: 435.5 Intersection LOS: F
 Intersection Capacity Utilization 92.6% ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 9: SW 184th St. & SW 97th Ave.

| | | | | | | | |
|-----|------|------|------|-----|------|------|------|
| 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 |
| 9 s | 23 s | 13 s | 24 s | 9 s | 23 s | 12 s | 27 s |

SW 184th St. and SW 95th Ave.
 Future Total (with SW 95th Ave.) 2040 PM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 15.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↖ | ↑ | | | ↗ | | | | | | ↕ | |
| Traffic Vol, veh/h | 95 | 605 | 0 | 0 | 738 | 81 | 0 | 0 | 0 | 50 | 0 | 181 |
| Future Vol, veh/h | 95 | 605 | 0 | 0 | 738 | 81 | 0 | 0 | 0 | 50 | 0 | 181 |
| 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 | 75 | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | - | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 92 | 92 | 96 | 96 | 92 | 92 | 92 | 96 | 92 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 99 | 630 | 0 | 0 | 769 | 84 | 0 | 0 | 0 | 52 | 0 | 189 |

| Major/Minor | Major1 | | Major2 | | | | Minor2 | | |
|----------------------|--------|---|--------|---|---|---|--------|-------|-------|
| Conflicting Flow All | 853 | 0 | - | - | - | 0 | 1639 | 1639 | 811 |
| Stage 1 | - | - | - | - | - | - | 811 | 811 | - |
| Stage 2 | - | - | - | - | - | - | 828 | 828 | - |
| Critical Hdwy | 4.12 | - | - | - | - | - | 6.42 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 5.42 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 5.42 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | - | - | - | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 786 | - | 0 | 0 | - | - | 110 | 100 | 379 |
| Stage 1 | - | - | 0 | 0 | - | - | 437 | 393 | - |
| Stage 2 | - | - | 0 | 0 | - | - | 429 | 386 | - |
| Platoon blocked, % | | - | | | | | | | |
| Mov Cap-1 Maneuver | 786 | - | - | - | - | - | 96 | 0 | 379 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 96 | 0 | - |
| Stage 1 | - | - | - | - | - | - | 382 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 429 | 0 | - |

| Approach | EB | WB | SB |
|----------------------|-----|----|-------|
| HCM Control Delay, s | 1.4 | 0 | 115.9 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 786 | - | - | - | 231 |
| HCM Lane V/C Ratio | 0.126 | - | - | - | 1.042 |
| HCM Control Delay (s) | 10.2 | - | - | - | 115.9 |
| HCM Lane LOS | B | - | - | - | F |
| HCM 95th %tile Q(veh) | 0.4 | - | - | - | 10.1 |

SW 97th Ave. and SW 183rd St.
 Future Total (with SW 95th Ave.) 2040 PM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 77 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 28 | 20 | 123 | 45 | 24 | 13 | 51 | 745 | 39 | 12 | 793 | 21 |
| Future Vol, veh/h | 28 | 20 | 123 | 45 | 24 | 13 | 51 | 745 | 39 | 12 | 793 | 21 |
| 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 30 | 22 | 132 | 48 | 26 | 14 | 55 | 801 | 42 | 13 | 853 | 23 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 1843 | 1844 | 865 | 1900 | 1834 | 822 | 876 | 0 | 0 | 843 | 0 | 0 |
| Stage 1 | 891 | 891 | - | 932 | 932 | - | - | - | - | - | - | - |
| Stage 2 | 952 | 953 | - | 968 | 902 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 58 | 75 | 353 | 53 | 76 | 374 | 771 | - | - | 793 | - | - |
| Stage 1 | 337 | 361 | - | 320 | 345 | - | - | - | - | - | - | - |
| Stage 2 | 312 | 338 | - | 305 | 356 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 34 | 63 | 353 | ~ 22 | 64 | 374 | 771 | - | - | 793 | - | - |
| Mov Cap-2 Maneuver | 34 | 63 | - | ~ 22 | 64 | - | - | - | - | - | - | - |
| Stage 1 | 292 | 349 | - | 277 | 298 | - | - | - | - | - | - | - |
| Stage 2 | 237 | 292 | - | 173 | 345 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|----------|-----------|-----|-----|
| HCM Control Delay, s | \$ 372.7 | \$ 1012.4 | 0.6 | 0.1 |
| HCM LOS | F | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|----------|-----------|-------|-----|-----|
| Capacity (veh/h) | 771 | - | - | 115 | 33 | 793 | - | - |
| HCM Lane V/C Ratio | 0.071 | - | - | 1.599 | 2.672 | 0.016 | - | - |
| HCM Control Delay (s) | 10 | 0 | - | \$ 372.7 | \$ 1012.4 | 9.6 | 0 | - |
| HCM Lane LOS | B | A | - | F | F | A | A | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 13.7 | 10.2 | 0.1 | - | - |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

SW 95th Ave. and SW 183rd St.
 Future Total (with SW 95th Ave.) 2040 PM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 10 | 0 | 38 | 0 | 0 | 0 | 24 | 186 | 0 | 1 | 198 | 7 |
| Future Vol, veh/h | 10 | 0 | 38 | 0 | 0 | 0 | 24 | 186 | 0 | 1 | 198 | 7 |
| 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | - | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 0 | 41 | 0 | 0 | 0 | 26 | 202 | 0 | 1 | 215 | 8 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | |
|----------------------|--------|-------|-------|--------|---|---|--------|---|---|
| Conflicting Flow All | 475 | 475 | 219 | 223 | 0 | - | 202 | 0 | 0 |
| Stage 1 | 221 | 221 | - | - | - | - | - | - | - |
| Stage 2 | 254 | 254 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 5.42 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 548 | 488 | 821 | 1346 | - | 0 | 1370 | - | - |
| Stage 1 | 816 | 720 | - | - | - | 0 | - | - | - |
| Stage 2 | 788 | 697 | - | - | - | 0 | - | - | - |
| Platoon blocked, % | | | | | | | | | |
| Mov Cap-1 Maneuver | 535 | 0 | 821 | 1346 | - | - | 1370 | - | - |
| Mov Cap-2 Maneuver | 535 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 797 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 788 | 0 | - | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 10.2 | 0.9 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h) | 1346 | - | 739 | 1370 | - | - |
| HCM Lane V/C Ratio | 0.019 | - | 0.071 | 0.001 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | 10.2 | 7.6 | 0 | - |
| HCM Lane LOS | A | A | B | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.2 | 0 | - | - |

SW 97th Ave. and SW 182nd St.
 Future Total (with SW 95th Ave.) 2040 PM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 13.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 23 | 0 | 24 | 22 | 22 | 32 | 20 | 747 | 19 | 30 | 806 | 21 |
| Future Vol, veh/h | 23 | 0 | 24 | 22 | 22 | 32 | 20 | 747 | 19 | 30 | 806 | 21 |
| 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 25 | 0 | 26 | 24 | 24 | 35 | 22 | 821 | 21 | 33 | 886 | 23 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 1869 | 1850 | 898 | 1853 | 1851 | 832 | 909 | 0 | 0 | 842 | 0 | 0 |
| Stage 1 | 964 | 964 | - | 876 | 876 | - | - | - | - | - | - | - |
| Stage 2 | 905 | 886 | - | 977 | 975 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 55 | 74 | 338 | 57 | 74 | 369 | 749 | - | - | 794 | - | - |
| Stage 1 | 307 | 334 | - | 344 | 367 | - | - | - | - | - | - | - |
| Stage 2 | 331 | 363 | - | 302 | 330 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 32 | 64 | 338 | 47 | 64 | 369 | 749 | - | - | 794 | - | - |
| Mov Cap-2 Maneuver | 32 | 64 | - | 47 | 64 | - | - | - | - | - | - | - |
| Stage 1 | 290 | 306 | - | 325 | 347 | - | - | - | - | - | - | - |
| Stage 2 | 263 | 343 | - | 255 | 302 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-------|--|-------|--|-----|--|-----|--|
| HCM Control Delay, s | 189.3 | | 180.3 | | 0.3 | | 0.3 | |
| HCM LOS | F | | F | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 749 | - | - | 60 | 85 | 794 | - | - |
| HCM Lane V/C Ratio | 0.029 | - | - | 0.861 | 0.983 | 0.042 | - | - |
| HCM Control Delay (s) | 10 | 0 | - | 189.3 | 180.3 | 9.7 | 0 | - |
| HCM Lane LOS | A | A | - | F | F | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 3.9 | 5.5 | 0.1 | - | - |

SW 95th Ave. and SW 182nd St.
 Future Total (with SW 95th Ave.) 2040 PM

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.8 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | Y | | | ↑ | ↑ | |
| Traffic Vol, veh/h | 14 | 11 | 9 | 186 | 201 | 12 |
| Future Vol, veh/h | 14 | 11 | 9 | 186 | 201 | 12 |
| 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 | 15 | 12 | 10 | 202 | 218 | 13 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 447 | 225 | 231 | 0 | - | 0 |
| Stage 1 | 225 | - | - | - | - | - |
| Stage 2 | 222 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 569 | 814 | 1337 | - | - | - |
| Stage 1 | 812 | - | - | - | - | - |
| Stage 2 | 815 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 564 | 814 | 1337 | - | - | - |
| Mov Cap-2 Maneuver | 564 | - | - | - | - | - |
| Stage 1 | 806 | - | - | - | - | - |
| Stage 2 | 815 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 10.8 | 0.4 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1337 | - | 652 | - | - |
| HCM Lane V/C Ratio | 0.007 | - | 0.042 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | 10.8 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

SW 97th Ave. and SW 181st Ter.
 Future Total (with SW 95th Ave.) 2040 PM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 46 | 42 | 86 | 60 | 44 | 43 | 64 | 709 | 49 | 32 | 716 | 47 |
| Future Vol, veh/h | 46 | 42 | 86 | 60 | 44 | 43 | 64 | 709 | 49 | 32 | 716 | 47 |
| 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 53 | 48 | 99 | 69 | 51 | 49 | 74 | 815 | 56 | 37 | 823 | 54 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 1965 | 1943 | 850 | 1989 | 1942 | 843 | 877 | 0 | 0 | 871 | 0 | 0 |
| Stage 1 | 924 | 924 | - | 991 | 991 | - | - | - | - | - | - | - |
| Stage 2 | 1041 | 1019 | - | 998 | 951 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | ~ 47 | 65 | 360 | ~ 45 | 65 | 364 | 770 | - | - | 774 | - | - |
| Stage 1 | 323 | 348 | - | 296 | 324 | - | - | - | - | - | - | - |
| Stage 2 | 278 | 314 | - | 294 | 338 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | ~ 48 | 360 | - | ~ 48 | 364 | 770 | - | - | 774 | - | - |
| Mov Cap-2 Maneuver | - | ~ 48 | - | - | ~ 48 | - | - | - | - | - | - | - |
| Stage 1 | 262 | 315 | - | 240 | 263 | - | - | - | - | - | - | - |
| Stage 2 | 157 | 255 | - | 164 | 306 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|----|--|----|--|-----|--|-----|--|
| HCM Control Delay, s | | | | | 0.8 | | 0.4 | |
| HCM LOS | | | | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 770 | - | - | - | - | 774 | - | - |
| HCM Lane V/C Ratio | 0.096 | - | - | - | - | 0.048 | - | - |
| HCM Control Delay (s) | 10.2 | 0 | - | - | - | 9.9 | 0 | - |
| HCM Lane LOS | B | A | - | - | - | A | A | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | - | - | 0.1 | - | - |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

SW 95th Ave. and SW 181st Ter.
 Future Total (with SW 95th Ave.) 2040 PM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 11 | 10 | 22 | 8 | 11 | 14 | 16 | 177 | 12 | 8 | 179 | 12 |
| Future Vol, veh/h | 11 | 10 | 22 | 8 | 11 | 14 | 16 | 177 | 12 | 8 | 179 | 12 |
| 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 12 | 11 | 24 | 9 | 12 | 15 | 17 | 192 | 13 | 9 | 195 | 13 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 466 | 459 | 202 | 470 | 459 | 199 | 208 | 0 | 0 | 205 | 0 | 0 |
| Stage 1 | 220 | 220 | - | 233 | 233 | - | - | - | - | - | - | - |
| Stage 2 | 246 | 239 | - | 237 | 226 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| 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 | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 507 | 499 | 839 | 504 | 499 | 842 | 1363 | - | - | 1366 | - | - |
| Stage 1 | 782 | 721 | - | 770 | 712 | - | - | - | - | - | - | - |
| Stage 2 | 758 | 708 | - | 766 | 717 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 481 | 489 | 839 | 474 | 489 | 842 | 1363 | - | - | 1366 | - | - |
| Mov Cap-2 Maneuver | 481 | 489 | - | 474 | 489 | - | - | - | - | - | - | - |
| Stage 1 | 771 | 716 | - | 759 | 702 | - | - | - | - | - | - | - |
| Stage 2 | 721 | 698 | - | 728 | 712 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|-----|-----|
| HCM Control Delay, s | 11.3 | 11.5 | 0.6 | 0.3 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1363 | - | - | 618 | 589 | 1366 | - | - |
| HCM Lane V/C Ratio | 0.013 | - | - | 0.076 | 0.061 | 0.006 | - | - |
| HCM Control Delay (s) | 7.7 | 0 | - | 11.3 | 11.5 | 7.7 | 0 | - |
| HCM Lane LOS | A | A | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0.2 | 0 | - | - |

SW 97th Ave. and E Indigo St.
 Future Total (with SW 95th Ave.) 2040 PM

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.7 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | WT | | | WT | WT | |
| Traffic Vol, veh/h | 48 | 64 | 79 | 571 | 690 | 32 |
| Future Vol, veh/h | 48 | 64 | 79 | 571 | 690 | 32 |
| 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 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 52 | 69 | 85 | 614 | 742 | 34 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1543 | 759 | 776 | 0 | - | 0 |
| Stage 1 | 759 | - | - | - | - | - |
| Stage 2 | 784 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 126 | 406 | 840 | - | - | - |
| Stage 1 | 462 | - | - | - | - | - |
| Stage 2 | 450 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 107 | 406 | 840 | - | - | - |
| Mov Cap-2 Maneuver | 107 | - | - | - | - | - |
| Stage 1 | 391 | - | - | - | - | - |
| Stage 2 | 450 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 54.9 | 1.2 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 840 | - | 185 | - | - |
| HCM Lane V/C Ratio | 0.101 | - | 0.651 | - | - |
| HCM Control Delay (s) | 9.8 | 0 | 54.9 | - | - |
| HCM Lane LOS | A | A | F | - | - |
| HCM 95th %tile Q(veh) | 0.3 | - | 3.8 | - | - |

