

4241 AURORA PZB APPLICATION
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(Updated)

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City of Coral Gables Planning Division Application

305.460.5211

planning@coralgables.com

www.coralgables.com

Application request

The undersigned applicant(s)/agent(s)/property owner(s) request City of Coral Gables consideration and review of the following application(s) (please check all that apply):

- Abandonment and Vacations
- Annexation
- Comprehensive Plan Map Amendment - Small Scale
- Comprehensive Plan Map Amendment - Large Scale
- Comprehensive Plan Text Amendment
- Conditional Use - Administrative Review
- Conditional Use with Site Plan Per Sec. 2-201(D)(1)
- Conditional Use without Site Plan
- Coral Gables Mediterranean Architectural Design Special Locational Site Plan
- Development Agreement
- Development of Regional Impact
- Development of Regional Impact - Notice of Proposed Change
- Mixed Use Site Plan
- Planned Area Development Designation and Site Plan
- Planned Area Development Major Amendment
- Restrictive Covenants and/or Easements
- Separation/Establishment of a Building Site
- Site Plan
- Subdivision Review for a Tentative Plat and Variance
- Transfer of Development Rights Receiving Site Plan
- University Campus District Modification to the Adopted Campus Master Plan
- Zoning Code Map Amendment
- Zoning Code Text Amendment
- Other: _____

General information

Street address of the subject property: 4241 Aurora Street

Property/project name: 4241 Aurora Street

Legal description: Lot(s) PB 28-22; Lots 12 to 22

Block(s) 6 Section (s) Revised Plat Coral Gables Industrial Section

Property owner(s): 4241 Aurora LLC, c/o Eduardo Otaola

Property owner(s) mailing address: 8950 SW 74 Court, Suite 1808, Miami, Florida 33156

Telephone: Business _____ Fax _____

Other _____ Email _____@_____



City of Coral Gables Planning Division Application

Applicant(s)/agent(s): Jorge L. Navarro (Legal Representative)

Applicant(s)/agent(s) mailing address: 333 SE 2 Avenue, Suite 4400, Miami, FL 33131

Telephone: Business _____ Fax _____

Other _____ Email navarrojo@gtlaw.com vickersd@gtlaw.com

Property information

Current land use classification(s): Industrial

Current zoning classification(s): MX2

Proposed land use classification(s) (if applicable): N/A

Proposed zoning classification(s) (if applicable): N/A

Supporting information (to be completed by Planning Staff)

A Preapplication Conference is required with the Planning Division in advance of application submittal to determine the information necessary to be filed with the application(s). Please refer to the Planning Division Development Review Process Handbook, Section 3.0, for an explanation of each item. If necessary, attach additional sheets to application. The Planning Division reserves the right to request additional information as necessary throughout the entire review process.

- Aerial.
- Affidavit providing for property owner's authorization to process application.
- Annexation supporting materials.
- Application fees.
- Application representation and contact information.
- Appraisal.
- Architectural/building elevations.
- Art in Public Places plan or statement.
- Building floor plans.
- Comprehensive Plan analysis.
- Comprehensive Plan text amendment justification.
- Concurrency impact statement.
- Encroachments plan.
- Environmental assessment.
- Historic contextual study and/or historical significance determination.
- Landscape plan.
- Lighting plan.
- Massing model and/or 3D computer model.
- City of Coral Gables Annual Registration Application and Issue Application Lobbyist forms.
- Ordinances, resolutions, covenants, development agreements, etc. previously granted for the property.
- Parking study.
- Photographs of property, adjacent uses and/or streetscape.
- Plat.



- Property owners list, notification radius map and two sets of labels.
- Property survey and legal description.
- Public Realm Improvements Plan for mixed use projects.
- Public school preliminary concurrency analysis (residential land use/zoning applications only).
- Sign master plan.
- Site plan and supporting information.
- Statement of use and/or cover letter.
- Streetscape master plan.
- Traffic accumulation assessment.
- Traffic impact statement.
- Traffic impact study.
- Traffic stacking analysis.
- Utilities consent.
- Utilities location plan.
- Vegetation survey.
- Video of the subject property.
- Warranty Deed.
- Zoning Analysis (Preliminary).
- Zoning Code text amendment justification.
- Other: _____

Application submittal requirements

1. Hard copies. The number of application binders to be submitted shall be determined by Staff at the preapplication meeting. The application shall include all the items identified in the preapplication meeting.
2. Digital media copy. One (1) thumb-drive of the entire application including all items identified in the Preapplication Conference. Each document shall be separated into PDF files (i.e., application; site plan, landscape plan; etc.). Please include a "Table of Contents" identifying all PDF file name(s). Each PDF file size shall not exceed 10 MB.

Applicant/agent/property owner affirmation and consent

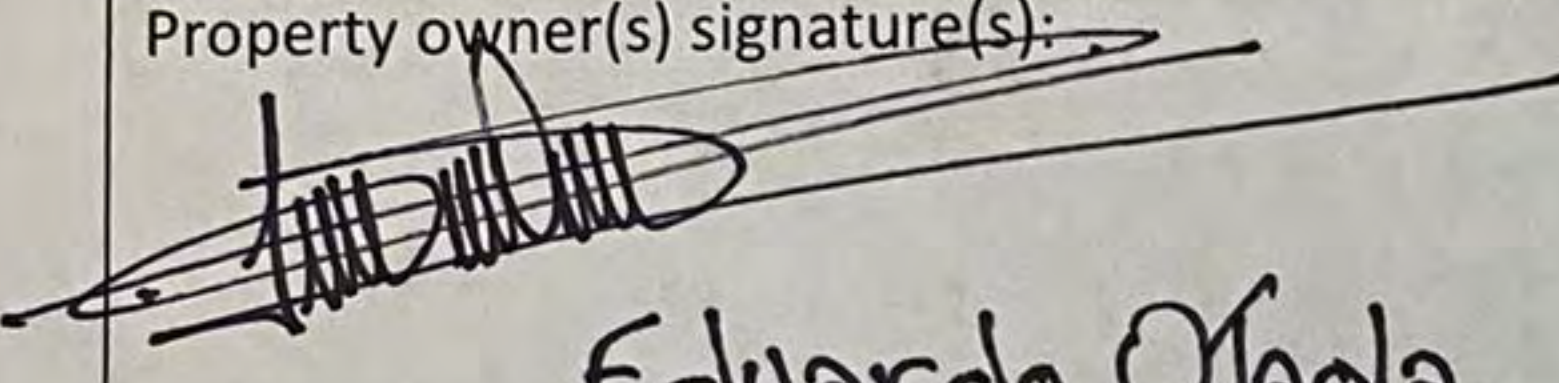
(I) (We) affirm and certify to all of the following:

1. Submission of the following:
 - a. Warranty deed/tax record as proof of ownership for all properties considered as a part of the application request; or
 - b. Authorized as the applicant(s)/agent(s) identified herein to file this application and act on behalf of all current property owner(s) and modify any valid City of Coral Gables entitlements in effect during the entire review process.
2. This request, application, application supporting materials and all future supporting materials complies with all provisions and regulations of the Zoning Code, Comprehensive Land Use Plan and Code of Ordinances of the City of Coral Gables unless identified and approved as a part of this application request or other previously approved applications. Applicant understands that any violation of these provisions renders the application invalid.
3. That all the information contained in this application and all documentation submitted herewith is true to the best of (my) (our) knowledge and belief.
4. Understand that the application, all attachments and fees become a part of the official records of the City of Coral Gables and are not returnable.



City of Coral Gables Planning Division Application

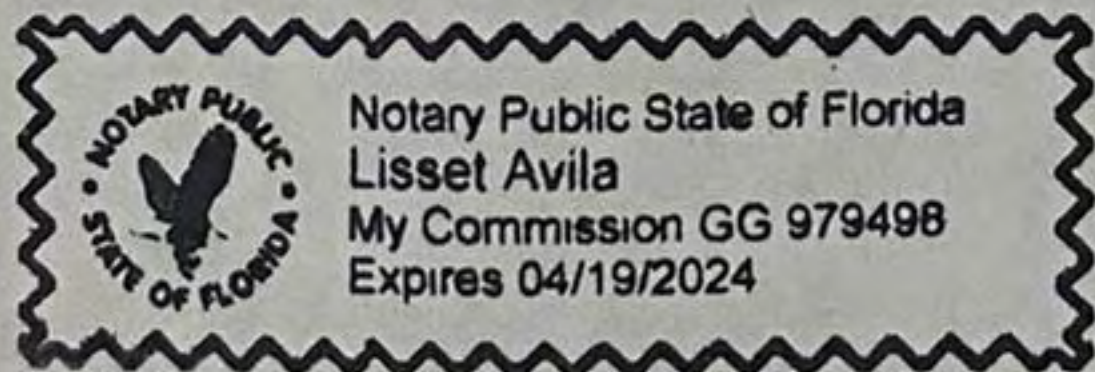
- 5. Failure to provide the information necessary pursuant to the established time frames included but not limited to application submittal, submission of revised documents, etc. for review by City Staff and the designated reviewing entity may cause application to be deferred without further review until such time the requested information is submitted.
- 6. All representatives of the application have registered with and completed lobbyist forms for the City of Coral Gables City Clerk's office.
- 7. Understand that under Florida Law, all the information submitted as part of the application are public records.
- 8. Additional costs in addition to the application fees may be assessed associated with the review of applications by the City. These are costs that may be incurred by the applicant due to consultant fees paid by City to review the application. The types of reviews that could be conducted may include but are not limited to the following: property appraisals; traffic impact analyses; vegetation/environmental assessments; archeological/historic assessments; market studies; engineering studies or reports; and legal fees. Such fees will be assessed upon finalization of the City application review.

Property owner(s) signature(s):  Eduardo Otaola	Property owner(s) print name: Authorized Representative for 4241 AURORA LLC	
Property owner(s) signature(s):	Property owner(s) print name:	
Property owner(s) signature(s):	Property owner(s) print name:	
Address: 4225 Ponce de Leon Boulevard Coral Gables, Florida 33146		
Telephone: 305-332-0258	Fax:	Email: jboschetti@bfgroupllc.com

NOTARIZATION

STATE OF FLORIDA/COUNTY OF

The foregoing instrument was acknowledged before me this 9th day of June by Eduardo Otaola
(Signature of Notary Public - State of Florida)




Lisset Avila

(Print, Type or Stamp Commissioned Name of Notary Public)

Personally Known OR Produced Identification; Type of Identification Produced _____

October 13, 2023

VIA ELECTRONIC DELIVERY

Jennifer Garcia, City Planner
Development Services Department
City of Coral Gables
427 Biltmore Way, 2nd Floor
Coral Gables, Florida 33134

Re: Planning Division Application / Statement of Use / Property located at 4241 Aurora Street in Coral Gables, Florida (the “City”) (Miami Dade County Folio No. 03-4120-017-1410)

Dear Ms. Garcia:

On behalf of 4241 Aurora, LLC (the “**Applicant**”), please accept this as our Statement of Use in connection with the proposed redevelopment of the above referenced property (the “**Property**”). Specifically, the Applicant is requesting the following in connection with a new mixed-use project proposed at the Property (the “**Project**”): (1) Mixed-Use (MXD) Site Plan Approval; and (2) Transfer of Development Rights.

I. PROPERTY INFORMATION

The Property is located at the intersection of Aurora Street and San Lorenzo Avenue within the City’s premiere shopping and dining destination, Merrick Park. The Property consists of Lots 12 through 22, Block 6 of the Coral Gables Plat, Industrial Section, as recorded in Plat Book 28, Page 22 of the Public Records of Miami-Dade County, Florida. The Property is currently designated Industrial pursuant to the City’s Future Land Use Map with a corresponding Mixed-Use District (MX2) zoning designation and as located within the Design & Innovation District Overlay and Gables Redevelopment & Infill District (“**GRID**”). Please note that the Project is also being pursued simultaneously with the City’s companion Parks Incentive Zoning Code and Comprehensive Plan Text Amendments (collectively, the “**Text Amendments**”)¹.



¹ Please note, these Text Amendments were approved at first reading before the City Commission on August 22, 2023.

II. PROPOSED PROJECT

As detailed in the enclosed plans prepared by Arquitectonica dated October 10, 2023, the Applicant seeks the approval of a 12-story mixed use development containing approximately 8,387 square feet of ground floor retail space, 9,095 +/- square feet of office use, 80 residential units, with upper level amenities and 136 on-site spaces within the internalized parking garage² (the “**Project**”). The Project will replace the vacant undeveloped lot at the Property with a high-quality, mixed-use development designed with ground floor commercial uses to activate this corridor with a more inviting, pedestrian friendly environment similar to the other pedestrian oriented uses along Aurora Street and San Lorenzo Avenue. The Project has also been designed to provide approximately 7,681 +/- square feet (26%) of open space improvements that will beautify the area with shade trees, landscaping, seating areas, outdoor dining, and world-class public art.

As part of these open space enhancements, the Project proposes a landscaped public open space at the South end of the Property that has been designed as an active gathering space for the local community. The nearly 5,400 square foot public open space will be improved with lush landscaping and outdoor seating areas that will serve as an additional amenity for the enjoyment of the future residents and visitors of the Project, as well as those in the surrounding Merrick Park neighborhood.

At the upper levels the Project includes residential and commercial uses to complement the existing uses in the area as consistent with the goals and policies of the MX2 Zoning District and the Design & Innovation District Overlay regulations. The proposed office and residential uses are compatible with the other types of residential and office uses within the Merrick Park neighborhood and will serve to complement the existing retail, restaurant and entertainment uses in the areas. The residential component of the Project has been designed to provide a diverse range of residential housing options in the form of 1-, 2- and 3-bedroom units, which will increase the availability of housing for families looking to downsize and live near all the amenities that Merrick Park provides. These residential unit types will also serve the employees of the nearby office complexes and commercial shopping plazas who are looking for larger units to accommodate their housing needs. As a result of the larger unit types being proposed, the Project is proposing a lower residential density than would otherwise be permitted.

Additionally, the Project advances multiple objectives, goals and policies of the City’s Comprehensive Plan. The Project will improve a vacant and underutilized land with a high-end mixed-use development that will provide additional housing and employment opportunities within close walking and biking distance to public transportation near the Merrick Park neighborhood. Proximity to the Douglas Road Metrorail Station, various Miami-Dade County bus routes, and the Coral Gables trolley provides the future residents and visitors of the Project with convenient access to public transportation and promote the utilization of alternative forms of transportation for daily commutes.

Lastly, the design of the Project results in an enhanced building massing while maximizing the amount of ground level open space and remaining within the allowable FAR permitted. The

² Please note, the remote parking request has been withdrawn as all 136 parking spaces (126 parking spaces required per the approved Shared Parking Analysis) will be provided on site.

Project provides for an increased 50-foot building setback from the South property line which allows for a large public open space to be accommodated along San Lorenzo Avenue. The residential tower and building height have been situated along the northern portion of the Property with a step down to a 45-foot office building (with ground floor commercial) fronting the public open space. The utilization of the larger setbacks and the variations in building heights help achieve an overall enhanced massing with open space improvements that create a focal point for the neighborhood. These features also allow significant natural elements – such as light and air – to interplay with the Project’s extensive landscaping and publicly accessible open space.

As such, in accordance with the future land use category, the Project provides a balanced, mixed-use development with residential uses, office space, neighborhood friendly commercial/retail services, and open space for the community all within an enhanced building envelope.

III. TRANSFER OF DEVELOPMENT RIGHTS

In connection with the Project, the Applicant is seeking the Transfer of Development Rights (“**TDRs**”) in accordance with Section 14-204 of the City’s Zoning Code. Specifically, pursuant to Section 14-204.5(A) of the Zoning Code, the Property is eligible for TDRs as a receiver site that is currently zoned MX2 and located within the Design & Innovation District. The Applicant intends to utilize the TDRs in order to provide an additional 25,812 square feet of FAR per Section 14-204.5(B) of the Zoning Code. The Applicant will work with the City to identify the historic sending sites and purchase the requisite TDRs as a condition of approval with the requirement that this process is finalized prior to building permit issuance for the Project.

IV. CONCLUSION

Based on the foregoing, the proposed Project is consistent with the goals of the Comprehensive Plan and the intent of the Mixed-Use regulations under the Zoning Code and complies with the requirements of Section 2-201 for approval of a MXD Site Plan, subject to approval of the companion Text Amendments. As such, we look forward to your favorable consideration of our Application. Should you have any questions or require any additional information, please do not hesitate to contact me at 305-579-0821.

Sincerely,



for
Jorge L. Navarro, Esq.



4241 AURORA STREET

CORAL GABLES, FLORIDA

DRAWING INDEX

SHEET NUMBER	SHEET NAME
A0-00	COVER
A0-01	SITE CONTEXT PHOTOS
A0-02	AERIAL CONTEXT PHOTOS
A0-03	MASSING IN CONTEXT
A0-04	SITE DETAILS
A0-05	SITE DETAILS
A0-06	LOCATION MAP
A0-07	PROXIMITY MAP
A0-08	SURVEY
A0-09	SURVEY
A0-10	ZONING DATA
A0-11	BOA ARTICLE 5 TABLES 1 & 2
A0-13	FAR DIAGRAMS
A0-14	PROJECT SITE
A0-15	RENDERED SITE PLAN
A0-16	ENCROACHMENT DIAGRAM
A1-01	OPEN SPACE CALCULATION
A1-02	GROUND FLOOR PLAN

ARCHITECTURE

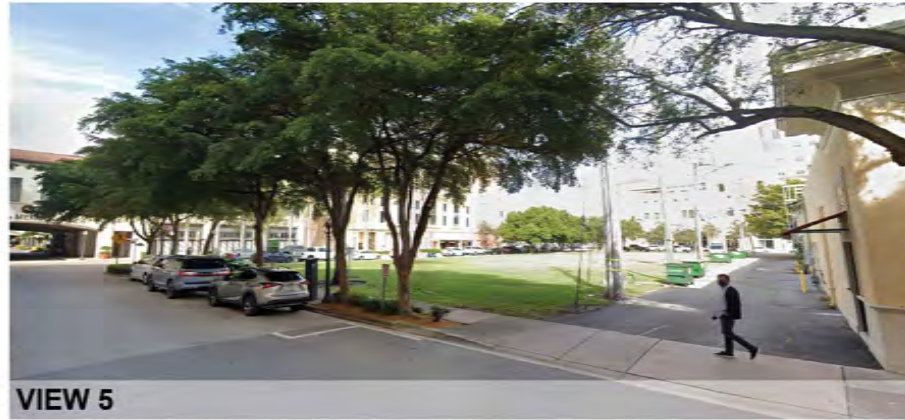
SHEET NUMBER	SHEET NAME
A1-03	LEVEL 02-03 GARAGE/ 2ND FLOOR OFFICE
A1-04	LEVEL 04 GARAGE/ 3RD FLOOR OFFICE
A1-05	LEVEL 05 RESIDENTIAL LANAIS
A1-06	LEVEL 06 -12 RESIDENTIAL FLOORS
A1-07	LEVEL 13 ROOF AMENITY PLAN
A3-01	BUILDING SECTION
A4-01	BUILDING ELEVATIONS
A4-02	BUILDING ELEVATIONS
A4-03	BUILDING ELEVATIONS
A4-04	BUILDING ELEVATIONS
A4-05	PERCENTAGE OF OPENINGS ON ALLEY
A4-06	2D BUILDING ELEVATIONS
A4-07	2D BUILDING ELEVATIONS
A4-08	2D BUILDING ELEVATIONS
A4-09	2D BUILDING ELEVATIONS
A5-01	RENDERING
A5-02	RENDERING
A5-03	NIGHT-LIGHTING RENDERING

LANDSCAPE

L0-00	LANDSCAPE INDEX	L1-11	GROUND LEVEL HARDSCAPE PLAN
L0-01	LANDSCAPE NOTES	L1-12	GROUND LEVEL TREE PLAN
L0-02	LANDSCAPE CALCULATIONS	L1-13	GROUND LEVEL SHRUB & GROUND COVER PLAN
L0-03	LANDSCAPE IMAGES	L5-10	GROUND LEVEL HARDSCAPE DETAILS
L1-00	TREE DISPOSITION	L5-11	GROUND LEVEL PLANTING DETAILS
L1-01	TREE MITIGATION	L6-00	TREE DISPOSITION SCHEDULE
L1-10	GROUND LEVEL RENDERED PLAN	L6-10	GROUND LEVEL LANDSCAPE SCHEDULES



VIEW 1



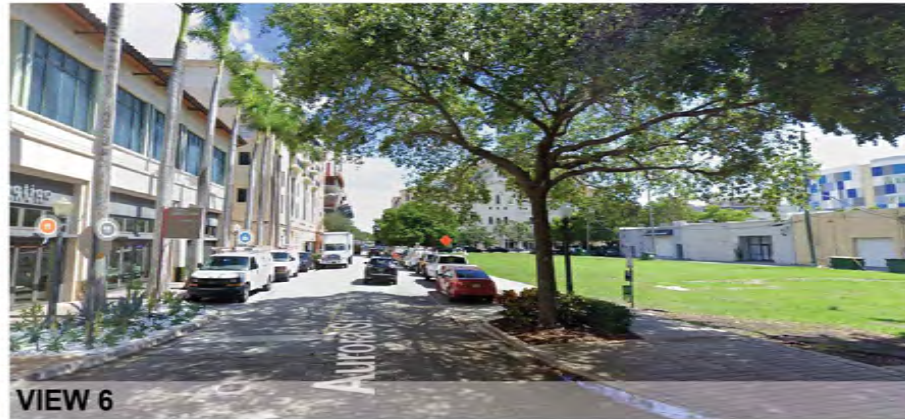
VIEW 5



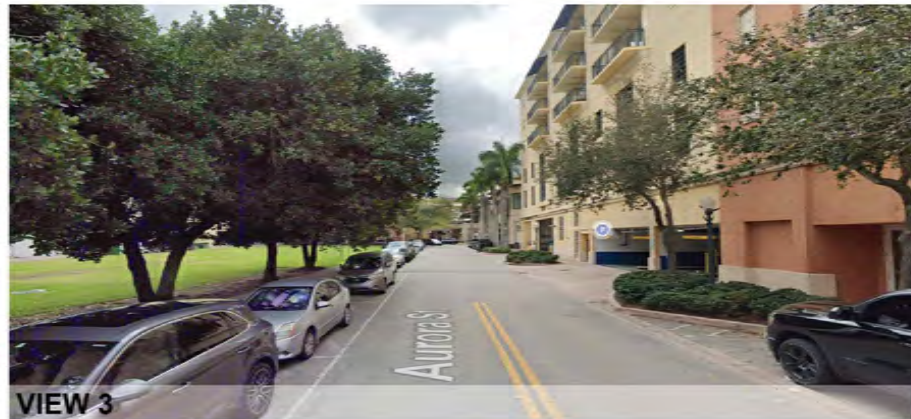
SUBJECT PROPERTY LOCATION



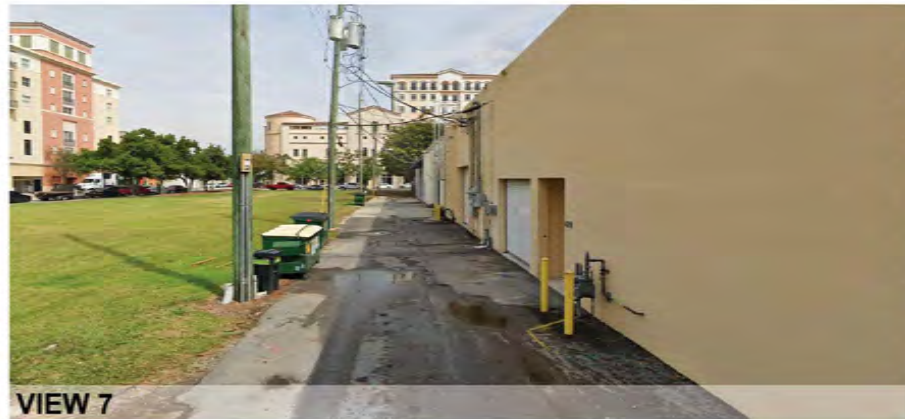
VIEW 2



VIEW 6



VIEW 3



VIEW 7



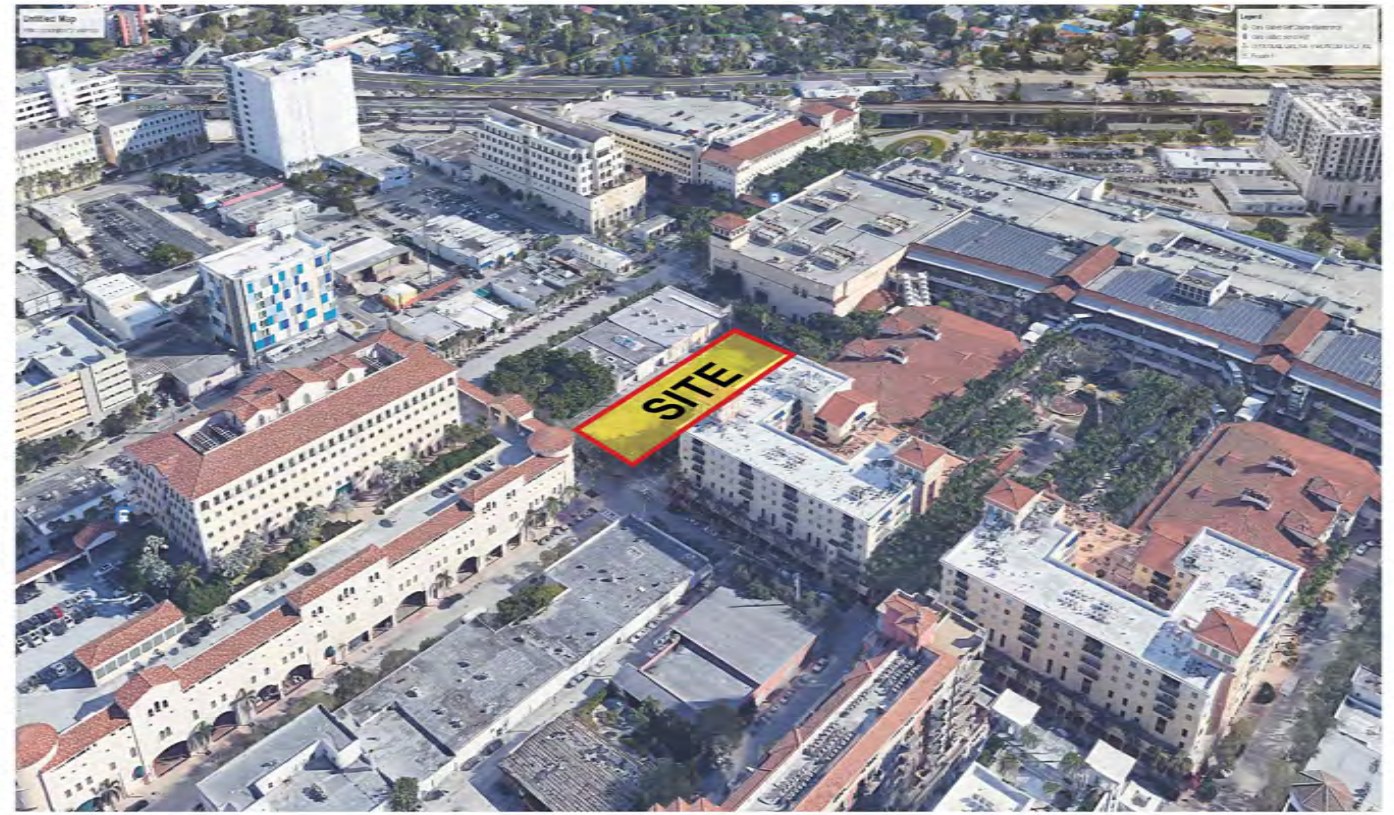
VIEW 4



VIEW 8



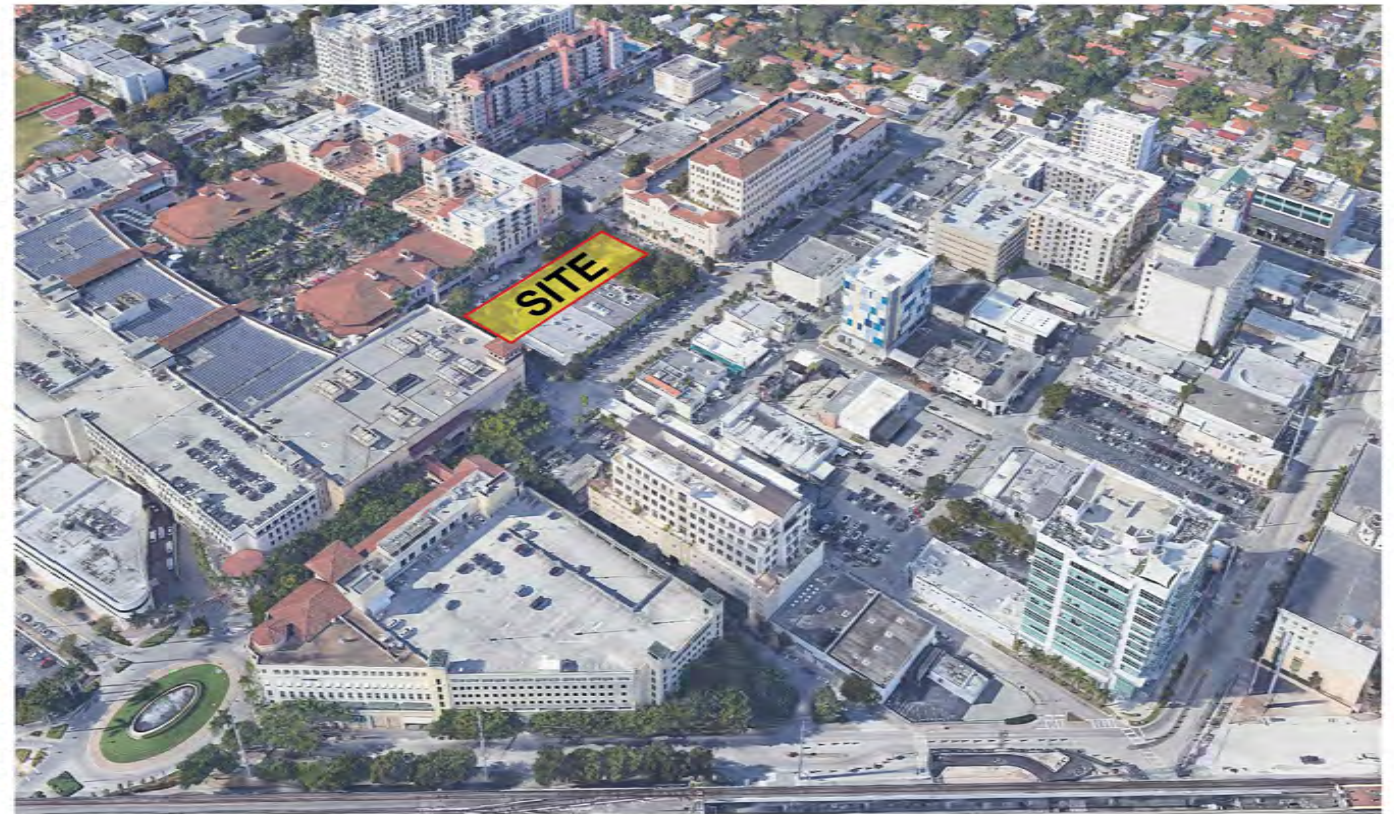
AERIAL LOOKING NORTHEAST



AERIAL LOOKING SOUTHEAST



AERIAL LOOKING SOUTHWEST



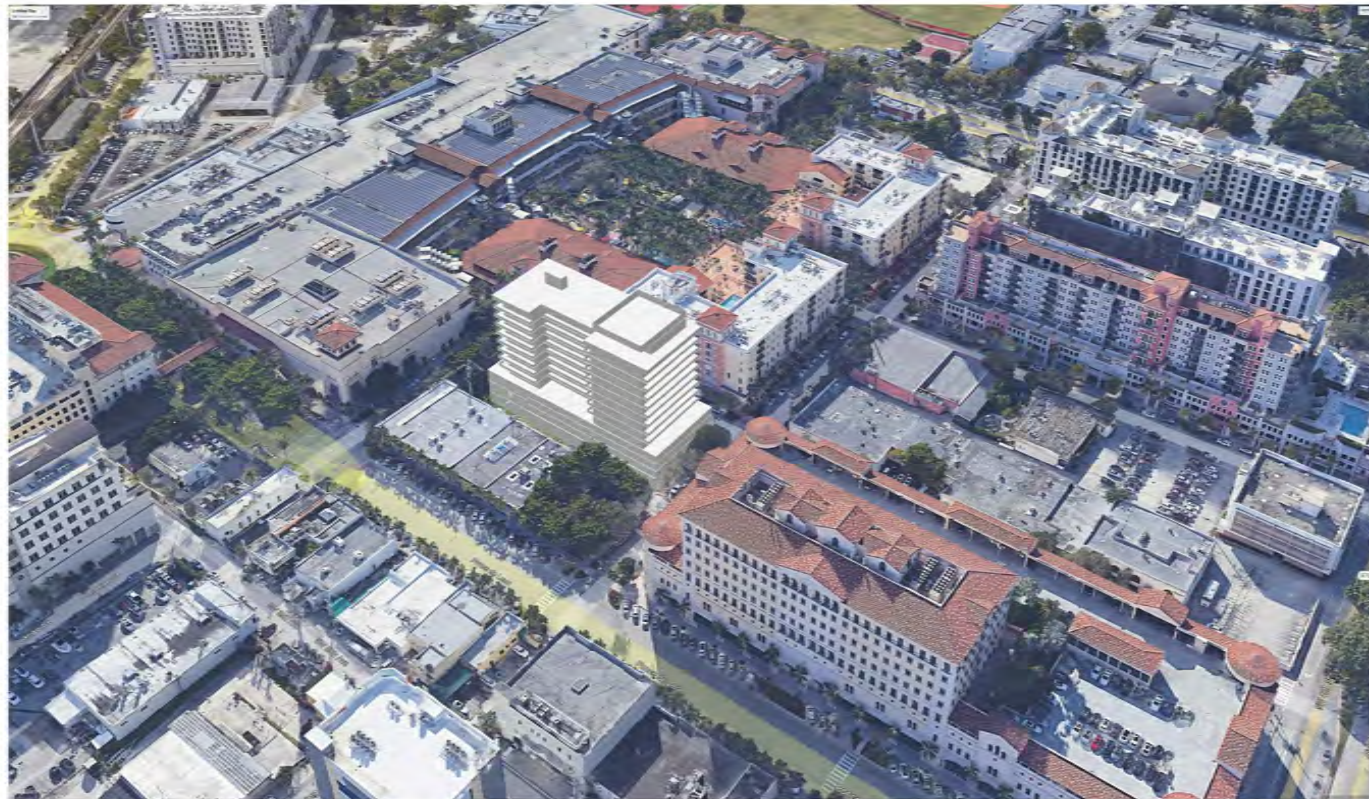
AERIAL LOOKING NORTHWEST



AERIAL LOOKING NORTHEAST



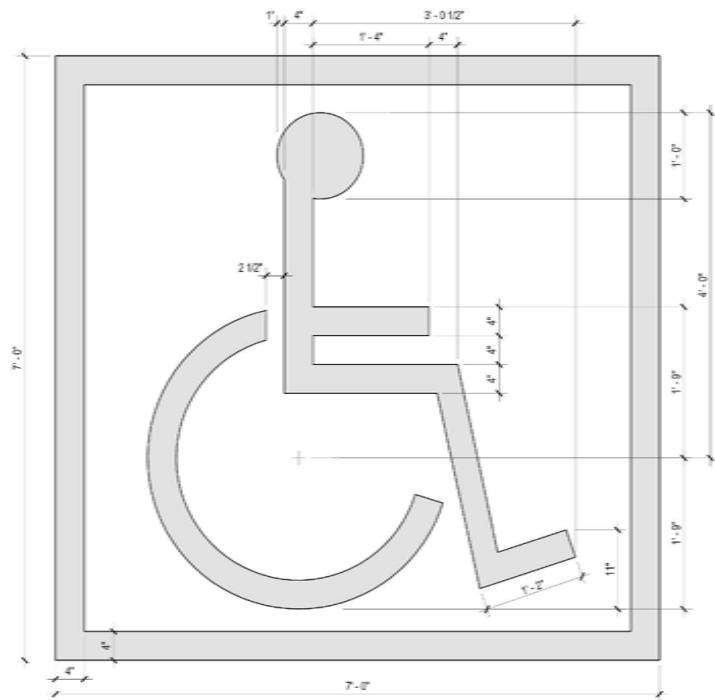
AERIAL LOOKING SOUTHEAST



AERIAL LOOKING SOUTHWEST

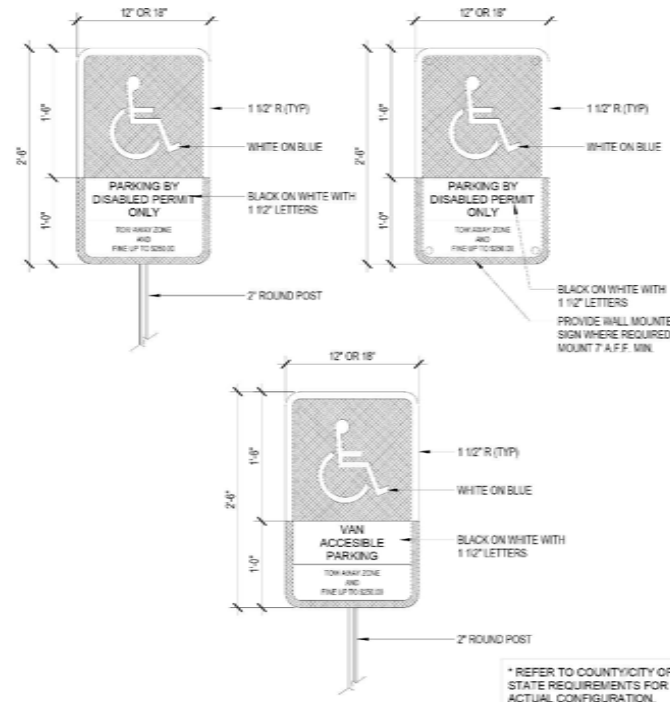


AERIAL LOOKING NORTHWEST



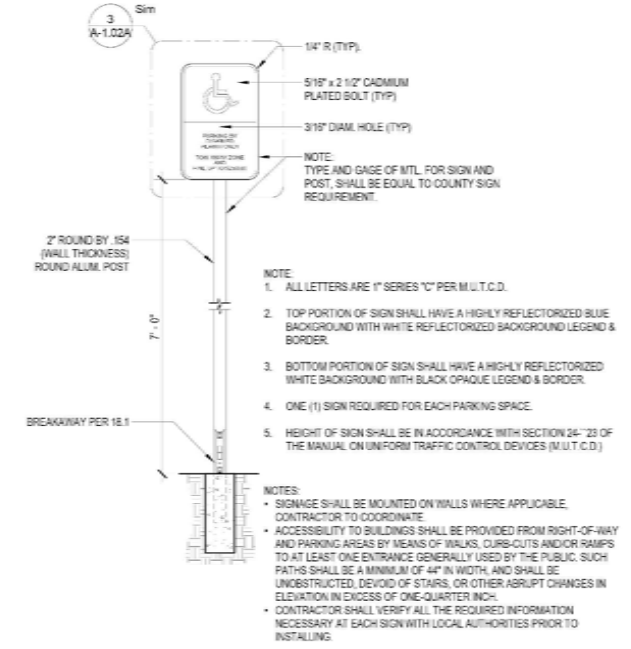
NOTE: SYMBOL TO BE CENTERED ON WIDTH OF PARKING STALL. SYMBOL IS REQ. TO CONTRAST W/ BACKGROUND WHITE ON BLUE (COLOR #105090 IN FED. STANDARD 5952) DOUBLE COAT (TYP.)

TYPICAL STRIPPED SYMBOL AT H.C. STALLS



* REFER TO COUNTY/CITY OR STATE REQUIREMENTS FOR ACTUAL CONFIGURATION.

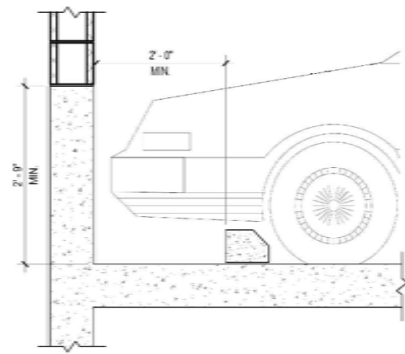
TYPICAL ACCESSIBLE PARKING SIGN DETAIL



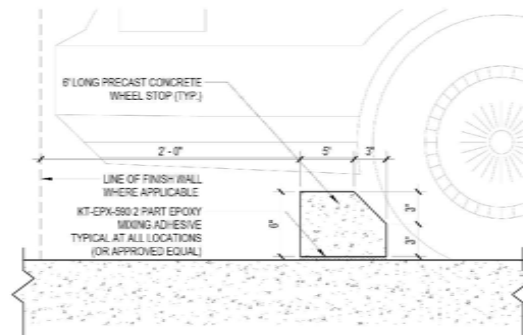
NOTE:
 1. ALL LETTERS ARE 1" SERIES "C" PER M.U.T.C.D.
 2. TOP PORTION OF SIGN SHALL HAVE A HIGHLY REFLECTORIZED BLUE BACKGROUND WITH WHITE REFLECTORIZED BACKGROUND LEGEND & BORDER.
 3. BOTTOM PORTION OF SIGN SHALL HAVE A HIGHLY REFLECTORIZED WHITE BACKGROUND WITH BLACK OPAQUE LEGEND & BORDER.
 4. ONE (1) SIGN REQUIRED FOR EACH PARKING SPACE.
 5. HEIGHT OF SIGN SHALL BE IN ACCORDANCE WITH SECTION 24-23 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.)