SW 97th Ave. and SW 180th St.
 Future Total (with SW 95th Ave.) 2040 PM

Intersection

Int Delay, s/veh 39.9

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | Y | | B | | | A |
| Traffic Vol, veh/h | 175 | 151 | 429 | 128 | 100 | 343 |
| Future Vol, veh/h | 175 | 151 | 429 | 128 | 100 | 343 |
| 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 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 186 | 161 | 456 | 136 | 106 | 365 |

| Major/Minor | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 1101 | 524 | 0 |
| Stage 1 | 524 | - | - |
| Stage 2 | 577 | - | - |
| Critical Hdwy | 6.42 | 6.22 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - |
| Pot Cap-1 Maneuver | 235 | 553 | - |
| Stage 1 | 594 | - | - |
| Stage 2 | 562 | - | - |
| Platoon blocked, % | | | - |
| Mov Cap-1 Maneuver | 203 | 553 | - |
| Mov Cap-2 Maneuver | 203 | - | - |
| Stage 1 | 514 | - | - |
| Stage 2 | 562 | - | - |

| Approach | WB | NB | SB |
|----------------------|-------|----|-----|
| HCM Control Delay, s | 159.4 | 0 | 2.1 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 287 | 984 |
| HCM Lane V/C Ratio | - | - | 1.208 | 0.108 |
| HCM Control Delay (s) | - | - | 159.4 | 9.1 |
| HCM Lane LOS | - | - | F | A |
| HCM 95th %tile Q(veh) | - | - | 15.7 | 0.4 |

SW 95th Ave. and SW 180th St.
 Future Total (with SW 95th Ave.) 2040 PM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 27 | 0 | 32 | 0 | 0 | 0 | 24 | 107 | 8 | 6 | 86 | 19 |
| Future Vol, veh/h | 27 | 0 | 32 | 0 | 0 | 0 | 24 | 107 | 8 | 6 | 86 | 19 |
| 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | - | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 29 | 0 | 35 | 0 | 0 | 0 | 26 | 116 | 9 | 7 | 93 | 21 |

| Major/Minor | Minor2 | | | Major1 | | | Major2 | | | | | |
|----------------------|--------|-------|-------|--------|--|--|--------|---|---|-------|---|---|
| Conflicting Flow All | 291 | 295 | 104 | | | | 114 | 0 | 0 | 125 | 0 | 0 |
| Stage 1 | 118 | 118 | - | | | | - | - | - | - | - | - |
| Stage 2 | 173 | 177 | - | | | | - | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.52 | 6.22 | | | | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 5.42 | 5.52 | - | | | | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | 5.52 | - | | | | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | | | | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 700 | 616 | 951 | | | | 1475 | - | - | 1462 | - | - |
| Stage 1 | 907 | 798 | - | | | | - | - | - | - | - | - |
| Stage 2 | 857 | 753 | - | | | | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 683 | 0 | 951 | | | | 1475 | - | - | 1462 | - | - |
| Mov Cap-2 Maneuver | 683 | 0 | - | | | | - | - | - | - | - | - |
| Stage 1 | 885 | 0 | - | | | | - | - | - | - | - | - |
| Stage 2 | 857 | 0 | - | | | | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|-----|-----|
| HCM Control Delay, s | 9.9 | 1.3 | 0.4 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-----|-----|
| Capacity (veh/h) | 1475 | - | - | 806 | 1462 | - | - |
| HCM Lane V/C Ratio | 0.018 | - | - | 0.08 | 0.004 | - | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 9.9 | 7.5 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.3 | 0 | - | - |

SW 97th Ave. and E Hibiscus St.
 Future Total (with SW 95th Ave.) 2040 PM

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.5 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | Y | | | 4 | 4 | |
| Traffic Vol, veh/h | 27 | 68 | 17 | 663 | 385 | 27 |
| Future Vol, veh/h | 27 | 68 | 17 | 663 | 385 | 27 |
| 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 | 29 | 74 | 18 | 721 | 418 | 29 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1190 | 433 | 447 | 0 | - | 0 |
| Stage 1 | 433 | - | - | - | - | - |
| Stage 2 | 757 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 207 | 623 | 1113 | - | - | - |
| Stage 1 | 654 | - | - | - | - | - |
| Stage 2 | 463 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 201 | 623 | 1113 | - | - | - |
| Mov Cap-2 Maneuver | 201 | - | - | - | - | - |
| Stage 1 | 636 | - | - | - | - | - |
| Stage 2 | 463 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 17.5 | 0.2 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1113 | - | 390 | - | - |
| HCM Lane V/C Ratio | 0.017 | - | 0.265 | - | - |
| HCM Control Delay (s) | 8.3 | 0 | 17.5 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 1.1 | - | - |

US-1 (NB) and SW 97th Ave. and E Evergreen St.
 Future Total (with SW 95th Ave.) 2040 PM

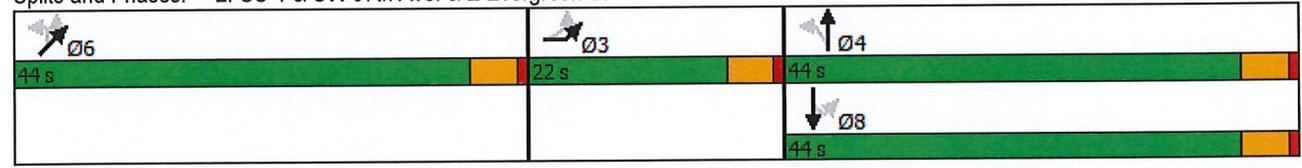
| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL2 | EBL | EBR | NBL | NBT | NBR | SBT | SBR | NEL2 | NEL | NET | NER |
| Lane Configurations | |  | | |  | |  | | | |  | |
| Traffic Volume (vph) | 38 | 4 | 245 | 168 | 52 | 398 | 119 | 64 | 4 | 17 | 1908 | 37 |
| Future Volume (vph) | 38 | 4 | 245 | 168 | 52 | 398 | 119 | 64 | 4 | 17 | 1908 | 37 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 0.91 | 0.91 | 0.91 |
| Frnt | | 0.885 | | | 0.913 | | 0.949 | | | | 0.997 | |
| Flt Protected | | 0.993 | | | 0.987 | | | | | | 0.999 | |
| Satd. Flow (prot) | 0 | 1637 | 0 | 0 | 1679 | 0 | 1768 | 0 | 0 | 0 | 5065 | 0 |
| Flt Permitted | | 0.993 | | | 0.757 | | | | | | 0.999 | |
| Satd. Flow (perm) | 0 | 1637 | 0 | 0 | 1287 | 0 | 1768 | 0 | 0 | 0 | 5065 | 0 |
| Right Turn on Red | | | | | | Yes | | | | | | Yes |
| Satd. Flow (RTOR) | | | | | 92 | | | | | | 3 | |
| Link Speed (mph) | | 30 | | | 30 | | 30 | | | | 30 | |
| Link Distance (ft) | | 637 | | | 1121 | | 738 | | | | 1027 | |
| Travel Time (s) | | 14.5 | | | 25.5 | | 16.8 | | | | 23.3 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.96 | 0.96 | 0.84 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 41 | 4 | 266 | 175 | 54 | 415 | 124 | 76 | 4 | 18 | 1988 | 39 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 311 | 0 | 0 | 644 | 0 | 200 | 0 | 0 | 0 | 2049 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | | 12 | | | 0 | | 0 | | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | 0 | | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | 16 | | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 15 | 9 | 15 | | 9 | | 9 | 15 | 15 | | 9 |
| Number of Detectors | 1 | 1 | | 1 | 1 | | 1 | | 1 | 1 | 0 | |
| Detector Template | Left | Left | | Left | | | | | Left | Left | | |
| Leading Detector (ft) | 20 | 20 | | 20 | 30 | | 30 | | 20 | 20 | 0 | |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | | 0 | | 0 | 0 | 0 | |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | | 0 | | 0 | 0 | 0 | |
| Detector 1 Size(ft) | 20 | 20 | | 20 | 30 | | 30 | | 20 | 20 | 6 | |
| Detector 1 Type | CI+Ex | CI+Ex | | CI+Ex | CI+Ex | | CI+Ex | | CI+Ex | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | 0.0 | |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | 0.0 | |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | 0.0 | |
| Turn Type | Perm | Prot | | Perm | NA | | NA | | Perm | Perm | NA | |
| Protected Phases | | 3 | | | 4 | | 8 | | | | 6 | |
| Permitted Phases | 3 | | | 4 | | | | | 6 | 6 | | |
| Detector Phase | 3 | 3 | | 4 | 4 | | 8 | | 6 | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 7.0 | | 16.0 | 16.0 | 16.0 | |
| Minimum Split (s) | 12.0 | 12.0 | | 21.0 | 21.0 | | 21.0 | | 21.0 | 21.0 | 21.0 | |
| Total Split (s) | 22.0 | 22.0 | | 44.0 | 44.0 | | 44.0 | | 44.0 | 44.0 | 44.0 | |
| Total Split (%) | 20.0% | 20.0% | | 40.0% | 40.0% | | 40.0% | | 40.0% | 40.0% | 40.0% | |
| Maximum Green (s) | 17.0 | 17.0 | | 39.0 | 39.0 | | 39.0 | | 39.0 | 39.0 | 39.0 | |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | | 4.0 | 4.0 | 4.0 | |

US-1 (NB) and SW 97th Ave. and E Evergreen St.
 Future Total (with SW 95th Ave.) 2040 PM

| Lane Group | EBL2 | EBL | EBR | NBL | NBT | NBR | SBT | SBR | NEL2 | NEL | NET | NER |
|-------------------------|--------------------|-------|-----|------|-------|-----|------|-----|------|------|-------|-----|
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | | 1.0 | 1.0 | 1.0 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | 0.0 | | | | 0.0 | |
| Total Lost Time (s) | | 5.0 | | | 5.0 | | 5.0 | | | | 5.0 | |
| Lead/Lag | Lead-Lag Optimize? | | | | | | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | | 3.0 | 3.0 | 3.0 | |
| Recall Mode | Max | Max | | Max | Max | | Max | | Max | Max | Max | |
| Walk Time (s) | | | | 5.0 | 5.0 | | 5.0 | | 5.0 | 5.0 | 5.0 | |
| Flash Dont Walk (s) | | | | 11.0 | 11.0 | | 11.0 | | 11.0 | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | | | | 0 | 0 | | 0 | | 0 | 0 | 0 | |
| Act Effct Green (s) | | 17.0 | | | 39.0 | | 39.0 | | | | 39.0 | |
| Actuated g/C Ratio | | 0.15 | | | 0.35 | | 0.35 | | | | 0.35 | |
| v/c Ratio | | 1.23 | | | 1.25 | | 0.32 | | | | 1.14 | |
| Control Delay | | 174.8 | | | 156.4 | | 27.6 | | | | 104.2 | |
| Queue Delay | | 0.0 | | | 0.0 | | 0.0 | | | | 0.0 | |
| Total Delay | | 174.8 | | | 156.4 | | 27.6 | | | | 104.2 | |
| LOS | | F | | | F | | C | | | | F | |
| Approach Delay | | 174.8 | | | 156.4 | | 27.6 | | | | 104.2 | |
| Approach LOS | | F | | | F | | C | | | | F | |

Intersection Summary
 Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Natural Cycle: 110
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.25
 Intersection Signal Delay: 116.7 Intersection LOS: F
 Intersection Capacity Utilization 118.9% ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 2: US-1 & SW 97th Ave. & E Evergreen St



SW 97th Ave. and SW 174th St.
 Future Total (with SW 95th Ave.) 2040 PM

Intersection

| | |
|---------------------------|------|
| Intersection Delay, s/veh | 35.4 |
| Intersection LOS | E |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 5 | 198 | 144 | 56 | 515 | 1 | 214 | 8 | 23 | 3 | 2 | 6 |
| Future Vol, veh/h | 5 | 198 | 144 | 56 | 515 | 1 | 214 | 8 | 23 | 3 | 2 | 6 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.92 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 6 | 220 | 160 | 62 | 572 | 1 | 238 | 9 | 26 | 3 | 2 | 7 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|------|------|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 17.4 | 54.9 | 16.6 | 10.6 |
| HCM LOS | C | F | C | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, % | 87% | 1% | 10% | 27% |
| Vol Thru, % | 3% | 57% | 90% | 18% |
| Vol Right, % | 9% | 41% | 0% | 55% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 245 | 347 | 572 | 11 |
| LT Vol | 214 | 5 | 56 | 3 |
| Through Vol | 8 | 198 | 515 | 2 |
| RT Vol | 23 | 144 | 1 | 6 |
| Lane Flow Rate | 272 | 386 | 636 | 12 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.508 | 0.609 | 0.983 | 0.025 |
| Departure Headway (Hd) | 6.716 | 5.683 | 5.566 | 7.427 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 534 | 628 | 648 | 485 |
| Service Time | 4.816 | 3.779 | 3.646 | 5.427 |
| HCM Lane V/C Ratio | 0.509 | 0.615 | 0.981 | 0.025 |
| HCM Control Delay | 16.6 | 17.4 | 54.9 | 10.6 |
| HCM Lane LOS | | C | C | F |
| HCM 95th-tile Q | | 2.8 | 4.1 | 14.7 |

SW 95th Ave. and SW 174th St.
 Future Total (with SW 95th Ave.) 2040 PM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 49 | 36 | 14 | 129 | 0 | 54 | 2 | 6 | 1 | 0 | 2 |
| Future Vol, veh/h | 1 | 49 | 36 | 14 | 129 | 0 | 54 | 2 | 6 | 1 | 0 | 2 |
| 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 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 53 | 39 | 15 | 140 | 0 | 59 | 2 | 7 | 1 | 0 | 2 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 |
|----------------------|--------|--------|--------|--------|
| Conflicting Flow All | 140 | 0 | 0 | 92 |
| 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 | 1443 | - | - | 1503 |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |
| Platoon blocked, % | - | - | - | - |
| Mov Cap-1 Maneuver | 1443 | - | - | 1503 |
| Mov Cap-2 Maneuver | - | - | - | - |
| Stage 1 | - | - | - | - |
| Stage 2 | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|-----|-----|------|-----|
| HCM Control Delay, s | 0.1 | 0.7 | 10.5 | 9.4 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|
| Capacity (veh/h) | 718 | 1443 | - | - | 1503 | - | - | 822 |
| HCM Lane V/C Ratio | 0.094 | 0.001 | - | - | 0.01 | - | - | 0.004 |
| HCM Control Delay (s) | 10.5 | 7.5 | 0 | - | 7.4 | 0 | - | 9.4 |
| HCM Lane LOS | B | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.3 | 0 | - | - | 0 | - | - | 0 |

US-1 (SB) and Banyan St.
 Future Total (with SW 95th Ave.) 2040 PM

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | | | | |    | |
| Traffic Volume (vph) | 0 | 138 | 63 | 510 | 136 | 0 | 0 | 0 | 0 | 559 | 2965 | 42 |
| Future Volume (vph) | 0 | 138 | 63 | 510 | 136 | 0 | 0 | 0 | 0 | 559 | 2965 | 42 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 0.91 | 0.91 |
| Frt | | 0.958 | | | | | | | | | 0.998 | |
| Flt Protected | | | | | 0.962 | | | | | | 0.992 | |
| Satd. Flow (prot) | 0 | 1785 | 0 | 0 | 1792 | 0 | 0 | 0 | 0 | 0 | 5035 | 0 |
| Flt Permitted | | | | | 0.562 | | | | | | 0.992 | |
| Satd. Flow (perm) | 0 | 1785 | 0 | 0 | 1047 | 0 | 0 | 0 | 0 | 0 | 5035 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | | Yes | | Yes |
| Satd. Flow (RTOR) | | | | | | | | | | | | 2 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 379 | | | 318 | | | 645 | | | 502 | |
| Travel Time (s) | | 8.6 | | | 7.2 | | | 14.7 | | | 11.4 | |
| Peak Hour Factor | 0.92 | 0.88 | 0.88 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 157 | 72 | 554 | 148 | 0 | 0 | 0 | 0 | 608 | 3223 | 46 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 229 | 0 | 0 | 702 | 0 | 0 | 0 | 0 | 0 | 3877 | 0 |
| Enter Blocked Intersection | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 15 | | | 9 | | | 15 | | | 9 | |
| Number of Detectors | | 2 | | | 1 | 2 | | | | | 1 | 2 |
| Detector Template | | Thru | | | Left | Thru | | | | | Left | Thru |
| Leading Detector (ft) | | 100 | | | 20 | 100 | | | | | 20 | 100 |
| Trailing Detector (ft) | | 0 | | | 0 | 0 | | | | | 0 | 0 |
| Detector 1 Position(ft) | | 0 | | | 0 | 0 | | | | | 0 | 0 |
| Detector 1 Size(ft) | | 6 | | | 20 | 6 | | | | | 20 | 6 |
| Detector 1 Type | | CI+Ex | | | CI+Ex | CI+Ex | | | | | CI+Ex | CI+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | | | 0.0 | 0.0 | | | | | 0.0 | 0.0 |
| Detector 1 Queue (s) | | 0.0 | | | 0.0 | 0.0 | | | | | 0.0 | 0.0 |
| Detector 1 Delay (s) | | 0.0 | | | 0.0 | 0.0 | | | | | 0.0 | 0.0 |
| Detector 2 Position(ft) | | 94 | | | 94 | | | | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | | 6 | |
| Detector 2 Type | | CI+Ex | | | CI+Ex | | | | | | CI+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Turn Type | | NA | | | Perm | NA | | | | | Perm | NA |
| Protected Phases | | 8 | | | 4 | | | | | | 2 | |
| Permitted Phases | | | | | 4 | | | | | | 2 | |
| Detector Phase | | 8 | | | 4 | 4 | | | | | 2 | 2 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | 7.0 | | | 7.0 | 7.0 | | | | | 9.0 | 9.0 |

US-1 (SB) and Banyan St.
 Future Total (with SW 95th Ave.) 2040 PM

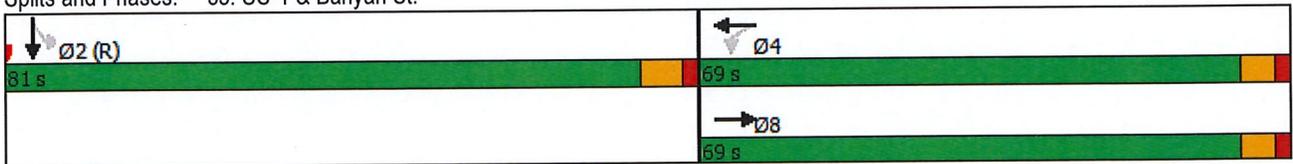


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-------|-----|-------|-------|-----|-----|-----|-----|-------|-------|-----|
| Minimum Split (s) | | 21.0 | | 21.0 | 21.0 | | | | | 27.0 | 27.0 | |
| Total Split (s) | | 69.0 | | 69.0 | 69.0 | | | | | 81.0 | 81.0 | |
| Total Split (%) | | 46.0% | | 46.0% | 46.0% | | | | | 54.0% | 54.0% | |
| Maximum Green (s) | | 63.0 | | 63.0 | 63.0 | | | | | 74.2 | 74.2 | |
| Yellow Time (s) | | 4.0 | | 4.0 | 4.0 | | | | | 4.8 | 4.8 | |
| All-Red Time (s) | | 2.0 | | 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? | | | | | | | | | | | | |
| Vehicle Extension (s) | | 2.5 | | 2.5 | 2.5 | | | | | 1.0 | 1.0 | |
| Recall Mode | | None | | None | None | | | | | C-Max | C-Max | |
| Walk Time (s) | | 5.0 | | 5.0 | 5.0 | | | | | 9.0 | 9.0 | |
| Flash Dont Walk (s) | | 7.0 | | 7.0 | 7.0 | | | | | 9.0 | 9.0 | |
| Pedestrian Calls (#/hr) | | 0 | | 0 | 0 | | | | | 0 | 0 | |
| Act Effct Green (s) | | 63.0 | | | 63.0 | | | | | | 74.2 | |
| Actuated g/C Ratio | | 0.42 | | | 0.42 | | | | | | 0.49 | |
| v/c Ratio | | 0.31 | | | 1.60 | | | | | | 1.56 | |
| Control Delay | | 30.4 | | | 311.2 | | | | | | 281.8 | |
| Queue Delay | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Total Delay | | 30.4 | | | 311.2 | | | | | | 281.8 | |
| LOS | | C | | | F | | | | | | F | |
| Approach Delay | | 30.4 | | | 311.2 | | | | | | 281.8 | |
| Approach LOS | | C | | | F | | | | | | F | |

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:SBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.60
 Intersection Signal Delay: 274.1 Intersection LOS: F
 Intersection Capacity Utilization 131.7% ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 33: US-1 & Banyan St.



US-1 (SB) and W Evergreen St.
 Future Total (with SW 95th Ave.) 2040 PM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↑ | | | ↑ | | | | | | ↑↑↑ | |
| Traffic Vol, veh/h | 0 | 7 | 11 | 25 | 11 | 0 | 0 | 0 | 0 | 272 | 2707 | 14 |
| Future Vol, veh/h | 0 | 7 | 11 | 25 | 11 | 0 | 0 | 0 | 0 | 272 | 2707 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Free | Free | Free |
| RT Channelized | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | - | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 96 | 96 | 96 | 96 | 92 | 92 | 92 | 92 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 7 | 11 | 26 | 11 | 0 | 0 | 0 | 0 | 283 | 2820 | 15 |

| Major/Minor | Minor2 | Minor1 | | | | Major2 | | |
|----------------------|--------|--------|------|------|---|--------|---|---|
| Conflicting Flow All | - 3394 | 1418 | 1698 | 3401 | - | 0 | 0 | 0 |
| Stage 1 | - 3394 | - | 0 | 0 | - | - | - | - |
| Stage 2 | - 0 | - 1698 | 3401 | - | - | - | - | - |
| Critical Hdwy | - 6.54 | 7.14 | 6.44 | 6.54 | - | 5.34 | - | - |
| Critical Hdwy Stg 1 | - 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | 6.74 | 5.54 | - | - | - | - |
| Follow-up Hdwy | - 4.02 | 3.92 | 3.82 | 4.02 | - | 3.12 | - | - |
| Pot Cap-1 Maneuver | 0 ~ 7 | 108 | 98 | ~ 7 | 0 | - | - | - |
| Stage 1 | 0 19 | - | - | - | 0 | - | - | - |
| Stage 2 | 0 - | - | 85 | 19 | 0 | - | - | - |
| Platoon blocked, % | | | | | | | - | - |
| Mov Cap-1 Maneuver | - ~ 7 | 108 | - | ~ 7 | - | - | - | - |
| Mov Cap-2 Maneuver | - ~ 7 | - | - | ~ 7 | - | - | - | - |
| Stage 1 | - 19 | - | - | - | - | - | - | - |
| Stage 2 | - - | - | 47 | 19 | - | - | - | - |

| Approach | EB | WB | SB |
|------------------------------|----|----|----|
| HCM Control Delay, s\$ 615.3 | | | |
| HCM LOS | F | - | |

| Minor Lane/Major Mvmt | EBLn1WBLn1 | SBL | SBT | SBR |
|-----------------------|------------|-----|-----|-----|
| Capacity (veh/h) | 16 | - | - | - |
| HCM Lane V/C Ratio | 1.172 | - | - | - |
| HCM Control Delay (s) | \$ 615.3 | - | - | - |
| HCM Lane LOS | F | - | - | - |
| HCM 95th %tile Q(veh) | 2.8 | - | - | - |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

US-1 (SB) and W Hibiscus St.
 Future Total (with SW 95th Ave.) 2040 PM



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|------|-------|-------|------|-------|-------|------|------|-------|-------|-------|-------|
| Lane Configurations | | ↔ | | | ↔ | | | | | | ↕↕↕ | |
| Traffic Volume (vph) | 0 | 91 | 56 | 16 | 104 | 0 | 0 | 0 | 0 | 124 | 2490 | 63 |
| Future Volume (vph) | 0 | 91 | 56 | 16 | 104 | 0 | 0 | 0 | 0 | 124 | 2490 | 63 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 0.91 | 0.91 |
| Fr't | | 0.949 | | | | | | | | | 0.996 | |
| Flt Protected | | | | | 0.993 | | | | | | 0.998 | |
| Satd. Flow (prot) | 0 | 1768 | 0 | 0 | 1850 | 0 | 0 | 0 | 0 | 0 | 5055 | 0 |
| Flt Permitted | | | | | 0.926 | | | | | | 0.998 | |
| Satd. Flow (perm) | 0 | 1768 | 0 | 0 | 1725 | 0 | 0 | 0 | 0 | 0 | 5055 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 2 | | | | | | | | | 9 | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 332 | | | 429 | | | 1447 | | | 1011 | |
| Travel Time (s) | | 7.5 | | | 9.8 | | | 32.9 | | | 23.0 | |
| Peak Hour Factor | 0.92 | 0.98 | 0.98 | 0.98 | 0.98 | 0.92 | 0.92 | 0.92 | 0.92 | 0.98 | 0.98 | 0.98 |
| Adj. Flow (vph) | 0 | 93 | 57 | 16 | 106 | 0 | 0 | 0 | 0 | 127 | 2541 | 64 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 150 | 0 | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 2732 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | | 15 | | 9 | | 15 | | 9 | |
| Number of Detectors | | 2 | | | 1 | 2 | | | | 1 | 2 | |
| Detector Template | | Thru | | | Left | Thru | | | | Left | Thru | |
| Leading Detector (ft) | | 100 | | | 20 | 100 | | | | 20 | 100 | |
| Trailing Detector (ft) | | 0 | | | 0 | 0 | | | | 0 | 0 | |
| Detector 1 Position(ft) | | 0 | | | 0 | 0 | | | | 0 | 0 | |
| Detector 1 Size(ft) | | 6 | | | 20 | 6 | | | | 20 | 6 | |
| Detector 1 Type | | CI+Ex | | | CI+Ex | CI+Ex | | | | CI+Ex | CI+Ex | |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | | 0.0 | | | 0.0 | 0.0 | | | | 0.0 | 0.0 | |
| Detector 1 Queue (s) | | 0.0 | | | 0.0 | 0.0 | | | | 0.0 | 0.0 | |
| Detector 1 Delay (s) | | 0.0 | | | 0.0 | 0.0 | | | | 0.0 | 0.0 | |
| Detector 2 Position(ft) | | 94 | | | 94 | | | | | 94 | | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | | | 6 | | |
| Detector 2 Type | | CI+Ex | | | CI+Ex | | | | | CI+Ex | | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | | | 0.0 | | |
| Turn Type | | NA | | | Perm | NA | | | | Perm | NA | |
| Protected Phases | | 8 | | | 4 | | | | | 2 | | |
| Permitted Phases | | | | | 4 | | | | | 2 | | |
| Detector Phase | | 8 | | | 4 | 4 | | | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | 7.0 | | | 7.0 | 7.0 | | | | 9.0 | 9.0 | |