NOTES:
 • SIGNAGE SHALL BE MOUNTED ON WALLS WHERE APPLICABLE. CONTRACTOR TO COORDINATE.
 • ACCESSIBILITY TO BUILDINGS SHALL BE PROVIDED FROM RIGHT-OF-WAY AND PARKING AREAS BY MEANS OF WALKS, CURB-CUTS AND/OR RAMPS TO AT LEAST ONE ENTRANCE GENERALLY USED BY THE PUBLIC. SUCH PATHS SHALL BE A MINIMUM OF 4' IN WIDTH AND SHALL BE UNOBSTRUCTED, DEVOID OF STAIRS, OR OTHER ABRUPT CHANGES IN ELEVATION IN EXCESS OF ONE-QUARTER INCH.
 • CONTRACTOR SHALL VERIFY ALL THE REQUIRED INFORMATION NECESSARY AT EACH SIGN WITH LOCAL AUTHORITIES PRIOR TO INSTALLING.

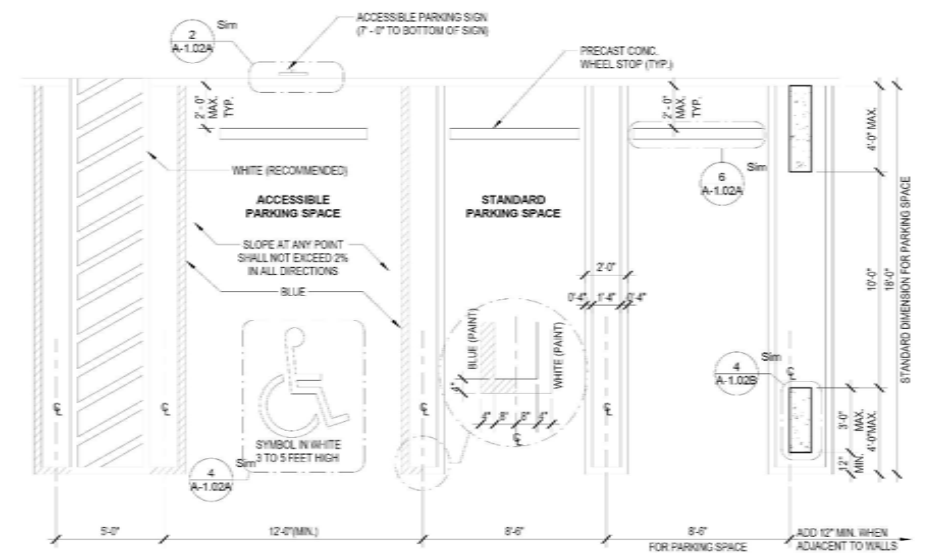
TYPICAL ACCESSIBLE PARKING SPACE SIGN



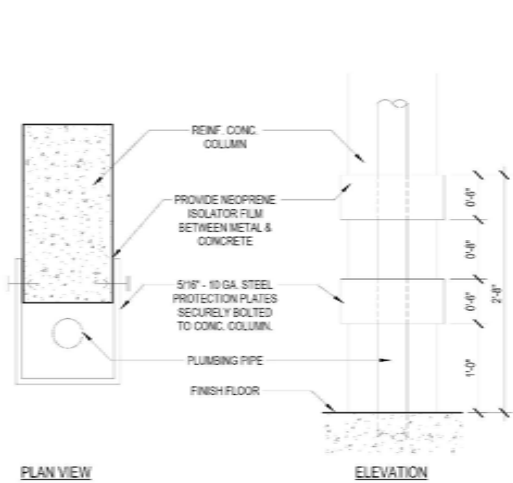
TYPICAL CRASH WALL/WHEEL STOP DETAIL



TYPICAL WHEEL STOP DETAIL



TYPICAL ACCESSIBLE PARKING STALL DETAIL



PLAN VIEW

AT EXPOSED COLUMNS THROUGHOUT PARKING GARAGE AND DRIVE AISLES

REFER TO MEP DRAWINGS AND FIELD CONDITIONS FOR PLUMBING LINE LOCATIONS.

METAL PLATE SHALL BE PAINTED WITH EXTERIOR GRADE PAINT. COLOR TO BE SELECTED BY ARCHITECT.

TYPICAL STEEL PIPE PROTECTION



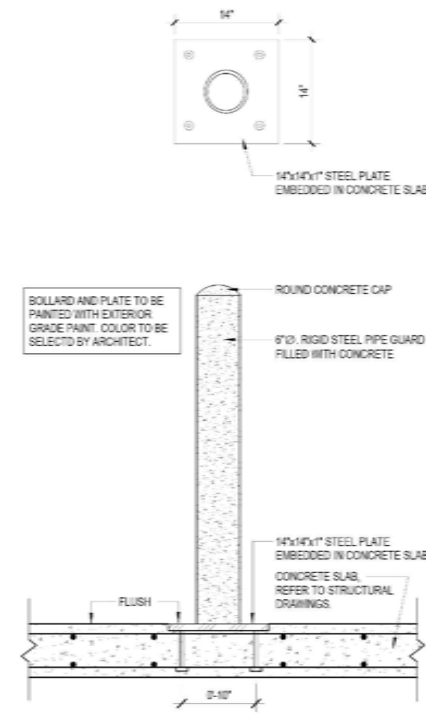
CONVEX MIRRORS



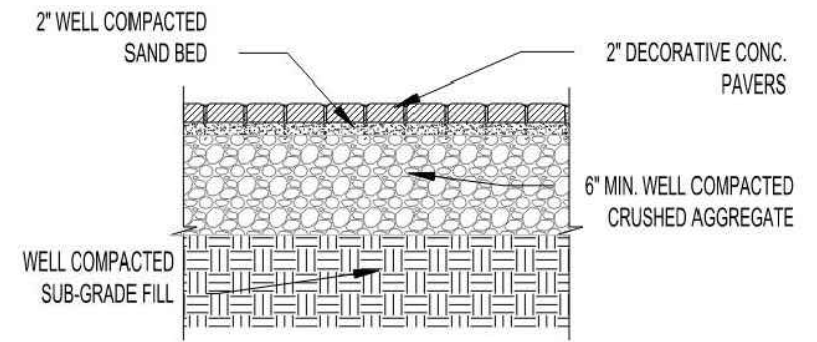
TRAFFIC SIGN



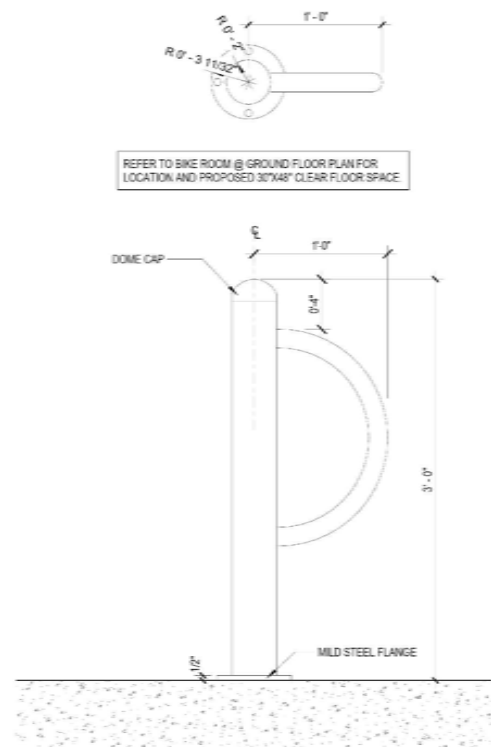
SPEED HUMP



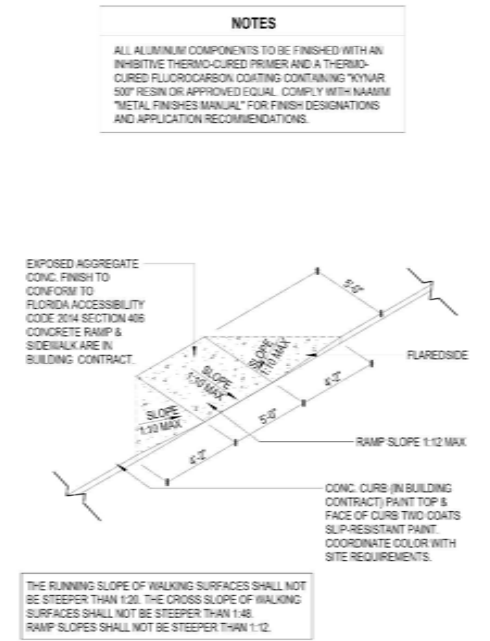
TYPICAL BOLLARD AT ELEVATED SLABS



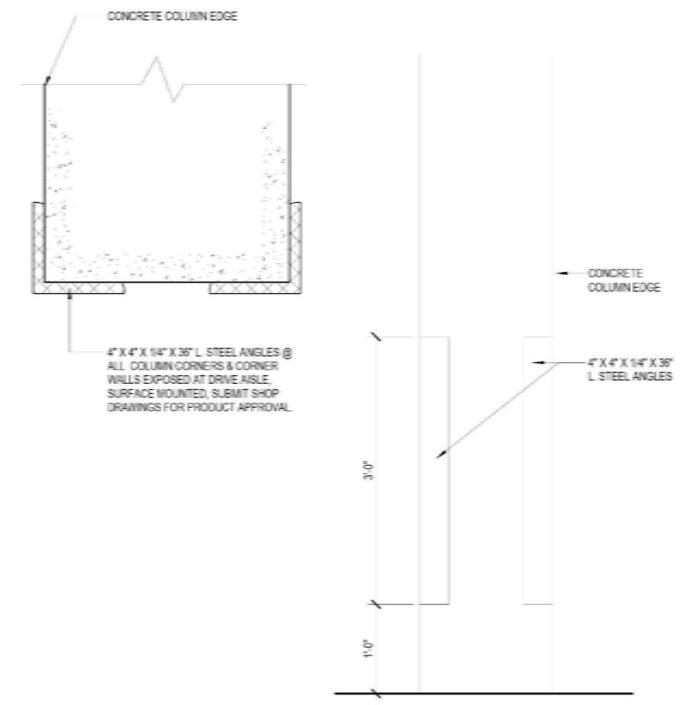
PEDESTRIAN SAND-SET PAVERS



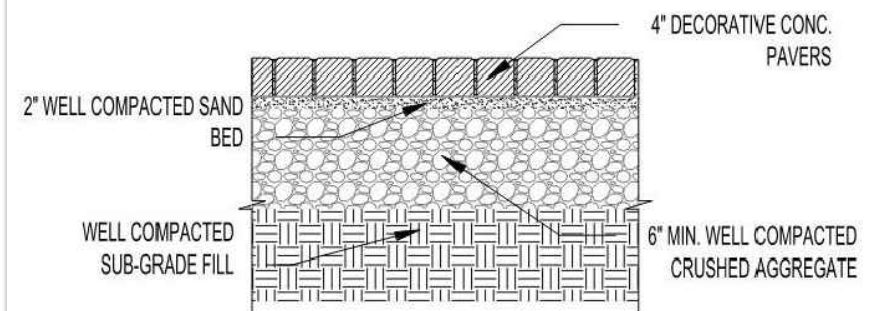
TYPICAL FLOOR MOUNTED BICYCLE RACK DETAIL



TYPICAL CONCRETE RAMP SLOPES AT SIDEWALK AND ELEVATED SLABS



TYPICAL COLUMN GUARD AT GARAGE PARKING STALLS AND DRIVEWAYS



VEHICULAR SAND-SET PAVERS





CONTACT PHONE NUMBERS:
 MIAMI-DADE COUNTY DEVELOPMENT SERVICES
 DIVISION (305) 375-2888
 MIAMI-DADE COUNTY
 LAND DEVELOPMENT DIVISION (305) 375-2141
 CITY OF CORAL GABLES
 DEVELOPMENT SERVICES DEPARTMENT (305) 466-5215

PROPERTY ADDRESS:
 4241 AURORA ST
 CORAL GABLES, FL 33146

FOLIO NUMBER:
 03-4228-017-1499

LAND AREA:
 29,500± SQ. FT. (0.68± acres)

UTILITY COMPANIES:
 Florida Power & Light - 305-577-6108
 AT&T - 786-489-6418
 Water & Sewer - 786-268-5360

STATEMENT OF ENCROACHMENTS:

THERE ARE NO VISIBLE ENCROACHMENTS.

NO EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS HAVE BEEN NOTICED.

THERE IS NO PHYSICAL EVIDENCE THAT THE SITE WAS EVER USED AS A SOLID WASTE DUMP, SLUMP OR SANITARY LANDFILL.

ZONED:
 MX2 - MIXED USE DISTRICT (PER CORAL GABLES ZONING MAP)

TITLE COMMITMENT PER FIRST AMERICAN TITLE INSURANCE COMPANY
 FILE NO. 382-535584 ISSUING OFFICE FILE NUMBER: HERRICK PARK TITLE PARCEL
 COMMITMENT DATE: 21.01.2018 09:46:13

**SCHEDULE B-11
 EXCEPTIONS**

ITEM NO. 1 NOT A SURVEYING MATTER NOT PLOTTABLE.	ITEM NO. 10 EASEMENT DEED BOOK 859, PG. 106 AFFECTS PROPERTY NOT PLOTTABLE.	ITEM NO. 14 EASEMENT FOR WATER FACILITIES BOOK 1740, PG. 2187 AFFECTS PROPERTY BLANKET IN NATURE NOT PLOTTABLE.
ITEM NO. 2 NOT A SURVEYING MATTER NOT PLOTTABLE.	ITEM NO. 11 DECLARATION DEED BOOK 855, PG. 209 BLANKET IN NATURE AS TO ORIGINAL PLAT - P.R. 26, PG. 19	ITEM NO. 15 TO BE REMOVED
ITEM NO. 3 SUBJECT SHOWN ON PAGE 2 OF THIS ALTA SURVEY	ITEM NO. 12 DECLARATION OF RESTRICTIVE COVENANT O.R.E. 1224, PG. 1111 AFFECTS PROPERTY AS TO PERMIT FOR ENCROACHMENT ONTO PUBLIC RIGHT-OF-WAY NOT PLOTTABLE.	ITEM NO. 16 NOT A SURVEYING MATTER NOT PLOTTABLE.
ITEM NO. 4 NOT A SURVEYING MATTER NOT PLOTTABLE.	ITEM NO. 13 DECLARATION OF RESTRICTIVE COVENANT O.R.E. 1226, PG. 488 AFFECTS PROPERTY AS TO PERMIT FOR ENCROACHMENT ONTO PUBLIC RIGHT-OF-WAY NOT PLOTTABLE.	
ITEM NO. 5 NOT A SURVEYING MATTER NOT PLOTTABLE.		
ITEM NO. 6 NOT A SURVEYING MATTER NOT PLOTTABLE.		
ITEM NO. 7 NOT A SURVEYING MATTER NOT PLOTTABLE.		
ITEM NO. 8 NOT A SURVEYING MATTER NOT PLOTTABLE.		
ITEM NO. 9 REVISED PLAT OF CORAL GABLES INDUSTRIAL SECTION P.R. 26, PG. 22 AFFECTS PROPERTY BLANKET IN NATURE.		

THE ACCOMPANYING SURVEY WAS MADE ON THE GROUND AND CORRECTLY SHOWS THE LOCATION OF ALL BUILDINGS, STRUCTURES AND OTHER IMPROVEMENTS SITUATED ON THE ABOVE PREMISES. THERE ARE NO VISIBLE ENCROACHMENTS ON THE SUBJECT PROPERTY OR UPON ADJACENT LAND ABUTTING SAID PROPERTY EXCEPT AS SHOWN HEREON AND WAS MADE IN ACCORDANCE WITH LAWS AND/OR MINIMUM STANDARDS OF THE STATE OF FLORIDA.

CERTIFICATION

To:
 4241 Aurora, LLC, a Florida Limited Liability Company and Centennial Bank, an Arkansas Banking Corporation and its successors and/or assigns

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2021 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 3, 4, 7(a), 8, 9, 13, 16, and 19 of Table A. Hereof. The fieldwork was completed on 03-08-2022.
 Date of Plat or Map: 07-19-2022

Waldo F. Paez
 State of Florida

By:
 Waldo F. Paez,
 Professional Surveyor and Mapper No. LS3224,
 State of Florida

DELTA MAPPING AND SURVEYING, INC.
 13301 SW 132ND AVENUE,
 SUITE 117
 MIAMI, FL 33186
 LB. No. 7950
 TEL: 786-429-1024
 FAX: 786-592-1152



THE PROPERTY HAS DIRECT PHYSICAL ACCESS TO AURORA STREET, ALTARA AVENUE AND SAN LORENZO AVENUE, DEDICATED PUBLIC STREETS.

PARKING NOTE
 THE TOTAL NUMBER OF STRIPED PARKING SPACES REQUIRED BY LOCAL ZONING ORDINANCE IS ____ INCLUDING ____ DESIGNATED AS HANDICAPPED SPACES.
 THE NUMBER OF ACTUAL STRIPED PARKING SPACES LOCATED ON THE SUBJECT PROPERTY IS SIX INCLUDING SIX DESIGNATED AS HANDICAPPED SPACES.

ALTA/NSPS Land Title Survey



LEGAL DESCRIPTION

Lots 12, 13, 14, 15, 16, 17, 18, 19, 20, 21 and 22, Block 6, REVISED PLAT CORAL GABLES INDUSTRIAL SECTION, according to the Plat thereof, as recorded in Plat Book 26, Page 22, of the Public Records of Miami-Dade County, Florida.

SURVEYOR'S NOTES

- SAID DESCRIBED PROPERTY IS LOCATED WITHIN AN AREA HAVING A ZONE DESIGNATION "C", BY THE SECRETARY OF HOUSING AND URBAN DEVELOPMENT, ON FLOOD INSURANCE RATE MAP NO. 12086C0421L, WITH A DATE OF IDENTIFICATION OF 09-11-09, FOR COMMUNITY NUMBER 120639, IN MIAMI-DADE COUNTY, STATE OF FLORIDA, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PROPERTY IS SITUATED.
- THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT SHOWN ON THIS SURVEY THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.
- LOCATION AND IDENTIFICATION OF UTILITIES, IF ANY ARE SHOWN IN ACCORDANCE WITH RECORDED PLAT.
- OWNERSHIP IS SUBJECT TO OPINION OF TITLE.
- TYPE OF SURVEY: ALTA/NSPS LAND TITLE SURVEY.
- LEGAL DESCRIPTION: FURNISHED BY CLIENT.
- THIS SURVEY IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
- THIS PLAN OF SURVEY, HAS BEEN PREPARED FOR THE EXCLUSIVE USE OF THE ENTITIES NAMED HEREON. THE CERTIFICATE DOES NOT EXTEND TO ANY UNNAMED PARTIES.
- UNDERGROUND UTILITIES ARE NOT DEPICTED HEREON, CONTACT THE APPROPRIATE AUTHORITY PRIOR TO ANY DESIGN WORK OR CONSTRUCTION ON THE PROPERTY HEREIN DESCRIBED. SURVEYOR SHALL BE NOTIFIED AS TO ANY DEVIATION FROM UTILITIES SHOWN HEREON.
- THE SURVEYOR OF RECORD DOES NOT DETERMINE OWNERSHIP OF FENCES. MEASUREMENTS SHOWN HEREON DEPICT PHYSICAL LOCATION OF FENCE.
- WELL-IDENTIFIED FEATURES IN THIS SURVEY AND MAP HAVE BEEN MEASURED TO AN ESTIMATED HORIZONTAL POSITIONAL ACCURACY OF 1:10,000FT.
- IN SOME INSTANCES, GRAPHIC REPRESENTATIONS HAVE BEEN EXAGGERATED TO MORE CLEARLY ILLUSTRATE RELATIONSHIPS BETWEEN PHYSICAL IMPROVEMENTS AND/OR LOT LINES. IN ALL CASES, DIMENSIONS SHOWN SHALL CONTROL THE LOCATION OF THE IMPROVEMENTS OVER SCALED POSITIONS.
- NO ATTEMPT HAS BEEN MADE TO LOCATE ANY FOUNDATION BENEATH THE SURFACE OF THE GROUND.
- BEARINGS WEREON REFER TO AN ASSUMED VALUE OF 50°03'12"E FOR THE EAST RIGHT-OF-WAY LINE OF AURORA STREET.
- IF ELEVATIONS ARE SHOWN, THEY ARE BASED ON A CLOSED LEVEL LOOP USING THIRD ORDER PROCEDURE AND ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988.
 +0.0' DENOTES EXISTING ELEVATION.
 BENCHMARK: P-710 ELEVATION: +14.21'(NGVD29) CONVERTED TO NAVD83
 LOCATOR: 4143 W
 LOCATION: SW 40 ST-81' NORTH OF C/L PONCE DE LEON BLVD-39' EAST OF C/L
 DESCRIPTION: PK NAIL AND ALUMINUM WASHER IN CONC DRIVE OF GAS STATION.

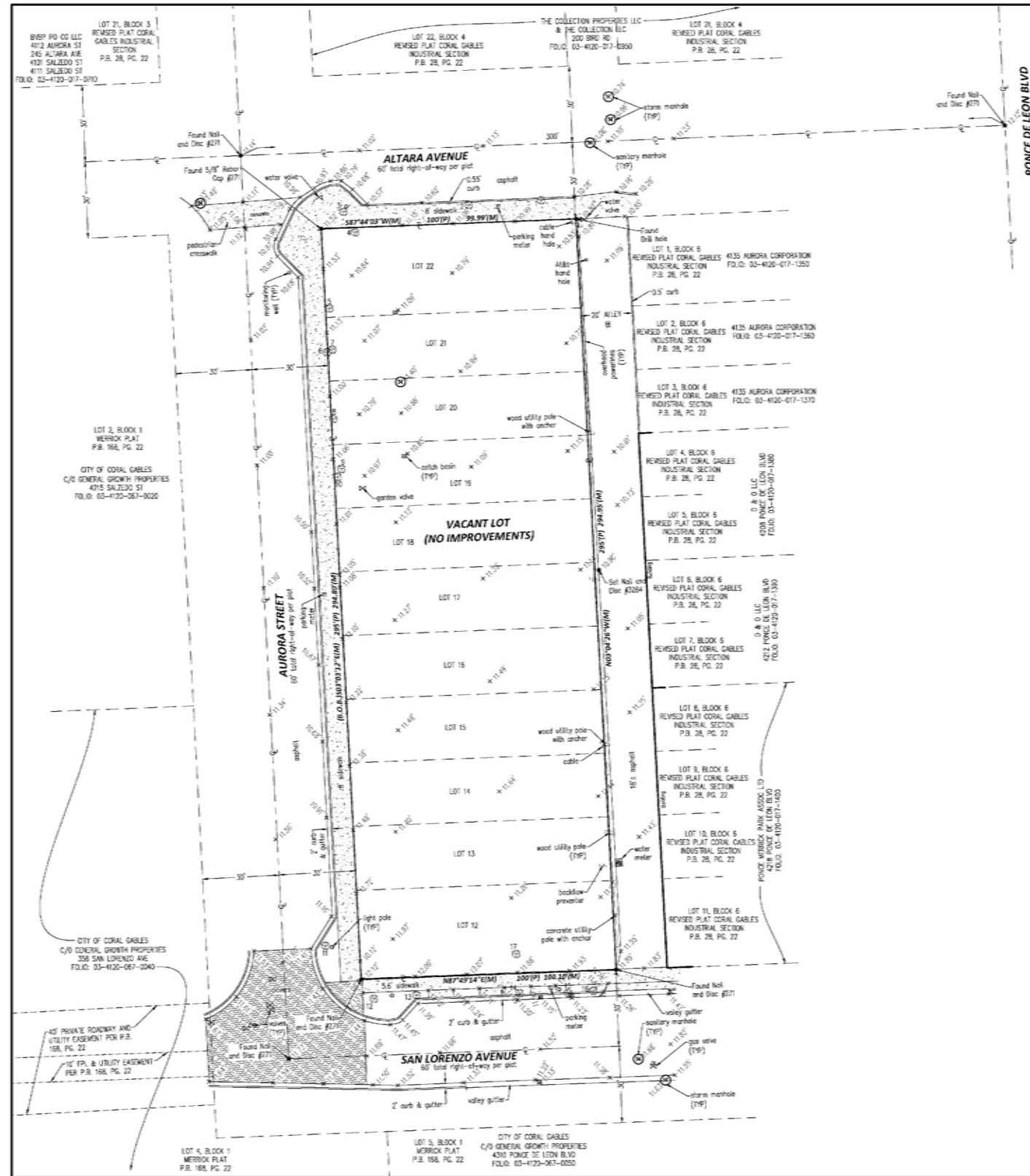
THIS DOCUMENT CONSISTS OF TWO(2) SHEETS AND EACH SHEET SHALL NOT BE CONSIDERED FULL, VALID AND COMPLETE UNLESS ATTACHED TO THE OTHERS.

Delta Mapping and Surveying, INC
 13301 SW 132ND AVENUE MIAMI, FL 33186
 SUITE 117 PH: (786) 429-1024

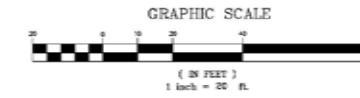
Surveyor
 & Mapper

ALTA/NSPS SURVEY

REVISIONS:	DATE:
DATE:	07-19-2022
SCALE:	
DRAWN BY:	M.C.
DRAWING NO.:	22-0223
SHEET NO.:	1 OF 2



ALTA/NSPS Land Title Survey



LEGEND	
[Symbol]	WATER METER
[Symbol]	CATCH BASIN
[Symbol]	FIRE HYDRANT
[Symbol]	CLEAN OUT
[Symbol]	SANITARY MANHOLE
[Symbol]	STORM MANHOLE
[Symbol]	FPL MANHOLE
[Symbol]	DRAINAGE MANHOLE
[Symbol]	INLET
[Symbol]	WATER VALVE
[Symbol]	GAS VALVE
[Symbol]	UTILITY POLE
[Symbol]	CONCRETE UTILITY POLE
[Symbol]	TRAFFIC BOX
[Symbol]	TREE
P.B.	PLAT BOOK
P.G.	PAGE
O.R.B.	OFFICIAL RECORDS BOOK
SQ.FT.	SQUARE FEET
±	MORE OR LESS
ELEV.	ELEVATION
INV.	INVERT
C	CENTERLINE
P	PROPERTY LINE
ENCL.	ENCROACHMENT
(M)	MEASURED
(P)	PLAT
(C)	CALCULATED
(B.O.B.)	BASIS OF BEARING
---	OVERHEAD POWER LINES
-	WATER MAIN
-	SEWER MAIN
-	TELEPHONE LINE
-	CHAIN LINK FENCE
-	BACKFLOW PREVENTER
[Symbol]	HANDICAP PARKING
[Symbol]	ELECTRIC BOX
[Symbol]	COLUMN
TBM	TEMPORARY BENCH MARK
[Symbol]	STREET LIGHT POLE
TYP	TYPICAL
[Symbol]	LIGHT POLE
[Symbol]	MONITORING WELL

TREE TABLE

#	TREE NAME	SCIENTIFIC NAME	DIMEN.	HEIGHT	SPREAD
1	oak tree	QUERCUS	16	30	30
2	oak tree	QUERCUS	16	30	30
3	oak tree	QUERCUS	16	30	30
4	OLIVE IRMO	SUNSCINUS SMOULBA	24	30	30
5	TAMARU TREE	CALOPHYLLUM INOPHYLLIN	12	30	30
6	TAMARU TREE	CALOPHYLLUM INOPHYLLIN	16	30	30
7	TAMARU TREE	CALOPHYLLUM INOPHYLLIN	16	30	30
8	TAMARU TREE	CALOPHYLLUM INOPHYLLIN	24	30	30
9	TAMARU TREE	CALOPHYLLUM INOPHYLLIN	12	30	30
10	TAMARU TREE	CALOPHYLLUM INOPHYLLIN	24	30	30
11	oak tree	QUERCUS	16	30	30
12	WEST INDIAN MAHOGANY	SWEDEMA WAHAGON	12	30	30
13	WEST INDIAN MAHOGANY	SWEDEMA WAHAGON	12	30	30
14	WEST INDIAN MAHOGANY	SWEDEMA WAHAGON	12	30	30
15	WEST INDIAN MAHOGANY	SWEDEMA WAHAGON	12	30	30
16	WEST INDIAN MAHOGANY	SWEDEMA WAHAGON	12	30	30
17	ROYAL PALM	ROSTKINIA REGIA	24	45	15

ALTA/NSPS SURVEY

REVISIONS
DATE: 07-19-2022
SCALE: 1" = 20'
DRAWN BY: M.G.
DRAWING NO: 22-0223
SHEET NO. 2 OF 2

PROJECT DATA			
EXISTING ZONING	MX2 / DESIGN AND INNOVATION DISTRICT		
EXISTING LAND USE	COMMERCIAL MID-RISE INTENSITY		
1) LAND AREA	29,500 SF (.68 Acres)		
2) MIN. PARCEL OF LAND			MIN. REQUIRED / ALLOWED 10,000 SF
			PROPOSED / PROVIDED 29,500 SF
3) SETBACKS	FRONT (AURORA STREET.)		0'-0"
	NORTH SIDE (ALTARA AVENUE)		0'-0"
	SOUTH SIDE (SAN LORENZO AVENUE)		53'-5" (Varies)
	REAR (INTERIOR ALLEY)		0'-0"
4) STEPBACKS Above 45' as per Article 2. MX2/ Design and Innovation District	FRONT (AURORA STREET.)		10'-0"
	NORTH SIDE (ALTARA AVENUE)		10'-0"
	SOUTH SIDE (SAN LORENZO AVENUE)		10'-0"
	REAR (INTERIOR ALLEY)		0'-0"
3) MAXIMUM FAR			
Coral Gables:	29,500 SF	x 3.5	103,250 SF (Med Bonus II)
DEVELOPMENT BONUS STANDARD			
			25,812 SF
PURCHASED TDR UP TO 25% INCREASE OF GROSS PERMITTED FAR PER SEC. 14-204.5(B)	29,500 SF	x 0.875	25,812 SF
TOTAL			129,062 SF
8) PARKING CALCULATION	H.C. ACCESSIBLE (PER FL BUILDING CODE)		(136 on site) 101 to 150 = 5 spaces, 1 van space
	EV PARKING WITH CHARGING STATION		136 x (2% min.) = 3 SP (MIN)
	EV READY		136 x (3% min.) = 5 SP (MIN)
	EC CAPABLE		136 x (15% min.) = 21 SP (MIN)
	OFFICE		9,095 sf (1 space / 300 sf) = 30 spaces
	RESIDENTIAL 32 (1 BR Units) + 32 (2 BR Units) + 16 (3BR Unit) = 80 Units		(1.0 Spaces/ 1 BR) + (1.75 Spaces / 2 BR. unit) + (2.25 spaces / 3 BR unit) = 124 spaces req.
	COMMERCIAL (Retail/ Restaurant/ Sales/ Services)		8,387 sf (1 space / 300 sf) = 28 spaces
TOTAL PARKING SPACES		Total required spaces = 126** As per approved Shared Parking Analysis	
			136 spaces provided onsite
			Total Spaces = 136**
9) BICYCLE STORAGE	BICYCLE PARKING SPACES		1 bicycle space per four (4) residential units 1 bicycle space per twenty thousand (20,000) SF of non-residential use
			(20) residential spaces (1) non-residential space 21 total spaces
10) LOADING			100,000 sf to 199,999 sf (one loading space)
			one loading space
11) MIXED-USE	RETAIL/ COMMERCIAL		Min. 8% to 40% Max. FAR
	RESIDENTIAL		Min. 0% to 85% Max. FAR
			Retail + Office (FAR) 18,406 SF (15.0%) (FAR) 110,656 SF (85.0%)
12) UNITS/ DENSITY	NO DESITY LIMITATION PER DESIGN AND INN. DISTRICT OVERLAY SEC. 2-406 (B)(2)		80 Units Total/ Total Density 117 Units/ Acre
13) HEIGHT		120 ft. (10 Stories) – Design & Innovation District Overlay with Commission Approval 137.5 ft. (No limit on Stories) – w/ Proposed Text Amendment* * Up to 25 add'l ft. for rooftop amenity structure permitted with Text Amendment	137.5 ft. (No limit on Stories) – w/ Proposed Text Amendment 24.5 ft. for rooftop amenity structure / up to 25 feet permitted with Text Amendment
14) OPEN SPACE		Total Open Space (Uncovered)	5,408 SF
		Total Open Space (Covered)	(Arcade 1,670 SF + Loggia 184 SF) x 75% = 1,390 SF
		Total ROW Improvements	883.3 SF
		Open Space Required	29,500 SF (10%) = 2,950 SF
		Total Open Space Provided	7,681 SF (26%)

Note: All utilities will be undergrounded in accordance with Section 2-201 of the City Zoning Code.

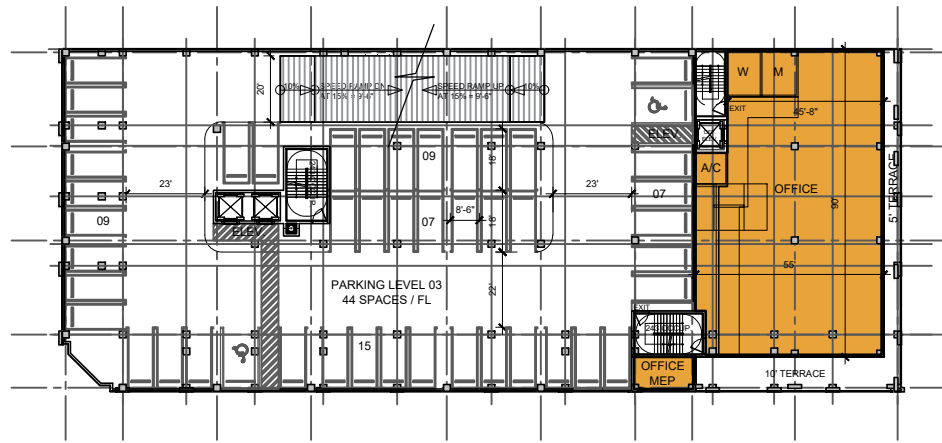
** 126 total parking spaces required as per approved Shared Parking Analysis.

Article 5 - Table 1. Development Standards (Must comply with all references)

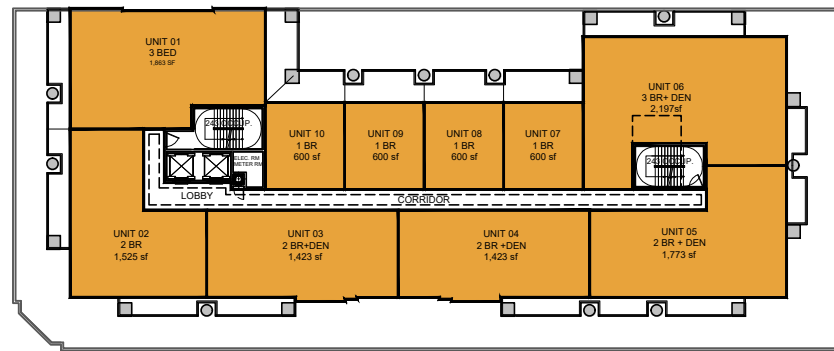
References	Mixed-Use	Type	Qualifications
1	Yes	Architectural elements on building facades.	All walls will have projecting fenestration frames, bronze panels, grooves or score lines and decorative stone finishes and cornices. Parking garages will include exterior architectural treatments such as bronze awnings, bronze planters, grilles, and pedestrian light fixtures (sconces).
2	Yes	Architectural relief elements at street level.	Along Aurora, Altara and San Lorenzo, where pedestrian sidewalks are located, All of the following are included. All elements will be included at street level: a. Display windows or retail display area; b. Landscaping; and/or c. Architectural relief elements or ornamentation, Arcade, signade, entry Loggia, pedestrian paseo and future outdoor seating.
3	Yes	Architectural elements located on the top of buildings.	The roof level/ structure will not exceed 25' from the last elevator floor stop.
4	Yes	Bicycle storage	In order to encourage bicycle use, a dedicate bicycle storage room has been located behind the elevator lobby which can accommodate 16 bicycles.
5	Yes	Building facades.	The building envelope and facades incorporate a visual vertical relief along Aurora that seaprates, visually, the north half of the building from the south side. This relief occurs mid block which also suggests architectural symmetry. This area is comprised of floor to ceiling glazing on every other residential floor and continues until the roof. Stipbacks on the north, south, and west create a distinctive base, middle, and top as the building rises. Corners are void of Balconies to make corners prominent.
6	Yes	Building lot coverage.	A park/ open space is being introduced on the south end of the property creating a public plaza adjacent to the east Merrick Park entrance on San Lorenzo that will comprise of retail and restaurants for activation.
7	Yes	Drive through facilities.	Drive through facilities including but not limited to banking facilities, restaurants, pharmacies, dry cleaners, etc. are prohibited access to/from Ponce de Leon Boulevard from S.W. 8th Street to Bird Road, Miracle Mile from Douglas Avenue to LeJeune Road, and Alhambra Circle from Douglas Avenue to LeJeune Road. Drive throughs are not currently planned for the site.
8	Yes	Landscape open space area.	Current open space comprises 20% of the total property. All open space is located at street level and the park provided at the southern most end of the property.
9	Yes	Lighting, street.	All exterior street frontages and public areas will have lighting provided by way of wall sconces (subject to city approval) along Aurora Street, San Lorenzo, Altara and existing east alley. Light fixtures and location/spacing, etc. shall be the subject to review and approval by the Department of Public Works.
10	Yes	Parking garages.	Ground floor parking as a part of a multi-use building shall not front on a primary street. ADA parking is permitted on the ground floor. Ground floor parking is permitted on secondary/side streets and shall be fully enclosed within the structure and/or shall be surrounded by retail uses and/or residential units. Ground floor parking is permitted on alley frontages. Parking facilities shall strive to accommodate pedestrian access to all adjacent street(s) and alleys.
11	Yes	Porte-cocheres.	Porte-cocheres are prohibited access to/from Ponce de Leon Boulevard from S.W. 8th Street to Bird Road, Miracle Mile from Douglas Avenue to LeJeune Road, and Alhambra Circle from Douglas Avenue to LeJeune Road.
12	Yes	Sidewalks/ pedestrian access.	All street frontages have sidewalks where practical except existing alley to the east. The main building entrance is oriented on Aurora Street, with a connection to the south most park through an arcade. The arcade is 10' wide connecting to a paseo at the southernmost park and San Lorenzo. The
13	Yes	Soil, structural.	Structural soil shall be utilized within all rights-of-way for all street level planting areas with root barriers approved by the Public Service Department. All plantings will incorporate structural soil and root barriers as part of the overall planting plan.
14	Yes	Windows on Mediterranean buildings.	Mediterranean buildings shall provide a minimum window casing depth of four (4) inches as measured from the face of the building. All exterior fenestrations will have a minimum 4" projected depth frame made of aluminum with a walnut textured wood finish for added contrast and shadow effect.