US-1 (SB) and W Hibiscus St.
 Future Total (with SW 95th Ave.) 2040 PM

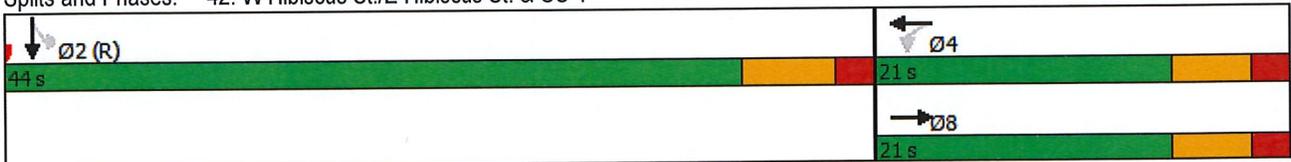


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-----|-------|-----|-------|-------|-----|-----|-----|-----|-------|-------|-----|
| Minimum Split (s) | | 13.0 | | 21.0 | 21.0 | | | | | 25.0 | 25.0 | |
| Total Split (s) | | 21.0 | | 21.0 | 21.0 | | | | | 44.0 | 44.0 | |
| Total Split (%) | | 32.3% | | 32.3% | 32.3% | | | | | 67.7% | 67.7% | |
| Maximum Green (s) | | 15.0 | | 15.0 | 15.0 | | | | | 37.2 | 37.2 | |
| Yellow Time (s) | | 4.0 | | 4.0 | 4.0 | | | | | 4.8 | 4.8 | |
| All-Red Time (s) | | 2.0 | | 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? | | | | | | | | | | | | |
| Vehicle Extension (s) | | 2.5 | | 2.5 | 2.5 | | | | | 1.0 | 1.0 | |
| Recall Mode | | None | | None | None | | | | | C-Max | C-Max | |
| Walk Time (s) | | | | 7.0 | 7.0 | | | | | 9.0 | 9.0 | |
| Flash Dont Walk (s) | | | | 7.0 | 7.0 | | | | | 7.0 | 7.0 | |
| Pedestrian Calls (#/hr) | | | | 0 | 0 | | | | | 0 | 0 | |
| Act Effct Green (s) | | 10.4 | | | 10.4 | | | | | | 45.8 | |
| Actuated g/C Ratio | | 0.16 | | | 0.16 | | | | | | 0.70 | |
| v/c Ratio | | 0.53 | | | 0.44 | | | | | | 0.77 | |
| Control Delay | | 30.9 | | | 29.0 | | | | | | 11.3 | |
| Queue Delay | | 0.0 | | | 0.0 | | | | | | 0.0 | |
| Total Delay | | 30.9 | | | 29.0 | | | | | | 11.3 | |
| LOS | | C | | | C | | | | | | B | |
| Approach Delay | | 30.9 | | | 29.0 | | | | | | 11.3 | |
| Approach LOS | | C | | | C | | | | | | B | |

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 65
 Offset: 0 (0%), Referenced to phase 2:SBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 13.0 Intersection LOS: B
 Intersection Capacity Utilization 81.7% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 42: W Hibiscus St./E Hibiscus St. & US-1



US-1 (NB) and E Indigo St.
 Future Total (with SW 95th Ave.) 2040 PM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 9.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕↕↕ | | | | |
| Traffic Vol, veh/h | 0 | 27 | 0 | 0 | 3 | 0 | 72 | 2442 | 55 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 27 | 0 | 0 | 3 | 0 | 72 | 2442 | 55 | 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | - | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 91 | 93 | 93 | 91 | 93 | 91 | 91 | 91 | 93 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 30 | 0 | 0 | 3 | 0 | 79 | 2684 | 60 | 0 | 0 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | | | |
|----------------------|--------|------|--------|---|--------|------|------|---|---|--|
| Conflicting Flow All | 1233 | 2902 | - | - | 2872 | 1372 | 0 | 0 | 0 | |
| Stage 1 | 0 | 0 | - | - | 2872 | - | - | - | - | |
| Stage 2 | 1233 | 2902 | - | - | 0 | - | - | - | - | |
| Critical Hdwy | 6.44 | 6.54 | - | - | 6.54 | 7.14 | 5.34 | - | - | |
| Critical Hdwy Stg 1 | - | - | - | - | 5.54 | - | - | - | - | |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | - | - | - | - | - | - | |
| Follow-up Hdwy | 3.82 | 4.02 | - | - | 4.02 | 3.92 | 3.12 | - | - | |
| Pot Cap-1 Maneuver | 186 | ~ 16 | 0 | 0 | 16 | 116 | - | - | - | |
| Stage 1 | - | - | 0 | 0 | 36 | - | - | - | - | |
| Stage 2 | 168 | 35 | 0 | 0 | - | - | - | - | - | |
| Platoon blocked, % | | | | | | | | - | - | |
| Mov Cap-1 Maneuver | 156 | ~ 16 | - | - | 16 | 116 | - | - | - | |
| Mov Cap-2 Maneuver | 156 | ~ 16 | - | - | 16 | - | - | - | - | |
| Stage 1 | - | - | - | - | 36 | - | - | - | - | |
| Stage 2 | 153 | 35 | - | - | - | - | - | - | - | |

| Approach | EB | WB | NE |
|------------------------|-------|-------|----|
| HCM Control Delay, s\$ | 896.3 | 281.1 | |
| HCM LOS | F | F | |

| Minor Lane/Major Mvmt | NEL | NET | NER | EBLn1 | WBLn1 |
|-----------------------|-----|-----|-----|-------|-------|
| Capacity (veh/h) | - | - | - | 16 | 16 |
| HCM Lane V/C Ratio | - | - | - | 1.854 | 0.206 |
| HCM Control Delay (s) | - | - | - | 896.3 | 281.1 |
| HCM Lane LOS | - | - | - | F | F |
| HCM 95th %tile Q(veh) | - | - | - | 4.3 | 0.6 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

US-1 (NB) and Wayne Ave.
 Future Total (with SW 95th Ave.) 2040 PM

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 15.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕↕↕ | | | | |
| Traffic Vol, veh/h | 31 | 24 | 0 | 0 | 9 | 16 | 41 | 2430 | 140 | 0 | 0 | 0 |
| Future Vol, veh/h | 31 | 24 | 0 | 0 | 9 | 16 | 41 | 2430 | 140 | 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 |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | - | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 96 | 96 | 93 | 93 | 93 | 93 | 93 | 96 | 96 | 96 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 33 | 26 | 0 | 0 | 10 | 17 | 44 | 2613 | 151 | 0 | 0 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | |
|----------------------|--------|------|--------|---|--------|------|------|
| Conflicting Flow All | 1138 | 2852 | - | - | 2777 | 1382 | 0 |
| Stage 1 | 0 | 0 | - | - | 2777 | - | - |
| Stage 2 | 1138 | 2852 | - | - | 0 | - | - |
| Critical Hdwy | 6.44 | 6.54 | - | - | 6.54 | 7.14 | 5.34 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.54 | - | - |
| Critical Hdwy Stg 2 | 6.74 | 5.54 | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 4.02 | - | - | 4.02 | 3.92 | 3.12 |
| Pot Cap-1 Maneuver | 212 | ~ 17 | 0 | 0 | 19 | 115 | - |
| Stage 1 | - | - | 0 | 0 | 41 | - | - |
| Stage 2 | 193 | 37 | 0 | 0 | - | - | - |
| Platoon blocked, % | | | | | | | - |
| Mov Cap-1 Maneuver | 108 | ~ 17 | - | - | 19 | 115 | - |
| Mov Cap-2 Maneuver | 108 | ~ 17 | - | - | 19 | - | - |
| Stage 1 | - | - | - | - | 41 | - | - |
| Stage 2 | 125 | 37 | - | - | - | - | - |

| Approach | EB | WB | NE |
|------------------------------|----|-----|----|
| HCM Control Delay, s\$ 668.8 | | 194 | |
| HCM LOS | F | F | |

| Minor Lane/Major Mvmt | NEL | NET | NER | EBLn1 | WBLn1 |
|-----------------------|-----|-----|-----|----------|-------|
| Capacity (veh/h) | - | - | - | 32 | 41 |
| HCM Lane V/C Ratio | - | - | - | 1.848 | 0.656 |
| HCM Control Delay (s) | - | - | - | \$ 668.8 | 194 |
| HCM Lane LOS | - | - | - | F | F |
| HCM 95th %tile Q(veh) | - | - | - | 6.7 | 2.4 |

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

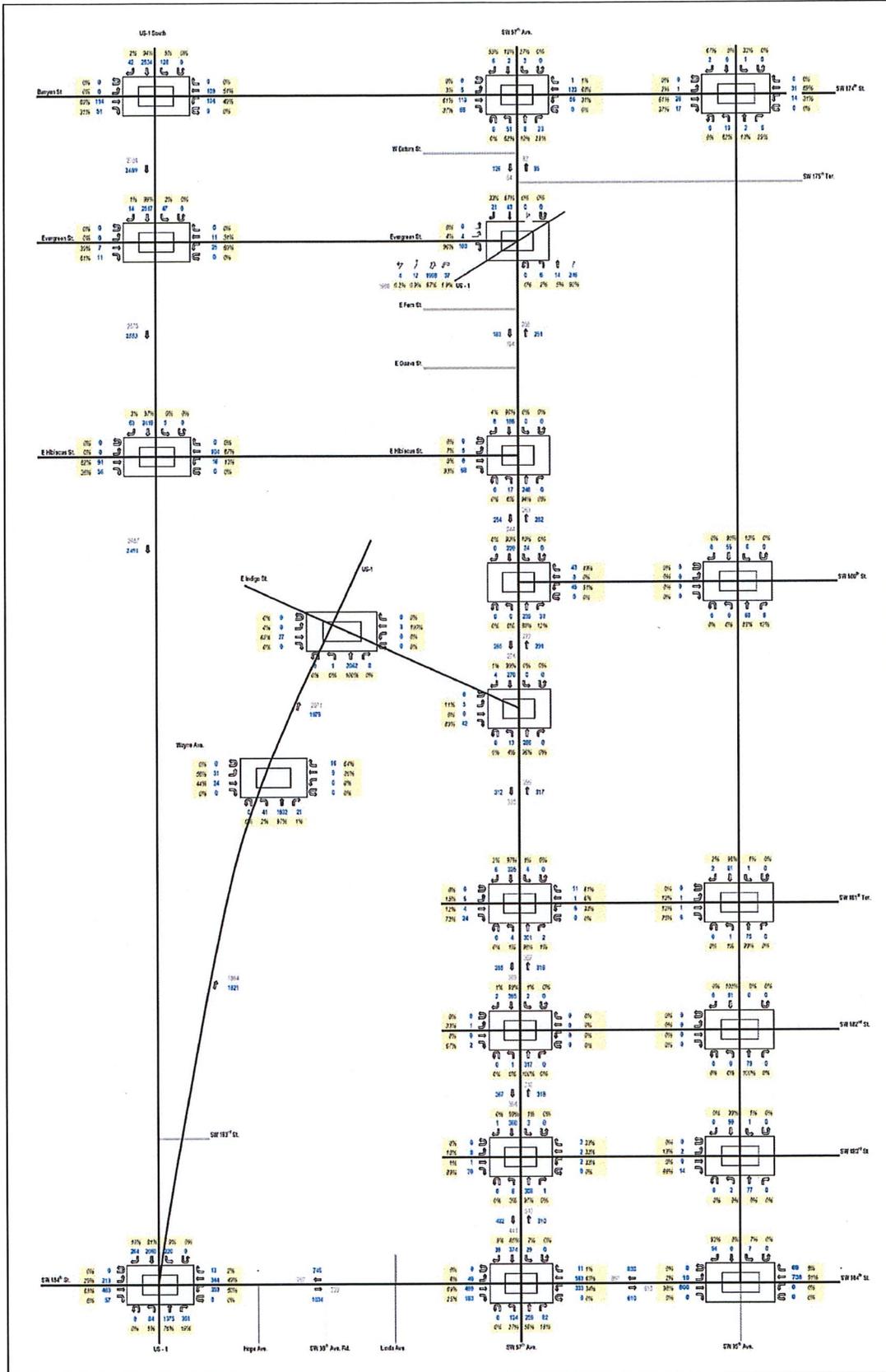


Figure 9 – 2040 Future Background with SW 95th Avenue - Traffic Volumes (AM Peak Hour)

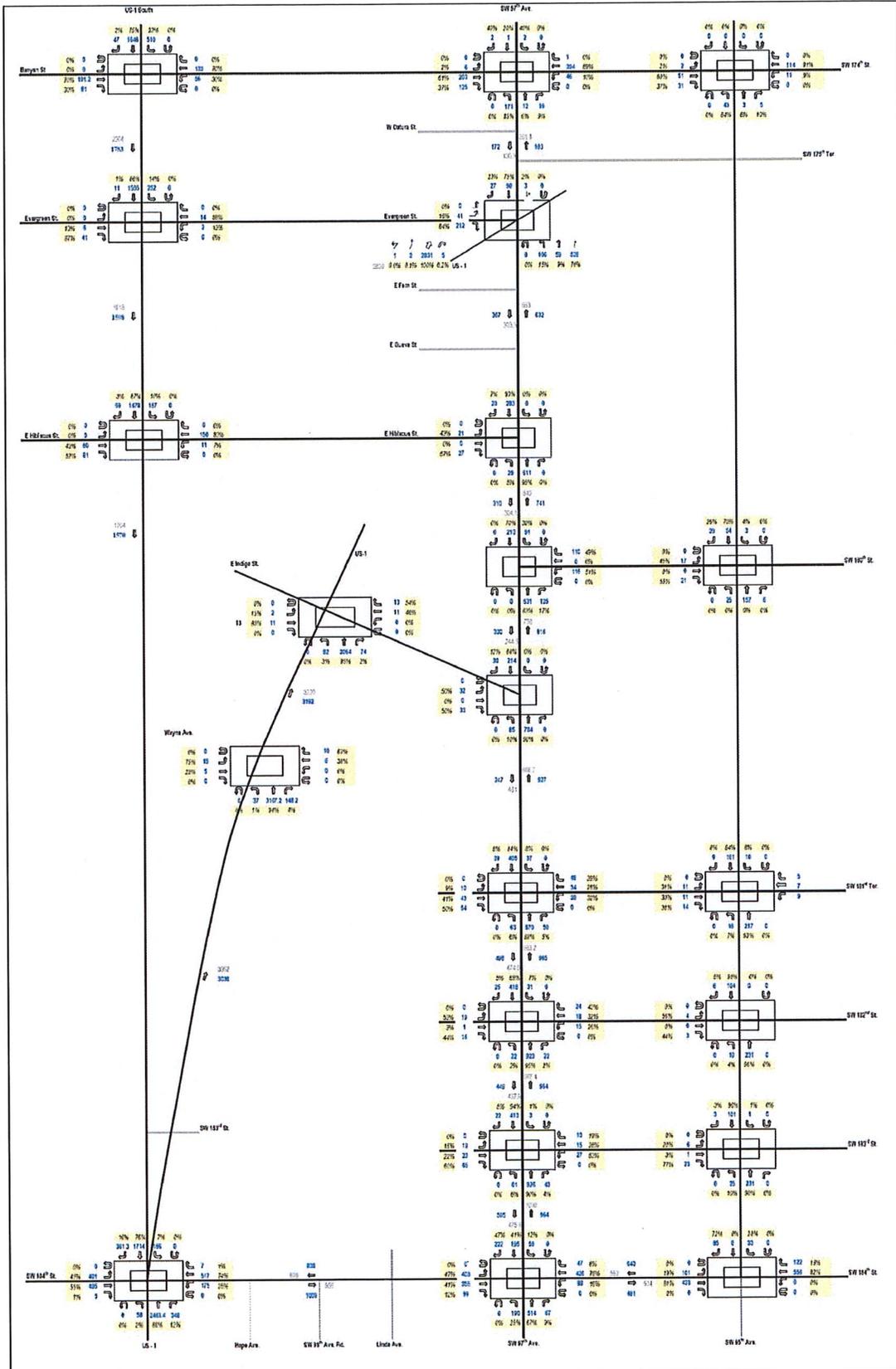


Figure 10 – 2040 Future Background with SW 95th Avenue - Traffic Volumes (PM Peak Hour)

4.4. Project Traffic

Project traffic was developed using trip generation guidelines from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, for each land use as previously described:

- Residential – 3,826 mid-rise multi-family units
- Office – 1,169,771 square feet
- General Retail – 146,380 square feet
- Café – 138,124 square feet
- Full-Service Restaurant – 8,097 square feet
- Movie Theater – 68,265 square feet

4.4.1. Trip Generation

Trip generation is the method by which the amount of traffic, or the number of trips to and from a site, is estimated. The ITE Trip Generation Manual is a common source of trip generation characteristics, providing data on a variety of development types on a daily and peak-hour basis. Based on the ITE land use codes noted below, the proposed project's trip generation were determined:

- Land Use Code 221 (Mid-Rise Apartment)
- Land Use Code 444 (Movie Theater)
- Land Use Code 710 (General Office Building)
- Land Use Code 875 (Retail)
- Land Use Code 932 (Full-Service Restaurant)
- Land Use Code 933 (Cafe)

Internal Capture Volumes

Internal capture trips are trips that occur between various land uses within the development without needing to access the external roadway network. Based on the calculations as indicated in the ITE Trip Generation Manual, 3rd Edition, an internal capture of 16.5% and 15.0% was estimated for the AM and PM peak hour, respectively.