Article 5 - Table 2. Development Standards (Must comply with 8 references)

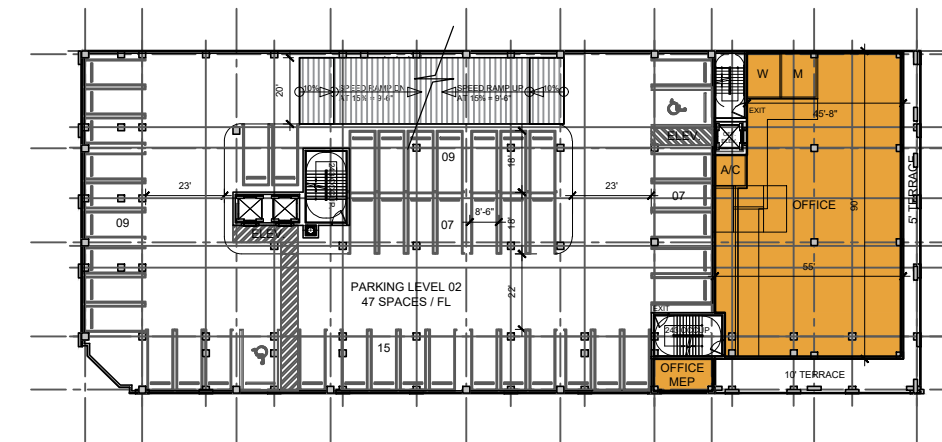
References	Mixed-Use	Type	Qualifications
1	Yes (1)	Arcades and/ or Loggias.	Arcades, loggias or covered areas constructed adjacent, parallel, and/or perpendicular to building to provide cover and protection from the elements for pedestrian passageways, sidewalks, etc. thereby promoting pedestrian passage/use. Limitations of encroachments on corners of buildings may be required to control view corridors and ground stories building bulk and massing. Awnings or other similar items do not satisfy these provisions. Arcade located on west side (Aurora & open space-San Lorenzo)
2	Yes (2)	Building Rooflines	The building is composed of two vertical masses giving the impression of two towers flanked by a center recess to create a height change and emphasize symmetry.
3	Yes (3)	Building Stepbacks	The building's mass and bulk is reduced by stepbacks provided at 5th floor office terrace, 13th floor residential amenity terrace in essence creating the effect of a base at the garage, middle at the residential floors and top at the residential amenity floor.
4	N-A	Building Towers	The use of towers or similar masses to reduce the mass and bulk of buildings.
5	Yes (4)	Driveways	Main entry and exit of the project is consolidated into one curb cut on the north side of the property with entry of Altara.
6	Yes (5)	Lighting of landscaping.	Uplighting and illumination of pedestrian areas, landscape and building facade features provided at all public areas including: the public open space, all street landscaping and tree wells, office terraces, office facades and residential amenity terrace.
7	Yes (6)	Materials on exterior building facades.	The use of natural or classic materials are incorporated around the building base and upper levels on all public streets and facades. Oilite stone/ bronze paneling reveals, vertical colonades and bronze awning elements.
8	Yes (7)	Overhead doors.	Overhead doors provided at services/ loading area on west (Alley).
9	Yes (8)	Paver treatments.	Inclusion of paver treatments in all of the following locations: a. Driveway entrances minimum of ten (10%) percent of total paving surface. All interior entry driveways to be surfaced with pavers. b. Sidewalks. Minimum of twenty-five (25%) percent of total ground level paving surface. All exterior sidewalk pavers to match aurora and Merrick Park master plan standards pavers/ poured concrete treatments. All Poured concrete shall be Coral Gables Beige where applicable
10	Yes (9)	Pedestrian amenities.	Pedestrian amenities on both private property and/or public open spaces including a minimum of four (4) of the following: a. Benches. -(4) Benches to be provided in open space "Park" b. Expanded sidewalk widths beyond the property line. N-A c. Freestanding information kiosk (no advertising shall be permitted) N-A d. Planter boxes. A park/ open space is being introduced at the south of the project. e. Refuse containers. -Containers provided where applicable f. Public art. -Art by local approved artist to be provided as centerpiece of proposed park/ open space. g. Water features, fountains and other similar water features. Ground and/or wall mounted. h. Above amenities shall be consistent in design and form with the City of Coral Gables Master Streetscape Plan- N-A
11	Yes (10)	Pedestrian passthroughs/ paseos on properties contiguous to alleys and/or streets.	A pedestrian pass-through (paseo) is provided at the south end of the property consisting of a 10'-0" wide pedestrian path connecting Aurora to San Lorenzo through a new park/ open space and terminating through a arcade along Aurora.
12	N-A	Underground parking.	The use of underground (below grade level) parking, equal in floor area of a minimum of seventy-five (75%) percent of the total surface lot area. Underground parking shall be located entirely below the established grade as measured from the top of the supporting structure and includes all areas utilized for the storage of vehicles and associated a circulation features



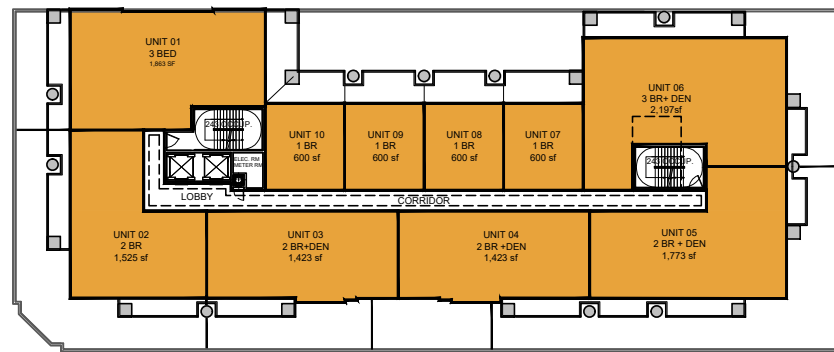
LEVEL 03
4,364 sf
GARAGE AND OFFICE



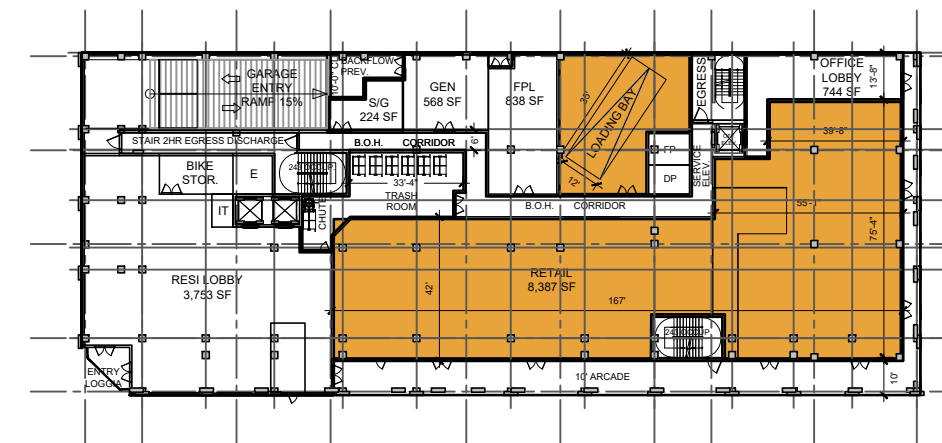
LEVEL 06 - 12
13,385 sf x 7 = 80,310 sf
RESIDENTIAL



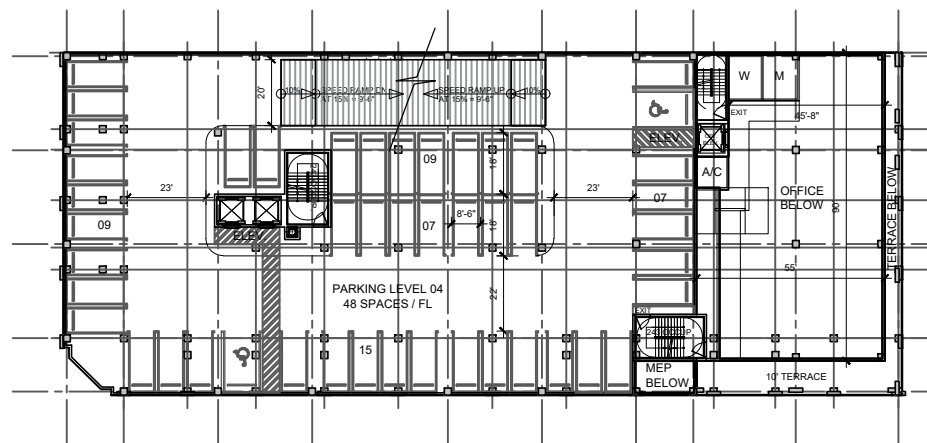
LEVEL 02
4,664 sf
GARAGE AND OFFICE



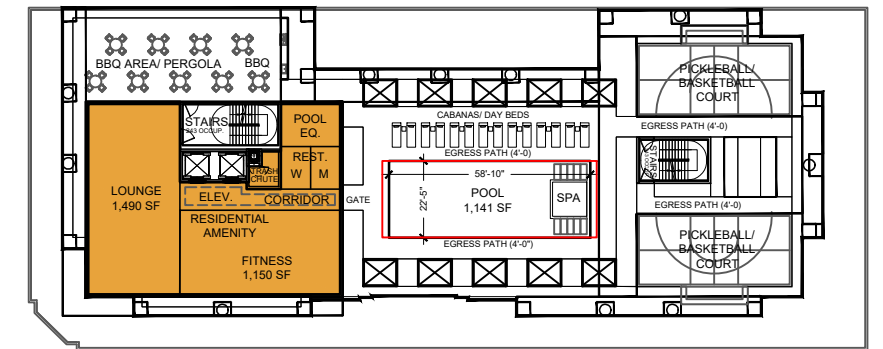
LEVEL 05
13,385 sf
RESIDENTIAL AND OFFICE



GROUND LEVEL
9,378 sf
LOBBIES - OFFICE - RETAIL

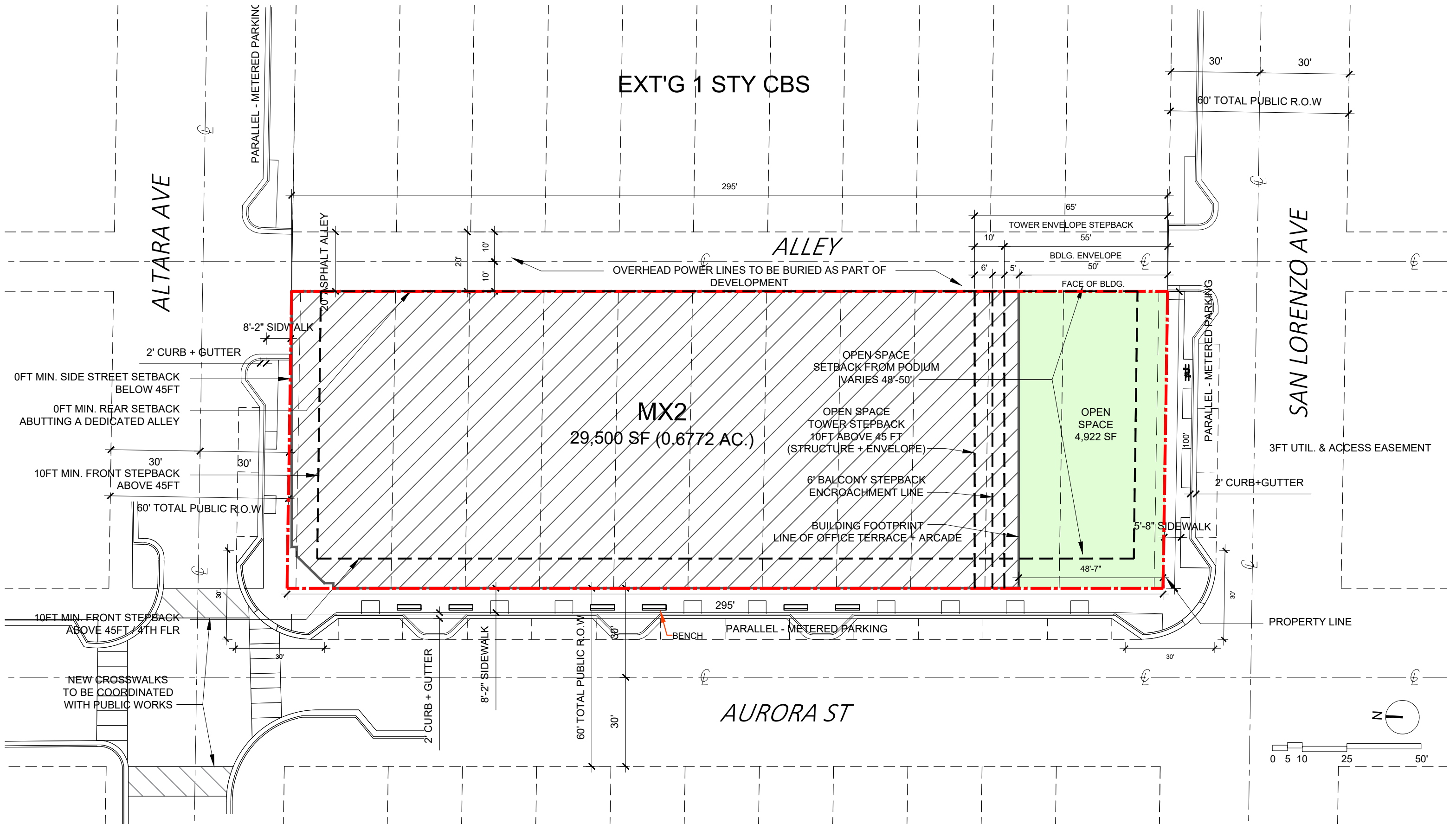


LEVEL 04
0 sf
GARAGE AND OFFICE

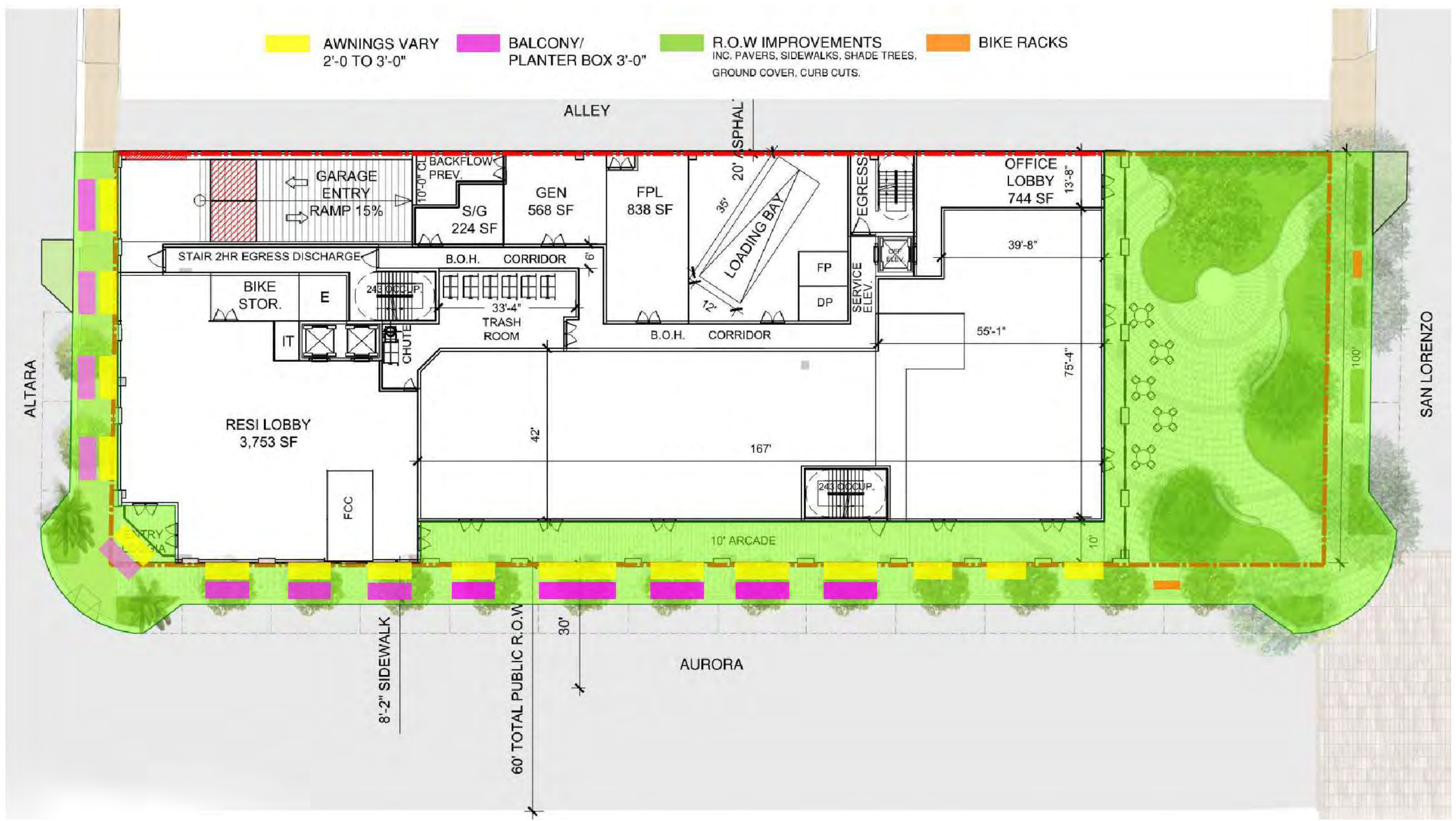


LEVEL 13
3,576 sf
RESIDENTIAL AMENITY DECK

FLOORS	F.A.R. CALCULATION		OFF.	TOTAL FAR
		TOTAL RES. MECH.		
Level 13		3,576 SF		
Level 12	RESIDENTIAL	13,385 SF		
Level 11	RESIDENTIAL	13,385 SF		
Level 10	RESIDENTIAL	13,385 SF		
Level 09	RESIDENTIAL	13,385 SF		
Level 08	RESIDENTIAL	13,385 SF		
Level 07	RESIDENTIAL	13,385 SF		
Level 06	RESIDENTIAL	13,385 SF		
Level 05	RESIDENTIAL	13,385 SF		
Level 04	GARAGE/ OFFICE		4,364 SF	
Level 03	GARAGE/ OFFICE		4,664 SF	
Level 02	GARAGE/ OFFICE		4,664 SF	
Level 01	RETAIL/ COMMERCIAL	9,378 SF		
TOTALS		120,034 SF	9,028 SF	129,062 SF



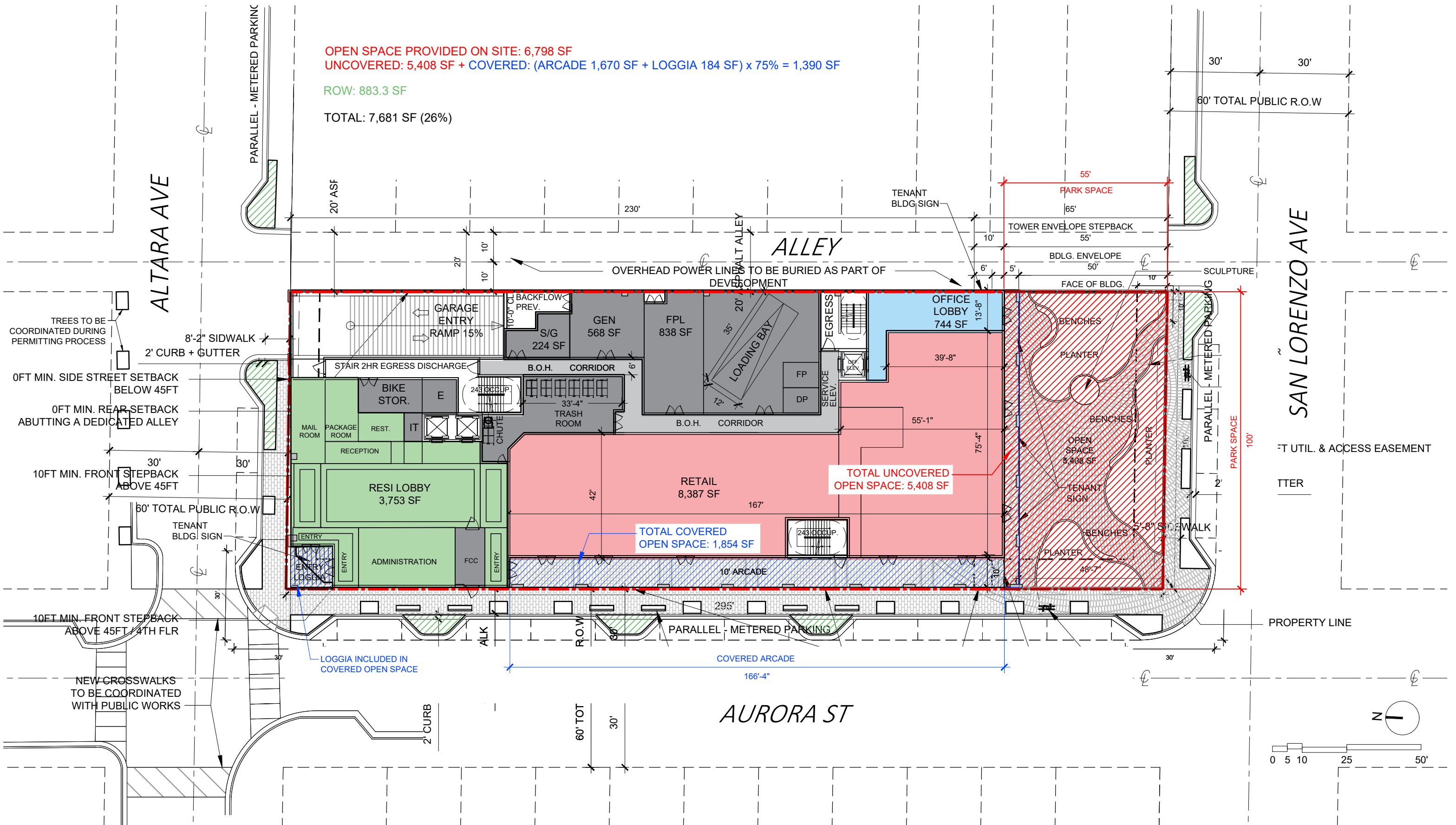
AWNINGS VARY 2'-0 TO 3'-0"
 BALCONY/ PLANTER BOX 3'-0"
 R.O.W IMPROVEMENTS INC. PAVERS, SIDEWALKS, SHADE TREES, GROUND COVER, CURB CUTS.
 BIKE RACKS

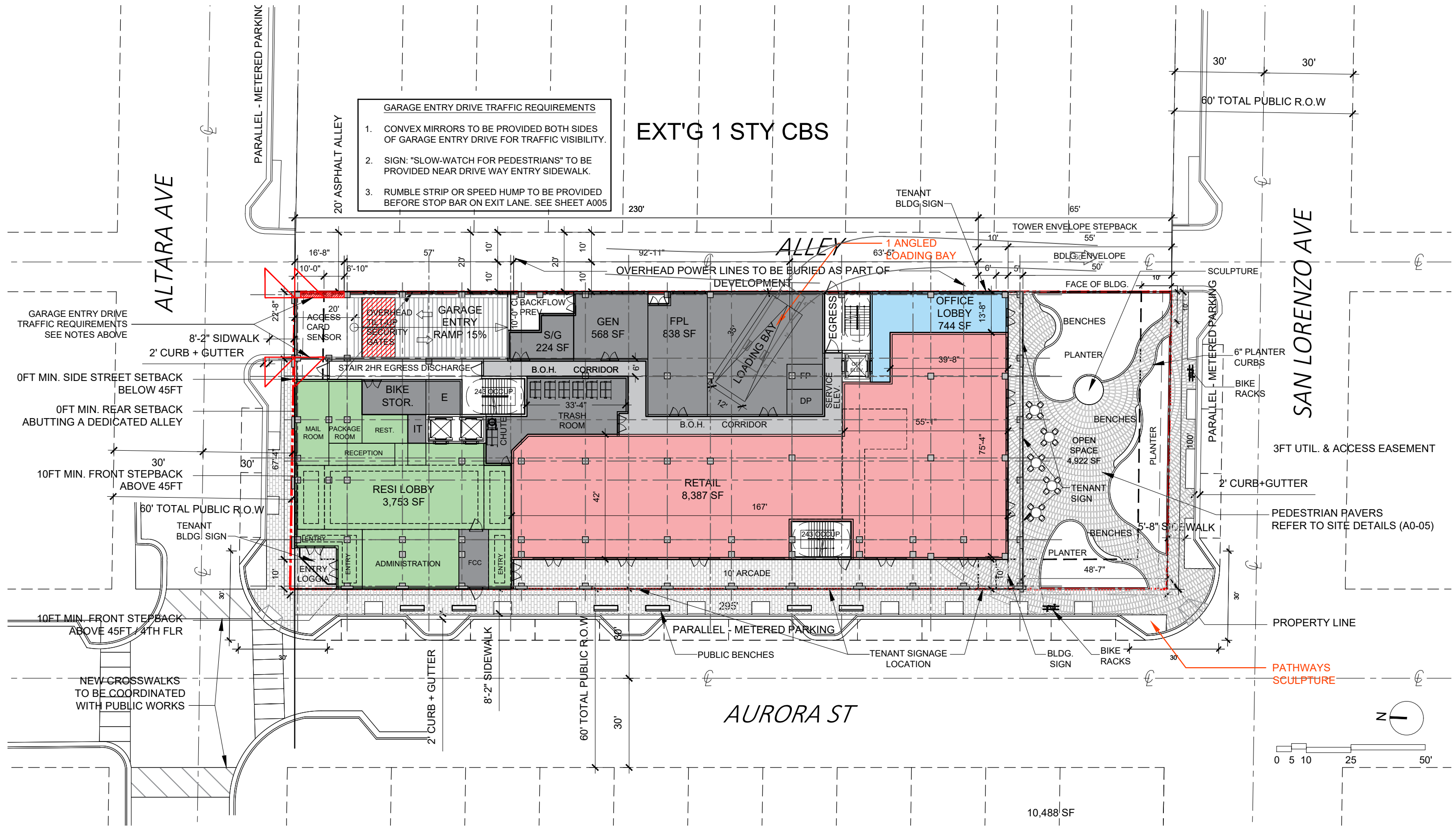


OPEN SPACE PROVIDED ON SITE: 6,798 SF
 UNCOVERED: 5,408 SF + COVERED: (ARCADE 1,670 SF + LOGGIA 184 SF) x 75% = 1,390 SF

ROW: 883.3 SF

TOTAL: 7,681 SF (26%)

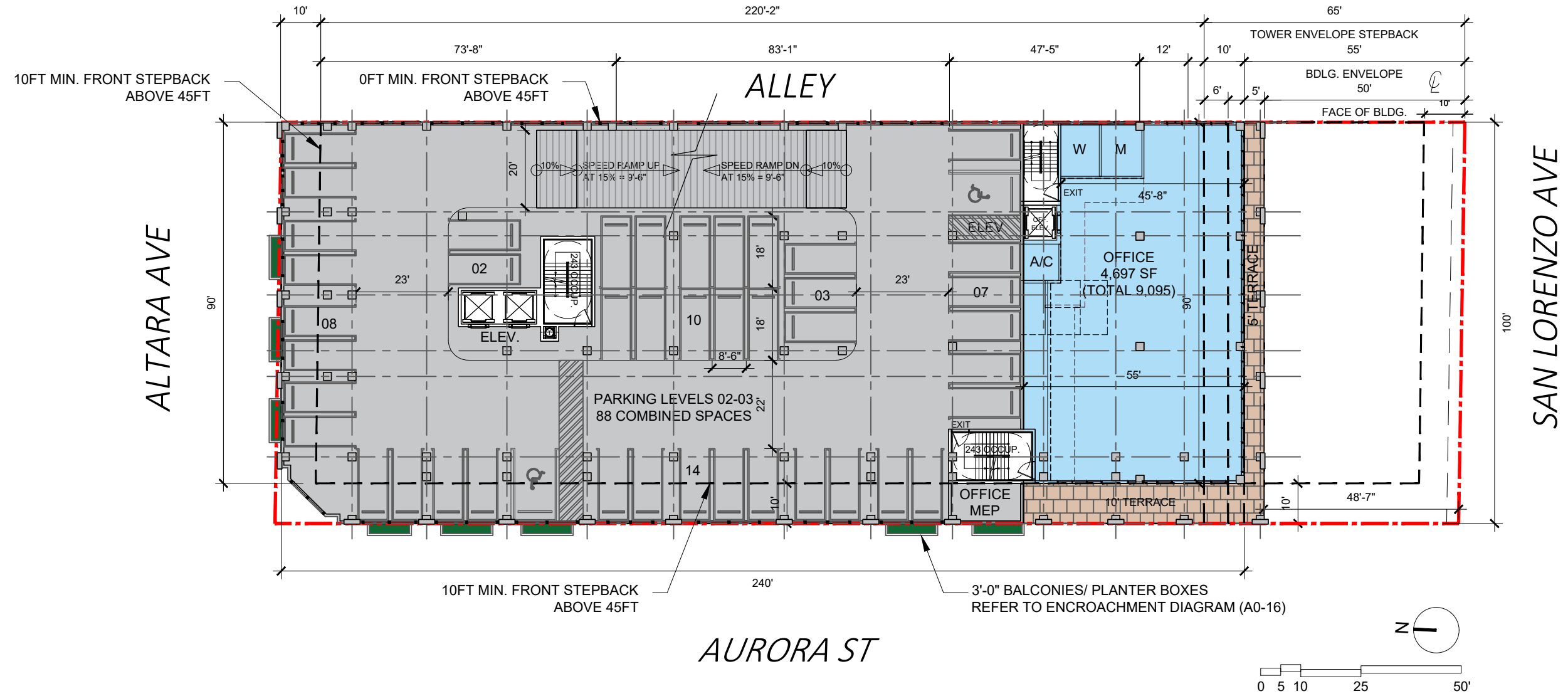


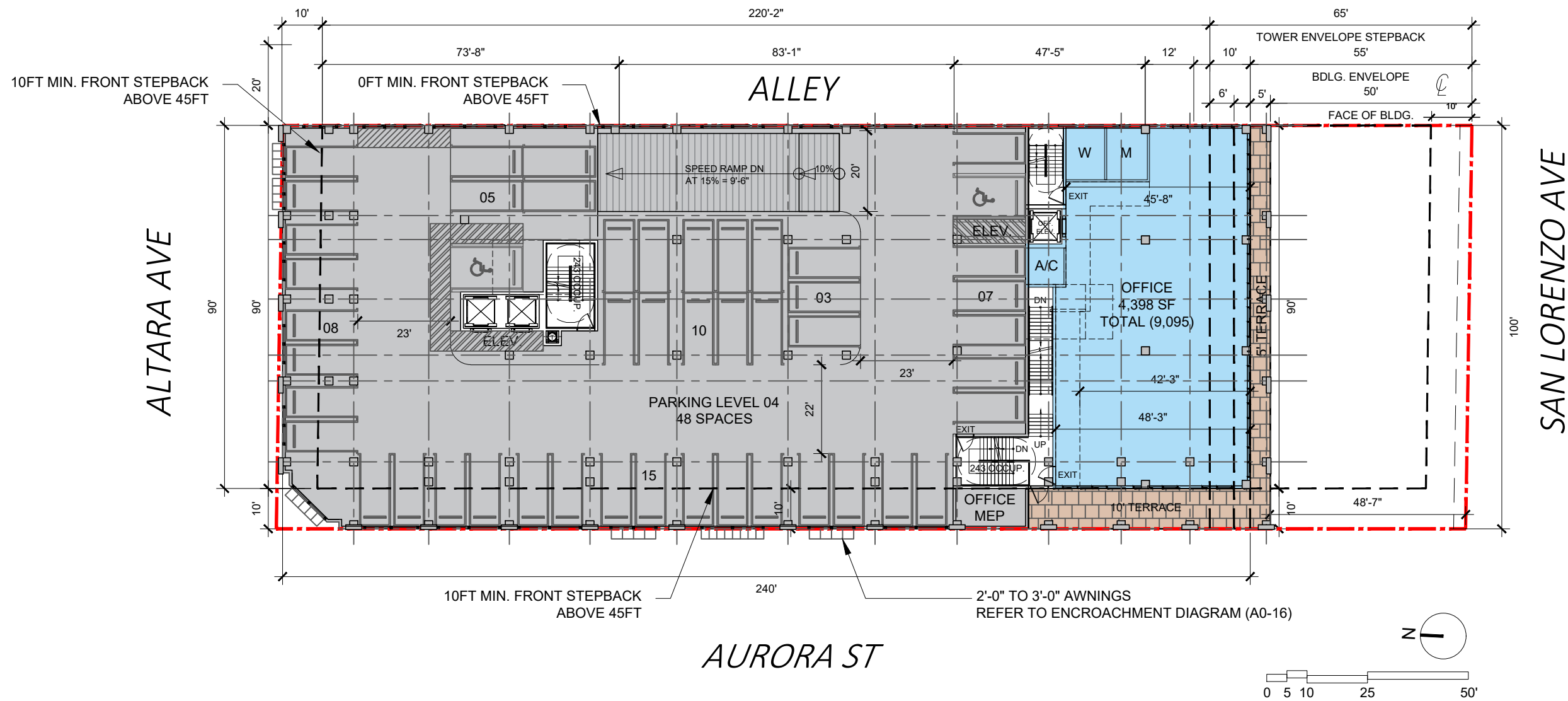


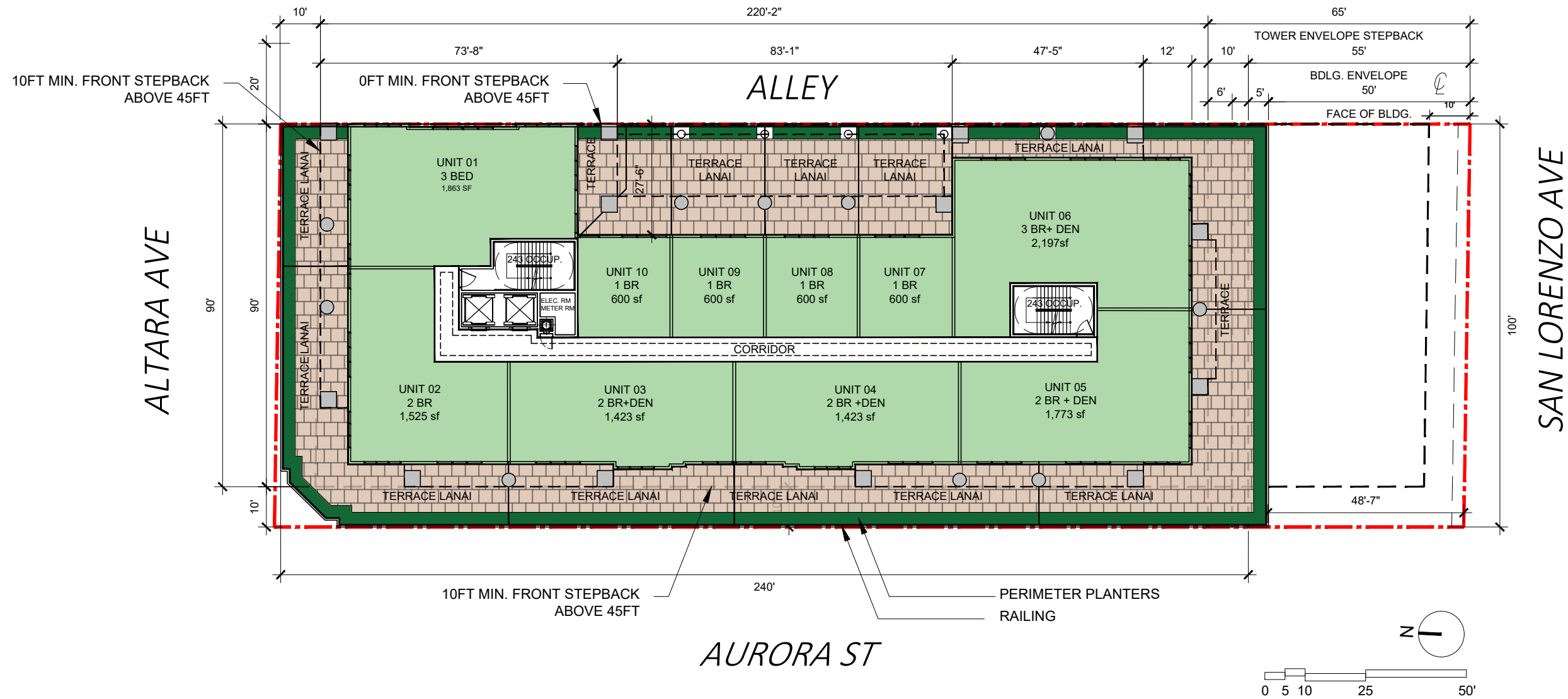
- GARAGE ENTRY DRIVE TRAFFIC REQUIREMENTS**
1. CONVEX MIRRORS TO BE PROVIDED BOTH SIDES OF GARAGE ENTRY DRIVE FOR TRAFFIC VISIBILITY.
 2. SIGN: "SLOW-WATCH FOR PEDESTRIANS" TO BE PROVIDED NEAR DRIVE WAY ENTRY SIDEWALK.
 3. RUMBLE STRIP OR SPEED HUMP TO BE PROVIDED BEFORE STOP BAR ON EXIT LANE. SEE SHEET A005

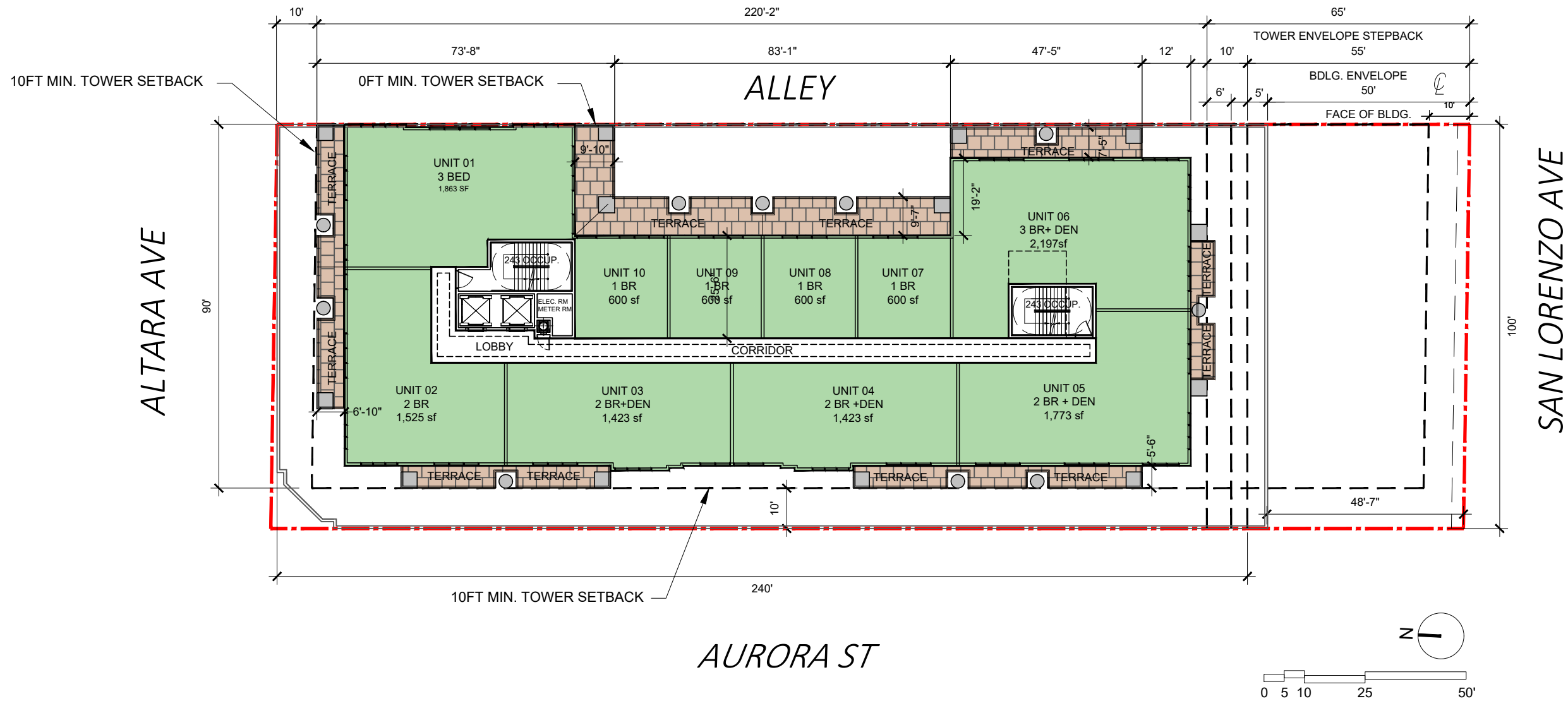
EXT'G 1 STY CBS

10,488 SF

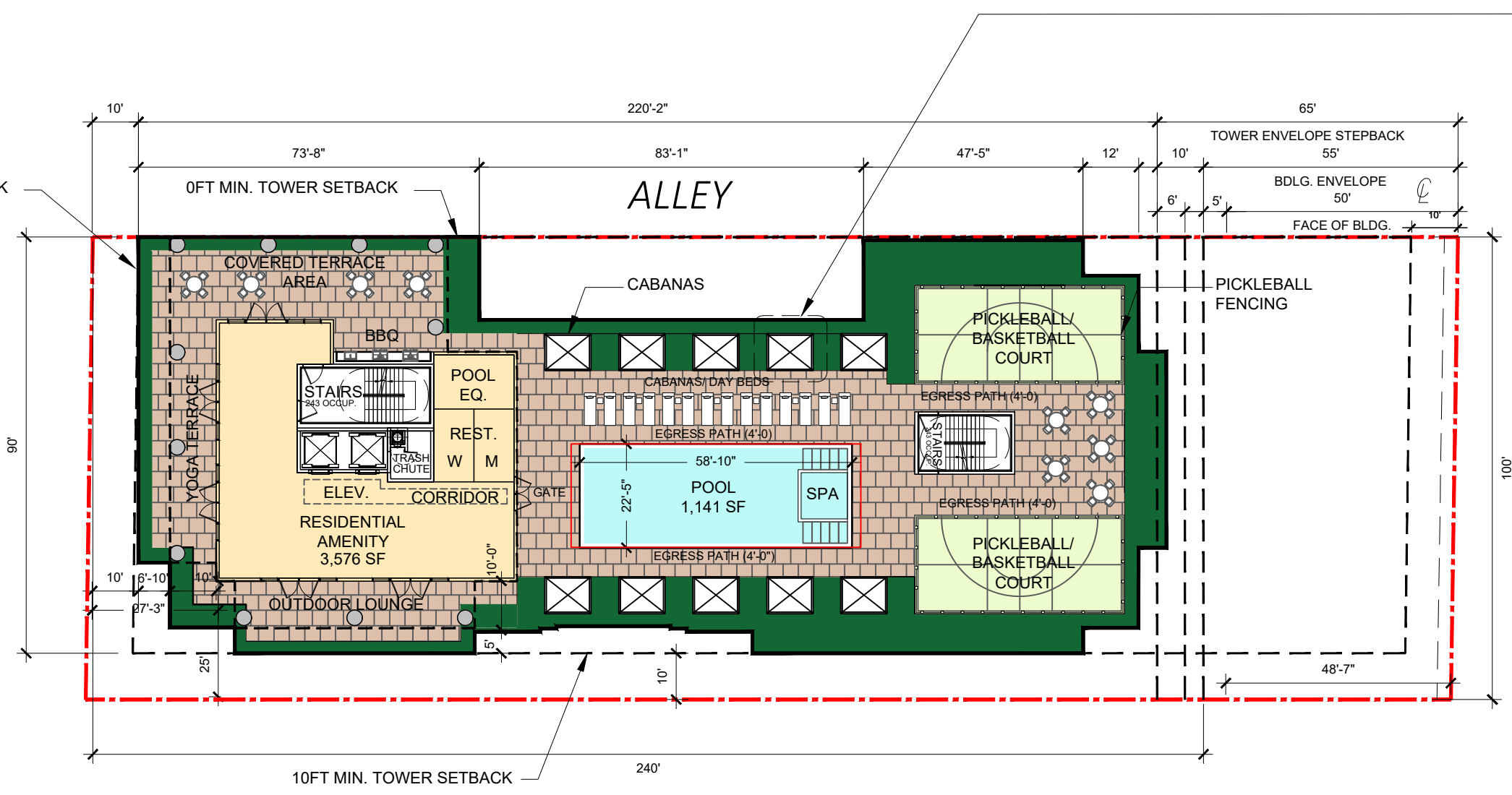








10FT MIN. TOWER SETBACK



tuuci equinox cabana
 TUUCI Equinox Cabana structures effortlessly transform any patio, poolside or outdoor landscape into open-air living rooms. The sleek modular design can be customized through lighting and music to walls and seating. The outdoors never felt more luxurious.

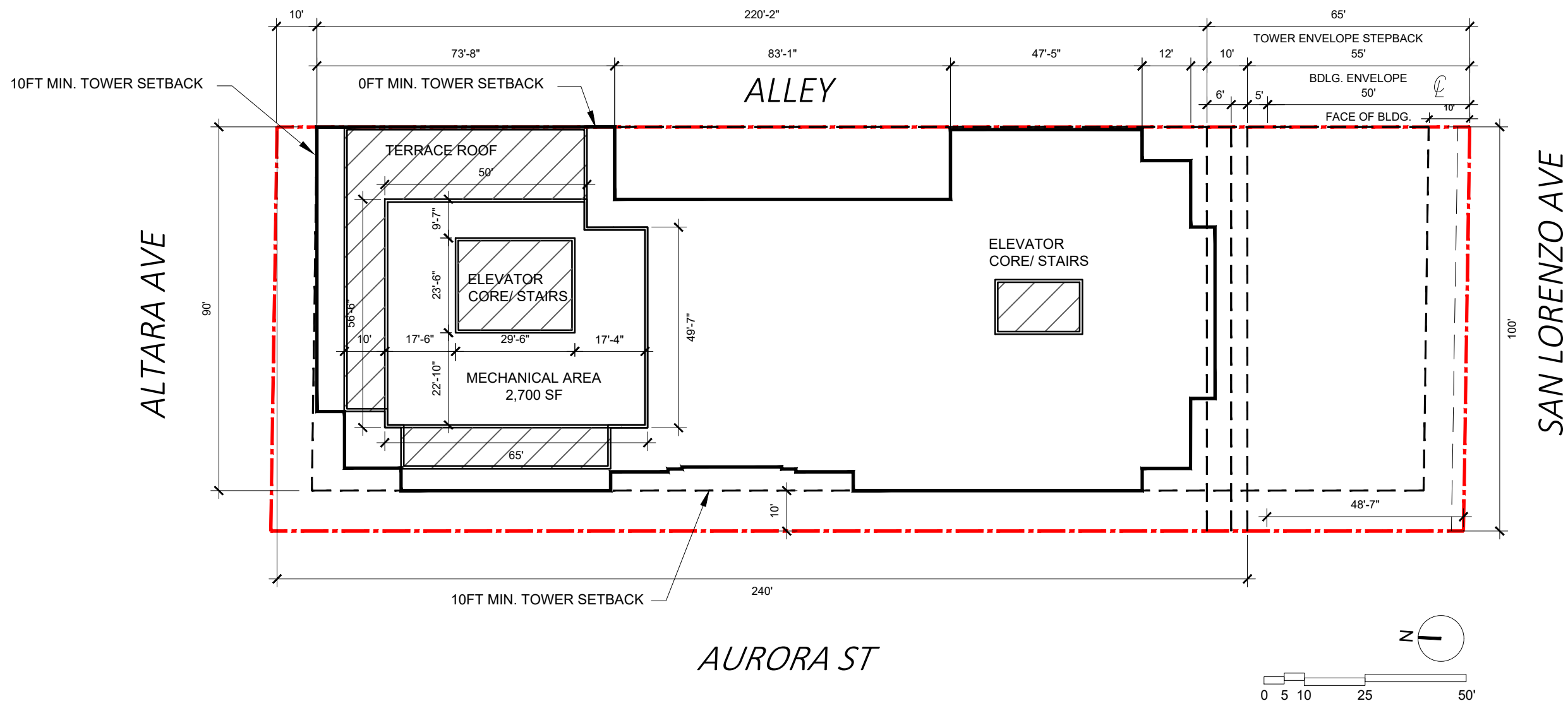


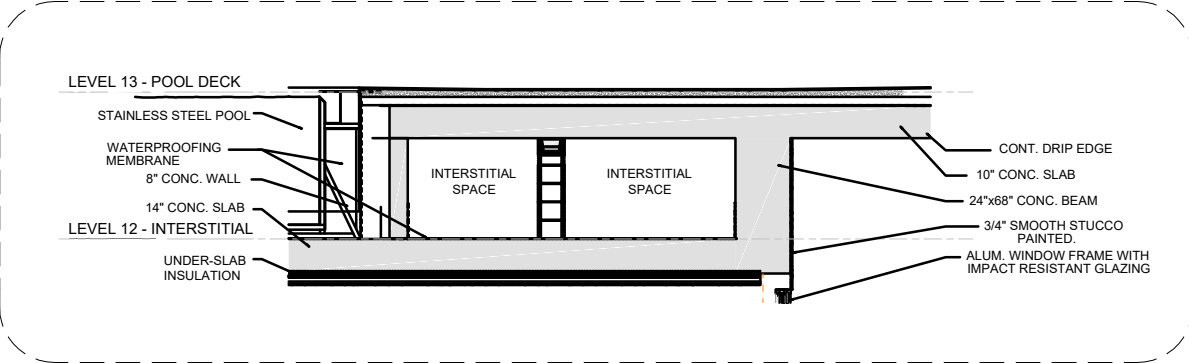
Shapes & sizes		Finish options	
square	Rectangle	powder coat	Aluma-TEAK
8'0" / 8'0"	8'0" / 8'0"	silver	natural
10'0" / 10'0"	10'0" / 10'0"	ash grey	weathered
12'0" / 12'0"	12'0" / 12'0"	textured bright white	ocean white
		textured bright white	ocean white
		textured bright white	ocean white
		jet black	jet black
		jet black	jet black



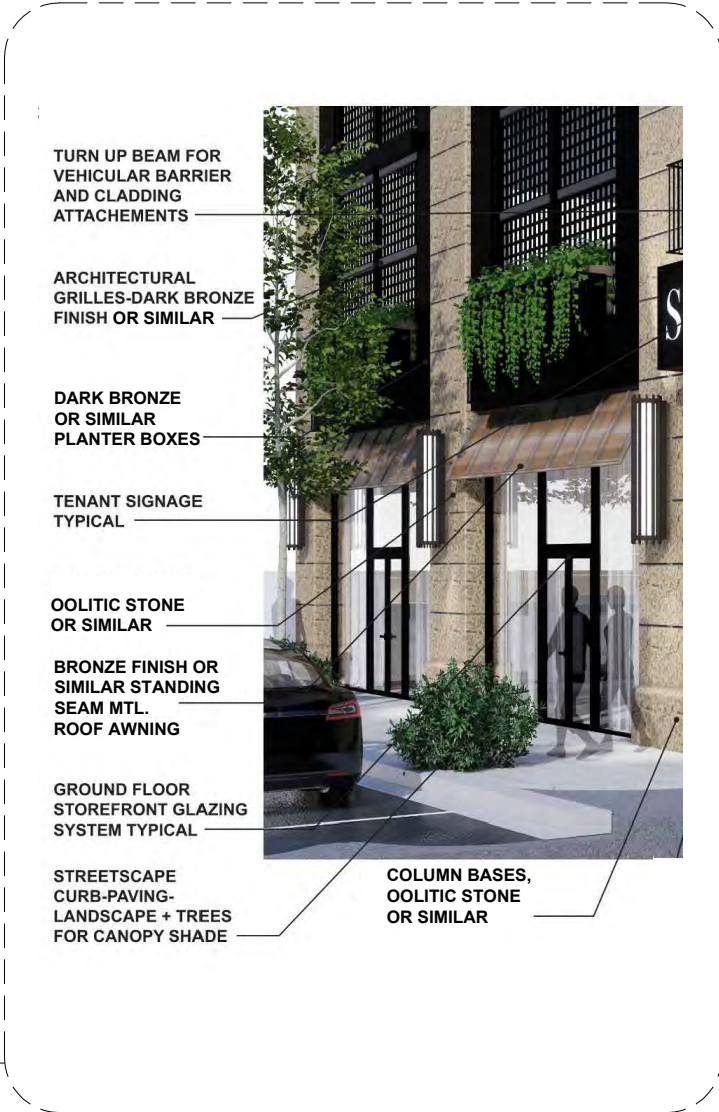
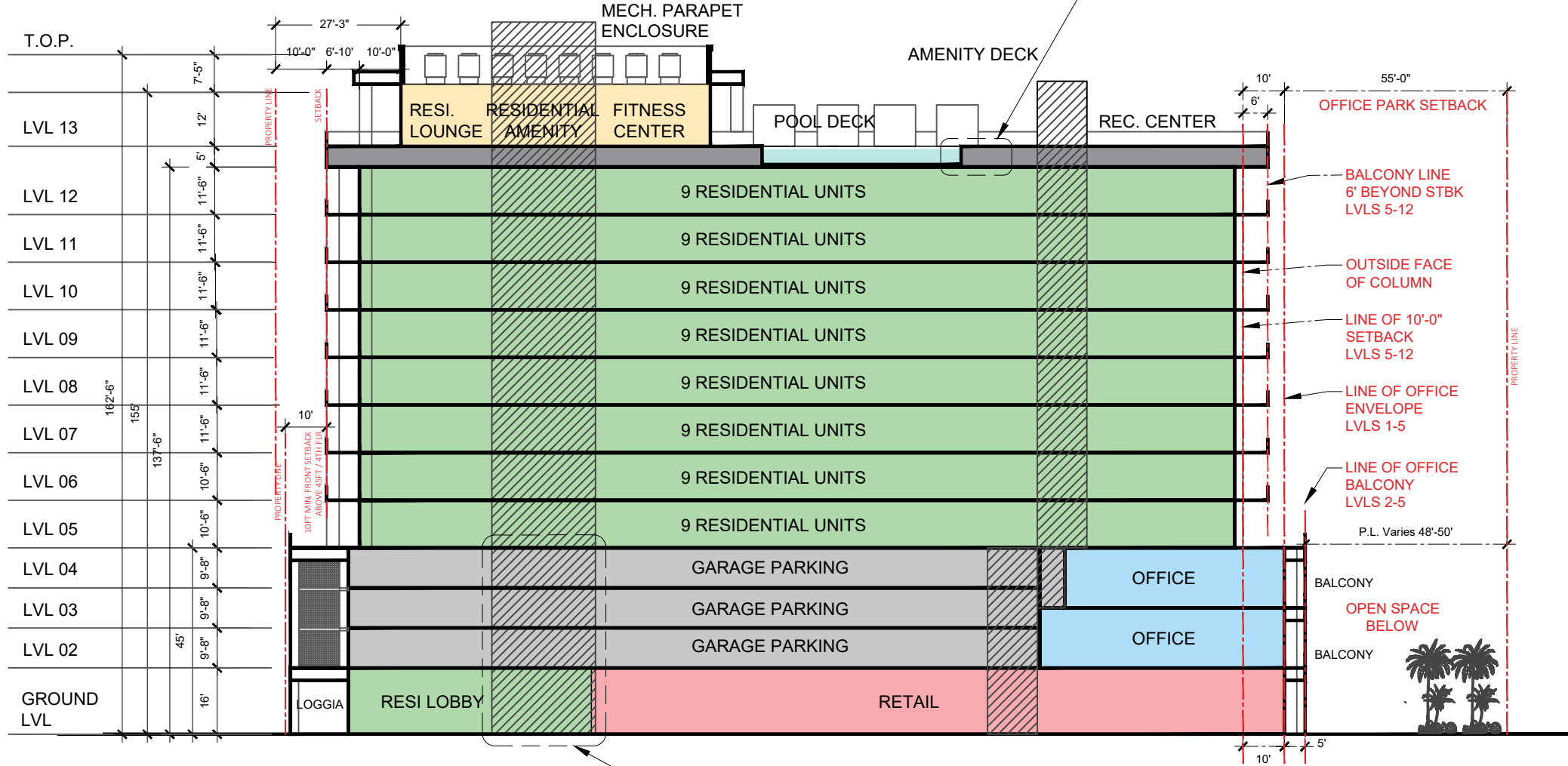
- Features:
- a. Lighting Option
 - b. Tv Mount Option/Trellis Roof
 - c. Heater Option
 - d. Trellis Roof
 - e. Water Resistant Fabric Roof Option
 - f. Benches, L-Bench or Seel
 - g. 4 trellis side walls / front & inside full fabric curtains / 2 trellis roofs
 - h. Full Fabric Curtains with Tie Backs
 - i. Outlet (power source required) and USB port
 - j. In ground security mount IGSM with leveling base plate

TYPICAL CABANA STRUCTURE

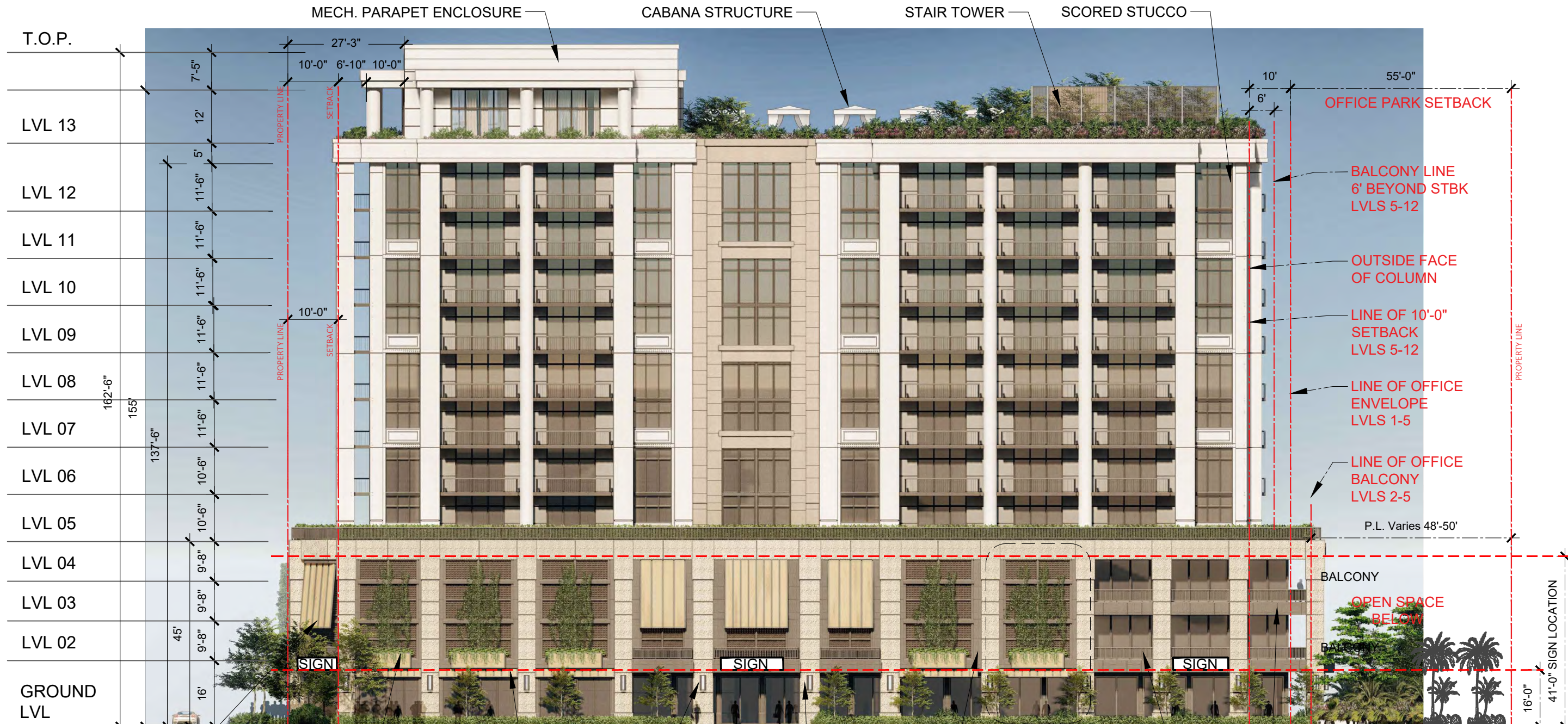




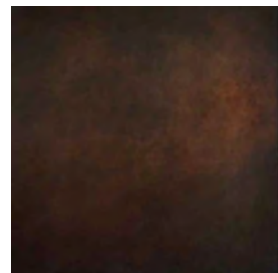
ENLARGED POOL DETAIL



ENLARGED STOREFRONT/GRILLE DETAIL



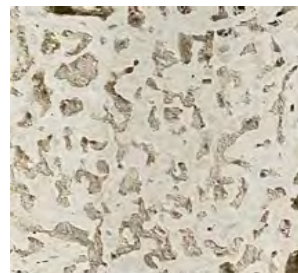
AWNING DECORATIVE GRILLE W/ PLANTER BOX METAL AWNING LIGHT SCONCE LIGHT SCONCE OOLITIC STONE REFER TO A3-01 HANDRAIL BRONZE PANELING



BRONZE FINISH OR SIMILAR



TEXTURED STUCCO OR SIMILAR



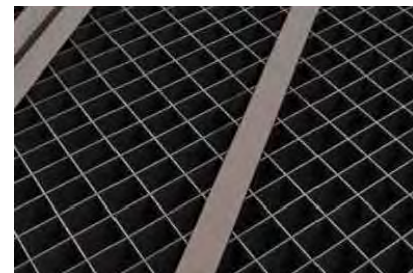
OOLITIC STONE OR SIMILAR



ARCHITECTURAL WALL SCONCES



FLAT BAR HANDRAIL



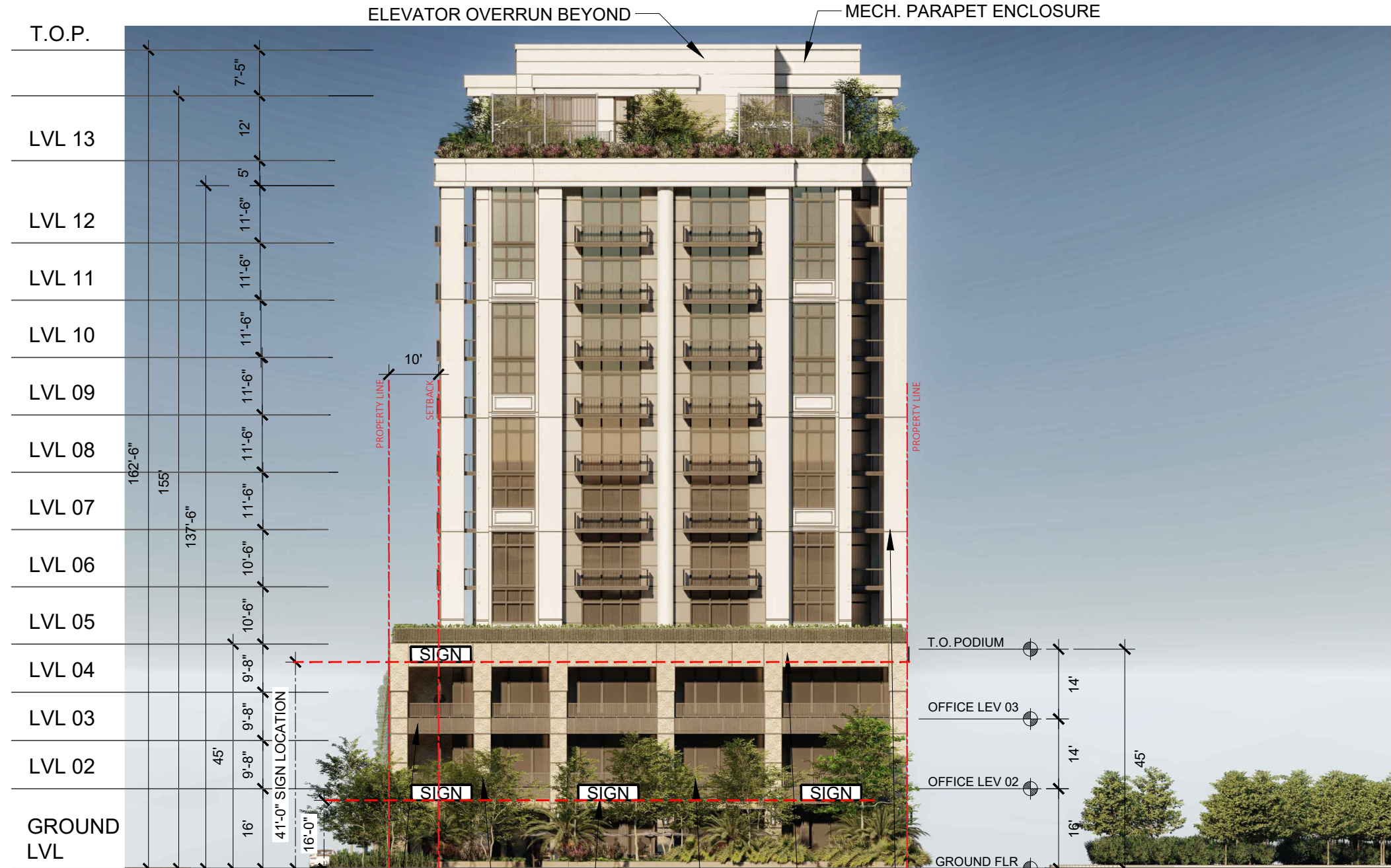
DECORATIVE PERFORATED METAL PANELING



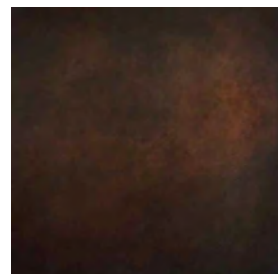
DECORATIVE STANDING SEAM AWNINGS + ROOF



CABANA STRUCTURE



BRONZE PANELING OOLITIC STONE TENANT SIGNAGE RAILING OOLITIC STONE STUCCO W/ SCORELINES



BRONZE FINISH OR SIMILAR



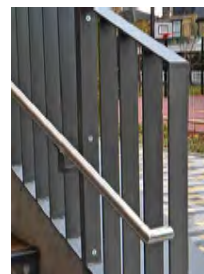
TEXTURED STUCCO OR SIMILAR



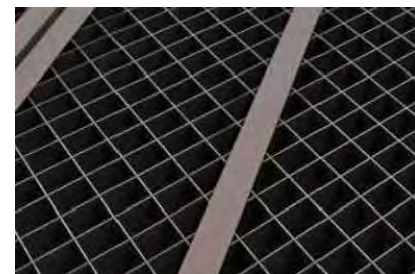
OOLITIC STONE OR SIMILAR



ARCHITECTURAL WALL SCNCES



FLAT BAR HANDRAIL



DECORATIVE PERFORATED METAL PANELING



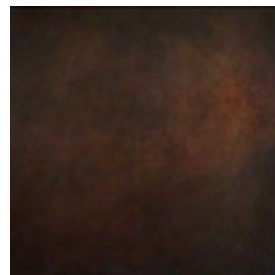
DECORATIVE STANDING SEAM AWNINGS + ROOF



CABANA STRUCTURE



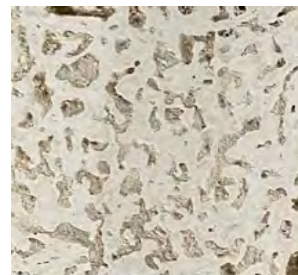
OOLITIC STONE BAND LIGHT SCONCE DECORATIVE BRONZE PANEL DECORATIVE GRILLE



BRONZE FINISH OR SIMILAR



TEXTURED STUCCO OR SIMILAR



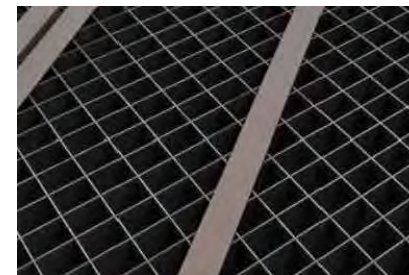
OOLITIC STONE OR SIMILAR



ARCHITECTURAL WALL SCONCES



FLAT BAR HANDRAIL



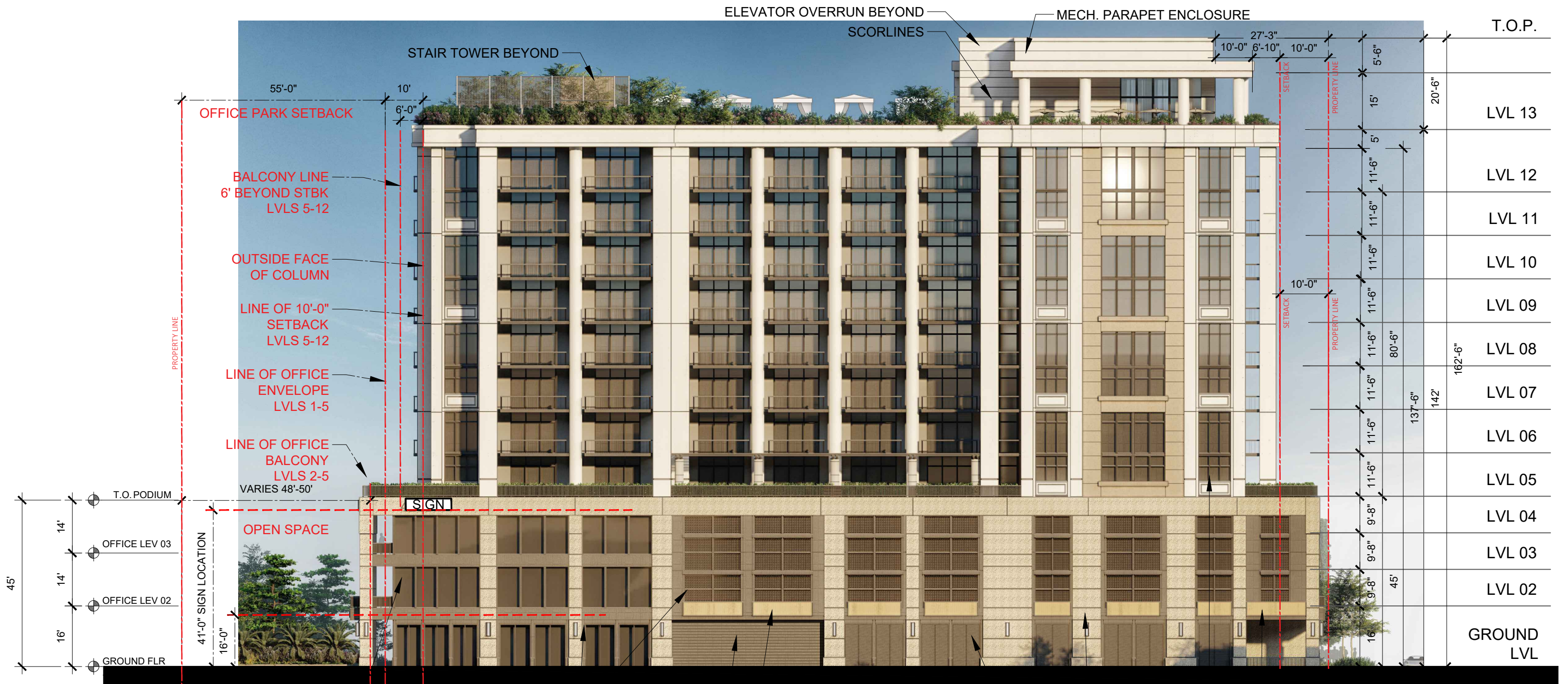
DECORATIVE PERFORATED METAL PANELING



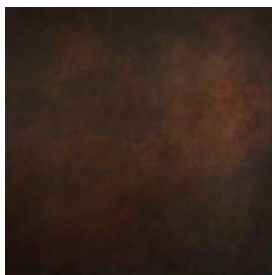
DECORATIVE STANDING SEAM AWNINGS + ROOF



CABANA STRUCTURE



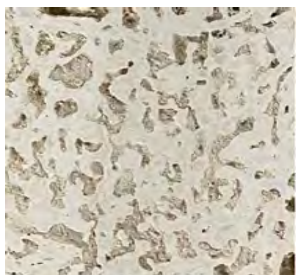
OFFICE GLAZING **LIGHT SCNCE** **DECORATIVE GRILLE** **DECORATIVE OVERHEAD DOOR** **DECORATIVE BRONZE PANEL** **DECORATIVE GRILLE** **OOLITIC STONE BAND** **WINDOW GLAZING** **DECORATIVE BRONZE PANEL**



BRONZE FINISH OR SIMILAR



TEXTURED STUCCO OR SIMILAR



OOLITIC STONE OR SIMILAR



ARCHITECTURAL WALL SCONCES



FLAT BAR HANDRAIL



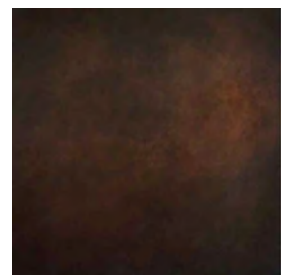
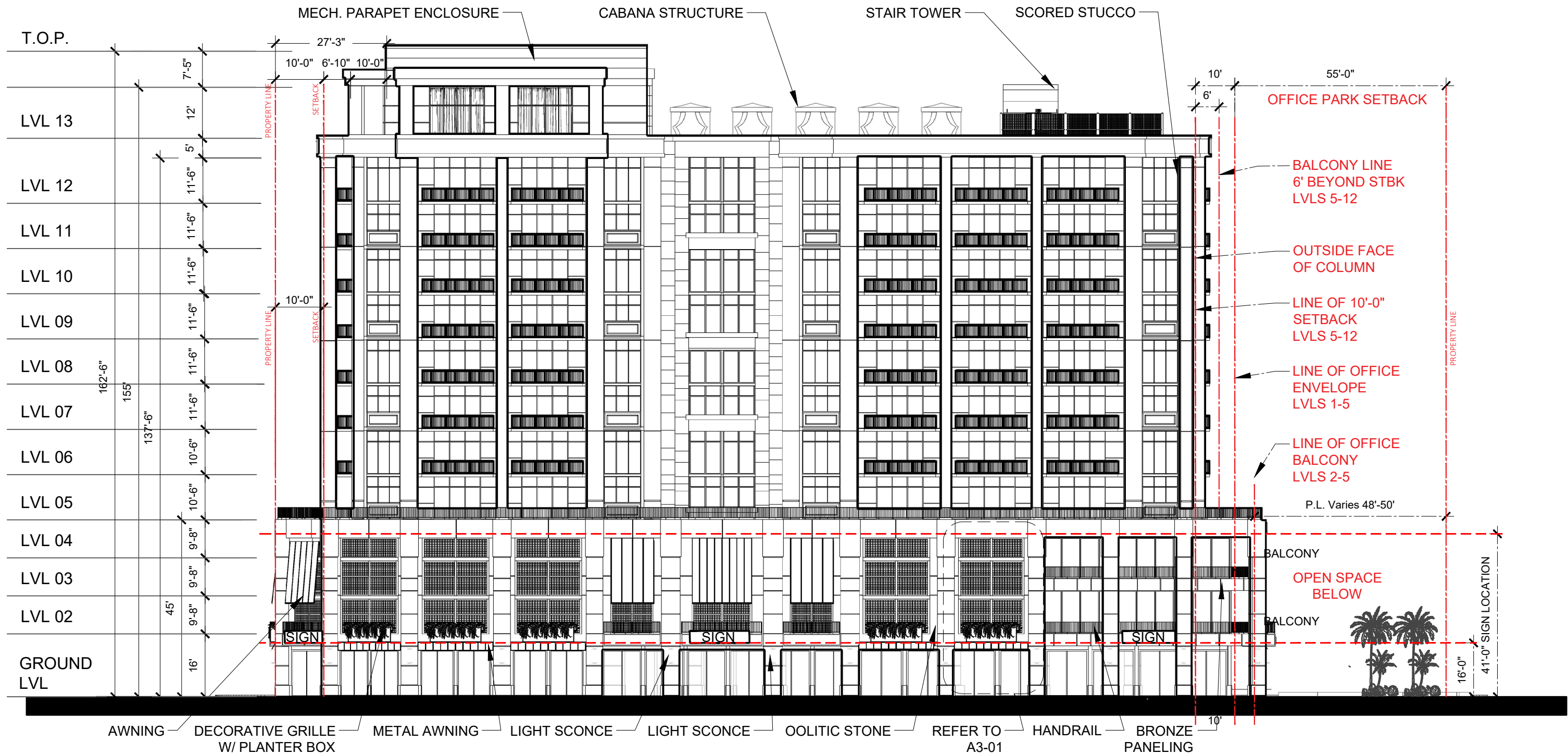
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DECORATIVE STANDING SEAM AWNINGS + ROOF



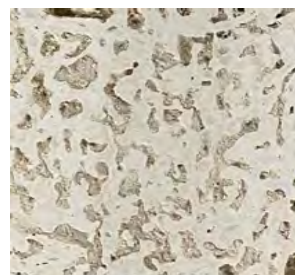
CABANA STRUCTURE



BRONZE FINISH OR SIMILAR



TEXTURED STUCCO OR SIMILAR



OOLITIC STONE OR SIMILAR



ARCHITECTURAL WALL SCONCES



FLAT BAR HANDRAIL



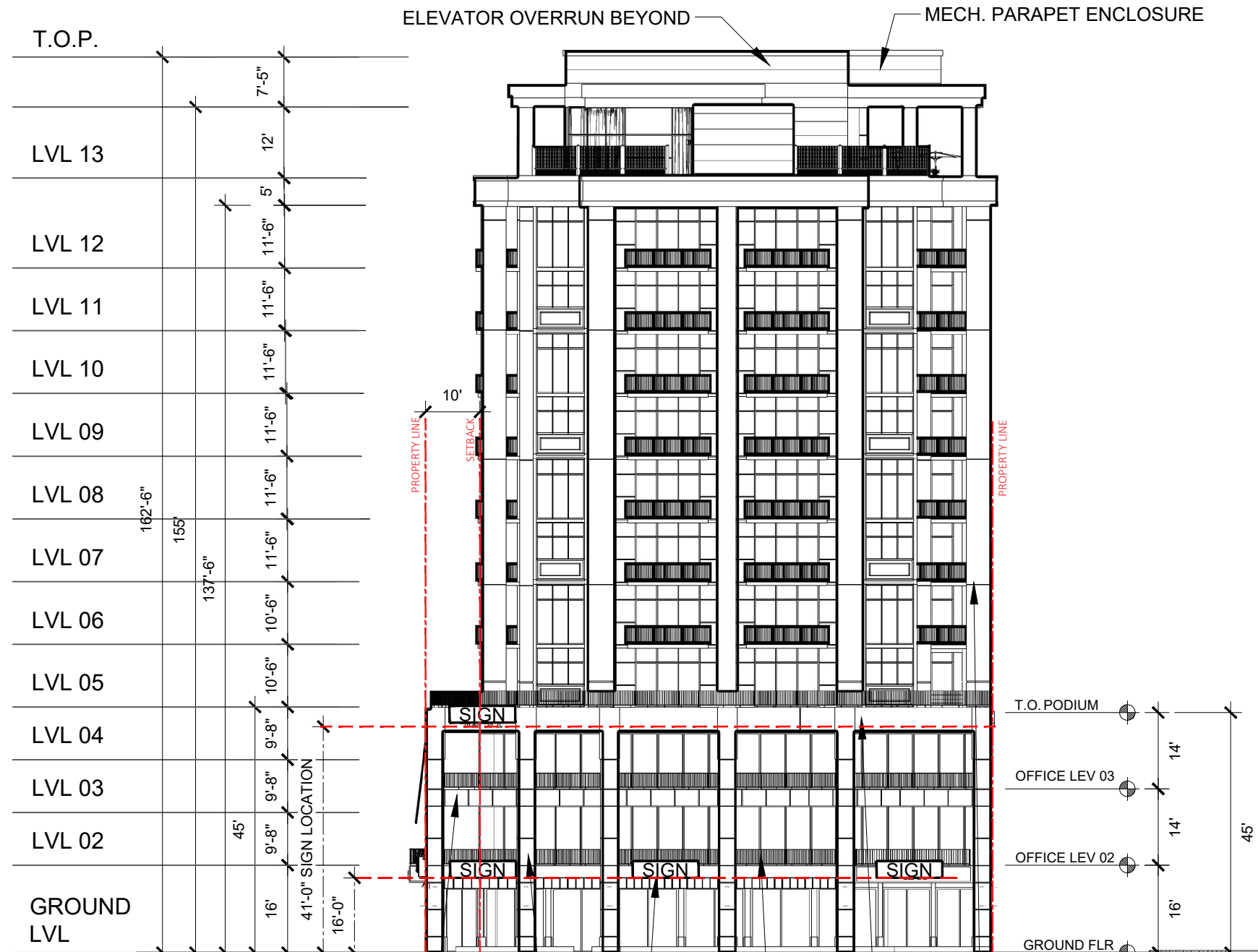
DECORATIVE PERFORATED METAL PANELING



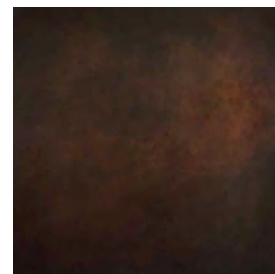
DECORATIVE STANDING SEAM AWNINGS + ROOF



CABANA STRUCTURE



BRONZE PANELING OOLITIC STONE TENANT SIGNAGE RAILING OOLITIC STONE STUCCO W/ SCORELINES



BRONZE FINISH OR SIMILAR



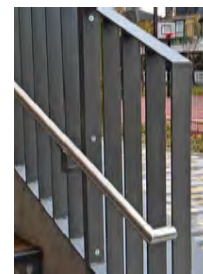
TEXTURED STUCCO OR SIMILAR



OOLITIC STONE OR SIMILAR



ARCHITECTURAL WALL SCONCES



FLAT BAR HANDRAIL



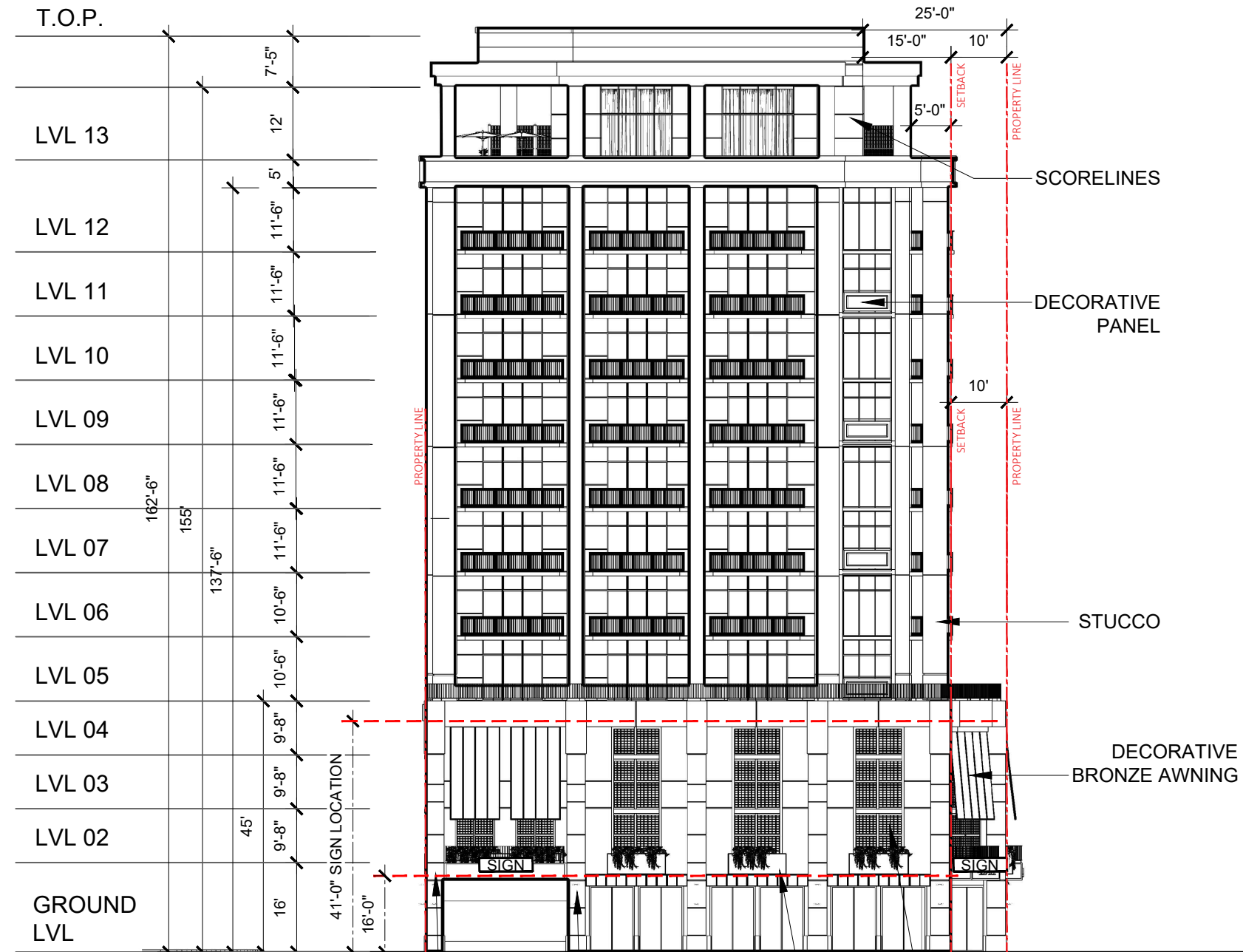
DECORATIVE PERFORATED METAL PANELING



DECORATIVE STANDING SEAM AWNINGS + ROOF



CABANA STRUCTURE

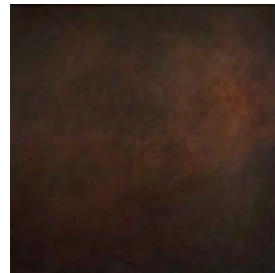


OOLITIC STONE BAND

LIGHT SCENCE

DECORATIVE BRONZE PANEL

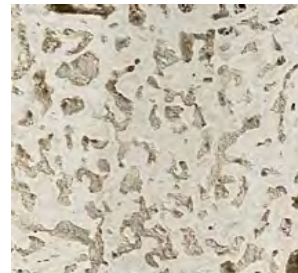
DECORATIVE GRILLE



BRONZE FINISH OR SIMILAR



TEXTURED STUCCO OR SIMILAR



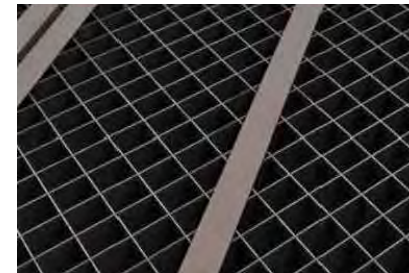
OOLITIC STONE OR SIMILAR



ARCHITECTURAL WALL SCNCES



FLAT BAR HANDRAIL



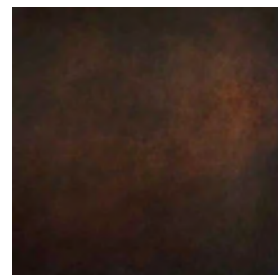
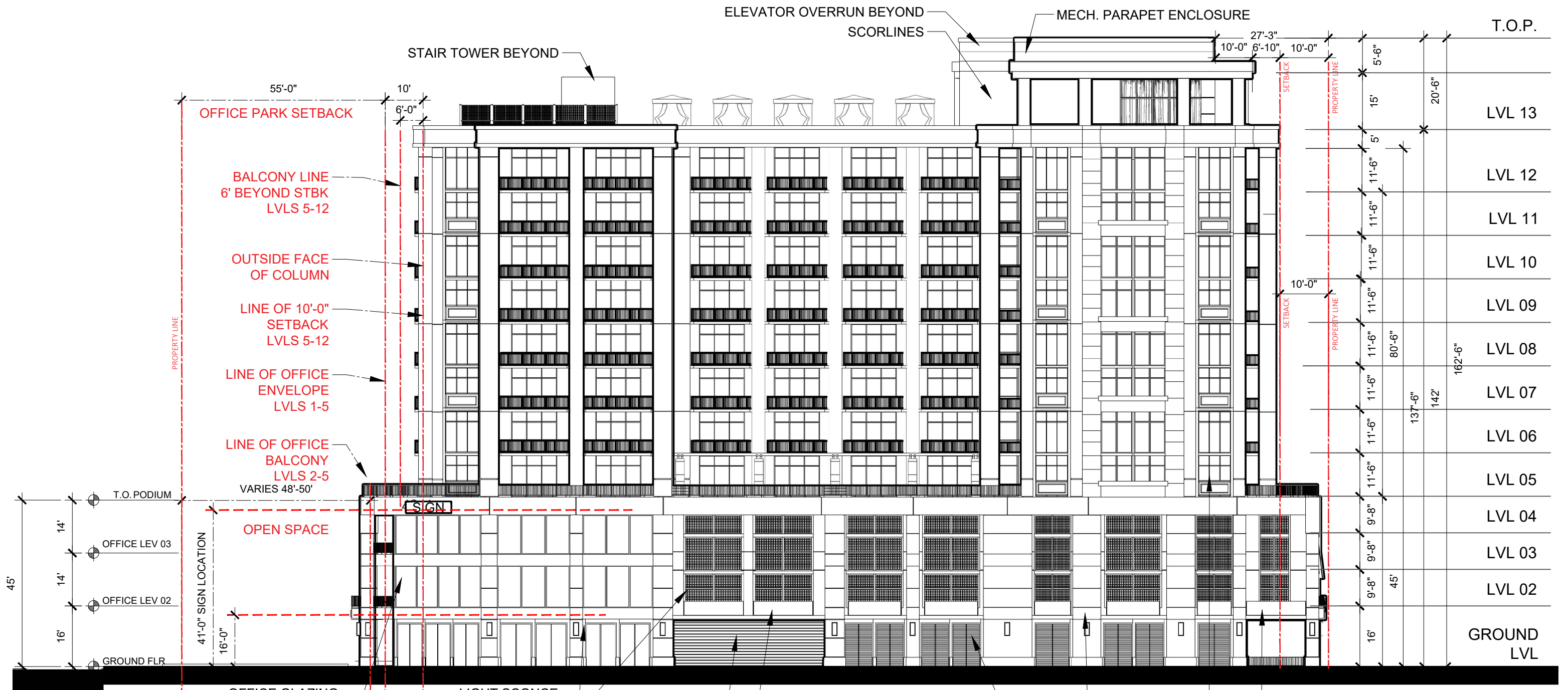
DECORATIVE PERFORATED METAL PANELING