Pass-By Capture Volumes

A portion of the trips at the project driveways will be the result of the project's new trips. Pass-by trips are stops on the way from an origin to a primary trip destination without a route diversion and that are existing trips on the roadway network. As a conservative approach, no pass-by reductions were used in the analysis of the project trips.

Transit Reduction

The study area is served by the South-Dade Transit way in close vicinity parallel to US1 and is served by express bus routes including routes 34 and 38. Each of these routes has schedule of every 10 minutes along northbound and southbound directions during peak periods. Also, the study area served by several Miami-Dade bus routes including routes 1, 31, 35, 52, and 200 connecting the Village to neighboring communities and rest of the County. In addition, an urban center station is also proposed in County's and Village's

planned improvements within the close vicinity of the project and premium transit service operations would be provided within the redeveloped downtown study area. The supporting material is included in **Appendix E**.

For the transit reduction factor a brief research was also performed for available studies and documents. In Miami, the “Miami Downtown Development of Regional Impact Increment II’ report provides transit reduction factor and pedestrian factor as 23 percent and 10 percent respectively. The Franjo Activity Center has many similar features like mix land use, pedestrian connectivity, and vicinity to express transit routes and transit centers as mentioned earlier. Also, the Transportation Element of Village of Palmetto Bay Comprehensive Plan (policy 2A.1.1) recognizes role of transit service in order to reduce transportation impacts of a development. The policy states that the level of service for roadways between the Urban Development Boundary (UDB) and Urban Infill Area (UIA), where extraordinary transit service exists, such as express bus service, parallel roadways within a half-mile shall operate at no greater than 120% of their capacity. In light of these study and transit role indicators, a minimum transit reduction factor of 15 percent is used.

Net New Project Trips

Net new, external vehicle trips are equal to the gross project trips minus the internal capture trips, transit reduction trips and the pass-by capture trips. Detailed trip generation calculations are shown in the **Appendix F**.

4.4.2. Trip Distribution

The likely distribution of project traffic was forecast for trips expected to be generated by the project. The trip distribution was based on a cardinal trip distribution obtained from the 2040 Cost Feasible Plan for the project site's traffic analysis zone (TAZ 1143, 1144 and 1145). The cardinal trip distribution is provided in **Table 11**. The detailed cardinal distribution is included in **Appendix F**.

Table 11 – Cardinal Distribution

| Cardinal Direction | Percentage of Trips | | | Average |
|--------------------|---------------------|----------------|----------------|----------------|
| | TAZ 1143 | TAZ 1144 | TAZ 1145 | |
| NNE | 28.80% | 27.20% | 24.70% | 26.90% |
| ENE | 2.10% | 2.00% | 3.50% | 2.53% |
| ESE | 1.60% | 5.10% | 2.40% | 3.03% |
| SSE | 3.80% | 8.20% | 6.00% | 6.00% |
| SSW | 20.20% | 23.40% | 24.70% | 22.77% |
| WSW | 13.50% | 9.60% | 11.80% | 11.63% |
| WNW | 15.90% | 10.40% | 13.10% | 13.13% |
| NNW | 14.20% | 14.10% | 13.80% | 14.03% |
| Total | 100.00% | 100.00% | 100.00% | 100.00% |

Based on the percentages shown above and the density for the development on a sector by sector basis as detailed in the Village’s development program for the Downtown Redevelopment, entering and exiting percentages were assigned for the project trips to be distributed throughout the roadway network as shown in **Figure 10**.

4.4.3. Trip Assignment

Based on the percentages estimated for the project trip distribution described in the previous section, trips were assigned throughout the network within the study area for the AM and PM peak hours as shown in **Figures 11 and 12**.

4.5.2040 Future Total Project Scenario with SW 95th Avenue

Table 12 present the results of the roadway segment capacity analysis for the year 2040 during the AM and PM peak hour total future project scenario with the proposed SW 95th Avenue segment in place. As indicated in these table, the corridors have sufficient capacity and are expected to operate above the adopted levels of service for year 2040 during both AM and PM peak hour period, except northbound SW 97th Avenue during both AM and PM peak hours.

Table 12 – 2040 Future Total Project Scenario with SW 95th Avenue Roadway Segment Analysis

| Principal Roadway | | Peak Hour Roadway Volumes | | Peak Hour Vehicular Capacity* | Peak Hour Excess Capacity | | Peak Hour Level of Service | | | |
|------------------------------|-----|---------------------------|------|-------------------------------|---------------------------|------|----------------------------|-----|------|-----|
| | | AM | PM | | AM | PM | A.M. | | P.M. | |
| | | | | | | | V/C | LOS | V/C | LOS |
| US-1 | NEB | 2839 | 1966 | 3624 | 785 | 1658 | 0.78 | C | 0.54 | C |
| SW 97 Avenue / Franjo Road 1 | NB | 869 | 822 | 576 | -293 | -246 | 1.51 | F | 1.43 | F |
| | SB | 476 | 961 | 576 | 100 | -385 | 0.83 | D | 1.67 | F |
| SW 95 Avenue | NB | 241 | 210 | 576 | 335 | 366 | 0.42 | C | 0.36 | C |
| | SB | 118 | 213 | 576 | 458 | 363 | 0.20 | C | 0.37 | C |
| SW 184 Street | EB | 856 | 1086 | 1710 | 854 | 624 | 0.50 | C | 0.64 | C |
| | WB | 699 | 954 | 1710 | 1011 | 756 | 0.41 | C | 0.56 | C |

(*) Peak hour capacity derived from FDOT's 2013 Quality/Level of Service Handbook

Table 13 presents the results of the intersection capacity analysis. The intersection timings were optimized to reflect the change in traffic patterns in the future. Almost all the intersections within the study area operate below the acceptable level of service thresholds as follows:

- SW 97th Avenue at SW 174th Street during the PM peak hour
- SW 97th Avenue at US-1 / Evergreen Street during both AM and PM peak hours
- SW 97th Avenue at SW 180th Street during both AM and PM peak hours
- SW 97th Avenue at E Indigo Street during the PM peak hour
- SW 97th Avenue at SW 181st Terrace during the AM peak hour
- SW 97th Avenue at SW 182nd Street during both AM and PM peak hours
- SW 97th Avenue at SW 183rd Street during both AM and PM peak hours
- SW 97th Avenue at SW 184th Street during both AM and PM peak hours

- SW 184th Street and SW 95th Avenue during the PM peak hour
- US-1 at SW 184th Street during both AM and PM peak hours
- US-1 at Wayne Avenue during both AM and PM peak hours
- US-1 at E Indigo Street during both AM and PM hours
- US-1 SB Evergreen Street during both AM and PM peak hours
- US-1 SB Banyan Street during the PM peak hours

**Table 13 – 2040 Total Future Project Scenario with SW 95th Avenue
Intersection Level of Service Analysis**

| Intersection | 2040 Total Trips | | | |
|---|-------------------|----|-------------|--------|
| | Overall Peak Hour | | | |
| | LOS | | Delay (sec) | |
| | AM | PM | AM | PM |
| SW 97 th Avenue at SW 174 th Street (Unsignalized) | C | F | 25.0 | 54.9 |
| SW 97 th Avenue at US-1 at Evergreen Street (Signalized) | F | F | 235.5 | 116.7 |
| SW 97 th Avenue at Hibiscus Street (Unsignalized) | C | C | 16.1 | 17.5 |
| SW 97 th Avenue at SW 180 th Street (Unsignalized) | F | F | 130.0 | 159.4 |
| SW 97 th Avenue at E Indigo Street (Unsignalized) | C | F | 22.0 | 54.9 |
| SW 97 th Avenue at SW 181 st Terrace (Unsignalized) | F | A | 618.4 | 0.8 |
| SW 97 th Avenue at SW 182 nd Street (Unsignalized) | F | F | 68.7 | 189.3 |
| SW 97 th Avenue at SW 183 rd Street (Unsignalized) | F | F | 161.0 | 1012.4 |
| SW 97 th Avenue at SW 184 th Street (Signalized) | F | F | 245.5 | 435.5 |
| SW 184 th Street and SW 95 th Avenue (Unsignalized) | D | F | 28.0 | 115.9 |
| US-1 at SW 184 th Street (Signalized) | F | F | 137.5 | 237.6 |
| US-1 at Wayne Avenue (Unsignalized) | F | F | 729.6 | 668.8 |
| US-1 at E Indigo Street (Unsignalized) | F | F | 1161.6 | 896.3 |
| US-1 at SB E Hibiscus St (Signalized) | B | B | 11.1 | 13.0 |
| US-1 at SB Evergreen St (Unsignalized) | F | F | 143.1 | 615.3 |
| US-1 at SB Banyan St (Signalized) | C | F | 22.4 | 274.1 |
| SW 95 th Avenue at SW 183 rd Street (Unsignalized) | A | B | 9.5 | 10.2 |
| SW 95 th Avenue at SW 182 nd Street (Unsignalized) | B | B | 10.1 | 10.8 |
| SW 95 th Avenue at SW 181 st Terrace (Unsignalized) | B | B | 11.6 | 11.5 |
| SW 95 th Avenue at SW 180 th Street (Unsignalized) | A | A | 9.6 | 9.9 |
| SW 95 th Avenue at SW 174 th Street (Unsignalized) | B | B | 10.2 | 10.5 |

Note: Overall intersection LOS not provided for two-way stop-controlled intersections. The worst minor street movement is indicated.

Due to proximity, existing volumes at the intersection of SW 184 Street at SW 95 Court were used at the new intersection of SW 184 Street at SW 95 Avenue for balancing and future projections.

As can be expected, the majority of the failures at these intersections are due primarily to the anticipated growth in the area, in addition to the trips that will be generated by the project. Franjo Road will be the major thoroughfare for the Downtown area; therefore, the majority of trips are anticipated to travel along this road. For the majority of the unsignalized intersections along SW 97th Avenue, the cross-street traffic will suffer due to the increase of traffic on the major road.

Likewise, US-1 also suffers a deterioration in the levels of service associated with the minor cross-street traffic trying to find a gap within the heavy main traffic volumes. Meanwhile, SW 95th Avenue is operating at acceptable levels of service.

Figures 13 and 14 show the AM and PM total project traffic volumes with the proposed SW 95th Avenue segment within the study area. Synchro output sheets are included in **Appendix G**.

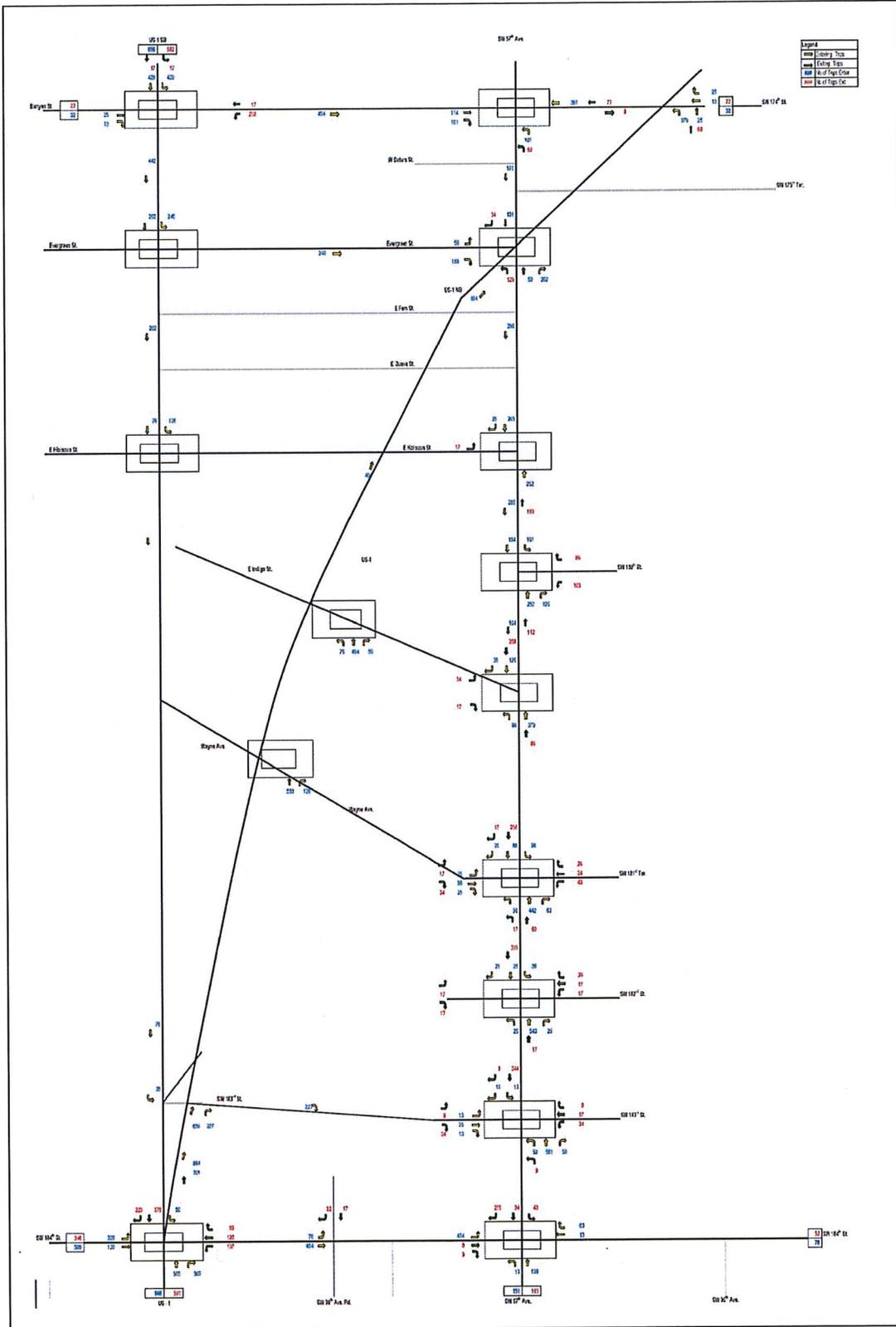


Figure 12 – Trip Assignment (AM Peak Hour)