DECORATIVE STANDING SEAM AWNINGS + ROOF



CABANA STRUCTURE



BRONZE FINISH OR SIMILAR



TEXTURED STUCCO OR SIMILAR



OOLITIC STONE OR SIMILAR



ARCHITECTURAL WALL
SCONCES



FLAT BAR
HANDRAIL



DECORATIVE PERFORATED METAL
PANELING



DECORATIVE STANDING SEAM
AWNINGS + ROOF



CABANA STRUCTURE

ARQUITECTONICA

2900 Oak Avenue, Miami, FL 33133
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CORAL GABLES WATERWAY PARK
6100 CABALLERO BLVD.
CORAL GABLES, FL 33146

EAST ELEVATION
ALLEY-SERVICE ACCESS

SCALE:

SEAL:

DATE:
10/10/2023

A4-09





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CORAL GABLES WATERWAY PARK
6100 CABALLERO BLVD.
CORAL GABLES, FL 33146

VIEW LOOKING SOUTHEAST
ON ALTARA

SCALE:

SEAL:

DATE:
10/10/2023

A5-01





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CORAL GABLES WATERWAY PARK
6100 CABALLERO BLVD.
CORAL GABLES, FL 33146

NIGHT - LIGHTING RENDERING
LOOKING SOUTHEAST ON
ALTARA

SCALE:

SEAL:

DATE:
10/10/2023

A5-03

AURORA ST MIXED-USE + OPEN SPACE

4241 AURORA ST
CORAL GABLES, FL 33146

SITE PLAN SUBMITTAL

ARQUITECTONICA GEO

LANDSCAPE ARCHITECTS

2900 OAK AVE

MIAMI, FLORIDA 33133

Phone (305)372 1812 Fax (305)372 1175

Website: www.arquitectonicageo.com

INDEX OF DRAWINGS		
SITE PLAN SUBMITTAL		
1	L0-00	LANDSCAPE INDEX
2	L0-01	LANDSCAPE NOTES
3	L0-02	LANDSCAPE CALCULATIONS
4	L0-03	LANDSCAPE IMAGES
5	L1-00	TREE DISPOSITION PLAN
6	L1-01	TREE MITIGATION PLAN
7	L1-10	GROUND LEVEL RENDERED PLAN
8	L1-11	GROUND LEVEL HARDSCAPE PLAN
9	L1-12	GROUND LEVEL TREE PLAN
10	L1-13	GROUND LEVEL SHRUB & GROUND COVER PLAN
11	L4-00	GROUND LEVEL CLOSE UP
12	L5-10	GROUND LEVEL HARDSCAPE DETAILS
13	L5-11	GROUND LEVEL PLANTING DETAILS
14	L6-00	TREE DISPOSITION SCHEDULE
15	L6-10	GROUND LEVEL LANDSCAPE SCHEDULES



⊕ LOCATION MAP

GENERAL NOTES

1. These plans reflect the scope of the Landscape Architect external services. For Architectural, Civil, please refer to the appropriate consultant documents.
2. The locations of all site amenities are approximate and may be adjusted in the field with owner and/or their representatives approval. See plans for locations of fixed amenities.
3. The locations of plants, as shown in these plans, are approximate. The final locations may be adjusted to accommodate unforeseen field conditions to comply with safety criteria, to avoid creating unsafe sight conditions, or as otherwise directed by or approved by the landscape architect or owner's representative.
4. Construction shall comply with all local building codes.
5. All dimensions shall be verified in the field prior to construction. Written dimensions shall take precedence over scaled drawings.
6. If a discrepancy should arise between layout geometry and design intent, design intent shall take precedence.
7. The following submittals require separate sub-permits:
 - 7.1. Light Poles
 - 7.2. Fences and Gates
 - 7.3. Foundations for trellises, benches, and equipment.

GENERAL GRADING NOTES

1. All grading information provided is intended for aesthetic purposes and to show relationships only. For detailed grading information see Civil Engineers drawings.
2. Rough grading and site preparation shall be completed for review by Landscape Architect / or owners representative prior to final grading.
3. Roadway grading and transition areas to be reviewed and approved by Civil / Traffic Engineer.
4. Grading and calculations for retention areas to be provided by Civil Engineers.
5. Contractor shall not substantially modify grading plan without the approval of designer. All site aesthetic grading is subject to review and approval of the landscape architect or owner's representative.
6. All graded areas shall be dragged with a drag mat or hand radeel to blend in small imperfections and round off any sharp lines that may have been constructed by equipment. All areas to be planted shall have no water holding pockets.

GENERAL SITE LIGHTING NOTES

1. All electrical wiring and circuiting by Electrical Engineer in future permit set.
2. Shop drawings shall be required by manufacturers and/or contractors for all connections, footers, electrical requirements and color samples for review and approval by the landscape architect or owner's representative.
3. Photometrics to be provided by the Engineer and coordinated with Landscape Architect/or owner representative.
4. Transformers and other exterior ballasts shall be hidden from general view with landscaping and /or appropriate enclosures. This should be coordinated with Landscape architect.

GENERAL LANDSCAPE NOTES

1. The Contractor shall be responsible for verifying all underground utilities prior to digging in any area. The contractor shall notify all necessary utility companies 48 hours minimum prior to digging for verification of all underground utilities, irrigation and all other obstructions and coordinate with Owner's Representative prior to initiating operations. Drawings are prepared according to the best information available at the time of preparing documents.
2. The contractor is responsible to ensure proper watering and maintenance of new and relocated plant materials during the one year warranty period.
3. Contractor is to report any discrepancies between the construction drawings and field conditions to the Owner's Representative immediately.
4. Landscape Contractor shall coordinate all work with related contractors and with the general construction of the project in order not to impede the progress of the work of others or the contractor's own work. Landscape contractor shall provide schedule of his/her work two weeks in advance, beginning two weeks prior to commencing landscape trade construction.
5. The location of the landscape holding area will be identified by the Owner or Owner's Representative. The Contractor shall adhere to the access routes to and from the holding area without disrupting or impeding access to the site by others. Contractor is responsible for the maintenance of all plant materials, including temporary irrigation and fertilization if necessary during construction, while being held in landscape holding areas.
6. The Contractor shall bear all costs of testing of soils, amendments, etc. associated with the work and included in the specifications. Prior to commencement of the landscape planting work the Contractor shall provide complete soil tests with recommendations for soil treatment in the construction area.
7. Landscape Contractor shall field stake the location of all plant material or field stake the plants prior to initiating installation for the review and approval of the Owner's representative and/or Landscape Architect. Note: **No planting shall commence until there is a functional irrigation system in the area to be planted. No trees shall be planted on top of irrigation lines.**
8. Landscape Contractor shall field adjust location of plant material as necessary to avoid damage to all existing underground utilities and/ or existing above ground elements. All changes required shall be completed at the Contractor's expense and shall be coordinated with Owner's Representative and the Landscape Architect.
9. Any substitutions in size and/or plant species must be approved by the Landscape Architect or Owner's Representative prior to modification of the contract, purchasing and delivery of plants. All plants will be subject to approval by Landscape Architect and/or Owner's Representative before planting can begin. All plant materials will not include any plants considered to be invasive by the City of Coral Gables.
10. Contractor shall refer to the landscape planting details, general notes and the project manual and/or specifications for further and complete landscape planting instructions.
11. Landscape Contractor shall coordinate all planting work with permanent or temporary irrigation work. Landscape Contractor shall be responsible for all hand watering as required by Owner's Representative to supplement irrigation watering and rainfall. Landscape Contractor shall be responsible for hand watering in all planting areas, regardless of the status of existing or proposed irrigation.
12. Landscape Contractor shall clean the work areas at the end of each working day. Rubbish and debris shall be collected and deposited off-site or in an approved disposal area daily. All materials, products and equipment shall be stored in an organized fashion as directed by the Owner's Representative.
13. Landscape Contractor shall re-grade all areas disturbed by plant removal, relocation and/or installation work. Landscape Contractor shall replace (by equal size and quality) any and all existing or new plant material disturbed or damaged by plant removal, relocation, and/or installation work.
14. Site distance concerns must be maintained for clear site visibility from thirty (30) inches to seventy-two (72) inches, tree trunks are excluded as specified in appropriate municipal codes.

GENERAL LANDSCAPE NOTES CONT'D

15. Guying / staking practices shall not permit nails, screws, wires, etc., to penetrate outer surface of any tree or palm. Trees or palms rejected due to this practice shall be replaced at the Contractor's expense.
16. Burlap material, wire cages, plastic straps, etc., must be cut and removed from top one-third (1/3) of root ball.
17. Trees grown in grow bags or grow bag type material are not allowed.
18. All planting materials shall meet or exceed local requirements as specified by local plant standards.
19. All landscape installations shall meet or exceed the minimum requirements as shown in appropriate municipal codes.
20. The Contractor shall be responsible for the guarantee of all plant material for a period of twelve (12) months from the date of substantial completion. Substantial completion constitutes the beginning of guarantee period.
21. Plant size specifications take precedence over container size.
22. Contractor to verify quantities and report any discrepancies to Owners representative and/or Landscape Architect.
23. All plant material shall be graded Florida #1 or better.
24. All proposed planting beds will be planted out correctly with proper spacing.
25. All tree work will require permitting by a registered Miami-Dade County Tree Trimmer.
26. Burlap, wire cages, etc., be removed half way down root balls.
27. All tree pruning to follow ANSI 300 tree trimming standards.

SOIL PREPARATION AND SOIL MIX

1. All plants noted for removal shall be relocated as shown on plans or removed and properly disposed of offsite at contractors expense unless otherwise noted.
2. Before finishing top soil grading, scarify & rake subsoil clear of stones (1" diameter and larger), debris, rubbish, and remaining roots from removed plant material to a depth of 6".
3. Plant holes should be dug and the sides and bottom of the hole should be stable, regardless of depth. Soil scarification is necessary if sides of the hole are compacted.
4. Contractor to apply approved pre-emergent herbicide in accordance with manufacturer's rate and specifications. Contractors to provide manufacturer's specifications for approval.
5. Planting soil mix for planters, trees, shrubs, and ground cover & grasses shall be determined by soil analysis prior to planting landscape.

The planting soil mix should be what comes out of the hole so the plant adapts to the surrounding/existing soil and grows into it. This is why the sides and the bottom of the planting hole should never be compacted with the digging implements. Never fertilize newly planted plants and trees. Please note that peat moss will eventually decompose and clog soil pores thereby inhibiting the plants water and oxygen consumption.

6. Topsoil shall be natural, fertile, agricultural soil capable of sustaining vigorous plant growth. It shall be of uniform composition throughout, with admixture of subsoil, it shall be free of stones, lumps, live plants and their roots, sticks, and other extraneous material. Top soil brought in should match as well as possible the existing soil texture and Ph. Planted material should never be "mounded" or raised; the soil will eventually wash away exposing the roots and it will be difficult to establish the plant material due to drought and excessive soil transpiration. All plant/tree material should be installed with the root collar exposed (approximately 1/2" to 1"). Landscape contractor should find the uppermost lateral root and plant that just below the soil surface.

7. Smooth topsoil without compaction to two inches (2") below finish grade in areas to be sodded without compaction.

8. Finish grade all topsoil areas to a smooth non-compacted, even surface assuring positive drainage away from the structures and eliminate any low areas except in retention areas where water may collect.

9. Contractor to remove debris and excess material immediately from job site while keeping in mind that heavy equipment will compact soil to the detriment of water drainage and the health of the newly installed plants. All planting areas with compacted soil will have surfaces scarified to a min. of 6" in depth.

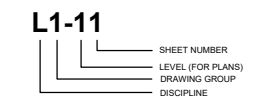
PLANTING SPECIFICATIONS

1. The contractor is responsible for maintaining, in full, all planting areas (including watering, spraying, mulching, mowing, fertilizing, etc.) Until the job is accepted, in full, by the owner, its representative and Landscape Architect.
2. All plant material shall be protected during transport and delivery to final location with shade cloth or other acceptable means of windburn prevention. Plant/tree material shall conform to Florida # 1 as described in Florida grades & standards, the latest issue.
3. All trees must be guyed or staked as shown in details.
4. When plant material is delivered onsite, it shall not be laid down for more than two hours. Plant material when stored onsite shall be placed and maintained in good condition in a vertical position. All plants held onsite shall be kept watered regularly in sufficient amounts to permit continuous and vigorous growth.
5. Installation of all plant material shall be installed in a sound, workmanlike manner and according to accepted good planting and tree relocation procedures with the quality of plant materials as hereinafter described. All elements of landscaping shall be installed so as to meet all applicable ordinances and code requirements.
6. There shall be no chains or cables used directly on trees or palms, handle with 2" minimum width nylon straps or equal.
7. Contractor shall assure drainage and percolation of all planting pits. Prior to installation of plant material, contractor shall fill all tree pits with water before planting to assure that proper drainage and percolation is available. Correct if required to assure percolation. Contractor is responsible for replacement of all plants lost due to inadequate drainage conditions. Plant/tree material that has bark scraped off due to shipping, handling, and installation issues may be rejected upon inspection by the L.A.
8. Contractor to request inspection of project in writing. If all work is satisfactory and complete in accordance with conditions of contract documents, then the owner, its representative, and landscape architect shall declare the project substantially complete.
9. Substantial completion constitutes the beginning of guarantee period.
10. Contractor to replace rejected plant within two (2) weeks of notice.
11. Crown pruning of any trees or palms is generally not approved by the national arborist association standards. When it is approved, it must be done in writing.
12. Xeriscaping principles as outlined in the South Florida Water Management District Xeriscaping Plant Guide 2 shall be applied throughout landscape installation and maintenance.

DRAWING ORGANIZATION

1. DRAWING NUMBERING SYSTEM

THE DRAWING NUMBER FOR EACH SHEET CONSISTS OF THE FOLLOWING:



2. DRAWING GROUP

LANDSCAPE DRAWINGS ARE ORGANIZED INTO THE FOLLOWING GROUPS:

- L0 = GENERAL
- L1 = PLANS
- L2 = ELEVATIONS
- L3 = SECTIONS
- L4 = ENLARGEMENTS
- L5 = DETAILS
- L6 = SCHEDULES

3. SHEET NUMBER

EACH DRAWING SHEET WITHIN EACH GROUP/MULTIPLE SHALL BE NUMBERED SEQUENTIALLY FROM 00 TO 99.

4. DRAWING NUMBER EXAMPLES:

L1-11 HARDSCAPE PLAN

ARQUITECTONICA

2900 Oak Avenue, Miami, FL 33133
T 305.372.1812 F 305.372.1175

ARQUITECTONICA
RESILIENT LANDSCAPES **GEO**

ALL DESIGNS INDICATED IN THESE DRAWINGS ARE PROPERTY OF ARQUITECTONICA INTERNATIONAL CORP. NO COPIES, TRANSMISSIONS, REPRODUCTIONS OR ELECTRONIC MANIPULATION OF ANY PORTION OF THESE DRAWINGS IN THE WHOLE OR IN PART ARE TO BE MADE WITHOUT THE EXPRESS OF WRITTEN AUTHORIZATION OF ARQUITECTONICA INTERNATIONAL CORP. DESIGN INTENT SHOWN IS SUBJECT TO REVIEW AND APPROVAL OF ALL APPLICABLE LOCAL AND GOVERNMENTAL AUTHORITIES HAVING JURISDICTION. ALL COPYRIGHTS RESERVED © 2021. THE DATA INCLUDED IN THIS STUDY IS CONCEPTUAL IN NATURE AND WILL CONTINUE TO BE MODIFIED THROUGHOUT THE COURSE OF THE PROJECTS DEVELOPMENT WITH THE EVENTUAL INTEGRATION OF STRUCTURAL, MEP AND LIFE SAFETY SYSTEMS. AS THESE ARE FURTHER REFINED, THE NUMBERS WILL BE ADJUSTED ACCORDINGLY.

4241 AURORA ST
CORAL GABLES, FL 33146

LANDSCAPE NOTES

DATE:
10/16/2023

L0-01

LANDSCAPE LEGEND (This information is required to be permanently affixed to the plan.)			
Zoning District:	<u>MX2</u>	Net Lot Area:	<u>0.68</u> acres <u>29,500</u> square feet
TREES			
A. Number of trees required per net lot acre, less existing number of trees meeting minimum requirements	(minus)	Required	Provided
= <u>28</u> trees per net lot acre=		<u>0</u>	<u>35</u>
B. 25% Medium trees allowed (three medium = one tree) =		<u>9</u>	<u>9</u>
C. Percentage of native trees required = the number of trees provided x 30% =		<u>11</u>	<u>35</u>
D. Street trees (max. average spacing of 35' o.c.): <u>495</u> linear feet along street÷35=*		<u>15</u>	<u>20</u>
Palms as street trees (max. 25% of the required total at 3:1)=		<u>3</u>	<u>3</u>
E. Street trees located directly beneath power lines (maximum average spacing of 25' o.c.): <u>0</u> linear feet along street÷25=		<u>0</u>	<u>0</u>
F. Total number of trees provided =		<u>35</u>	<u>35</u>
SHRUBS			
A. 224 shrubs per net lot acre = the number of shrubs required		<u>153</u>	<u>1,781</u>
B. The number of shrubs required x 30% = the number of native shrubs required		<u>534</u>	<u>1,781</u>

OPEN SPACE + R.O.W. IMPROVEMENTS CALCULATIONS			
Lot Area:	<u>29,500</u> SF (TOTAL)		
Open Space Required:	29,500 SF x 10% =	<u>2,950</u> SF	
Open Space Provided:	6,798 SF		
Uncovered Open Space:	<u>5,408</u> SF		
Total Covered Open Space:	184 SF x 75% =	<u>1,390</u> SF	
Total R.O.W. (Existing) Improvements:	<u>883.3</u> SF		

HARDSCAPE MATERIALS



PEDESTRIAN CONCRETE UNIT PAVERS
GRANITE & MARBLE

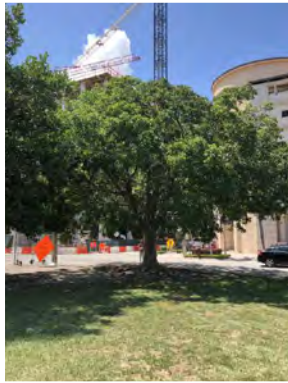


PEDESTRIAN COLORED CONCRETE
TO MATCH EXISTING



MULCH MINI PINE BARK NUGGETS

TREES



BURSERA SIMARUBA
GUMBO LIMBO
STREET TREE TO BE RELOCATED



CALOPHYLLUM ANTILLANUM
BRAZILIAN BEAUTYLEAF
STREET TREES TO BE RELOCATED



CONOCARPUS ERECTUS
GREEN BUTTWOOD



PIMENTA RACEMOSA
BAY RUM



WODYETIA BIFURCATA
FOXTAIL PALM



QUERCUS VIRGINIANA
SOUTHERN LIVE OAK

SHRUBS



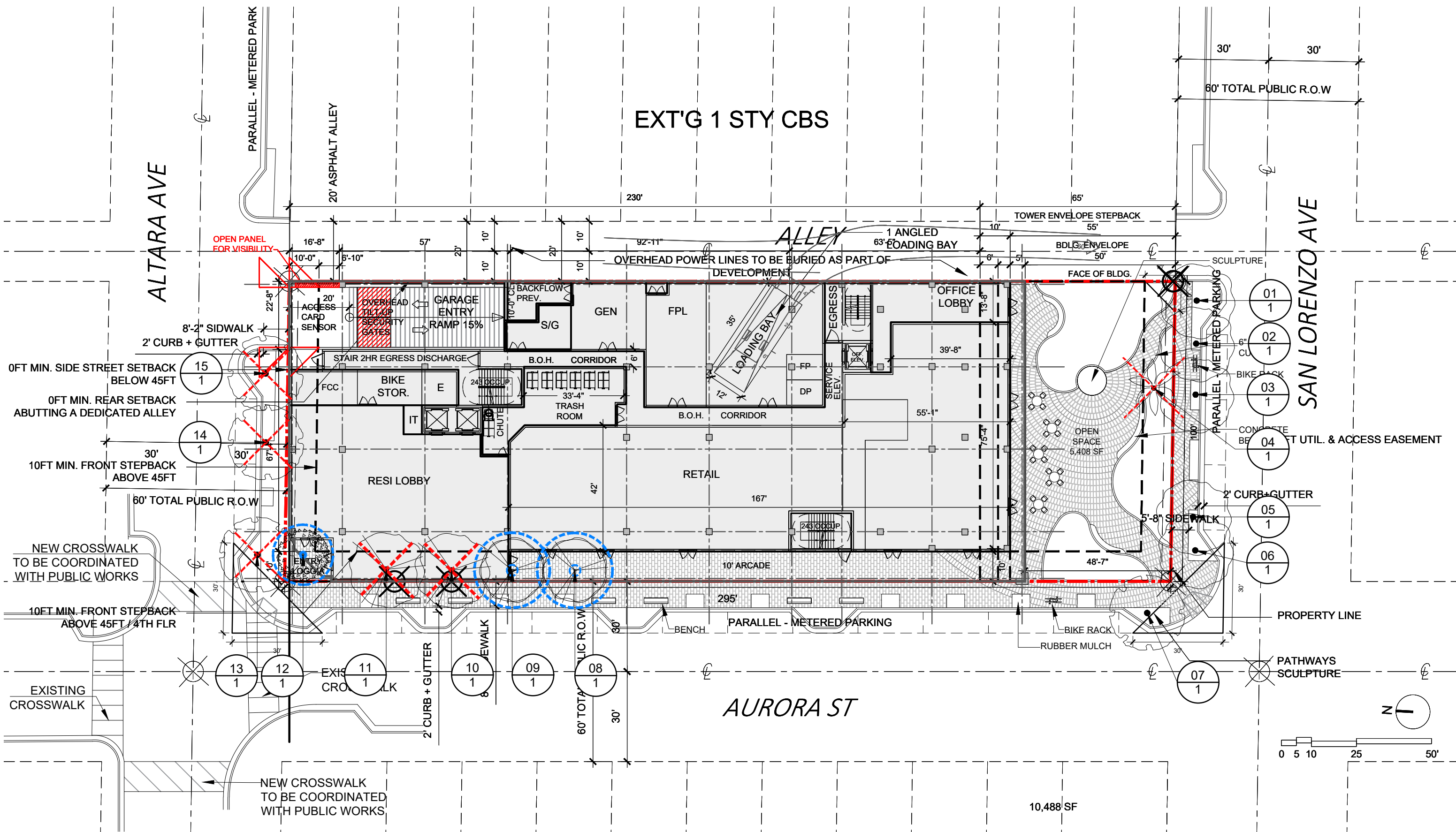
ZAMIA PUMILA
COONTIE

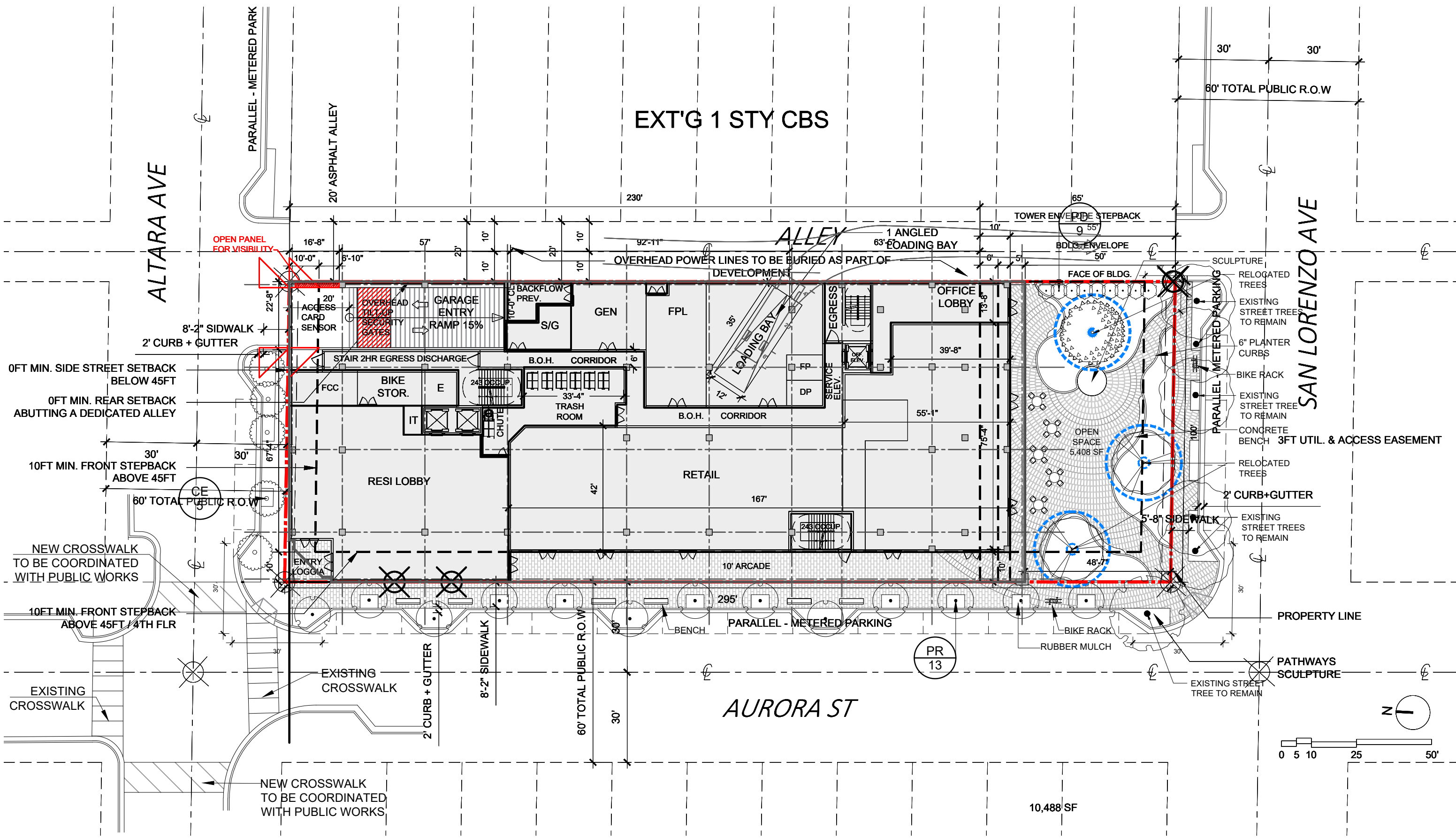


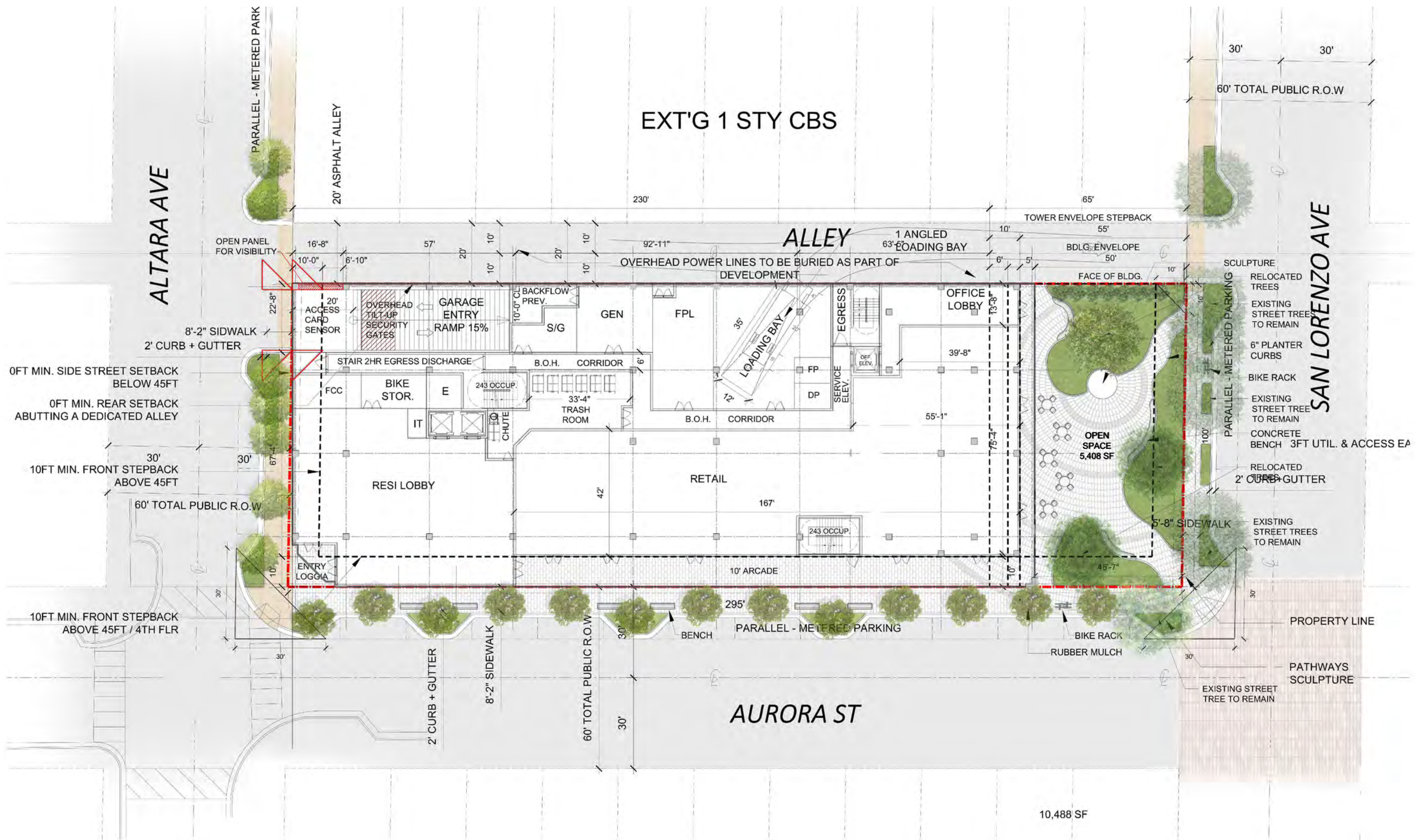
FICUS MACROCARPA
GREEN ISLAND FICUS

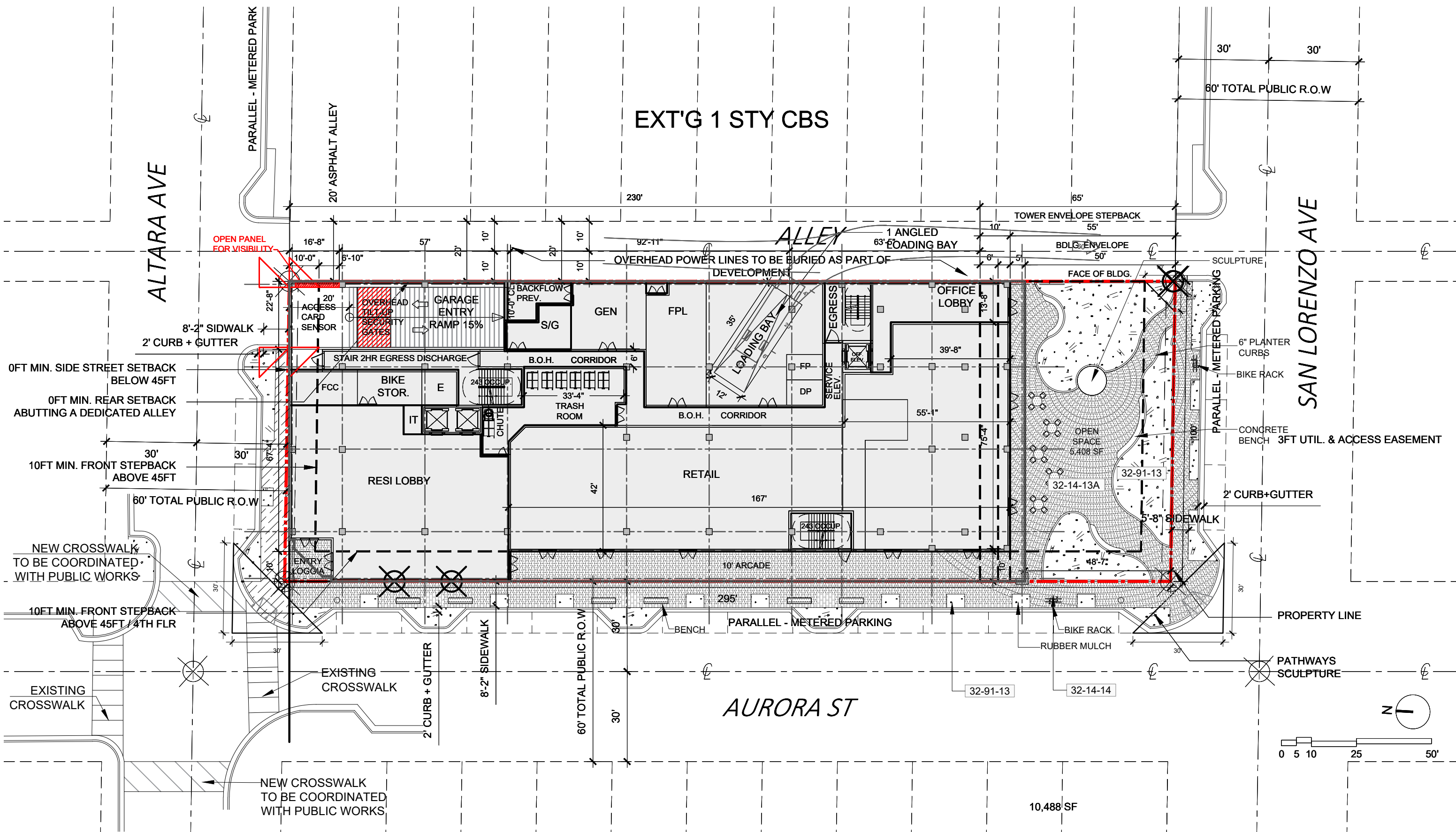


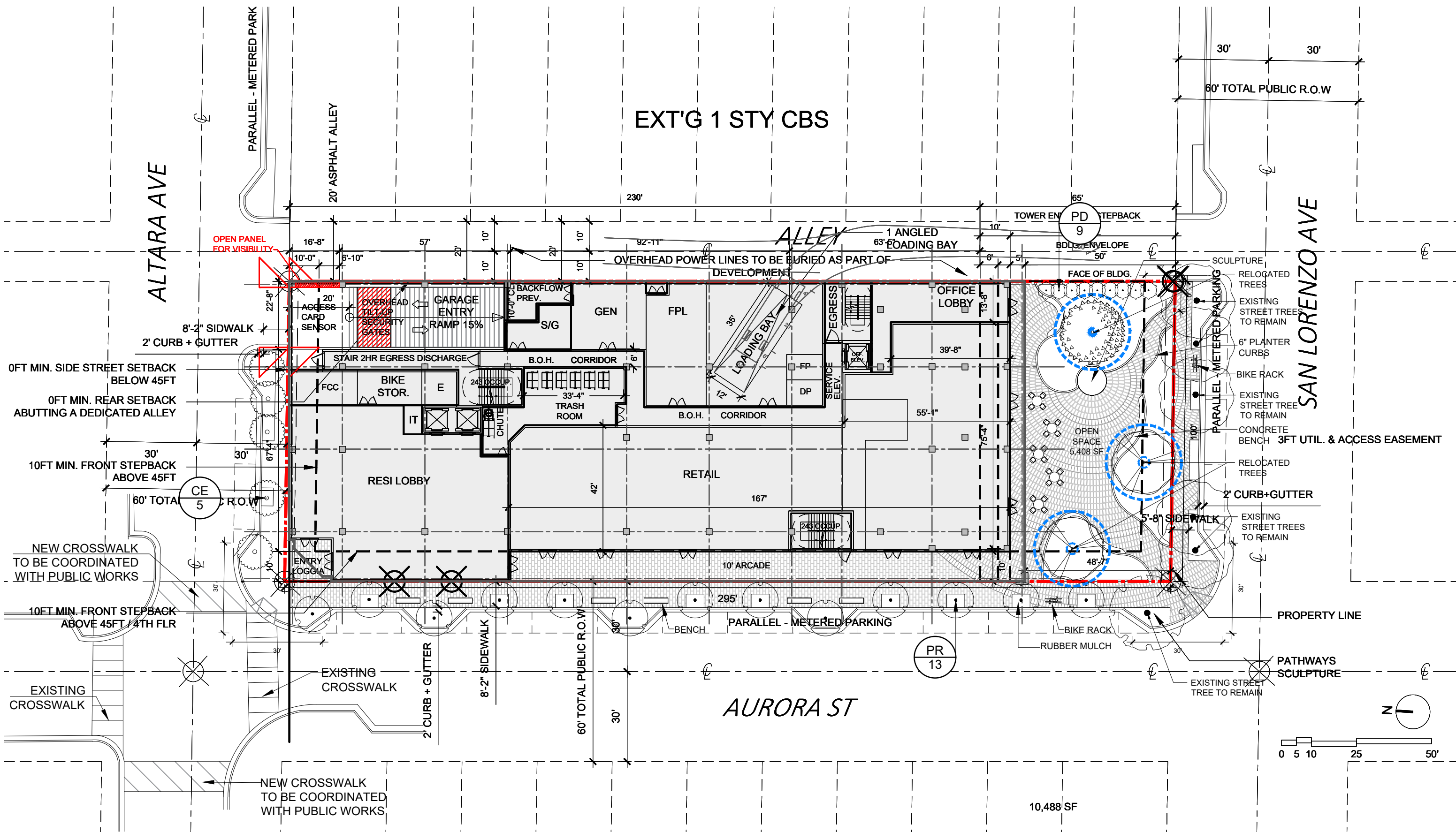
LIRIOPE MUSCARI
LILY TURF

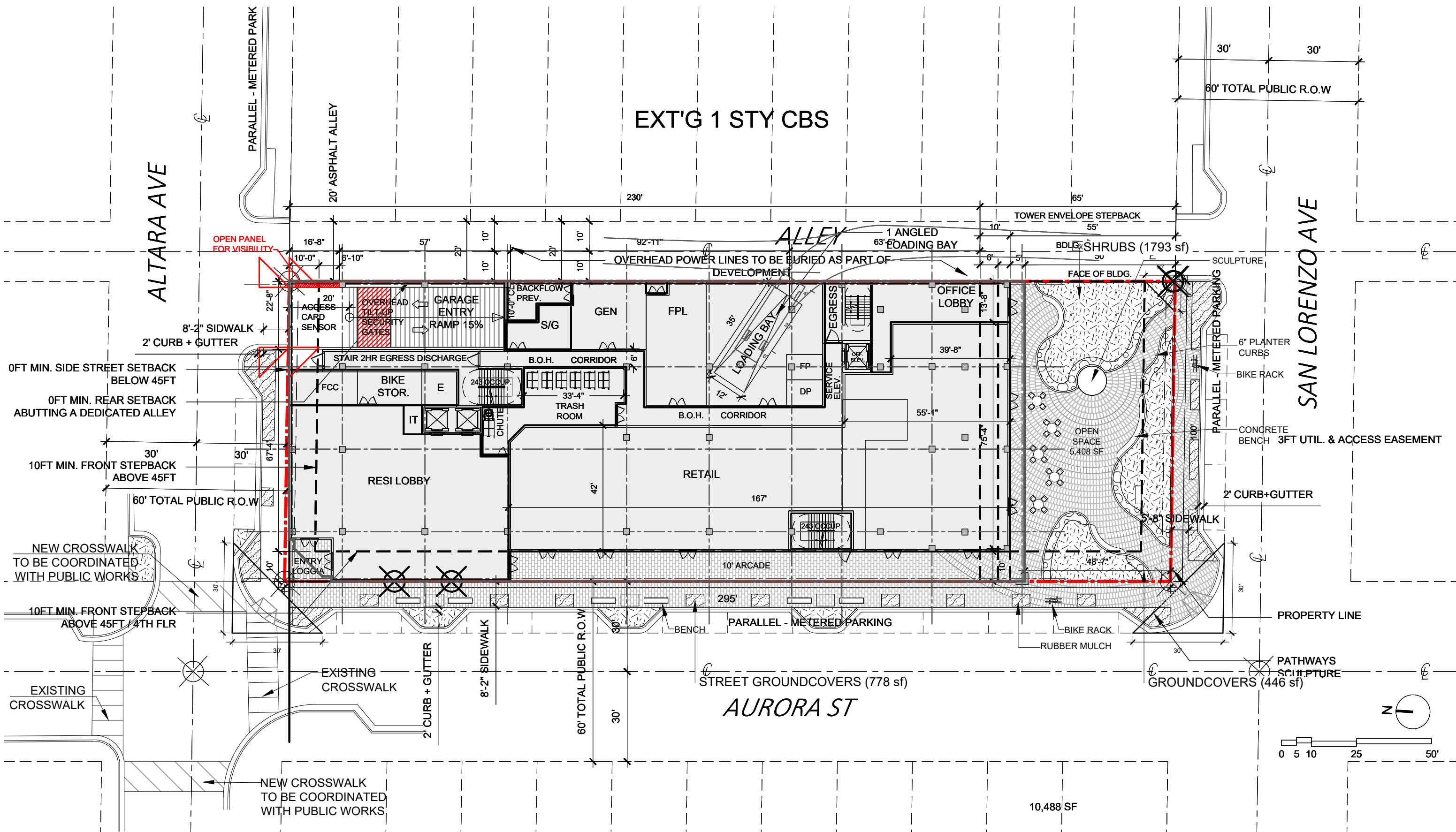


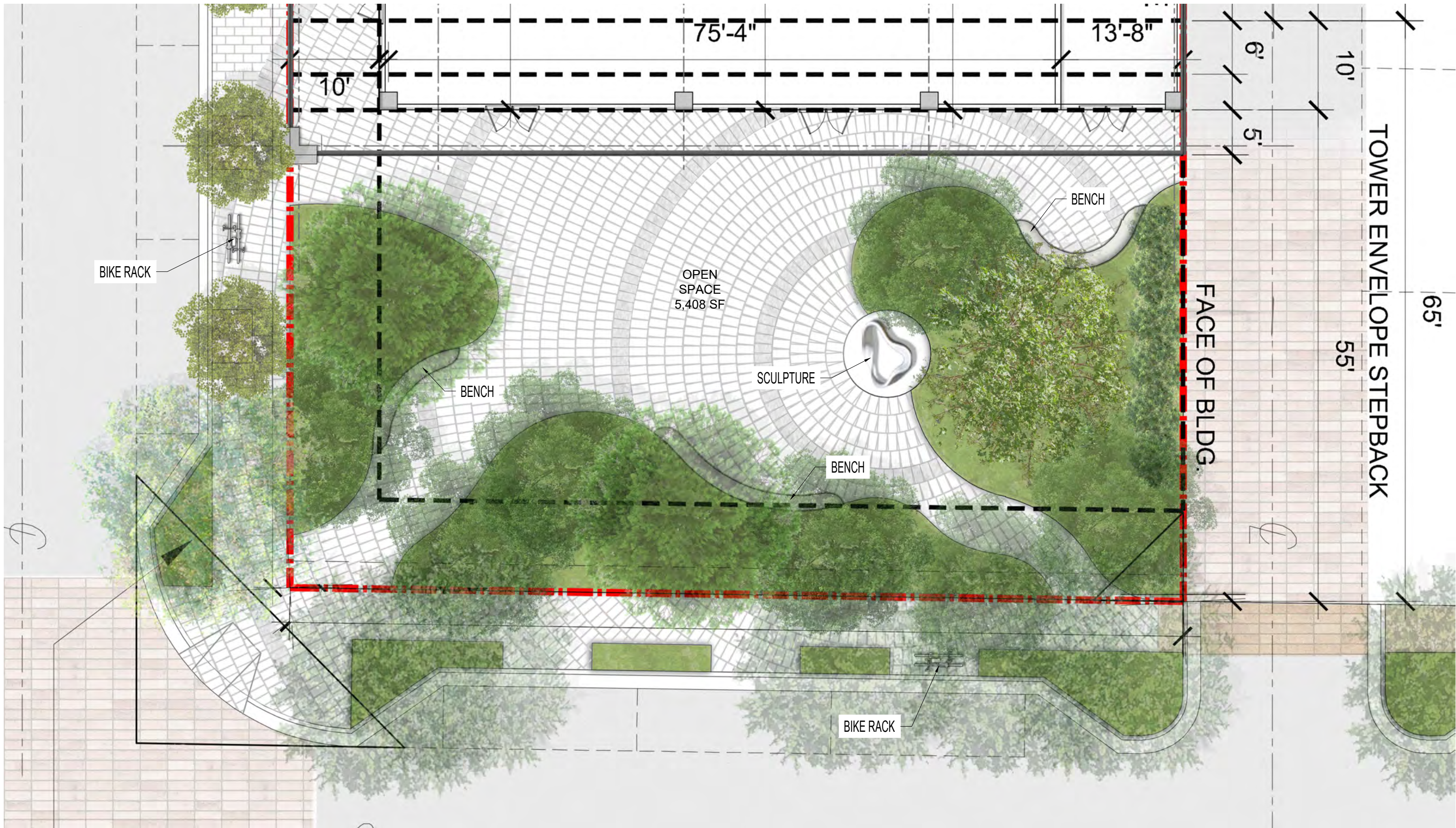










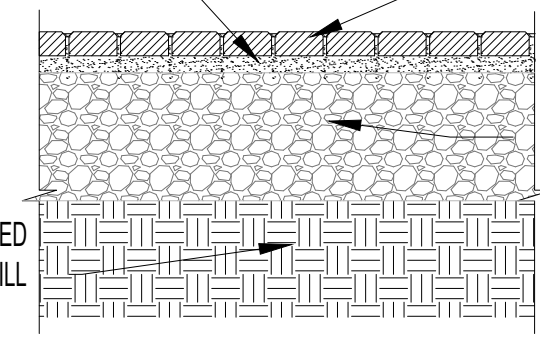


2" WELL COMPACTED SAND BED

2" DECORATIVE CONC. PAVERS

WELL COMPACTED SUB-GRADE FILL

6" MIN. WELL COMPACTED CRUSHED AGGREGATE



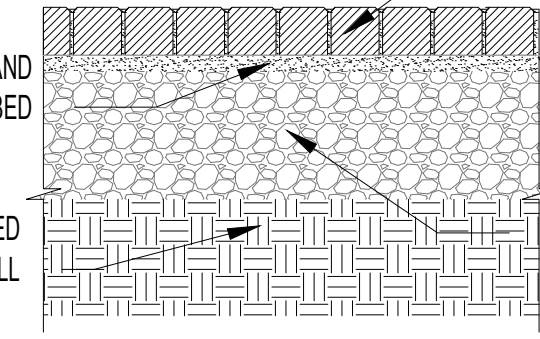
1 PEDESTRIAN SAND-SET PAVERS
SCALE: 3/4"=1'-0"

2" WELL COMPACTED SAND BED

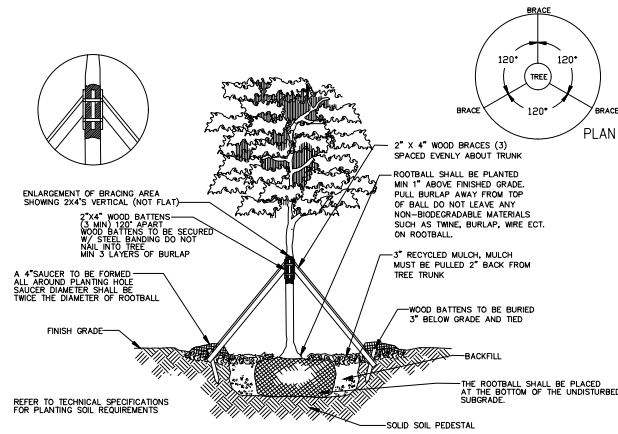
4" DECORATIVE CONC. PAVERS

WELL COMPACTED SUB-GRADE FILL

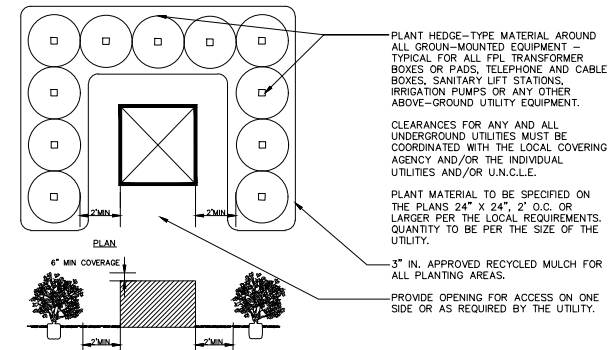
6" MIN. WELL COMPACTED CRUSHED AGGREGATE



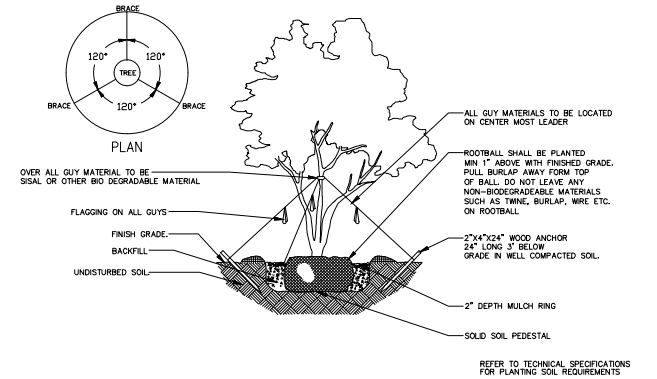
2 VEHICULAR SAND-SET PAVERS
SCALE: 3/4"=1'-0"



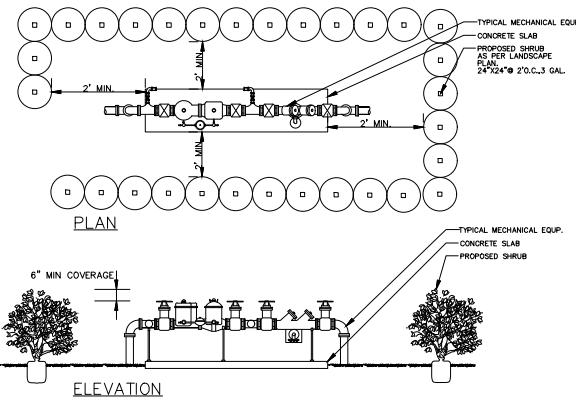
7 TREE PLANTING GREATER THAN 4" CALIPER DETAIL
SCALE: N.T.S.



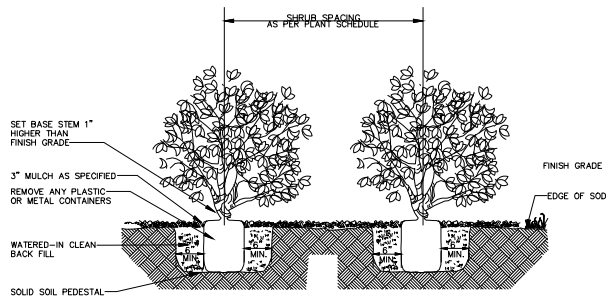
4 TYP. PLANTING SCREENING DETAIL
SCALE: N.T.S.



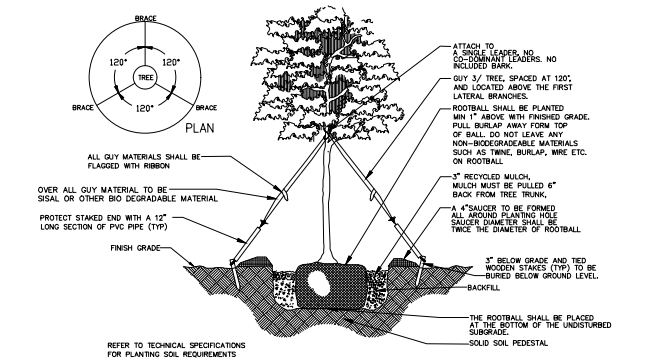
1 MULTI-TRUNK TREE PLANTING DETAIL
SCALE: N.T.S.



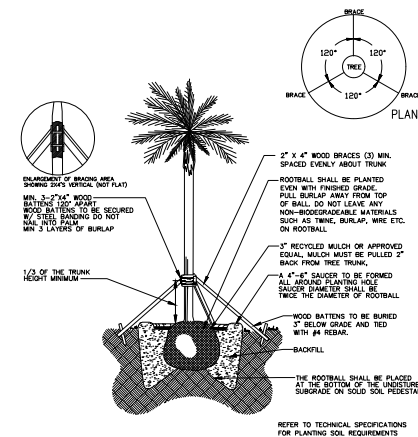
8 TYP. PLANTING SCREEN FOR MECHANICAL EQUIP. DETAIL
SCALE: N.T.S.



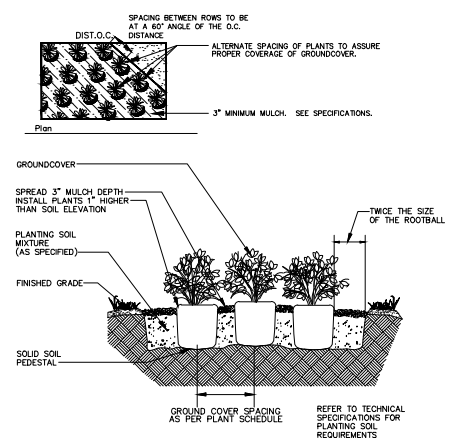
5 SHRUB PLANTING DETAIL
SCALE: N.T.S.



2 TREE PLANTING LESS THAN 4" CALIPER DETAIL
SCALE: N.T.S.



6 PALM PLANTING DETAIL
SCALE: N.T.S.



3 GROUND COVER PLANTING DETAIL
SCALE: N.T.S.

TREE DISPOSITION SCHEDULE										
TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	HEIGHT	SPREAD	CALIPER	CONDITION	DISPOSITION	
	01	1	Bucida buceras	Black Olive	20'	25'		Good	Remain	
	02	1	Bucida buceras	Black Olive	20'	25'		Good	Remain	
	03	1	Bucida buceras	Black Olive	20'	25'		Good	Remain	
	05	1	Bucida buceras	Black Olive	20'	25'		Good	Remain	
	06	1	Bucida buceras	Black Olive	20'	25'		Good	Remain	
	12	1	Bursera simaruba	Gumbo Limbo	20'	15'		Fair	Relocate	
	10	1	Calophyllum antillanum	Brazilian Beauty Leaf	25'	25'		Fair	Remove	
	11	1	Calophyllum antillanum	Brazilian Beauty Leaf	25'	25'		Fair	Remove	
	08	1	Calophyllum antillanum	Brazilian Beauty Leaf	25'	25'		Good	Relocate	
	09	1	Calophyllum antillanum	Brazilian Beauty Leaf	25'	25'		Good	Relocate	
	14	1	Quercus virginiana	Southern Live Oak	25'	25'		Fair	Remove	
	15	1	Quercus virginiana	Southern Live Oak	25'	25'		Fair	Remove	
	07	1	Quercus virginiana	Southern Live Oak	25'	25'		Good	Remain	
	13	1	Quercus virginiana	Southern Live Oak	25'	30'		Fair	Remove	
	04	1	Roystonea regia	Royal Palm	35'	20'	2'	Good	Remove	







SHRUBS & GROUNDCOVER SCHEDULE

	SHRUBS zamia integrifolia/Coontie -	2,234 sf
	STREET GROUNDCOVERS Ficus microcarpa/Green Island Ficus -	905 sf
	GROUNDCOVERS Ficus macrocarpa/Green Island Ficus Liriope muscari/ Lily Turf -	446 sf

HARDSCAPE SCHEDULE

32 EXTERIOR IMPROVEMENTS		
SYMBOL	DESCRIPTION	QTY
32-14-13A	ITEM: Pedestrian Rated Unit Pavers - Granite & Marble APPLICATION: Sidewalk corner & Open Space Plaza TYPE: Smooth - Side Up (Pedestrian) COLOR: Grey Granite & White Marble	7,634 sf
32-14-14	ITEM: Pedestrian Rated Concrete PRODUCT: TBD MANUFACTURER: TBD APPLICATION: Walkways, Sidewalks COLOR: Beige TYPE: TBD	939 sf
32-91-13	ITEM: Planting area mulching MATERIAL: Pine Bark Mini Nuggets COLOR: Natural APPLICATION: Planting beds DEPTH: 3"	3,587 sf

TREE SCHEDULE

TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	HEIGHT	SPREAD	CALIPER	CLEAR TRUNK	NATIVE	DROUGHT TOL.
	PD	9	Pimenta dioica	Allspice Tree	12'	6'	2"	4'	Yes	Yes
STREET TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	HEIGHT	SPREAD	CALIPER	CLEAR TRUNK	NATIVE	DROUGHT TOL.
	CE	5	Conocarpus erectus	Green Buttonwood	12'-14'	12'	12'		Yes	Yes
	PR	13	Pimenta racemosa	Bay-Rum	25'	12'			Yes	Yes
TO BE RELOCATED	CODE	QTY	BOTANICAL NAME	COMMON NAME	HEIGHT	SPREAD	CALIPER	CLEAR TRUNK	NATIVE	DROUGHT TOL.
	12	1	Bursera simaruba	Gumbo Limbo	20'	15'			Yes	Yes
	09	1	Calophyllum antillanum	Brazilian Beauty Leaf	25'	25'			Yes	Yes
	08	1	Calophyllum antillanum	Brazilian Beauty Leaf	25'	25'			Yes	Yes

28-2d

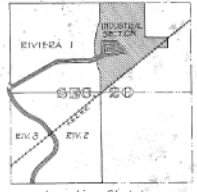
See Ord. Book 2733, Page 25
for a Resolution Concerning
This Plat
E. P. Shelton, Clerk
By: W. B. Jones, Sec.

I do hereby make affidavit that
the information appearing on
this plat is accurate and correct
to the best of my knowledge and
belief.
Edmund Friedman
AFFIDAVIT Licensed Civil Engineer 7707

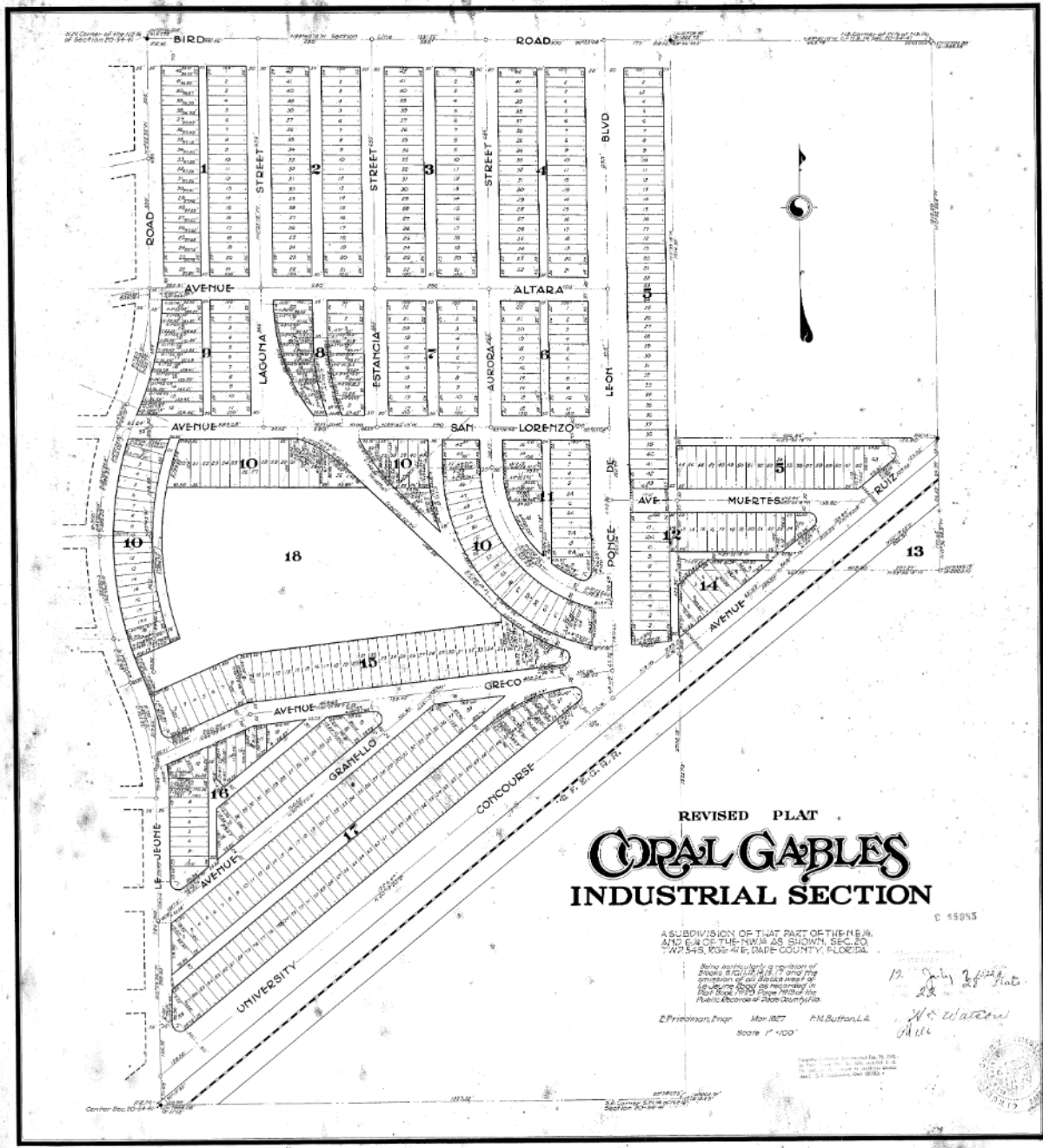
SUBSCRIBED AND SWORN
TO BEFORE ME this 11th day
of March A.D. 1927
at Coral Gables, Florida, this plat being
filed for Public Sale of Lots
by order of the Board of Public Works
of the City of Coral Gables, Florida.
J. S. 13-29

This plat was approved by resolution
No. 142 passed and adopted by the
City Commissioners of Coral Gables,
Florida, this 1st day of June
A.D. 1927.
ATTEST: J. W. Watson
City Clerk

APPROVED: Herbert Smith
County Engineer 63,104



RECEIVED: 1927 JUN 12 10 37 AM
CITY CLERK
W. B. Jones
1927 JUN 12 10 37 AM
CITY CLERK
W. B. Jones



REVISED PLAT CORAL GABLES INDUSTRIAL SECTION

A SUBDIVISION OF THAT PART OF THE E. 1/4
AND E. 1/2 OF THE NW 1/4 AS SHOWN, SEC. 20
T. 27 S. 48 W. R. 35 E., DADE COUNTY, FLORIDA

Edmund Friedman, Engr. Mar. 1927 P.M. Buttons, L.S.
Scale 1" = 100'

19. Only 27 lots
28
W. B. Watson
All





City of Coral Gables
Development Services Department
Public School Concurrency

Application Information	
Application Type:*	Development Review Committee
Application Sub-type:	
Application Name:*	Please see
Telephone number:*	contact information below
E-mail address: *	
Project address:*	
Contact Information	
Contact Information	Jorge Navarro, Esq.
Telephone number:*	305-579-0821
E-mail address: *	navarrojo@gtlaw.com; vickersd@gtlaw.com
Local Government Name:	City of Coral Gables
Local Government Telephone Number:	305-460-5235
Local Government E-mail:	Schoolconcurrency@coralgables.com
Local Government Application Number:	(OFFICE USE ONLY)
Property Details	
Master Parcel/Folio Number:*(No dashes)	0341200171410
Additional Parcel/Folio Numbers: (Separate by a comma ,)	
Total Acreage:*	+/- 0.6773 acres
Previous Use:	Vacant
Total Number of Existing Units:	0
Demolition Permit#: _____ Date: _____	
Proposed Use:	Mixed-Use (Commercial, Office and Residential)
Single Family Detached Increase in Units:*	
Single Family Attached Increase in Units:*	
Multi-Family Attached Increase in Units:*	70 80
Total Number of Units increased:*	70 80

Owner/Architect/Contractor Name (Please circle one)

STATE OF FLORIDA

COUNTY OF MIAMI-DADE

Jorge Navarro (Legal Representative for Owner)

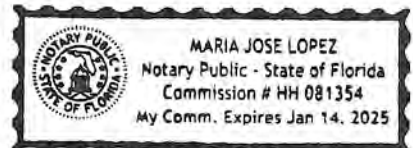
The foregoing was acknowledge before me this 9 day of Sept, 2022, by Jorge L. Navarro

is personally known to me,

has produced a _____ as identification.

 NOTARY PUBLIC

(SEAL)



Effective April 25, 2008, all residential development must be reviewed for compliance with Public School Concurrency. This requirement is pursuant to the 2005 Growth Management Legislation enacted under Chapters 163 and 1013, Florida Statutes.

Applications are available at the Development Review Committee, Board of Architects, Concurrency offices or on our web site at www.coralgables.com.

For additional questions, please contact Miami-Dade Public Schools Board at (305) 995-7634 or e-mail at concurrency@dadeschools.net

Required for:

This process will be required for all projects having a residential component of 2 or more residential units. Applicants will submit applications at the Development Review Committee (if applicable) and the Board of Architects Offices and must have obtained the MDCPS approval prior to concurrency's plan review.

Re-development of an improved property which has been demolished for no longer than one year will receive credit for demolished residential units. For example if the demolished property had 20 units and the new re-development is proposed to have 50 units; please enter an increase of 30 units on the "Total Number of Units increased" field on the application.

School Concurrency Review Process:

1. Applications must be submitted to the local government who will transmit applications electronically to Miami-Dade Public Schools for Public School Concurrency review.
2. Applicants will receive an e-mail from MDCPS (Miami-Dade County Public Schools) acknowledging receipt, providing the MDCPS application number and the link to the website where fees can be paid. An application will not be processed without the required payments
3. School Concurrency Reviews will be processed and completed within 10 days from receipt of payment.

Vickers, Devon (Assoc-MIA-LDZ-RE)

From: Kautz, Kara <KKautz@coralgables.com>
Sent: Thursday, June 8, 2023 4:56 PM
To: Vickers, Devon (Assoc-MIA-LDZ-RE)
Cc: Garcia, Jennifer; Aguerrebere, Emilee; Navarro, Jorge L. (Shld-Mia-LDZ-RE)
Subject: RE: Historic Determination Letters for Vacant Parcels

EXTERNAL TO GT

Hi,

The determinations are only required for buildings or structures, so anything built would come to us. Vacant parcels, no.

From: vickersd@gtlaw.com <vickersd@gtlaw.com>
Sent: Thursday, June 8, 2023 4:53 PM
To: Kautz, Kara <KKautz@coralgables.com>
Cc: Garcia, Jennifer <jgarcia4@coralgables.com>; Aguerrebere, Emilee <eaguerrebere@coralgables.com>; navarrojo@gtlaw.com
Subject: Historic Determination Letters for Vacant Parcels

CAUTION: External email. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Kara,

We are planning on submitting for Planning and Zoning Board tomorrow for a few projects that contain vacant lots. It has been relayed to us in the past that historic determination requests are not needed for vacant lots. Please confirm this is correct. Planning asked us to have this written confirmation as part of our application submittal tomorrow.

Thank you,

Devon Vickers
Associate

Greenberg Traurig, P.A.
333 S.E. 2nd Avenue |
Suite 4400 | Miami, FL 33131
T +1 305.579.0827 | F +1 305.961.5566
vickersd@gtlaw.com | www.gtlaw.com | [View GT Biography](#)

GT GreenbergTraurig



[Learn more about our commitment to diversity, equity, and inclusion.](#)

August 24, 2023

Mr. Eduardo I. Otaola
Constellation Real Estate, LLC
8950 SW 74th Court - Suite 1808
Miami, FL 33156
305 377 8333 (O) 305 282 8066 (C)
eotaola@grouppconstellation.com

RE: 4241 Aurora Street Shared Parking Analysis - #22180

Dear Eduardo,

We have completed a parking analysis for the proposed 4241 Aurora Street project. The project will be located at 4241 Aurora Street in Coral Gables, Florida. The purpose of this study is to conduct a shared parking analysis based on the procedures established by the Urban Land Institute (ULI) and the City of Coral Gable's Code of Ordinance. The analysis was based on the development program shown in Exhibit 1

**Exhibit 1
Proposed Development Program**

Land Use	Size	
Retail	8,387	SF
General Office	9,095	SF
Multi-Family Residential		
1 Bedroom	32	DUs
2 Bedrooms	32	DUs
3 Bedrooms	16	DUs

Parking Generation

A parking analysis was conducted for the project to determine the number of required parking spaces. The analysis was done using the parking rates published in the City of Coral Gables Code of Ordinances (Section 10-100). The parking requirements based on the City's parking rates is shown in Exhibit 2.

Exhibit 2 Parking Requirements Based on City's Code

Land Use	Units		Parking Requirement	Total Parking
Retail	8,387	SF	1 space / 300 SF of GFA	27
General Office	9,095	SF	1 space / 300 SF of GFA	30
Multi-Family Residential				
1 Bedroom	32	DUs	1 space per DU	32
2 Bedrooms	32	DUs	1.75 space per DU	56
3 Bedrooms	16	DUs	2.25 space per DU	36
Total Parking Spaces				181

Shared Parking Analysis

Shared parking is the use of parking spaces to serve two or more individual land uses without conflict or encroachment. The ability to share parking spaces is the result of variations in the accumulation of vehicles by hour, by day or by season at the individual land uses. The shared parking principle also accounts for the relationships among the land uses that result in visiting multiple uses on the same auto trip (non-captive adjustment) and the mode of transportation used to reach the site.

The main goal of shared parking is to determine a balance between providing enough parking to support a development and reducing the excessive area dedicated to parking. Shared parking analysis was conducted for the project based on the procedures outlined in the Urban Land Institute (ULI) Shared Parking, 3rd Edition. Supporting documentation from the ULI Shared Parking, 3rd

Edition manual is included in Attachment A. The required number of parking spaces based on the City’s code was used as the starting point.

ULI Shared Parking Procedure

An hourly distribution analysis was conducted for both a typical weekday and a weekend day based on the time-of-day percentages provided by ULI Shared Parking. The results of the analysis show that the highest accumulation of parking for the project occurs during a typical weekday at 10:00 PM. Attachment B shows the results of the analysis.

Parking requirements based on the individual land uses were adjusted to account for seasonal variations, hourly distribution, non-captive ratios and mode adjustments to estimate the actual number of parking spaces required for the site. The result of the shared parking analysis shows that the proposed project requires 126 parking spaces to satisfy the maximum parking requirement. Exhibit 3 shows the results of the ULI analysis. For a more conservative analysis, no deduction was made for the non-captive adjustment for all land uses. Based on the US Census Tract 74.03, the multimodal factor for the project area is 5.6%. However, only 2% was deducted for the customers and visitors of the retail and office, respectively. No deductions were made for the multi-family residential.

**Exhibit 3
Shared Parking Based on ULI Procedures**

Land Use		Unadjusted Parking Requirement	Month Adjustment December	Peak Hour Adjustment Weekday at 10pm	Non-captive Adjustment	Mode Adjustment	Adjusted Parking Requirement December at 10pm
Retail	Customers	22	100%	30%	100%	98%	6
	Employees	5	100%	40%	100%	94%	2
General Office	Visitors	2	100%	0%	100%	98%	0
	Employees	28	100%	1%	100%	94%	0
Multi-Family Residential	Residents	117	100%	95%	100%	100%	111
	Guests	7	100%	100%	100%	100%	7
TOTAL REQUIRED		181					126

Ride-sharing Impact on Parking

Digital ridesharing services, such as Uber and Lyft, are part of a broader suite of innovations that constitute what is sometimes referred to as the sharing economy. Research shows that in major cities, 21% of adults personally use ride-sharing services; an additional 9% use ride-sharing with friends, but have not installed the app themselves. Nearly a quarter (24%) of ride-sharing users in metropolitan areas use ride-sharing on a weekly or daily basis. Parking represents the top reason (37%) that ride-sharing users substitute a ride-sharing service in place of driving themselves.

Ace Parking — one of the largest parking companies in North America has reported that overnight parking at hotels has declined 5% to 10% due to ride-sharing services. At restaurant valet stands, business is down 25% and nightclub valets are seeing a 50% reduction in demand. Although there is not enough data to quantify the effect of ride-sharing services on parking, there is evidence that ride-sharing services have created an alternative for consumers who would otherwise drive and park.

Parking Management Strategies

In addition to shared parking, there are other parking management strategies that could off-set the off-street parking needs. The project should develop a Parking Management Plan to ensure an efficient parking system that is convenient to both commercial uses and residents as well as to protect residential neighborhoods from spillover parking.

Pedestrian / Bicyclist - The project is located in an area conducive to pedestrian and bicycle activities. The area surrounding the proposed 4241 Aurora Street project has a comprehensive sidewalk network, signalized intersections with clearly marked crosswalks, and pedestrian signals. This environment promotes walking and bicycling as a means of transportation and further reduces the need for off-street parking. To satisfy the demand for bikes as another form of transportation, the proposed project will include 19 total bike spaces, one space per four residential units.

Transit - The area surrounding the project is served by Miami-Dade Transit and City of Coral Gables Trolley, both have stops in close proximity to the project. The use of public transportation is another effective way to reduce the need for off-street parking.

In addition, there are other parking management strategies that could have a significant impact on the reduction of off-street parking.

The proposed project could consider using the following strategies to improve the efficiency of the parking areas:

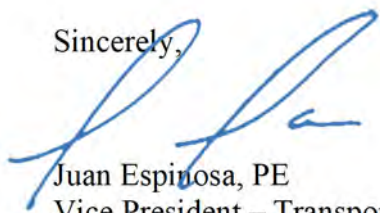
- Provide valet parking during peak demand times.
- Encourage businesses to implement commuter trip reduction programs for their employees.
- Provide information to residents, employees and visitors about transit, ridesharing and bicycle facility options.

The parking management strategies discussed above could have a significant impact on the reduction of off-street parking. The percent of reduction varies between 5% and 15% depending on the effort that the development puts into promoting these strategies. However, for the purpose of this study, these percent reductions were not considered.

Conclusion

In accordance with the City of Coral Gable's Code of Ordinance, the project is required to provide 181 parking spaces. The results of the shared parking analysis show that only 126 parking spaces are needed to satisfy the project parking demand. However, the project is providing 136 on-site parking spaces. We stand ready to provide any support needed for this proposed project. Should you have any questions or comments, please call me at (305) 447-0900.

Sincerely,



Juan Espinosa, PE
Vice President – Transportation

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Attachment A

FIGURE 2-2 Base Parking Ratios

Land use	Weekday (parking spaces/unit land use)		Weekend (parking spaces/unit land use)		Peak ratio	Units	Source
	Visitors	Employees	Visitors	Employees			
Retail <400,000 sq ft	2.90	0.70	3.20	0.80	4.00	ksf GLA	1
Retail 400,000-600,000 sq ft	sliding scale between <400,000 and 600,000				scaled 4.00 to 4.50	ksf GLA	1
Retail 600,000-1 million sq ft	3.20	0.80	3.60	0.90	4.50	ksf GLA	1
Retail 1 million-2 million sq ft	sliding scale between 1 million and 2 million sq ft				scaled 4.00 to 4.50	ksf GLA	2
Retail >2 million sq ft	2.90	0.70	3.20	0.80	4.00	ksf GLA	2
Supermarket/grocery	4.00	0.75	4.00	0.75	4.75	ksf GLA	2,3
Pharmacy	3.00	0.40	3.00	0.40	3.40	ksf GLA	3
Discount stores/superstores	3.40	0.85	3.80	0.95	4.75	ksf GLA	3
Home improvement stores/garden	3.10	0.80	3.45	0.90	4.35	ksf GLA	2
Fine/casual dining	13.25	2.25	15.25	2.50	17.75	ksf GLA	2,3
Family restaurant	15.25	2.15	15.00	2.10	17.10	ksf GLA	2,3
Fast casual/fast food	12.40	2.00	12.70	2.00	14.70	ksf GLA	3
Bar/lounge/nightclub	15.25	1.25	17.50	1.50	19.00	ksf GLA	2
Family entertainment	1.80	0.20	2.50	0.25	2.75	ksf GLA	2
Active entertainment	1.50	0.15	1.80	0.20	2.00	ksf GLA	2
Amusement park/water park	3.00	0.30	3.70	0.37	4.07	ksf GLA	2
Adult active entertainment	9.00	1.00	10.00	1.20	11.20	ksf GLA	2
Cineplex	0.15	0.01	0.24	0.01	0.25	seat	2,3
Specialty movie theater	0.18	0.02	0.29	0.01	0.30	seat	2,3
Live theater	0.30	0.07	0.33	0.07	0.40	seat	2,3
Outdoor amphitheater	0.30	0.07	0.33	0.07	0.40	seat	2
Public park/destination open space	4.00	0.40	5.00	0.50	5.50	acre	2
Museum/aquarium	4.00	0.40	4.50	0.50	5.00	ksf GLA	2
Public library	2.00	0.25	1.90	2.00	3.90	ksf GLA	2
Health club	6.60	0.40	5.50	0.25	7.00	ksf GLA	2,3
Daycare center	1.50	2.00			3.50	ksf GFA	2,3
Convention center	5.50	0.50	5.50	0.50	6.00	ksf GFA	2

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FIGURE 2-2 (continued)

Land use	Weekday (parking spaces/unit land use)		Weekend (parking spaces/unit land use)		Peak ratio	Units	Source
	Visitors	Employees	Visitors	Employees			
Hotel-business	1.00	0.15	1.00	0.15	1.15	key	2,3
Hotel-leisure	1.00	0.15	1.00	0.15	1.15	key	2,3
Restaurant/lounge	6.67	1.20	7.67	1.33	9.00	ksf GLA	2,3
Meeting/banquet (0-20 sq ft/key)	scaled from 0 to 30	scaled from 0 to 2.0	scaled from 0 to 20	scaled from 0 to 2.0	scaled from 0 to 32	ksf GLA	2,3
Meeting/banquet (20-50 sq ft/key)	scaled from 30 to 20	scaled from 2 to 1.5	scaled from 20 to 10	scaled from 2 to 1.5	scaled from 32 to 21.5	ksf GLA	2,3
Meeting/banquet (50-100 sq ft/key)	scaled from 20 to 10	scaled from 1.5 to 1.0	scaled from 10 to 5.5	scaled from 1.5 to 1.0	scaled from 21.5 to 11.1	ksf GLA	2,3
Convention (100-200 sq ft/key)	scaled from 10 to 5.5	scaled from 1 to 0.5	5.50	scaled from 1 to 0.5	scaled from 11.1 to 6	ksf GLA	2,3
Convention (>200 sq ft/key)	use convention center but adjust for captive on site						2,3
Residential							
Studio efficiency	0.10	0.85	0.15	0.85	1.00	unit	2,3
1 bedroom	0.10	0.90	0.15	0.90	1.05 ✓	unit	2,3
2 bedrooms	0.10	1.65	0.15	1.65	1.80 ✓	unit	2,3
3+ bedrooms	0.10	2.50	0.15	2.50	2.65 ✓	unit	2,3
Senior housing	0.55	0.30	0.42	0.30	0.85	unit	2,3
Office <25,000 sq ft	0.30	3.50	0.03	0.35	3.80	ksf GFA	3
Office 25,000-100,000 sq ft	sliding scale between <25,000 and 100,000				scaled from 3.8 to 3.4	ksf GFA	3
Office = 100,000 sq ft	0.25	3.15	0.03	0.32	3.40	ksf GFA	3
Office 100,000-500,000 sq ft	sliding scale between 100,000 and 200,000				scaled from 3.4 to 2.8	ksf GFA	3
Office >500,000 sq ft	0.20	2.60	0.02	0.26	2.80	ksf GFA	3
Open plan/ high-density office	0.25	5.75	0.03	0.58	6.00	ksf GFA	2
Medical/dental office	3.00	1.60	0.00	0.00	4.60	ksf GFA	2,3
Bank (drive-in branch)	3.50	2.50	3.00	1.75	6.00	ksft GFA	2,3
Arena	0.27	0.03	0.30	0.03	0.33	seat	2
Pro football stadium	0.30	0.01	0.30	0.01	0.31	seat	2
Pro baseball stadium	0.31	0.01	0.34	0.01	0.35	seat	2

Sources:

1. *Parking Requirements for Shopping Centers*, 2nd ed. (Washington, DC: ULI, 1999).
2. Developed by Team Members from a combination of sources.
3. *Parking Generation*, 5th ed. (Washington, DC: Institute of Transportation Engineers, 2019).