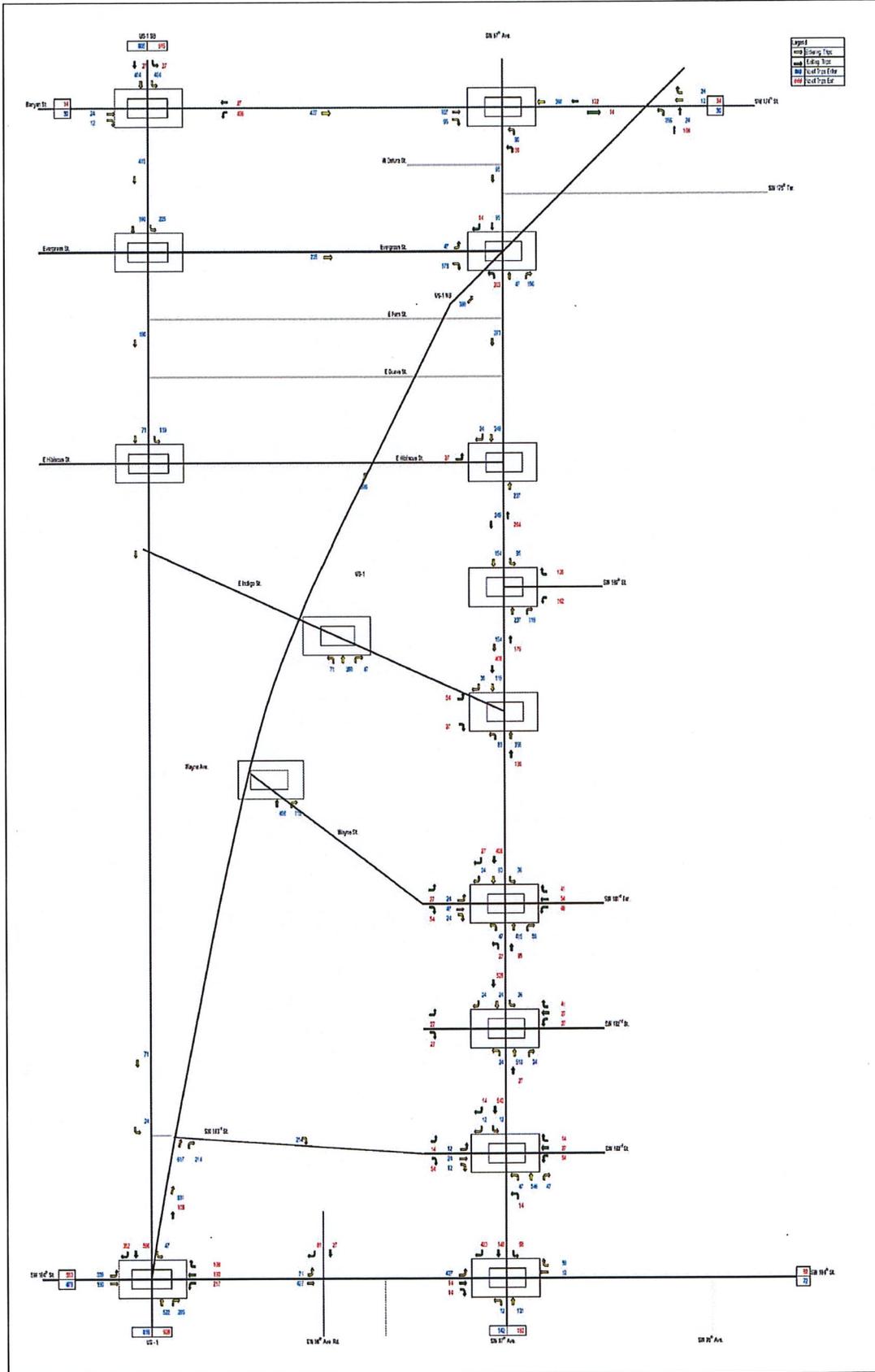


Figure 13 – Trip Assignment (PM Peak Hour)

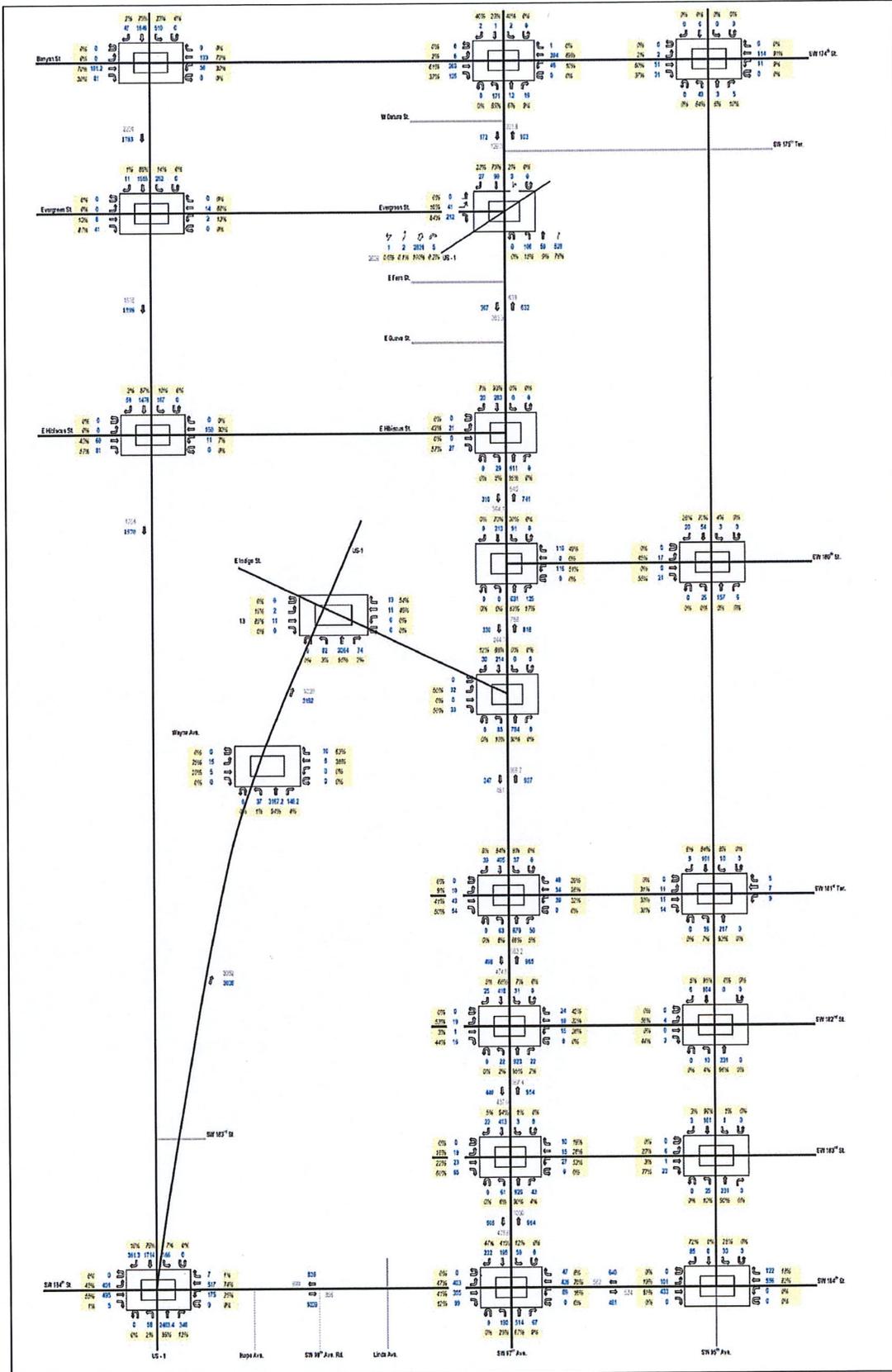


Figure 14 – 2040 Future Total Project Scenario with SW 95th Avenue
 Traffic Volumes (AM Peak Hour)

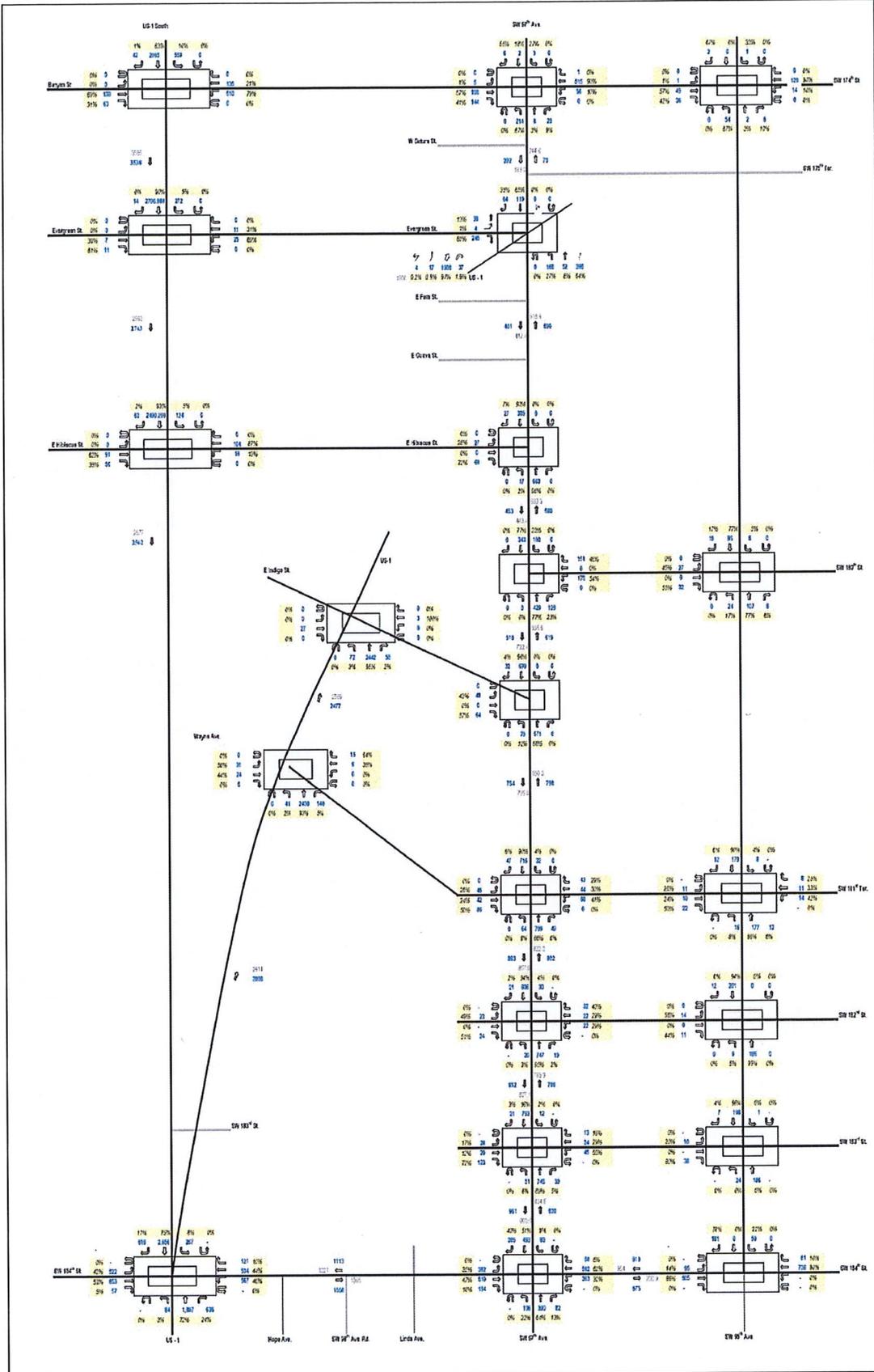


Figure 15 – 2040 Future Total Project Scenario with SW 95th Avenue Traffic Volumes (PM Peak Hour)

5. Conclusions

This report documented the results of the traffic impacts associated with the Village of Palmetto Bay Downtown Redevelopment, located between SW 174th Street and SW 184th Street along US-1 and SW 97th Avenue in Palmetto Bay, Florida. The proposed project consists of residential and potential retail and office land uses.

- Residential – 3,826 mid-rise multi-family units
- Office – 1,169,771 square feet
- General Retail – 146,380 square feet
- Café – 138,124 square feet
- Full-Service Restaurant – 8,097 square feet
- Movie Theater – 68,265 square feet

The study summarized the data collection, project trip generation, and capacity analysis for the roadway segments and intersection level of service within the study limits.