Note: New land uses and changes to second edition titles shown in **bold**. Changes or new ratios are highlighted in blue.

FIGURE 2-3 Monthly Adjustment Factors

Land use	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Late Dec ¹	Notes
Retail														
Retail	59%	61%	70%	67%	72%	72%	70%	73%	66%	69%	76%	100%	85%	5
Employee	69%	71%	79%	77%	82%	82%	80%	83%	76%	78%	86%	100%	95%	
Supermarket/grocery	93%	86%	94%	92%	97%	94%	96%	95%	92%	95%	95%	100%	95%	6
Employee	100%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Pharmacy	89%	85%	92%	89%	91%	89%	89%	90%	88%	92%	89%	100%	95%	6
Employee	99%	95%	100%	99%	100%	98%	98%	99%	98%	100%	98%	100%	100%	
Discount stores/superstores	72%	72%	79%	76%	81%	79%	79%	81%	74%	79%	85%	100%	90%	6
Employee	82%	82%	88%	86%	91%	89%	89%	91%	84%	89%	95%	100%	100%	
Home improvement stores/garden	63%	62%	79%	90%	100%	92%	87%	84%	80%	85%	80%	75%	65%	6
Employee	72%	71%	89%	100%	100%	100%	97%	94%	90%	94%	90%	85%	75%	
Food and beverage														
Fine/casual dining	88%	87%	98%	94%	99%	94%	96%	89%	93%	89%	100%	100%	95%	6
Employee	99%	98%	100%	100%	100%	100%	100%	99%	100%	100%	100%	100%	100%	
Family restaurant	88%	87%	98%	94%	99%	94%	96%	96%	89%	93%	89%	100%	95%	6
Employee	99%	98%	100%	100%	100%	100%	100%	100%	99%	100%	100%	100%	100%	
Fast casual/fast food/food court/food halls	85%	85%	97%	95%	99%	98%	100%	100%	93%	96%	92%	96%	95%	6
Employee	96%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Bar/lounge/nightclub	87%	87%	100%	93%	97%	94%	97%	96%	94%	98%	92%	96%	95%	7
Employee	95%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Entertainment and institutions														
Family entertainment (weekdays) ²	20%	26%	36%	50%	23%	45%	87%	68%	22%	25%	20%	48%	100%	8
Employee	50%	50%	50%	60%	50%	55%	97%	78%	50%	50%	50%	58%	100%	
Family entertainment (weekends)	79%	90%	91%	100%	60%	70%	72%	76%	70%	72%	74%	60%	80%	8
Employee	89%	100%	100%	100%	70%	80%	82%	86%	80%	82%	84%	70%	90%	
Active entertainment	79%	90%	91%	100%	60%	70%	72%	76%	70%	72%	74%	60%	100%	8
Employee	89%	100%	100%	100%	70%	80%	82%	86%	80%	82%	84%	70%	100%	
Amusement park/water park	79%	90%	91%	100%	60%	70%	72%	76%	70%	72%	74%	60%	100%	8
Employee	89%	100%	100%	100%	70%	80%	82%	86%	80%	82%	84%	70%	100%	
Adult active entertainment	85%	86%	95%	92%	96%	95%	98%	99%	91%	96%	93%	100%	95%	8
Employee	95%	96%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
All movies (weekdays) ²	50%	50%	45%	33%	55%	50%	75%	55%	25%	25%	55%	55%	100%	5
Employee	60%	60%	55%	50%	65%	60%	85%	65%	50%	50%	65%	65%	100%	
All movies (weekends)	25%	40%	60%	35%	70%	75%	75%	45%	35%	40%	80%	90%	100%	
Employee	50%	50%	70%	50%	80%	85%	85%	55%	50%	50%	90%	100%	100%	
Live theater	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	100%	100%	5
Employee	75%	70%	90%	100%	95%	90%	85%	80%	75%	85%	90%	85%	100%	
Outdoor amphitheater	0%	0%	0%	10%	100%	100%	100%	100%	100%	50%	10%	10%	0%	5
Employee	10%	10%	10%	50%	100%	100%	100%	100%	100%	60%	50%	50%	10%	

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FIGURE 2-3 (continued)

Land use	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Late Dec ¹	Notes
Entertainment and institutions (continued)														
Public park/ destination open space	25%	25%	50%	75%	100%	100%	100%	100%	100%	100%	75%	75%	25%	5
Employee	50%	50%	60%	85%	100%	100%	100%	100%	100%	100%	85%	85%	50%	
Museum/aquarium (weekdays) ²	20%	26%	36%	50%	23%	45%	87%	68%	22%	25%	20%	48%	100%	8
Employee	50%	50%	50%	60%	50%	55%	97%	78%	50%	50%	50%	58%	100%	
Museum/aquarium (weekends)	79%	90%	91%	100%	60%	70%	72%	76%	70%	72%	74%	60%	80%	
Employee	89%	100%	100%	100%	70%	80%	82%	86%	80%	82%	84%	70%	90%	
Arena	90%	100%	100%	100%	100%	75%	0%	0%	60%	65%	90%	100%	95%	8
Employee	100%	100%	100%	100%	100%	100%	10%	10%	75%	75%	100%	100%	100%	
Pro football stadium ³	0%	0%	0%	0%	90%	90%	90%	90%	100%	100%	100%	100%	100%	8
Employee	10%	10%	10%	10%	10%	10%	10%	100%	100%	100%	100%	100%	100%	
Pro baseball stadium	0%	0%	0%	100%	100%	100%	100%	100%	100%	100%	0%	0%	0%	8
Employee	10%	10%	25%	90%	100%	100%	100%	100%	100%	100%	10%	10%	10%	
Health club	100%	95%	85%	70%	65%	65%	65%	70%	80%	85%	85%	100%	95%	9
Employee	100%	100%	95%	80%	75%	75%	75%	80%	90%	95%	95%	100%	10%	
Public library	75%	75%	80%	85%	90%	90%	90%	90%	95%	95%	90%	65%	50%	8
Employee	85%	85%	85%	90%	95%	95%	90%	95%	100%	100%	95%	65%	50%	
Convention center ⁴	75%	100%	90%	55%	60%	50%	45%	75%	80%	85%	100%	100%	0%	8
Employee	85%	100%	100%	65%	70%	60%	55%	85%	90%	95%	100%	100%	0%	
Hotel and residential														
Hotel-business	60%	75%	90%	100%	95%	95%	95%	85%	90%	95%	80%	60%	55%	10,11
Hotel-leisure	80%	90%	100%	100%	90%	90%	100%	100%	75%	75%	75%	50%	100%	
Hotel employees	Use same factor as guests for type of hotel													
Restaurant/lounge	85%	86%	95%	92%	96%	95%	98%	99%	91%	96%	93%	100%	95%	
All meeting banquet (<100 sq ft/key)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Convention (>100 sq ft/key)	75%	100%	90%	55%	60%	50%	45%	75%	80%	85%	100%	100%	0%	
Restaurant/meeting employees	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Residential unreserved residents	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	100%	8
Reserved residents	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Visitor	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	100%	
Active senior housing	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	8
Residents	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	

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Land use	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Dec ¹	Notes
Office														
Office	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	80%	12
Reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Employee	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	80%	
Open plan/ high-density office	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	80%	12
Reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Employee	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	80%	
Medical/dental office	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	80%	5
Employee	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	80%	
Daycare center	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	80%	5
Employee	100%	100%	100%	100%	100%	100%	95%	95%	100%	100%	100%	100%	80%	
Bank (drive-in branch)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	5
Employee	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	

1. December = December 1–24; Late December = December 25–31.
2. Land uses particularly affected by school year on weekdays.
3. Because there is only one weeknight game and no Saturday games per NFL team September through November, and activity patterns are modified at adjacent uses, this category is not considered a design day for parking planning.
4. Many convention centers are completely dark in Late December.
5. Developed by team members from a combination of sources.
6. U.S. Census Bureau Unadjusted Estimates of Retail Sales, 2008–2017.
7. U.S. Census Bureau Unadjusted Estimates of Retail Sales, 2012–2017.
8. Confidential data provided by facility managers.
9. John W. Dorsett, "Parking Requirements for Health Clubs," *The Parking Professional*, April 2004.
10. <https://catalog.data.gov/dataset/monthly-hotel-occupancy-b2f97>.
11. <https://www.statista.com/statistics/206546/us-hotels-occupancy-rate-by-month/>.
12. Parking Study conducted by Patton Harris Rust & Associates for the Peterson Companies, 2001.

Attachment B

Weekday Time-of-Day Adjustments

Land Use	Required Parking	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM		12:00 AM		
		Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	
December	Visitors	22	1%	0	5%	1	15%	3	30%	7	55%	12	75%	17	90%	20	100%	22	100%	22	95%	21	80%	18	85%	19	90%	20	90%	20	85%	19	50%	11	30%	7	10%	2	0%	0
	Employees	5	10%	1	15%	1	25%	1	45%	2	75%	4	95%	5	100%	5	100%	5	100%	5	100%	5	100%	5	100%	5	100%	5	100%	5	90%	5	60%	3	40%	2	20%	1	0%	0
Residential Urban	Visitors	7	0%	0	10%	1	20%	1	20%	1	20%	1	20%	1	20%	1	20%	1	20%	1	20%	1	40%	3	60%	4	100%	7	100%	7	100%	7	100%	7	80%	6	50%	4		
	Residents unreserved	117	95%	111	85%	99	75%	88	65%	76	60%	70	55%	64	50%	59	50%	59	50%	59	55%	64	60%	70	65%	76	70%	82	75%	88	80%	94	85%	99	95%	111	97%	113	100%	117
Office	Visitors	2	0%	0	1%	0	20%	0	60%	1	100%	2	45%	1	15%	0	45%	1	95%	2	45%	1	15%	0	10%	0	5%	0	2%	0	1%	0	0%	0	0%	0	0%	0	0%	0
	Employees unreserved	28	3%	1	15%	4	50%	14	90%	25	100%	28	100%	28	85%	24	85%	24	95%	27	95%	27	85%	24	60%	17	25%	7	15%	4	5%	1	3%	1	1%	0	0%	0	0%	0
Total		181		113		106		108		113		117		116		109		112		115		119		118		120		118		124		125		121		127		122		121

Weekend Time-of-Day Adjustments

Land Use	Required Parking	6:00 AM		7:00 AM		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM		9:00 PM		10:00 PM		11:00 PM		12:00 AM		
		Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	Rate	Parking	
December	Visitors	22	1%	0	5%	1	10%	2	35%	8	60%	13	85%	19	100%	22	100%	22	100%	22	100%	22	90%	20	80%	18	65%	14	60%	13	55%	12	50%	11	35%	8	15%	3	1%	0
	Employees	5	10%	1	15%	1	40%	2	75%	4	85%	4	95%	5	100%	5	100%	5	100%	5	100%	5	95%	5	85%	4	80%	4	75%	4	65%	3	45%	2	15%	1	0%	0		
Residential Urban	Visitors	7	0%	0	20%	1	20%	1	20%	1	20%	1	20%	1	20%	1	20%	1	20%	1	20%	1	40%	3	60%	4	100%	7	100%	7	100%	7	100%	7	80%	6	50%	4		
	Residents unreserved	117	90%	105	85%	99	80%	94	75%	88	70%	82	60%	81	68%	80	67%	78	66%	77	55%	64	60%	70	55%	64	50%	59	55%	64	65%	76	75%	88	85%	99	90%	105	100%	117
Office	Visitors	0	0%	0	20%	0	60%	0	80%	0	90%	0	100%	0	90%	0	80%	0	60%	0	40%	0	20%	0	10%	0	5%	0	0%	0	0%	0	0%	0	0%	0	0%	0		
	Employees unreserved	2	0%	0	20%	0	60%	1	80%	2	90%	2	100%	2	90%	2	80%	2	60%	1	40%	1	20%	0	10%	0	5%	0	0%	0	0%	0	0%	0	0%	0	0%	0		
Total		153		106		103		100		102		103		108		110		108		107		94		97		90		81		89		99		109		116		115	121	

It was assumed that the weekend office required parking is 10% of the total required parking

Traffic Impact Analysis
for Submittal to
the City of Coral Gables

4241 Aurora Street
Coral Gables, Florida



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May 2023
143002014

Traffic Impact Analysis
for Submittal to
the City of Coral Gables

4241 Aurora Street
Coral Gables, Florida

Prepared for:

The City of Coral Gables

Prepared by:

Kimley-Horn and Associates, Inc.

Kimley»Horn

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May 2023
143002014



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digitally signed and sealed
by Elizabeth Perez, P.E. on
May 23, 2023 using a
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EXECUTIVE SUMMARY

The parcel located in the southeast quadrant of the intersection of Altara Avenue and Aurora Street within the City of Coral Gables is proposed to be developed. Currently, the parcels proposed for development are vacant. The proposed development consists of 72 high-rise multifamily residential units, 8,296 square feet of retail, and 9,095 square feet of office space. The development is expected to be completed and opened by year 2025.

Primary access to the proposed development will be provided via one (1) full-access driveway along Altara Avenue. Self-parking will be provided within the proposed on-site parking garage with additional on-street parking along Aurora Street and San Lorenzo Avenue. Note that based on information provided by the applicant, a shared parking analysis is required for the development. Additionally, loading access will be provided via the existing alley adjacent to the east side of the site.

Trip generation calculations for the proposed development was performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The trip generation for the proposed land uses was determined using ITE land use code (LUC) 222 (Multifamily Housing [High-Rise]), LUC 822 (Strip Retail Plaza), and LUC 712 (Small Office Building). The project is expected to generate 69 net new weekday A.M. peak hour vehicular trips and 73 net new weekday P.M. peak hour vehicular trips.

The results of the intersection capacity analysis indicate that all study intersections are expected to operate at an overall level of service (LOS) B or better during the A.M. and P.M. peak hours under all analysis scenarios.

The results of the turn lane queue analysis indicate that all existing exclusive turn lanes where project traffic is assigned are able to accommodate the expected vehicle queues at all study intersections under all analysis scenarios.

The results of the multimodal level of service analyses (bicycle, pedestrian, and transit) indicate that the study corridors are expected to operate at LOS E or better during the A.M. and P.M. peak hours under all analysis scenarios.

The results of the entry gate queue analysis indicate that all anticipated queues are expected to be accommodated within the site without extending onto the public right-of-way.

The preliminary planning-level pedestrian sight distance analysis determined that a conflict exists with the sight-distance triangle and a structural column on the east side of the proposed driveway. The preliminary planning-level vehicular sight distance analysis determined that the proximity between the

proposed driveway and the existing two-way alley creates conflicts and sight distance issues between the anticipated vehicular movements. Therefore, it is recommended that the alley be modified to operate as one-way southbound. Note that formalizing the existing alley as one-way southbound may require Miami-Dade County review and approval.

Finally, the maneuverability analysis determined that passenger vehicles and loading vehicles are expected to be able to ingress, egress, and travel within the ground level without conflicting with oncoming traffic or structural elements of the proposed building.

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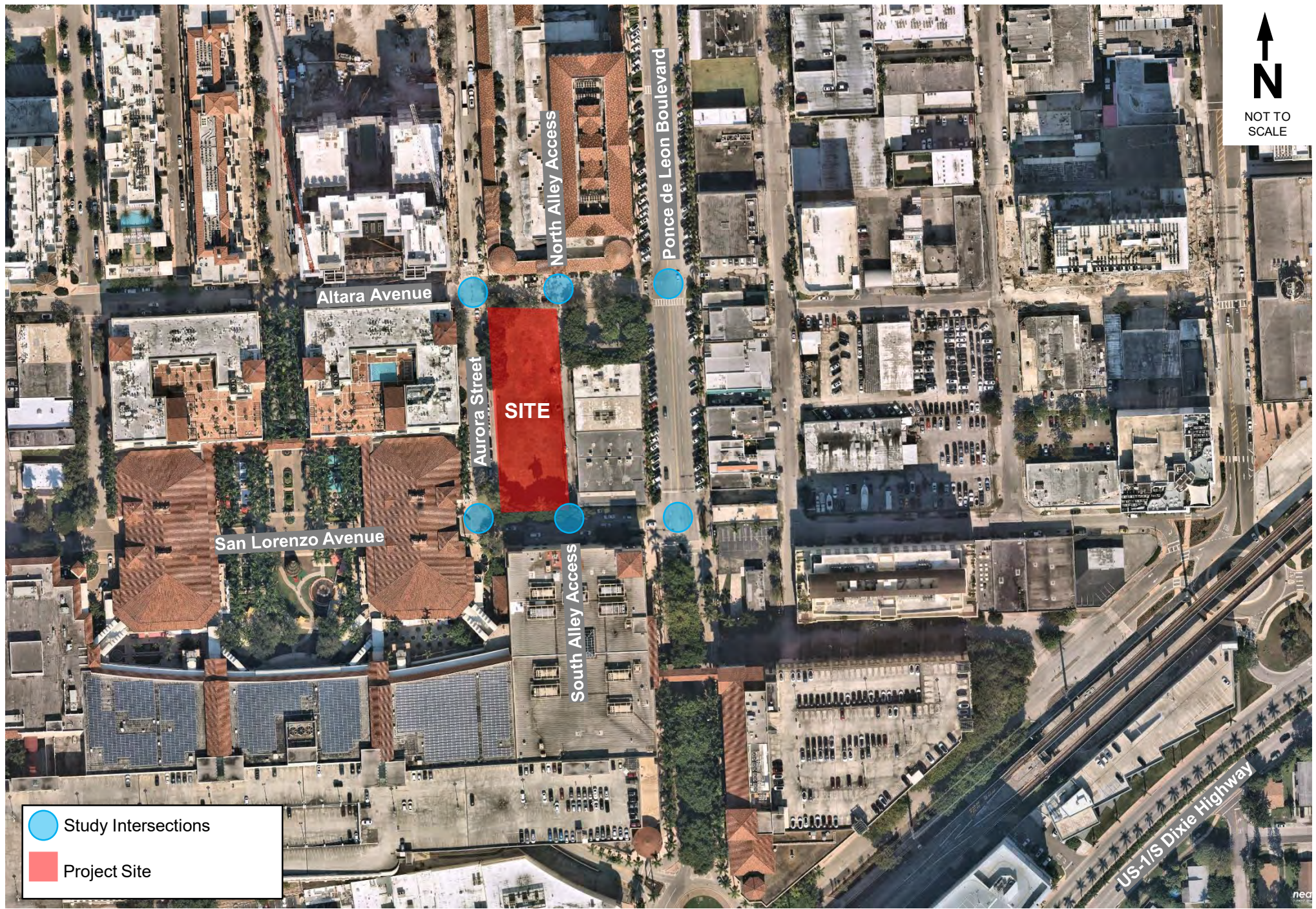
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INTRODUCTION

The City of Coral Gables is proposing to develop the parcels located in the southeast quadrant of the intersection of Altara Avenue and Aurora Street in Coral Gables, Florida. Currently, the parcels proposed for development are vacant. The proposed development consists of 72 high-rise multifamily residential units, 8,296 square feet of retail, and 9,095 square feet of office space. The development is expected to be completed and opened by year 2025. A site location map is provided as Figure 1. A conceptual site plan is included in Appendix A.

Kimley-Horn and Associates, Inc. has completed this traffic impact analysis for submittal to the City of Coral Gables. The purpose of the study is to assess the project's impact on the surrounding roadway network. This report summarizes the data collection, project trip generation, trip distribution and assignment, capacity analysis, queuing analysis, multimodal analysis, entry gate queue analysis, site distance analysis, and maneuverability analysis. Methodology correspondence detailing the traffic study requirements is included in Appendix B.



EXISTING TRAFFIC

A.M. peak period (7:00 A.M. to 9:00 A.M.) and P.M. peak period (4:00 P.M. to 6:00 P.M.) turning movement counts were collected on Wednesday, April 19, 2023, at the following intersections:

- Altara Avenue and Aurora Street
- Altara Avenue and North Alley Access
- Altara Avenue and Ponce de Leon Boulevard
- San Lorenzo Avenue and South Alley Access
- San Lorenzo Avenue and Aurora Street
- San Lorenzo Avenue and Ponce de Leon Boulevard



All traffic volumes were collected in 15-minute intervals and the peak hour was determined for each intersection. Turning movement counts also included pedestrian and bicycle data. The appropriate Florida Department of Transportation (FDOT) peak season conversion factor (PSCF) of 0.99 was determined. However, to provide a conservative analysis, a PSCF was not applied to the collected traffic data, as to avoid reduction of traffic volumes.

The turning movement counts, FDOT peak season factor category reports, and signal timing data are included in Appendix C. Figure 2 presents the existing turning movement volumes at the study intersections during the A.M. and P.M. peak hours.



NOT TO SCALE

Legend

-  Study Roadway
-  Study Intersection
- XX** A.M. Peak Hour Traffic
- (XX)** P.M. Peak Hour Traffic

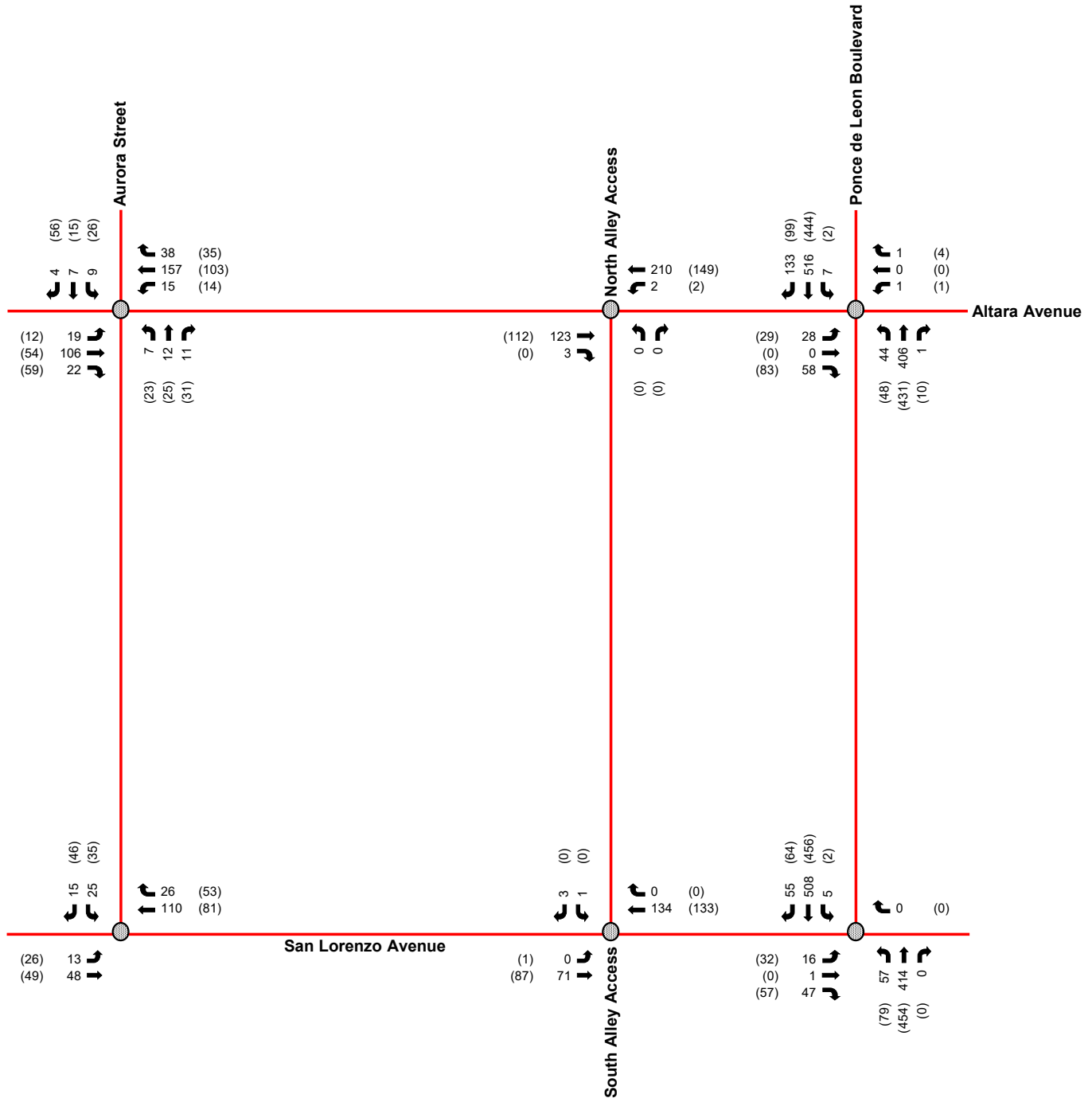


Figure 2
Existing Peak Hour Traffic
4241 Aurora Street
Coral Gables, Florida

FUTURE BACKGROUND TRAFFIC

Future background traffic conditions are defined as expected traffic conditions on the roadway network in the year 2025 without the construction of the proposed development. Future background traffic volumes used in the analysis are the sum of the existing traffic and additional traffic generated by growth in the study area. Refer to Figure 3 for the future 2025 peak hour background traffic volumes.

BACKGROUND AREA GROWTH

Traffic growth on the transportation network was determined based upon (a) historic growth trends at nearby FDOT traffic count stations and (b) traffic volume comparisons from the year 2015 and 2045 Florida Standard Urban Transportation Model Structure (FSUTMS) - Southeast Florida Regional Planning Model (SERPM).

FDOT count stations referenced in this analysis include:

- Count station 870082 located on SR 976/Bird Road, east of SW 42nd Avenue
- Count station 871048 located on SR 976/Bird Road, west of SW 42nd Avenue
- Count station 871053 located on SR 953/LeJeune Road, north of Ponce de Leon Boulevard
- Count station 878139 located on Ponce de Leon Boulevard, north of SW 40th Street
- Count station 878264 located on SW 37th Avenue, north of US-1
- Count station 878409 located on SW 38th Avenue, south of Shipping Avenue
- Count station 878508 located on Grand Avenue, west of Plaza Street

The historic growth rate analysis, based on FDOT count stations, examined linear, exponential, and decaying exponential growth rates for the most recent five (5) and ten (10) year periods. The linear growth trend yielded a growth rate of negative 2.36 percent (-2.36%) over the most recent five (5) year period and negative 0.40 percent (-0.40%) over the most recent 10-year period. The exponential growth trend yielded a growth rate of negative 2.61 percent (-2.61%) over the most recent five (5) year period and negative 0.38 percent (-0.38%) over the most recent 10-year period. The decaying exponential growth trend yielded a growth rate of negative 2.36 percent (-2.36%) over the most recent five (5) year period and negative 0.23 percent (-0.23%) over the most recent 10-year period. The calculated growth rate with the highest R² value resulted from the five (5) year exponential growth trend which yielded a growth rate of negative 2.61 percent (-2.61%).



Based on the volume information obtained from FSUTMS SERPM, an annual growth rate of 0.49 percent (0.49%) in the vicinity of the development was calculated.

To provide for a conservative analysis, the minimum growth rate of 0.50 percent (0.50%) was applied annually to the existing traffic volumes for future (2025) background conditions, as referenced within the approved methodology. Detailed growth calculations are contained in Appendix D.



NOT TO SCALE

Legend

-  Study Roadway
-  Study Intersection
- XX** A.M. Peak Hour Traffic
- (XX)** P.M. Peak Hour Traffic

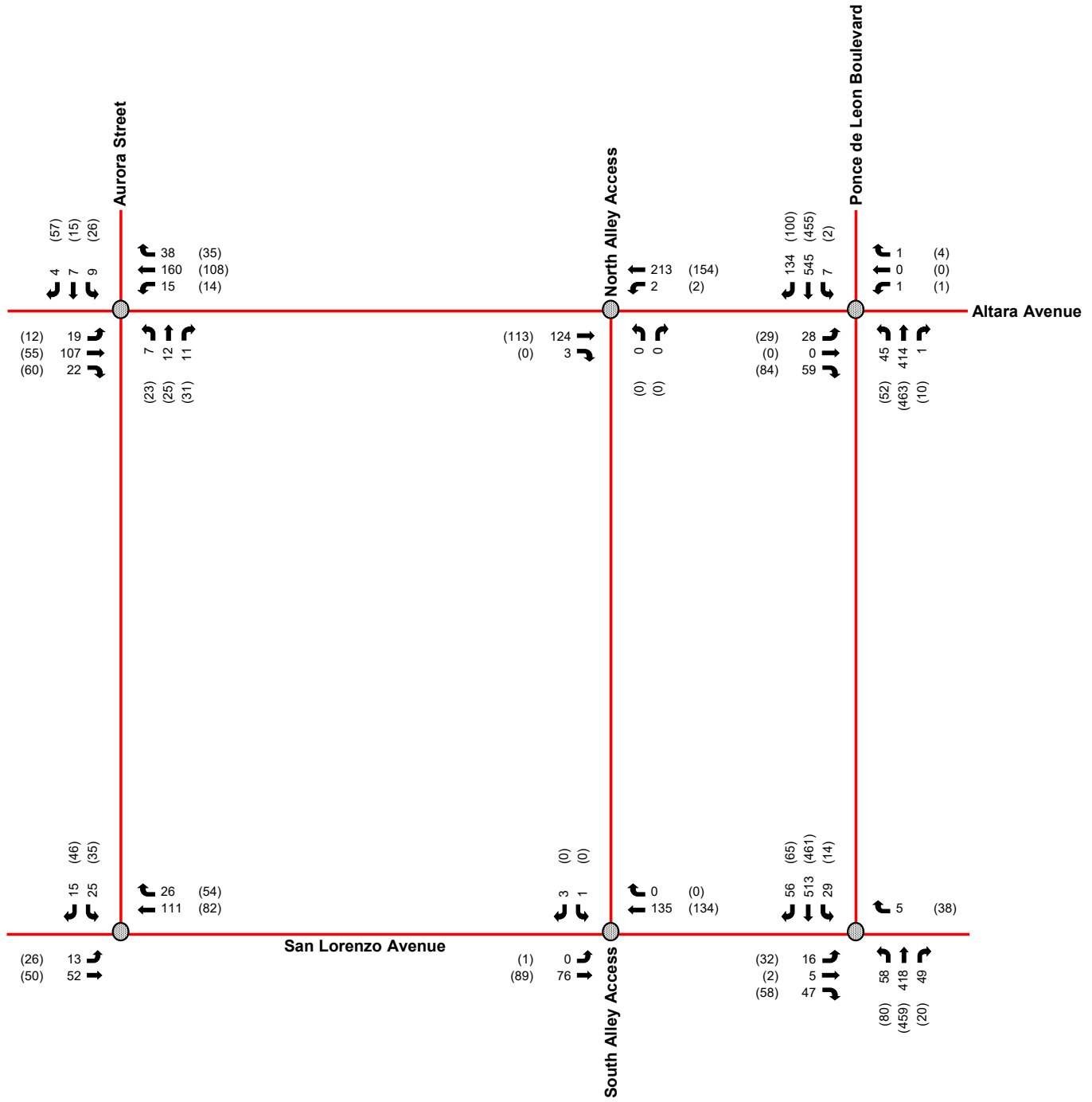


Figure 3
Future Background Peak Hour Traffic
4241 Aurora Street
Coral Gables, Florida

PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the project and the distribution and assignment of that traffic over the study roadway network.

EXISTING AND PROPOSED LAND USES

Currently, the parcels proposed for development are vacant. The proposed development consists of 72 high-rise multifamily residential units, 8,296 square feet of retail, and 9,095 square feet of office space.

PROJECT ACCESS

Primary access to the proposed development will be provided via one (1) full-access driveway along Altara Avenue. Self-parking will be provided within the proposed on-site parking garage with additional on-street parking along Aurora Street and San Lorenzo Avenue. Note that based on information provided by the applicant, a share parking analysis is required for the development. Additionally, loading access will be provided via the existing alley adjacent to the east side of the site.

TRIP GENERATION

Trip generation calculations for the proposed development was performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The trip generation for the proposed land uses was determined using ITE land use code (LUC) 222 (Multifamily Housing [High-Rise]), LUC 822 (Strip Retail Plaza), and LUC 712 (Small Office Building).

MULTIMODAL REDUCTION

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in which the development is located. A multimodal factor of 5.6 percent (5.6%) was determined for the proposed development. It is expected that a portion of residents, guests, patrons and employees will choose to walk, bike, or use public transit to and from the proposed development.

One (1) City of Coral Gables Trolley route and three (3) Miami-Dade Transit (MDT) routes currently operate in close proximity (within ¼ mile) to the site during the A.M. and P.M. peak hours.

- City of Coral Gables Trolley operates along Ponce de Leon Boulevard in the vicinity of the study area with the nearest stop located north of Altara Avenue. This route

operates with approximately 15-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.

- **MDT Route 40** operates along Bird Road/SW 40th Street in the vicinity of the study area with the nearest stop located east of Ponce de Leon Boulevard. This route operates with approximately 15-30-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.
- **MDT Route 42** operates Bird Road/SW 40th Street in the vicinity of the study area with the nearest stop located east of Ponce de Leon Boulevard. This route operates with approximately 15-30-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.
- **MDT Route 56** operates along SW 42nd Avenue in the vicinity of the study area with the nearest stop located just south of San Lorenzo Avenue. This route operates with approximately 60-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.

Detailed route information and headway data is provided in Appendix E.

INTERNAL CAPTURE

Internal capture is expected between the complementary land uses within the project. Internal capture trips for the project were determined based upon methodology contained in the ITE's *Trip Generation Handbook*, 3rd Edition. An internal capture rate of 2.8 percent (2.8%) is expected for the A.M. peak hour and 23.2 percent (23.2%) is expected for the P.M. peak hour trip generation for the proposed development.

PASS-BY CAPTURE

Pass-by capture trip rates were determined based on average rates provided in the ITE's *Trip Generation Manual*, 11th Edition. The pass-by rate for the retail land use is 40.0 percent (40.0%) during the P.M. peak hour.

NET NEW PROJECT TRIPS

As shown in Table 1, the project is expected to generate 69 weekday A.M. peak hour vehicular trips and 73 weekday P.M. peak hour trips. Detailed trip generation information is included in Appendix F.

Table 1: Trip Generation				
A.M. Peak Hour (P.M. Peak Hour)				
Future Land Use (ITE Code)	Scale	Entering Trips	Exiting Trips	Net New External Trips
<i>Proposed Development</i>				
Multifamily Housing (High-Rise) (222)	72 dwelling units	11 (15)	22 (13)	33 (28)
Strip Retail Plaza [<40k] (822)	8,296 square feet	13 (16)	10 (14)	23 (30)
Small Office Building (712)	9,095 square feet	11 (5)	2 (10)	13 (15)
Net New Vehicle Trips		35 (36)	34 (37)	69 (73)

TRIP DISTRIBUTION AND ASSIGNMENT

The likely distribution of project traffic was forecast for the trips expected to be generated by the proposed development. The trip distribution was based on an interpolated cardinal trip distribution for the project site’s traffic analysis zone (TAZ) obtained from the Miami-Dade Transportation Planning Organization’s (TPO’s) *2045 Long Range Transportation Plan Directional Trip Distribution Report*. The cardinal trip distribution for TAZ 1098 is provided in Table 2.



Table 2: Cardinal Trip Distribution	
Cardinal Direction	Percentage of Trips
North-Northeast	23%
East-Northeast	13%
East-Southeast	4%
South-Southeast	1%
South-Southwest	12%
West-Southwest	19%
West-Northwest	10%
North-Northwest	18%
Total	100%

Figure 4 and Figure 5 detail the project’s trip distribution and assignment for the A.M. and P.M. peak hours. Figure 6 and Figure 7 detail the project’s pass-by trip distribution and assignment for the P.M. peak hour. Detailed cardinal distribution calculations are contained in Appendix G.