The existing roadway segment analysis determined that all the roadways operate at acceptable levels of service during both peak hours. Meanwhile, the following intersections operate below the adopted level of service for existing conditions:

- SW 97th Avenue at US-1 and Evergreen Street (signalized) during the AM peak hour
- SW 97th Avenue at SW 184th Street (signalized) during both AM and PM peak hours
- US-1 at Wayne Avenue (unsignalized) during both AM and PM peak hours
- US-1 at E. Indigo Street (unsignalized) during both AM and PM peak hours
- US-1 at SB Evergreen Street (unsignalized) during the PM peak hour

The 2040 Future Background Conditions roadway segment analysis determined that all the roadways operate at acceptable levels of service, with the exception of SW 97th Avenue, which fails in 2040 during the AM peak hour. Although the same intersections as in existing conditions fail in with the Future Background conditions, the delays were greatly increased, due to traffic growth anticipated by 2040. In particular, unsignalized intersections suffered from an increase in traffic on the major roadways to the detriment of the minor cross-streets.

A traffic diversion analysis was made based on a comparison of the roadway characteristics for Franjo Road and SW 95th Avenue. An 80% split was assumed for SW 97th Avenue, while 20% of the traffic was re-assigned to SW 95th Avenue.

With the proposed SW 95th Avenue, the corridors continue to have sufficient capacity and are expected to operate above the adopted levels of service for 2040 during both AM and PM peak hours. In contrast, the overall delay times were reduced and level of service was improved at most of the study intersections with the addition of the proposed SW 95th Avenue segment.

Trip generation calculations were made for the proposed development program and internalization captures rates were estimate. In addition, a transit reduction was utilized as documented. The net external project trips were then distributed and assigned throughout the roadway network abased on the cardinal

distribution. The resulting project trips were then added to the 2040 future background conditions with SW 95th Avenue in order to estimate the 2040 Future Total Project scenario.

The results of the roadway segment capacity analysis for the year 2040 during the AM and PM peak hour Future Total Project scenario with the proposed SW 95th Avenue segment, indicates that the corridors have sufficient capacity and are expected to operate above the adopted levels of service for year 2040 during both AM and PM peak hour period, except for northbound SW 97th Avenue during both AM and PM peak hours.

However, almost all the intersections within the study area operate below the acceptable level of service thresholds. As can be expected, the majority of the failures at these intersections are due primarily to the anticipated growth in the area, in addition to the trips that will be generated by the project. For the majority of the unsignalized intersections along SW 97th Avenue, the cross-street traffic will suffer due to the increase of traffic on the major road. Likewise, US-1 also suffers a deterioration in the levels of service associated with the minor cross-street traffic trying to find a gap within the heavy main traffic volumes. Meanwhile, SW 95th Avenue is operating at acceptable levels of service.

Appendix A

Traffic Data



Marlin Engineering Inc.
 1700 NW 66th Avenue, Suite 106
 Fort Lauderdale, Florida, United States 33313
 P: 954.870.5070 mgonzalez@marlinengineering.com

Count Name: S Dixie Hwy at Banyan St
 Site Code: S Dixie Hwy at Banyan St
 Start Date: 09/27/2018
 Page No: 1

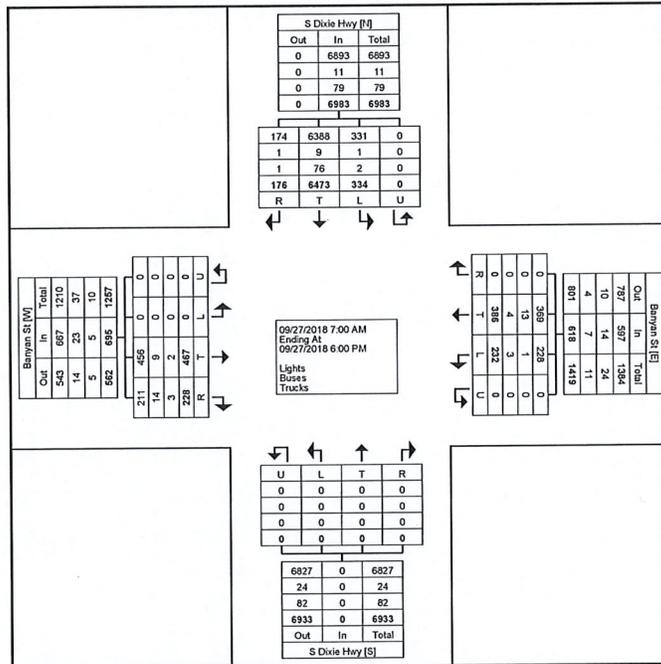
Turning Movement Data

| Start Time | S Dixie Hwy Southbound | | | | | Banyan St Westbound | | | | | S Dixie Hwy Northbound | | | | | Banyan St Eastbound | | | | | Int. Total |
|---------------|------------------------|------|------|--------|------------|---------------------|------|------|--------|------------|------------------------|------|------|--------|------------|---------------------|------|------|--------|------------|------------|
| | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | |
| 7:00 AM | 2 | 202 | 6 | 0 | 210 | 0 | 24 | 5 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 17 | 35 | 0 | 0 | 52 | 291 |
| 7:15 AM | 7 | 267 | 14 | 0 | 288 | 0 | 13 | 6 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 14 | 30 | 0 | 0 | 44 | 351 |
| 7:30 AM | 9 | 277 | 18 | 0 | 304 | 0 | 26 | 4 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 18 | 37 | 0 | 0 | 55 | 389 |
| 7:45 AM | 12 | 287 | 18 | 0 | 297 | 0 | 25 | 11 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 18 | 31 | 0 | 0 | 49 | 382 |
| Hourly Total | 30 | 1013 | 56 | 0 | 1099 | 0 | 88 | 26 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 67 | 133 | 0 | 0 | 200 | 1413 |
| 8:00 AM | 8 | 208 | 7 | 0 | 223 | 0 | 28 | 16 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 11 | 48 | 0 | 0 | 59 | 326 |
| 8:15 AM | 9 | 310 | 14 | 0 | 333 | 0 | 36 | 12 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 17 | 37 | 0 | 0 | 54 | 435 |
| 8:30 AM | 13 | 280 | 18 | 0 | 311 | 0 | 29 | 11 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 14 | 31 | 0 | 0 | 45 | 396 |
| 8:45 AM | 6 | 257 | 14 | 0 | 277 | 0 | 16 | 10 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 15 | 40 | 0 | 0 | 55 | 358 |
| Hourly Total | 36 | 1055 | 53 | 0 | 1144 | 0 | 109 | 49 | 0 | 158 | 0 | 0 | 0 | 0 | 0 | 57 | 156 | 0 | 0 | 213 | 1515 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | 9 | 593 | 26 | 0 | 628 | 0 | 24 | 24 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 13 | 35 | 0 | 0 | 48 | 724 |
| 4:15 PM | 7 | 512 | 25 | 0 | 544 | 0 | 15 | 23 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 9 | 19 | 0 | 0 | 28 | 610 |
| 4:30 PM | 13 | 527 | 28 | 0 | 568 | 0 | 30 | 27 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 12 | 23 | 0 | 0 | 35 | 660 |
| 4:45 PM | 8 | 616 | 35 | 0 | 659 | 0 | 28 | 18 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 11 | 24 | 0 | 0 | 35 | 740 |
| Hourly Total | 37 | 2248 | 114 | 0 | 2399 | 0 | 97 | 92 | 0 | 189 | 0 | 0 | 0 | 0 | 0 | 45 | 101 | 0 | 0 | 146 | 2734 |
| 5:00 PM | 26 | 510 | 26 | 0 | 562 | 0 | 21 | 19 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 9 | 21 | 0 | 0 | 30 | 632 |
| 5:15 PM | 16 | 549 | 31 | 0 | 596 | 0 | 25 | 18 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 12 | 20 | 0 | 0 | 32 | 671 |
| 5:30 PM | 21 | 559 | 30 | 0 | 610 | 0 | 24 | 15 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 18 | 22 | 0 | 0 | 40 | 699 |
| 5:45 PM | 10 | 539 | 24 | 0 | 573 | 0 | 22 | 13 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 20 | 14 | 0 | 0 | 34 | 642 |
| Hourly Total | 73 | 2157 | 111 | 0 | 2341 | 0 | 92 | 65 | 0 | 157 | 0 | 0 | 0 | 0 | 0 | 59 | 77 | 0 | 0 | 136 | 2634 |
| Grand Total | 176 | 6473 | 334 | 0 | 6983 | 0 | 396 | 232 | 0 | 618 | 0 | 0 | 0 | 0 | 0 | 228 | 467 | 0 | 0 | 695 | 8296 |
| Approach % | 2.5 | 92.7 | 4.8 | 0.0 | - | 0.0 | 62.5 | 37.5 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 32.8 | 67.2 | 0.0 | 0.0 | - | - |
| Total % | 2.1 | 78.0 | 4.0 | 0.0 | 84.2 | 0.0 | 4.7 | 2.8 | 0.0 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 5.6 | 0.0 | 0.0 | 8.4 | - |
| Lights | 174 | 6388 | 331 | 0 | 6893 | 0 | 369 | 228 | 0 | 597 | 0 | 0 | 0 | 0 | 0 | 211 | 456 | 0 | 0 | 667 | 8157 |
| % Lights | 98.9 | 98.7 | 99.1 | - | 98.7 | - | 95.6 | 98.3 | - | 96.6 | - | - | - | - | - | 92.5 | 97.6 | - | - | 96.0 | 98.3 |
| Buses | 1 | 9 | 1 | 0 | 11 | 0 | 13 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 14 | 9 | 0 | 0 | 23 | 48 |
| % Buses | 0.6 | 0.1 | 0.3 | - | 0.2 | - | 3.4 | 0.4 | - | 2.3 | - | - | - | - | - | 6.1 | 1.9 | - | - | 3.3 | 0.6 |
| Trucks | 1 | 76 | 2 | 0 | 79 | 0 | 4 | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 5 | 91 |
| % Trucks | 0.6 | 1.2 | 0.6 | - | 1.1 | - | 1.0 | 1.3 | - | 1.1 | - | - | - | - | - | 1.3 | 0.4 | - | - | 0.7 | 1.1 |

MARLIN

Marlin Engineering Inc.
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Count Name: S Dixie Hwy at Banyan St
 Site Code: S Dixie Hwy at Banyan St
 Start Date: 09/27/2018
 Page No: 2



Turning Movement Data Plot



Marlin Engineering Inc.
 1700 NW 66th Avenue, Suite 106
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 P: 954.870.5070 mgonzalez@marlinengineering.com

Count Name: S Dixie Hwy at Banyan St
 Site Code: S Dixie Hwy at Banyan St
 Start Date: 09/27/2018
 Page No: 3

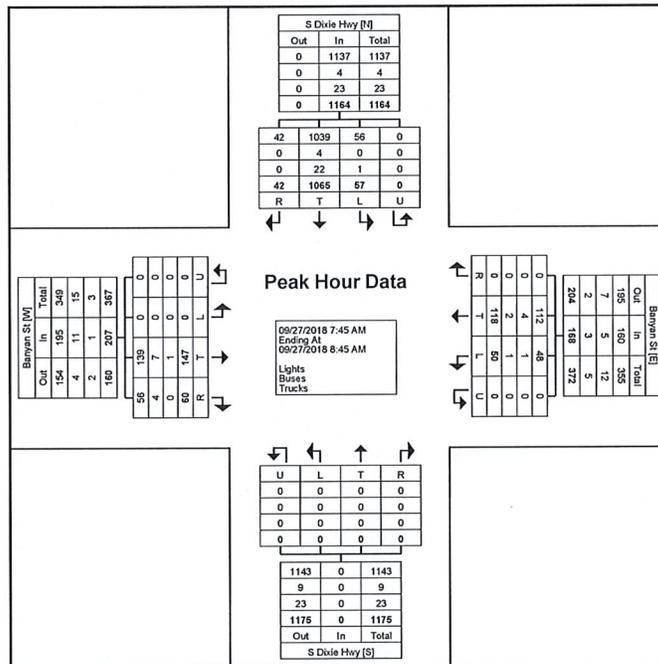
Turning Movement Peak Hour Data (7:45 AM)

| Start Time | S Dixie Hwy Southbound | | | | | Banyan St Westbound | | | | | S Dixie Hwy Northbound | | | | | Banyan St Eastbound | | | | | Int. Total |
|------------|------------------------|-------|-------|--------|------------|---------------------|-------|-------|--------|------------|------------------------|-------|-------|--------|------------|---------------------|-------|-------|--------|------------|------------|
| | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | |
| 7:45 AM | 12 | 267 | 18 | 0 | 297 | 0 | 25 | 11 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 18 | 31 | 0 | 0 | 49 | 382 |
| 8:00 AM | 8 | 208 | 7 | 0 | 223 | 0 | 28 | 16 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 11 | 48 | 0 | 0 | 59 | 326 |
| 8:15 AM | 9 | 310 | 14 | 0 | 333 | 0 | 36 | 12 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 17 | 37 | 0 | 0 | 54 | 435 |
| 8:30 AM | 13 | 280 | 18 | 0 | 311 | 0 | 29 | 11 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 14 | 31 | 0 | 0 | 45 | 396 |
| Total | 42 | 1065 | 57 | 0 | 1164 | 0 | 118 | 50 | 0 | 168 | 0 | 0 | 0 | 0 | 0 | 60 | 147 | 0 | 0 | 207 | 1539 |
| Approach % | 3.6 | 91.5 | 4.9 | 0.0 | - | 0.0 | 70.2 | 29.8 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 29.0 | 71.0 | 0.0 | 0.0 | - | - |
| Total % | 2.7 | 69.2 | 3.7 | 0.0 | 75.6 | 0.0 | 7.7 | 3.2 | 0.0 | 10.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.9 | 9.6 | 0.0 | 0.0 | 13.5 | - |
| PHF | 0.808 | 0.859 | 0.792 | 0.000 | 0.874 | 0.000 | 0.819 | 0.781 | 0.000 | 0.875 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.833 | 0.766 | 0.000 | 0.000 | 0.877 | 0.884 |
| Lights | 42 | 1039 | 56 | 0 | 1137 | 0 | 112 | 48 | 0 | 160 | 0 | 0 | 0 | 0 | 0 | 56 | 139 | 0 | 0 | 195 | 1492 |
| % Lights | 100.0 | 97.6 | 98.2 | - | 97.7 | - | 94.9 | 96.0 | - | 95.2 | - | - | - | - | - | 93.3 | 94.6 | - | - | 94.2 | 96.9 |
| Buses | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 0 | 0 | 11 | 20 |
| % Buses | 0.0 | 0.4 | 0.0 | - | 0.3 | - | 3.4 | 2.0 | - | 3.0 | - | - | - | - | - | 6.7 | 4.8 | - | - | 5.3 | 1.3 |
| Trucks | 0 | 22 | 1 | 0 | 23 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 27 |
| % Trucks | 0.0 | 2.1 | 1.8 | - | 2.0 | - | 1.7 | 2.0 | - | 1.8 | - | - | - | - | - | 0.0 | 0.7 | - | - | 0.5 | 1.8 |



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Count Name: S Dixie Hwy at Banyan St
 Site Code: S Dixie Hwy at Banyan St
 Start Date: 09/27/2018
 Page No: 4



Turning Movement Peak Hour Data Plot (7:45 AM)



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Count Name: S Dixie Hwy at Banyan St
 Site Code: S Dixie Hwy at Banyan St
 Start Date: 09/27/2018
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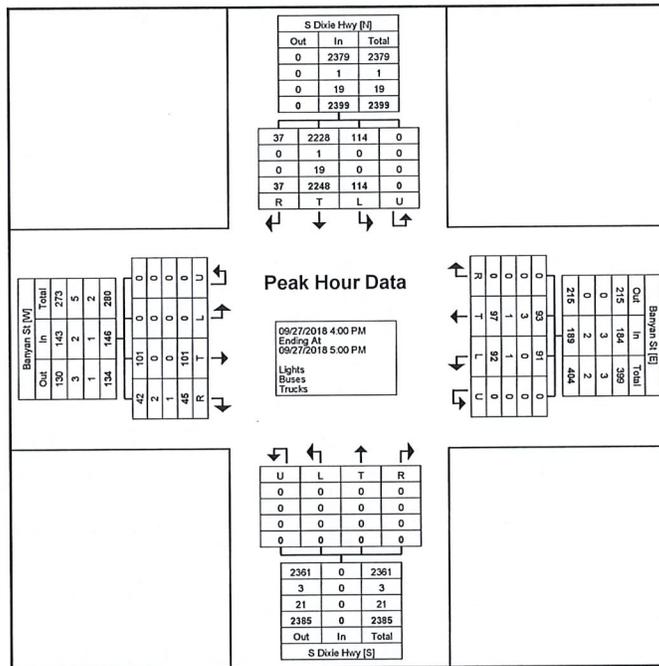
Turning Movement Peak Hour Data (4:00 PM)

| Start Time | S Dixie Hwy Southbound | | | | | Banyan St Westbound | | | | | S Dixie Hwy Northbound | | | | | Banyan St Eastbound | | | | | Int. Total |
|------------|------------------------|-------|-------|--------|------------|---------------------|-------|-------|--------|------------|------------------------|-------|-------|--------|------------|---------------------|-------|-------|--------|------------|------------|
| | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | |
| 4:00 PM | 9 | 593 | 26 | 0 | 628 | 0 | 24 | 24 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 13 | 35 | 0 | 0 | 48 | 724 |
| 4:15 PM | 7 | 512 | 25 | 0 | 544 | 0 | 15 | 23 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 9 | 19 | 0 | 0 | 28 | 610 |
| 4:30 PM | 13 | 527 | 28 | 0 | 568 | 0 | 30 | 27 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 12 | 23 | 0 | 0 | 35 | 660 |
| 4:45 PM | 8 | 616 | 35 | 0 | 659 | 0 | 28 | 18 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 11 | 24 | 0 | 0 | 35 | 740 |
| Total | 37 | 2248 | 114 | 0 | 2399 | 0 | 97 | 92 | 0 | 189 | 0 | 0 | 0 | 0 | 0 | 45 | 101 | 0 | 0 | 146 | 2734 |
| Approach % | 1.5 | 93.7 | 4.8 | 0.0 | - | 0.0 | 51.3 | 48.7 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 30.8 | 69.2 | 0.0 | 0.0 | - | - |
| Total % | 1.4 | 82.2 | 4.2 | 0.0 | 87.7 | 0.0 | 3.5 | 3.4 | 0.0 | 6.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 3.7 | 0.0 | 0.0 | 5.3 | - |
| PHF | 0.712 | 0.912 | 0.814 | 0.000 | 0.910 | 0.000 | 0.808 | 0.852 | 0.000 | 0.829 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.865 | 0.721 | 0.000 | 0.000 | 0.760 | 0.924 |
| Lights | 37 | 2228 | 114 | 0 | 2379 | 0 | 93 | 91 | 0 | 184 | 0 | 0 | 0 | 0 | 0 | 42 | 101 | 0 | 0 | 143 | 2706 |
| % Lights | 100.0 | 99.1 | 100.0 | - | 99.2 | - | 95.9 | 98.9 | - | 97.4 | - | - | - | - | - | 93.3 | 100.0 | - | - | 97.9 | 99.0 |
| Buses | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 6 |
| % Buses | 0.0 | 0.0 | 0.0 | - | 0.0 | - | 3.1 | 0.0 | - | 1.6 | - | - | - | - | - | 4.4 | 0.0 | - | - | 1.4 | 0.2 |
| Trucks | 0 | 19 | 0 | 0 | 19 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 22 |
| % Trucks | 0.0 | 0.8 | 0.0 | - | 0.8 | - | 1.0 | 1.1 | - | 1.1 | - | - | - | - | - | 2.2 | 0.0 | - | - | 0.7 | 0.8 |



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 Site Code: S Dixie Hwy at Banyan St
 Start Date: 09/27/2018
 Page No: 6



Turning Movement Peak Hour Data Plot (4:00 PM)



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Count Name: S Dixie Hwy at Banyan St
Site Code: S Dixie Hwy at Banyan St
Start Date: 09/27/2018
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Count Name: S Dixie Hwy at E Evergreen St
 Site Code: S Dixie Hwy at E Evergreen St
 Start Date: 09/27/2018
 Page No: 1

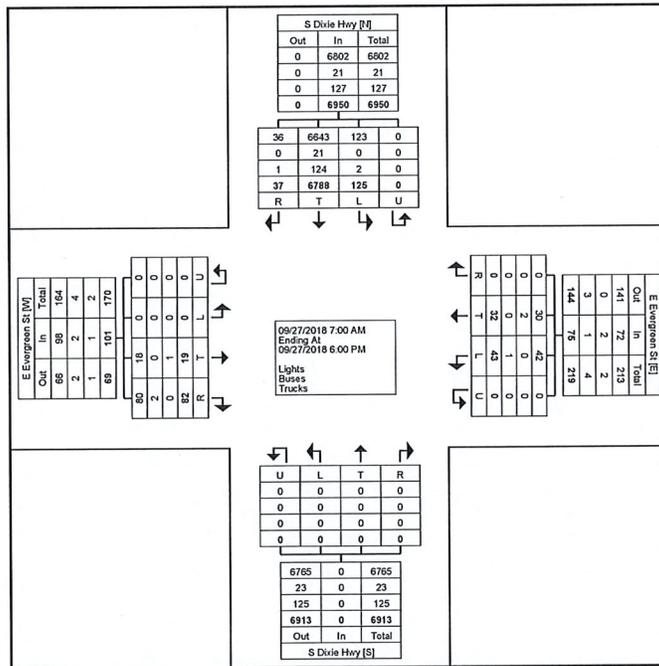
Turning Movement Data

| Start Time | S Dixie Hwy Southbound | | | | | E Evergreen St Westbound | | | | | S Dixie Hwy Northbound | | | | | E Evergreen St Eastbound | | | | | Int. Total |
|---------------|------------------------|------|------|--------|------------|--------------------------|------|------|--------|------------|------------------------|------|------|--------|------------|--------------------------|------|------|--------|------------|------------|
| | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | |
| 7:00 AM | 1 | 250 | 4 | 0 | 255 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 262 |
| 7:15 AM | 0 | 269 | 5 | 0 | 274 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 280 |
| 7:30 AM | 3 | 312 | 4 | 0 | 319 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 12 | 333 |
| 7:45 AM | 0 | 302 | 0 | 0 | 302 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 0 | 0 | 11 | 315 |
| Hourly Total | 4 | 1133 | 13 | 0 | 1150 | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 29 | 4 | 0 | 0 | 33 | 1190 |
| 8:00 AM | 5 | 250 | 3 | 0 | 258 | 0 | 6 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 9 | 275 |
| 8:15 AM | 2 | 336 | 4 | 0 | 342 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 9 | 353 |
| 8:30 AM | 0 | 309 | 8 | 0 | 317 | 0 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 7 | 329 |
| 8:45 AM | 1 | 302 | 6 | 0 | 309 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 8 | 317 |
| Hourly Total | 8 | 1197 | 21 | 0 | 1226 | 0 | 10 | 5 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 28 | 5 | 0 | 0 | 33 | 1274 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4:00 PM | 5 | 583 | 10 | 0 | 598 | 0 | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 607 |
| 4:15 PM | 3 | 551 | 15 | 0 | 569 | 0 | 3 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 6 | 581 |
| 4:30 PM | 3 | 551 | 10 | 0 | 564 | 0 | 5 | 6 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 578 |
| 4:45 PM | 1 | 548 | 7 | 0 | 556 | 0 | 1 | 8 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 569 |
| Hourly Total | 12 | 2233 | 42 | 0 | 2287 | 0 | 10 | 22 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 10 | 6 | 0 | 0 | 16 | 2335 |
| 5:00 PM | 3 | 552 | 7 | 0 | 562 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 0 | 11 | 576 |
| 5:15 PM | 4 | 574 | 17 | 0 | 595 | 0 | 3 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 605 |
| 5:30 PM | 4 | 546 | 14 | 0 | 564 | 0 | 1 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 576 |
| 5:45 PM | 2 | 553 | 11 | 0 | 566 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 570 |
| Hourly Total | 13 | 2225 | 49 | 0 | 2287 | 0 | 6 | 15 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 15 | 4 | 0 | 0 | 19 | 2327 |
| Grand Total | 37 | 6788 | 125 | 0 | 6950 | 0 | 32 | 43 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 82 | 19 | 0 | 0 | 101 | 7126 |
| Approach % | 0.5 | 97.7 | 1.8 | 0.0 | - | 0.0 | 42.7 | 57.3 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 81.2 | 18.8 | 0.0 | 0.0 | - | - |
| Total % | 0.5 | 95.3 | 1.8 | 0.0 | 97.5 | 0.0 | 0.4 | 0.6 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 0.3 | 0.0 | 0.0 | 1.4 | - |
| Lights | 36 | 6643 | 123 | 0 | 6802 | 0 | 30 | 42 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 80 | 18 | 0 | 0 | 98 | 6972 |
| % Lights | 97.3 | 97.9 | 98.4 | - | 97.9 | - | 93.8 | 97.7 | - | 96.0 | - | - | - | - | - | 97.6 | 94.7 | - | - | 97.0 | 97.8 |
| Buses | 0 | 21 | 0 | 0 | 21 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 25 |
| % Buses | 0.0 | 0.3 | 0.0 | - | 0.3 | - | 6.3 | 0.0 | - | 2.7 | - | - | - | - | - | 2.4 | 0.0 | - | - | 2.0 | 0.4 |
| Trucks | 1 | 124 | 2 | 0 | 127 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 129 |
| % Trucks | 2.7 | 1.8 | 1.6 | - | 1.8 | - | 0.0 | 2.3 | - | 1.3 | - | - | - | - | - | 0.0 | 5.3 | - | - | 1.0 | 1.8 |

MARLIN

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Count Name: S Dixie Hwy at E Evergreen St
 Site Code: S Dixie Hwy at E Evergreen St
 Start Date: 09/27/2018
 Page No: 2



Turning Movement Data Plot



Marlin Engineering Inc.
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Count Name: S Dixie Hwy at E Evergreen St
 Site Code: S Dixie Hwy at E Evergreen St
 Start Date: 09/27/2018
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Turning Movement Peak Hour Data (7:30 AM)

| Start Time | S Dixie Hwy Southbound | | | | | E Evergreen St Westbound | | | | | S Dixie Hwy Northbound | | | | | E Evergreen St Eastbound | | | | | Int. Total |
|------------|------------------------|-------|-------|--------|------------|--------------------------|-------|-------|--------|------------|------------------------|-------|-------|--------|------------|--------------------------|-------|-------|--------|------------|------------|
| | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | Right | Thru | Left | U-Turn | App. Total | |
| 7:30 AM | 3 | 312 | 4 | 0 | 319 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 12 | 333 |
| 7:45 AM | 0 | 302 | 0 | 0 | 302 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 0 | 0 | 11 | 315 |
| 8:00 AM | 5 | 250 | 3 | 0 | 258 | 0 | 6 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 9 | 275 |
| 8:15 AM | 2 | 336 | 4 | 0 | 342 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 9 | 353 |
| Total | 10 | 1200 | 11 | 0 | 1221 | 0 | 12 | 2 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 36 | 5 | 0 | 0 | 41 | 1276 |
| Approach % | 0.8 | 98.3 | 0.9 | 0.0 | - | 0.0 | 85.7 | 14.3 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | - | 87.8 | 12.2 | 0.0 | 0.0 | - | - |
| Total % | 0.8 | 94.0 | 0.9 | 0.0 | 95.7 | 0.0 | 0.9 | 0.2 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 0.4 | 0.0 | 0.0 | 3.2 | - |
| PHF | 0.500 | 0.893 | 0.688 | 0.000 | 0.893 | 0.000 | 0.500 | 0.250 | 0.000 | 0.438 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.417 | 0.000 | 0.000 | 0.854 | 0.904 |
| Lights | 10 | 1162 | 10 | 0 | 1182 | 0 | 12 | 2 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 36 | 5 | 0 | 0 | 41 | 1237 |
| % Lights | 100.0 | 96.8 | 90.9 | - | 96.8 | - | 100.0 | 100.0 | - | 100.0 | - | - | - | - | - | 100.0 | 100.0 | - | - | 100.0 | 96.9 |
| Buses | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| % Buses | 0.0 | 0.7 | 0.0 | - | 0.7 | - | 0.0 | 0.0 | - | 0.0 | - | - | - | - | - | 0.0 | 0.0 | - | - | 0.0 | 0.6 |
| Trucks | 0 | 30 | 1 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| % Trucks | 0.0 | 2.5 | 9.1 | - | 2.5 | - | 0.0 | 0.0 | - | 0.0 | - | - | - | - | - | 0.0 | 0.0 | - | - | 0.0 | 2.4 |