NOT TO SCALE

Legend

-  Study Roadway
-  Study Intersection
- XX% Entering Trip Distribution
- (XX%) Exiting Trip Distribution

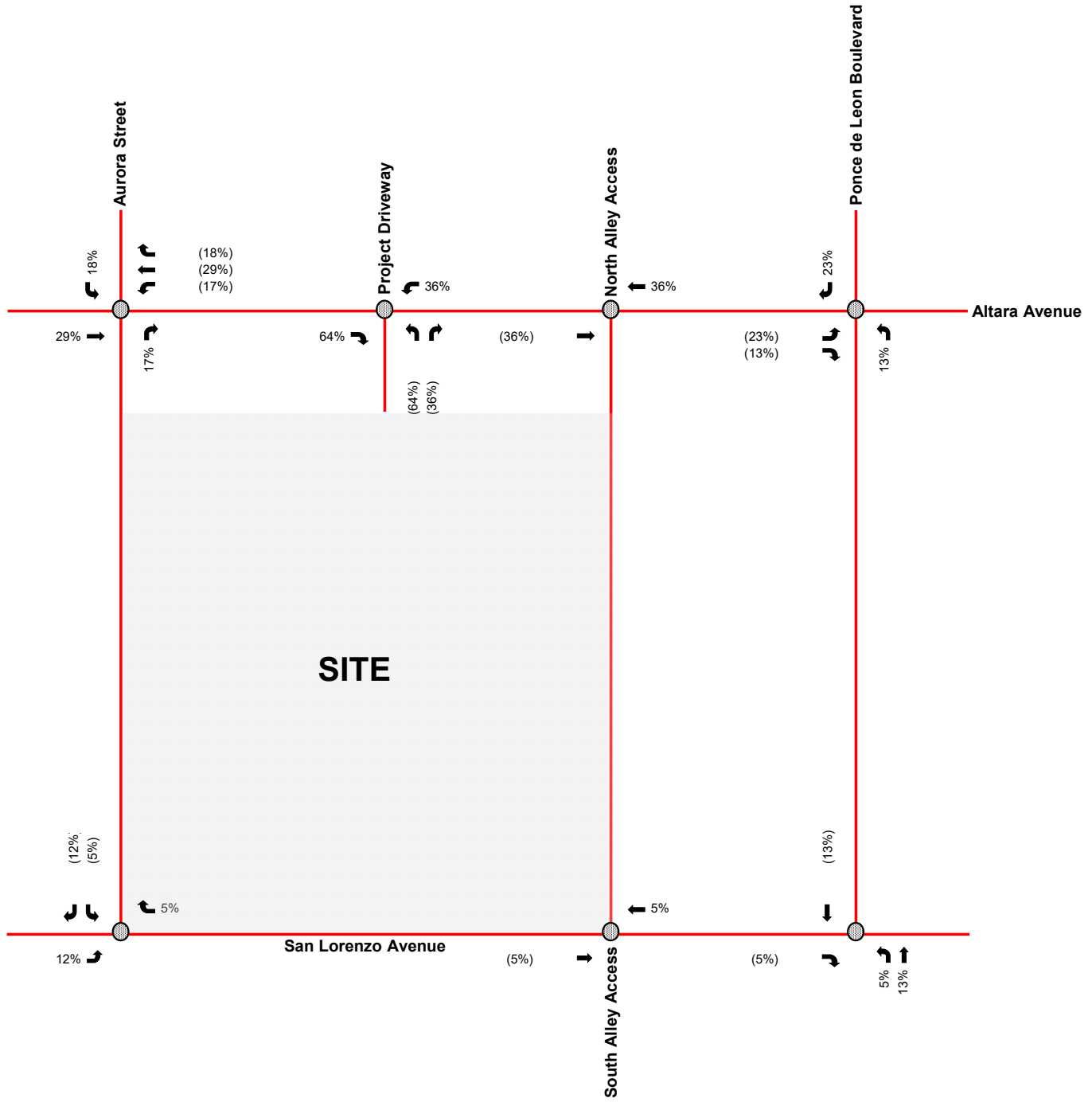


Figure 4
Peak Hour Project Trip Assignment
4241 Aurora Street
Coral Gables, Florida



NOT TO SCALE

Legend



-  Study Roadway
-  Study Intersection
- XX A.M. Peak Hour Trip Assignment
- (XX) P.M. Peak Hour Trip Assignment





Figure 5
Peak Hour Project Trip Assignment
4241 Aurora Street
Coral Gables, Florida



NOT TO SCALE

Legend

-  Study Roadway
-  Study Intersection
- XX% Entering Pass-by Trip Distribution
- (XX%) Exiting Pass-by Trip Distribution

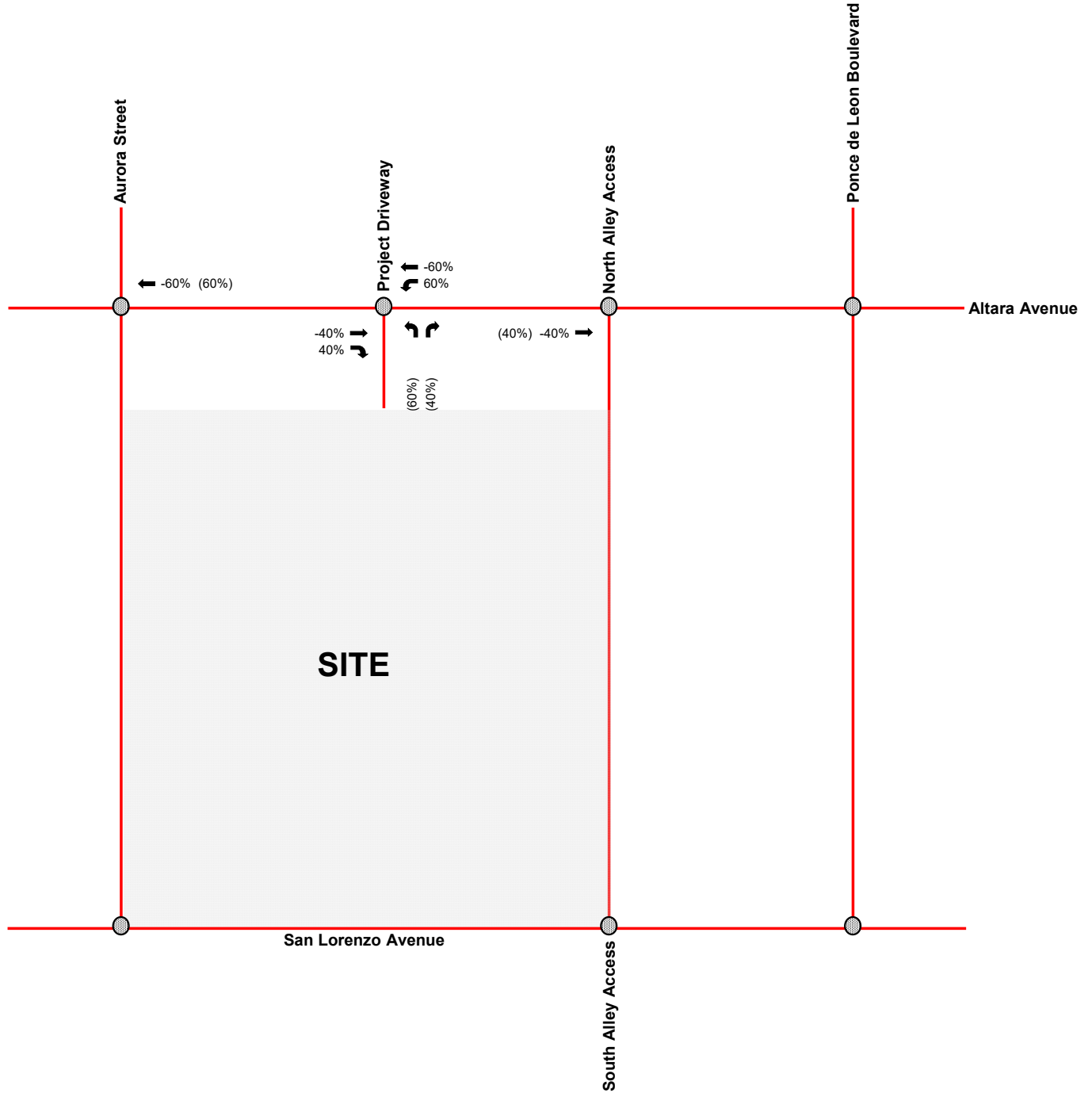




Figure 6
P.M. Peak Hour Pass-by Trip Distribution
4241 Aurora Street
Coral Gables, Florida



Legend

-  Study Roadway
-  Study Intersection
- XX P.M. Pass-by Trip Assignment

NOT TO SCALE

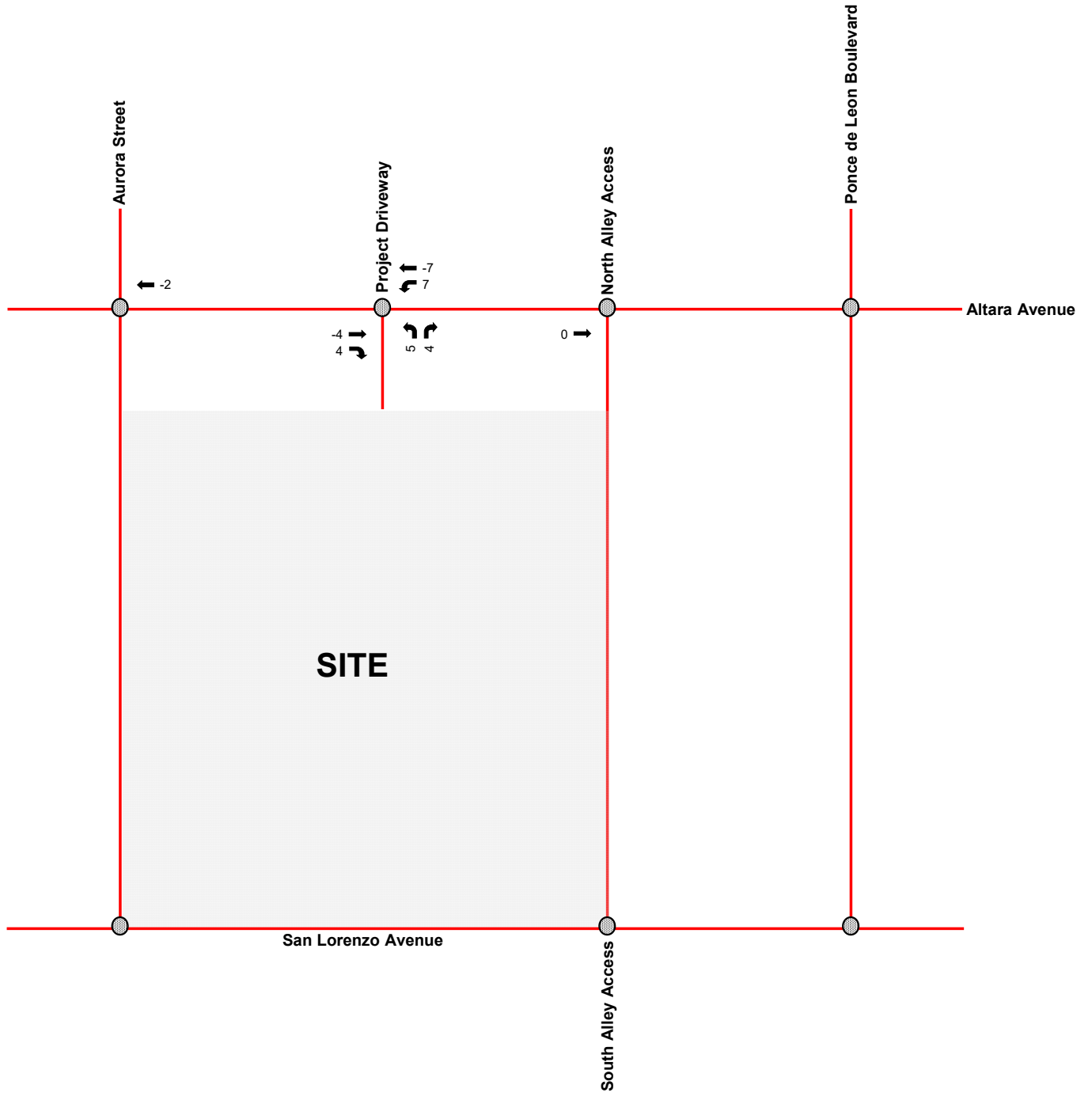


Figure 7
P.M. Peak Hour Pass-by Trip Assignment
4241 Aurora Street
Coral Gables, Florida

FUTURE TOTAL TRAFFIC

Future total traffic conditions are defined as the expected traffic conditions in the year 2025 after the opening of the project. Total traffic volumes considered in the analysis for this project are the sum of the background traffic volumes and the expected project traffic volumes. Figure 8 presents the future total turning movement volumes at the study intersections during the weekday A.M. and P.M. peak hours. Volume Development worksheets for the study intersections are included in Appendix H.



NOT TO SCALE

Legend



-  Study Roadway
-  Study Intersection
- XX** A.M. Peak Hour Traffic
- (XX)** P.M. Peak Hour Traffic



Figure 8
Future Total Peak Hour Traffic
4241 Aurora Street
Coral Gables, Florida

INTERSECTION CAPACITY ANALYSIS

The study area intersection operating conditions were analyzed for three (3) scenarios (existing conditions, future background conditions, and future total conditions) using Trafficware’s *SYNCHRO* software, which applies methodologies outlined in the Transportation Research Board’s (TRB’s) *Highway Capacity Manual* (HCM) 6th and 2000 Editions. Synchro worksheets for the study intersections are included in Appendix I.

A summary of the intersection analyses for the A.M. and P.M. peak hours is presented in Tables 3 and 4, respectively. As the tables indicate, all study intersections are expected to operate at an overall level of service (LOS) B or better during the A.M. and P.M. peak hours under all analysis scenarios.

Table 3: A.M. Peak Hour Intersection Capacity Analysis						
Intersection	Traffic Control	Overall LOS/Delay	Approach LOS/Delay			
			EB	WB	NB	SB
Existing Conditions (Future Background Conditions) [Future Total Conditions]						
Altara Avenue and Aurora Street	Two-Way Stop Controlled	(1)	(2)	(2)	B (B) [B]	B (B) [B]
Altara Avenue and North Alley Access	One-Way Stop Controlled	(1)	(2) (2) [(3)]	(2) (2) [(3)]	A (A) [(3)]	(3)
Altara Avenue and Ponce de Leon Boulevard	Two-Way Stop Controlled	(1)	B (B) [B]	B (B) [B]	(2)	(2)
San Lorenzo Avenue and Aurora Street	One-Way Stop Controlled	(1)	(2)	(2)	(3)	B (B) [B]
San Lorenzo Avenue and South Alley Access	One-Way Stop Controlled	(1)	(2)	(2)	(3)	B (B) [A]
San Lorenzo Avenue and Ponce de Leon Boulevard	Signalized	A/7.1 sec (A/7.4 sec) [A/7.6 sec]	C (C) [C]	(3) (A) [D]	A (A) [A]	A (A) [A]
Altara Avenue and Project Driveway ⁽⁶⁾	One-Way Stop Controlled	(5) (5) [(1)]	(4) (4) [(2)]	(4) (4) [(2)]	(4) (4) [B]	(4) (4) [(3)]

- Notes: (1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
 (2) Approach operates under free-flow conditions. LOS is not defined.
 (3) Approach does not exist.
 (4) Approach does not exist under existing or future background conditions.
 (5) Overall intersection does not exist under existing or future background conditions.
 (6) Intersection cannot be analyzed using HCM 6th Edition. Therefore, HCM 2000 was used.

Table 4: P.M. Peak Hour Intersection Capacity Analysis						
Intersection	Traffic Control	Overall LOS/Delay	Approach LOS/Delay			
			EB	WB	NB	SB
Existing Conditions (Future Background Conditions) [Future Total Conditions]						
Altara Avenue and Aurora Street	Two-Way Stop Controlled	(1)	(2)	(2)	B (B) [B]	B (B) [B]
Altara Avenue and North Alley Access	One-Way Stop Controlled	(1)	(2) (⁽²⁾) [(⁽³⁾)]	(2) (⁽²⁾) [(⁽³⁾)]	A (A) [(⁽³⁾)]	(3)
Altara Avenue and Ponce de Leon Boulevard	Two-Way Stop Controlled	(1)	B (B) [B]	B (B) [B]	(2)	(2)
San Lorenzo Avenue and Aurora Street	One-Way Stop Controlled	(1)	(2)	(2)	(3)	B (B) [B]
San Lorenzo Avenue and South Alley Access	One-Way Stop Controlled	(1)	(2)	(2)	(3)	A (A) [A]
San Lorenzo Avenue and Ponce de Leon Boulevard	Signalized	A/7.4 sec (A/8.6 sec) [A/8.6 sec]	C (C) [C]	(⁽³⁾) (D) [D]	A (A) [A]	A (A) [A]
Altara Avenue and Project Driveway ⁽⁶⁾	One-Way Stop Controlled	(⁽⁵⁾) (⁽⁵⁾) [(⁽¹⁾)]	(⁽⁴⁾) (⁽⁴⁾) [(⁽²⁾)]	(⁽⁴⁾) (⁽⁴⁾) [(⁽²⁾)]	(⁽⁴⁾) (⁽⁴⁾) [B]	(⁽⁴⁾) (⁽⁴⁾) [(⁽³⁾)]

- Notes: (1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
 (2) Approach operates under free-flow conditions. LOS is not defined.
 (3) Approach does not exist.
 (4) Approach does not exist under existing or future background conditions.
 (5) Overall intersection does not exist under existing or future background conditions.
 (6) Intersection cannot be analyzed using HCM 6th Edition. Therefore, HCM 2000 was used.

TURN LANE QUEUE ANALYSIS

A turn lane queue analysis was performed to determine if the existing exclusive turn lane storage lengths at study area intersections in which project traffic is assigned can accommodate the expected 95th percentile vehicle queue lengths under existing, future background, and future total traffic conditions. The 95th percentile queue lengths were calculated utilizing Trafficware’s *Synchro 11* software based upon *Highway Capacity Manual* (HCM) methodologies.

The results of the queue length analysis are summarized in Table 5 and Table 6. Synchro worksheets for the study intersections are included in Appendix I. The results of the analysis indicate that the existing exclusive turn lane can accommodate the expected vehicle queues at the study intersection under all analysis scenarios.

Table 5: A.M. Peak Hour Turn Lane Queuing Analysis				
<i>Existing Conditions (Future Background Conditions) [Future Total Conditions]</i>				
Intersection	Movement	95 th Percentile Queue (ft) ⁽¹⁾	Existing Storage Length (ft)	Turn Lane Sufficient?
San Lorenzo Avenue and Ponce de Leon Boulevard	Northbound Left-Turn	<25 (<25) [<25]	65	Yes (Yes) [Yes]

Note: (1) Assumes a vehicle length of 25 feet.

Table 6: P.M. Peak Hour Turn Lane Queuing Analysis				
<i>Existing Conditions (Future Background Conditions) [Future Total Conditions]</i>				
Intersection	Movement	95 th Percentile Queue (ft) ⁽¹⁾	Existing Storage Length (ft)	Turn Lane Sufficient?
San Lorenzo Avenue and Ponce de Leon Boulevard	Northbound Left-Turn	26 (27) [27]	65	Yes (Yes) [Yes]

Note: (1) Assumes a vehicle length of 25 feet.

MULTIMODAL LEVEL OF SERVICE ANALYSIS

Multimodal level of service analysis was performed using ARTPLAN 2012 software which applies methodologies from the *FDOT Quality/Level of Service Handbook*. Multimodal level of service analysis was performed for Ponce de Leon Boulevard between Altara Avenue and San Lorenzo Avenue. Note that due to software limitations, the segment of Aurora Street between Altara Avenue and San Lorenzo Avenue could not be analyzed utilizing the software. This segment does not meet the minimum volume and operational requirements in order for the software to produce results.

Currently, sidewalks are present along both sides of Ponce de Leon Boulevard between Altara Avenue and San Lorenzo Avenue. However, dedicated bicycle lanes are not provided. Additionally, the nearest Coral Gables Trolley stop is located on the east side of Ponce de Leon Boulevard, just south of San Lorenzo Avenue. Note that improvements to multimodal infrastructure is not proposed along this corridor as part of the proposed development.

A summary of the multimodal analyses for the A.M. and P.M. peak hours are presented in Tables 7 and 8. As these tables indicate, the study roadways are expected to have bicycle, pedestrian, and transit levels of service of LOS E or better during the A.M. and P.M. peak hours under all analysis conditions. Note that transit LOS is determined based on service frequency/headways, which are minimal long this corridor. ARTPLAN worksheets for the study roadways are included in Appendix J.

Table 7: A.M. Peak Hour Multimodal Analysis					
Roadway	Segment	Direction	Bicycle LOS	Pedestrian LOS	Transit LOS
<i>Existing Conditions (Background Conditions) [Future Total Conditions]</i>					
Ponce de Leon Boulevard	Altara Avenue to San Lorenzo Avenue	NB	C (C) [C]	A (A) [A]	E (E) [E]
		SB	C (C) [C]	A (A) [A]	E (E) [E]

Table 8: P.M. Peak Hour Multimodal Analysis					
Roadway	Segment	Direction	Bicycle LOS	Pedestrian LOS	Transit LOS
<i>Existing Conditions (Background Conditions) [Future Total Conditions]</i>					
Ponce de Leon Boulevard	Altara Avenue to San Lorenzo Avenue	NB	C (C) [C]	A (A) [A]	E (E) [E]
		SB	C (C) [C]	A (A) [A]	E (E) [E]

ENTRY GATE QUEUE ANALYSIS

A 95th percentile entry gate queue analysis for the proposed development using the methodology outlined in ITE’s *Transportation and Land Development*, 1988 was performed at the proposed parking garage entry point.

A total of one (1) entry gate is proposed within the parking garage. The entry gate will provide access to residential guest and patrons, office guests, and retail patrons via one (1) lane with approximately 20 feet in storage length which can accommodate approximately one (1) vehicle. Note that per Miami-Dade County Department of Transportation and Public Works’ (DTPW) *Entrance Features Minimum Requirements*, a minimum stacking distance of 75 feet must be provided based on the number of residential units proposed.

To determine the entry gate volumes, it was assumed that 90 percent (90%) of trips generated by the residential component of the proposed project are residents and 10 percent (10%) are residential guests. It was also assumed that 90 percent (90%) of trips generated by the office component of the proposed project are employees and 10 percent (10%) are office guests. Residents and office employees will gain access via a proximity card and residential guests, office guests, and retail patrons will gain access via a ticket splitter.

An average service rate of 600 vehicles per hour (0.100 minutes per vehicle) was determined for proximity card users, and 450 vehicles per hour (0.133 minutes per vehicle) for auto spit ticket users based on processing times provided in *Parking Structures 3rd Edition: Planning, Design, Construction, Maintenance, and Repair*, 2001. A weighted average was calculated to determine the average service rate for each peak hour based on the split between the number of proximity card users and ticket splitter users.

As Table 9 indicates, the proposed development is expected to result in a queue of less than one (1) vehicle behind the service position at both entry gates during the A.M. and P.M. peak hours. Therefore, vehicle queues are expected to be accommodated on-site without extending onto public right-of-way. Detailed entry gate queue calculations are included in Appendix K.

Table 9: Peak Hour Entry Gate Queuing Analysis			
A.M. Peak Hour (P.M. Peak Hour)			
Entry Gate	Entering Volumes (vph)	Service Rates (minutes/vehicle)	95 th Percentile Queue Including Service Position
Garage Entry Gate	35 (36)	0.114 (0.117)	< 1 vehicle (< 1 vehicle)

PRELIMINARY SIGHT DISTANCE ANALYSIS

A preliminary planning-level sight distance analysis was prepared for the site at the request of the City. An exhibit was prepared for pedestrian and vehicular sight distance triangles. Note that the triangles are consistent with *Exhibit 5-1: Sight Distance at Intersections Departure Sight Triangles* as provided by the City for use in this analysis. The pedestrian sight distance analysis determined that a conflict exists with the sight-distance triangle and a structural column on the east side of the proposed driveway. The vehicular sight distance analysis determined that the proximity between the proposed driveway and the existing two-way alley creates conflicts and sight distance issues between the anticipated vehicular movements. Therefore, it is recommended that the alley be modified to operate as one-way southbound. Note that formalizing the existing alley as one-way southbound may require Miami-Dade County review and approval. Detailed exhibits of the planning-level sight distance analysis are included in Appendix L.

MANEUVERABILITY ANALYSIS

A maneuverability analysis for the proposed development was prepared for the parking garage and ground level access and the loading area. The analysis was performed using Transoft's *AutoTurn 11* software design vehicle turning templates and vehicle turning templates consistent with American Association of State Highway and Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets*, 2018. The analysis was prepared using passenger car (P) design vehicles for the parking garage, and single-unit 30-foot (SU-30) design vehicles for deliveries, trash pick-up and loading activities.

The analysis determined that passenger vehicles and loading vehicles are expected to be able to ingress, egress, and travel within the ground level without conflicting with oncoming traffic. However, as mentioned in the previous section, the vehicular sight distance analysis determined that the proximity between the proposed driveway and the existing two-way alley creates conflicts and sight distance issues between the anticipated vehicular movements. Therefore, it is recommended that the alley be modified to operate as one-way southbound. Maneuverability analysis plots with detailed comments are included in Appendix M.

CONCLUSION

The parcel located in the southeast quadrant of the intersection of Altara Avenue and Aurora Street within the City of Coral Gables is proposed to be developed. Currently, the parcels proposed for development are vacant. The proposed development consists of 72 high-rise multifamily residential units, 8,296 square feet of retail, and 9,095 square feet of office space. The development is expected to be completed and opened by year 2025.

Primary access to the proposed development will be provided via one (1) full-access driveway along Altara Avenue. Self-parking will be provided within the proposed on-site parking garage with additional on-street parking along Aurora Street and San Lorenzo Avenue. Note that based on information provided by the applicant, a share parking analysis is required for the development. Additionally, loading access will be provided via the existing alley adjacent to the east side of the site.

The following summarizes the results of the analysis:

The project is expected to generate 69 net new weekday A.M. peak hour vehicular trips and 73 net new weekday P.M. peak hour vehicular trips.

The results of the intersection capacity analysis indicate that all study intersections are expected to operate at an overall level of service (LOS) B or better during the A.M. and P.M. peak hours under all analysis scenarios.

The results of the turn lane queue analysis indicate that all existing exclusive turn lanes where project traffic is assigned are able to accommodate the expected vehicle queues at all study intersections under all analysis scenarios.

The results of the multimodal level of service analyses (bicycle, pedestrian, and transit) indicate that the study corridors are expected to operate at LOS E or better during the A.M. and P.M. peak hours under all analysis scenarios.

The results of the entry gate queue analysis indicate that all anticipated queues are expected to be accommodated within the site without extending onto the public right-of-way.

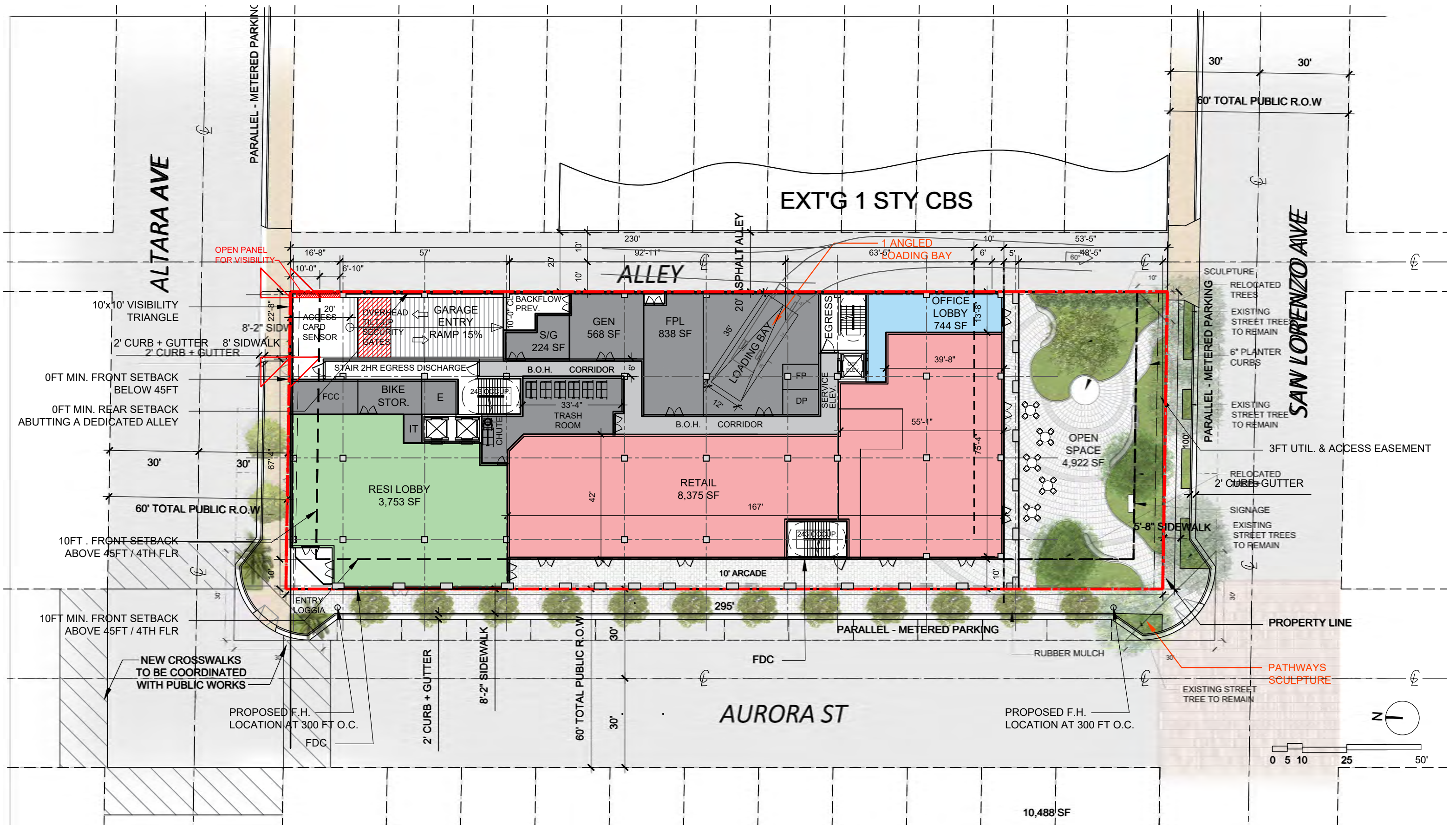
The preliminary planning-level pedestrian sight distance analysis determined that a conflict exists with the sight-distance triangle and a structural column on the east side of the proposed driveway. The preliminary planning-level vehicular sight distance analysis determined that the proximity between the proposed driveway and the existing two-way alley creates conflicts and sight distance issues between the anticipated vehicular movements. Therefore, it is recommended that the alley be modified to operate as

one-way southbound. Note that formalizing the existing alley as one-way southbound may require Miami-Dade County review and approval.

The maneuverability analysis determined that passenger vehicles and loading vehicles are expected to be able to ingress, egress, and travel within the ground level without conflicting with oncoming traffic or structural elements of the proposed building.

Appendix A

Site Plan



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4241 AURORA ST
CORAL GABLES, FL 33146

GROUND FLOOR PLAN

SCALE:

DATE:
 4/17/2023

A1-02

Appendix B

Methodology Correspondence



MEMORANDUM

To: Ms. Mairelys Gensler, E.I.
City of Coral Gables

From: Elizabeth Perez, P.E. *EP*

Date: April 26, 2023

**Subject: 4241 Aurora Street Development
Traffic Study Methodology**

The purpose of this memorandum is to summarize the traffic study methodology for the parcels located in the southeast quadrant of the intersection of Altara Avenue and Aurora Street in Coral Gables, Florida. Currently, the site proposed for development is vacant. The proposed development consists of 72 multifamily high-rise residential units, 8,296 square feet of retail space, and 9,095 square feet of office space. Access to the proposed development will be provided via one (1) full-access driveway along Altara Avenue. Additionally, loading access will be provided via the existing alley adjacent to the east side of the site. The project is expected to be completed by 2025. A conceptual site plan is provided in Attachment A. The following sections summarize our proposed methodology.

TRIP GENERATION

Trip generation calculations for the proposed development were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The trip generation for the proposed land uses was determined using ITE LUC 222 (Multifamily Housing [High-Rise]), LUC 822 (Strip Retail Plaza) and LUC 712 (Small Office Building).

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in which the development is located. A multimodal factor of 5.6 percent (5.6%) was determined for the proposed development. It is expected that a portion of residents, guests, patrons and employees will choose to walk, bike, or use public transit to and from the proposed development.

One (1) City of Coral Gables Trolley route and three (3) Miami-Dade Transit (MDT) routes currently operate in close proximity (within ¼ mile) to the site during the A.M. and P.M. peak hours. Detailed transit route information is included in Attachment B.

- **City of Coral Gables Trolley** operates along Ponce de Leon Boulevard in the vicinity of the study area with the nearest stop located north of Altara Avenue. This route operates with approximately 15-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.
- **MDT Route 40** operates along Bird Road/SW 40th Street in the vicinity of the study area with the nearest stop located east of Ponce de Leon Boulevard. This route operates with approximately 15-30-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.
- **MDT Route 42** operates Bird Road/SW 40th Street in the vicinity of the study area with the nearest stop located east of Ponce de Leon Boulevard. This route operates with approximately

15-30-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.

- **MDT Route 56** operates along SW 42nd Avenue in the vicinity of the study area with the nearest stop located just south of San Lorenzo Avenue. This route operates with approximately 60-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.

Internal capture is expected between the complementary land uses within the project. Internal capture trips for the project were determined based upon methodology contained in the ITE's *Trip Generation Handbook*, 3rd Edition. An internal capture rate of 2.8 percent (2.8%) for the A.M. peak hour trip generation and 24.4 percent (24.4%) for the P.M. peak hour trip generation is expected for the proposed development.

Pass-by capture trip rates were determined based on average rates provided in the ITE's *Trip Generation Manual*, 11th Edition. The pass-by rate for the retail land use is 40.0 percent (40.0%) during the P.M. peak hour.

The project is expected to generate 69 net new weekday A.M. peak hour vehicular trips and 73 net new weekday P.M. peak hour vehicular trips. Trip generation calculations may be revised based on revisions to the redevelopment program or site plan modifications. Detailed trip generation calculations and US Census *Means of Transportation to Work* data are included in Attachment C.

STUDY AREA

Based on the proposed development plan, the following intersections in addition to the project driveways are proposed to be analyzed:

1. Altara Avenue and Aurora Street
2. Altara Avenue and North Alley Access
3. Altara Avenue and Ponce de Leon Boulevard
4. San Lorenzo Avenue and Aurora Street
5. San Lorenzo Avenue and South Alley Access
6. San Lorenzo Avenue and Ponce de Leon Boulevard

DATA COLLECTION

Turning movement counts will be collected on a typical weekday (Tuesday, Wednesday, or Thursday) during the A.M. (7:30 to 9:30 A.M.) and P.M. (4:00 to 6:00 P.M.) peak periods at all study intersections. Turning movement counts will be collected in 15-minute intervals during the two (2) peak periods and include pedestrians and bicyclists. All traffic data will be provided to the City in .pdf and .csv format.

All traffic counts will be adjusted to account for seasonal variation using the appropriate Florida Department of Transportation's (FDOT) seasonal adjustment factors to represent peak season traffic conditions. Existing signal phasing and timing patterns will be obtained from Miami-Dade County Department of Transportation and Public Works Traffic Signals and Signs Division for the signalized intersections required to be evaluated in this analysis.

TRIP DISTRIBUTION

The likely distribution of project traffic was forecast for the trips expected to be generated by the proposed development. The trip distribution was based on an interpolated cardinal trip distribution for the project site's traffic analysis zone (TAZ) obtained from the Miami-Dade Transportation Planning Organization's (TPO) 2045 Cost Feasible Plan travel demand model 2015 and 2045 data. The trip distribution for the anticipated build-out year of 2025 was interpolated from the 2015 and 2045 data. The project is located within TAZ 1098. The cardinal distribution is included in Attachment D.

BACKGROUND GROWTH RATE/MAJOR COMMITTED DEVELOPMENT

Traffic growth on the transportation network will be determined based upon (a) historical growth trends at nearby FDOT traffic count stations and (b) traffic volume comparisons from the year 2015 and 2045 Florida Standard Urban Transportation Model Structure (FSUTMS) - Southeast Florida Regional Planning Model (SERPM). The higher of the two (2) growth rates will be utilized in the analysis. The 4225 Ponce Development will be included as a committed project in future background conditions.

CAPACITY ANALYSIS

Capacity analyses will be conducted for the A.M. and P.M. peak hours at the study intersections. Intersection analyses will be performed using *Synchro* traffic engineering analysis software which applies the Transportation Research Board's (TRB's), *Highway Capacity Manual* (HCM) 2000 and 6th Edition methodologies.

The following figures will be included for the study intersections:

- Existing conditions
- Future background traffic conditions (with growth rate and committed development traffic)
- Trip distribution
- Trip assignment
- Future total traffic conditions (with project)

Additionally, a multimodal level of service analysis will be conducted along Ponce De Leon Boulevard and Aurora Street between Altara Avenue and San Lorenzo Avenue using turning movement data collected for the study intersections and applying methodologies outlined in FDOT's *Quality/LOS Handbook*.

Capacity analyses will be conducted for three (3) scenarios: existing, future build-out without project (future background conditions), and future build-out with project (future total conditions). A build-out year of 2025 will be used in the analysis.

95TH PERCENTILE QUEUE LENGTH ANALYSIS

A 95th percentile queue analysis will be conducted for exclusive turn lanes at study intersections, as applicable, utilizing Trafficware's *Synchro 11* software based upon Highway Capacity Manual (HCM) methodologies. The analysis will examine existing, future background, and future total conditions queue lengths. Results of the queue length analysis may require development of strategies to mitigate storage lane length deficiencies.

GARAGE ENTRY GATE OPERATIONS ANALYSIS

A 95th percentile entry gate analysis will be prepared for parking garage entry points, if entry gates are

provided. The entry gate queuing analysis will be prepared for the highest entering volume peak hour. Entry gate queuing analysis will be conducted consistent with the procedures outlined in *Parking Structures – Planning, Design, Construction, Maintenance, and Repair* (Anthony P. Chrest, Mary S. Smith, Sam Bhuyan, Mohammad Iqbal, and Donald R. Monahan, 2001). The purpose of this analysis is to determine any future queue storage deficiencies at the entry gates and provide preliminary recommendations for mitigating any deficiencies identified.

MANEUVERABILITY ANALYSIS

A maneuverability analysis for the parking garage and loading areas will be prepared to analyze the ingress and egress from the site, within the parking garage and loading areas. The maneuverability analysis will be performed utilizing *AutoTURN* software and will include analysis of passenger vehicle, emergency vehicle, delivery truck and garbage truck maneuvers, as applicable. Based on our experience with similar facilities, it is anticipated that the development and refinement of the site plan may be an iterative process. We will prepare a maximum of two (2) maneuverability analyses for the site plan along with a technical memorandum documenting the maneuverability analysis.

SITE DISTANCE ANALYSIS

A site distance analysis will be prepared with a maximum of two (2) rounds of review of pedestrian and vehicular sight distance triangle exhibits as prepared by the project Civil Engineer and/or project Architect for consistency with Miami-Dade County requirements. We will review and provide written comments/mark-ups a maximum of two (2) times.

DOCUMENTATION

The results of the traffic analysis will be summarized in a report. The report will include supporting documents including signal timings, lane geometry, and software output sheets. The report will also include text and graphics necessary to summarize the assumptions and analysis.

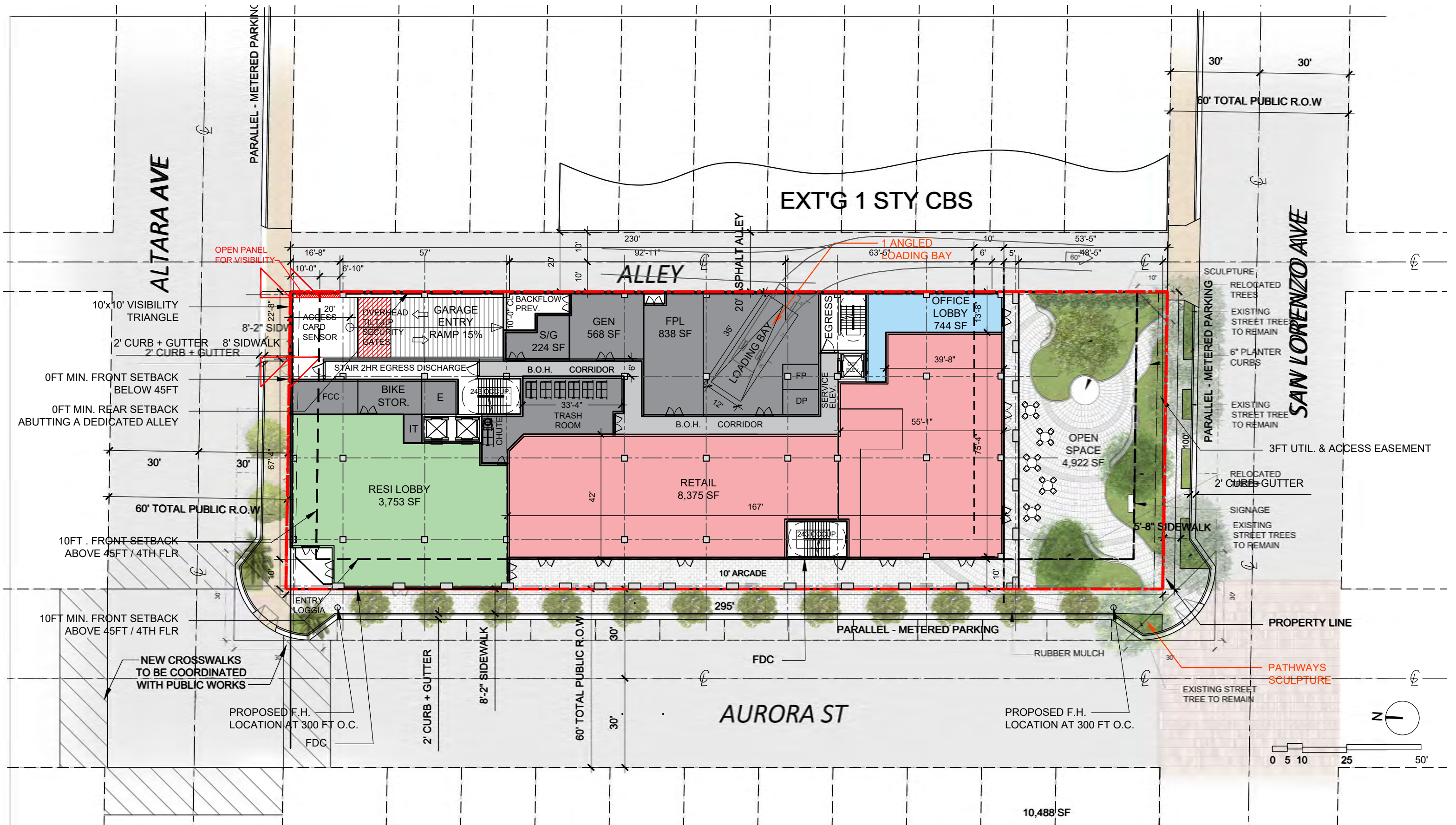


This item has been digitally signed and sealed by Elizabeth Perez, P.E. on **April 24, 2023**, using a Digital Signature.

Printed copies of this document are not considered signed and sealed and the **SHA** authentication code must be verified on any electronic copies.

Elizabeth Perez, P.E.
Florida Registration Number 93227
Kimley-Horn and Associates, Inc.
8201 Peters Road
Plantation, Florida 33324

Attachment A
Conceptual Site Plan



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CORAL GABLES, FL 33146

GROUND FLOOR PLAN

SCALE:

DATE:
4/17/2023

A1-02

Attachment B
Transit Service Data

Search a route...



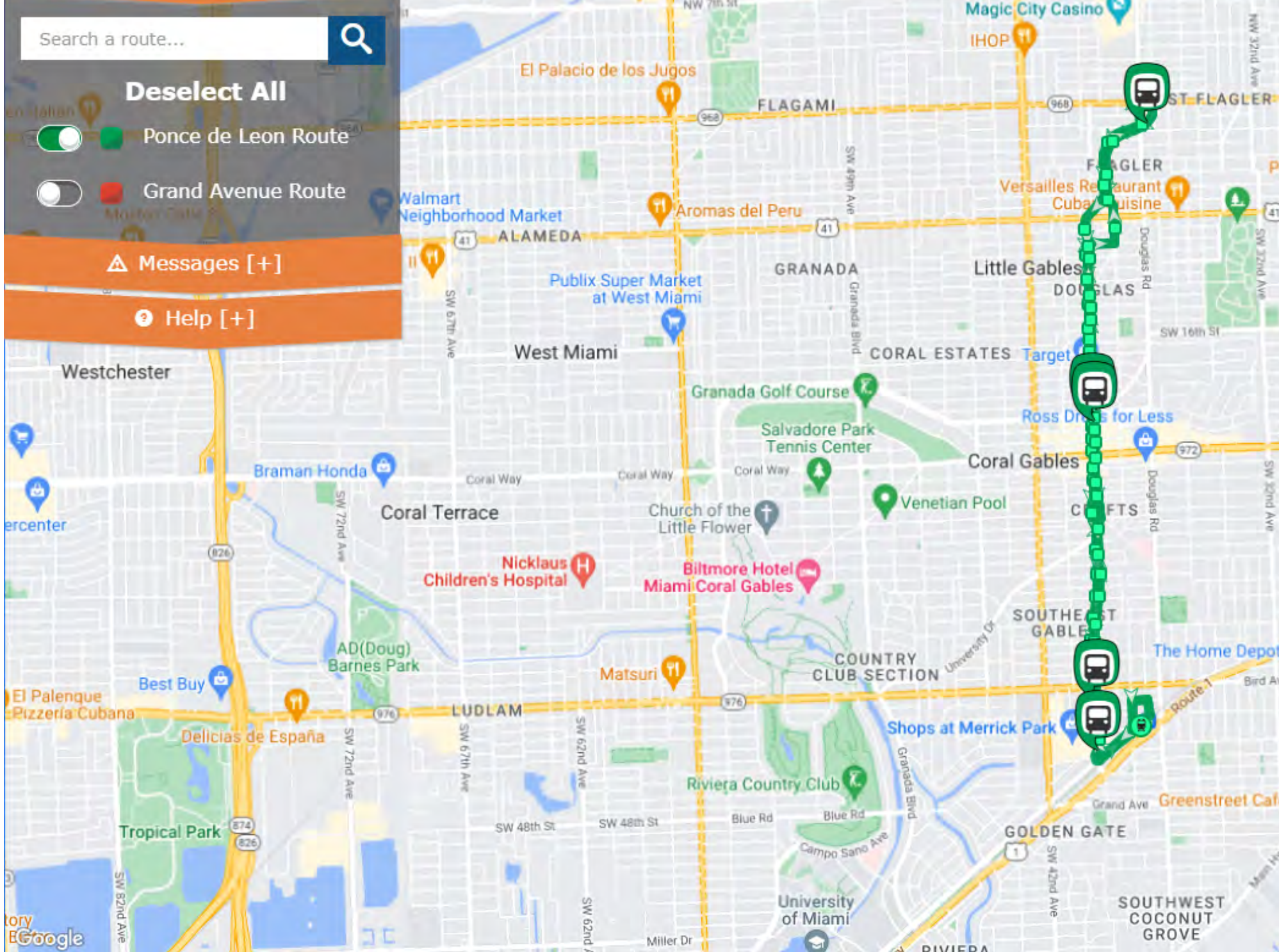
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Ponce de Leon Route

Grand Avenue Route

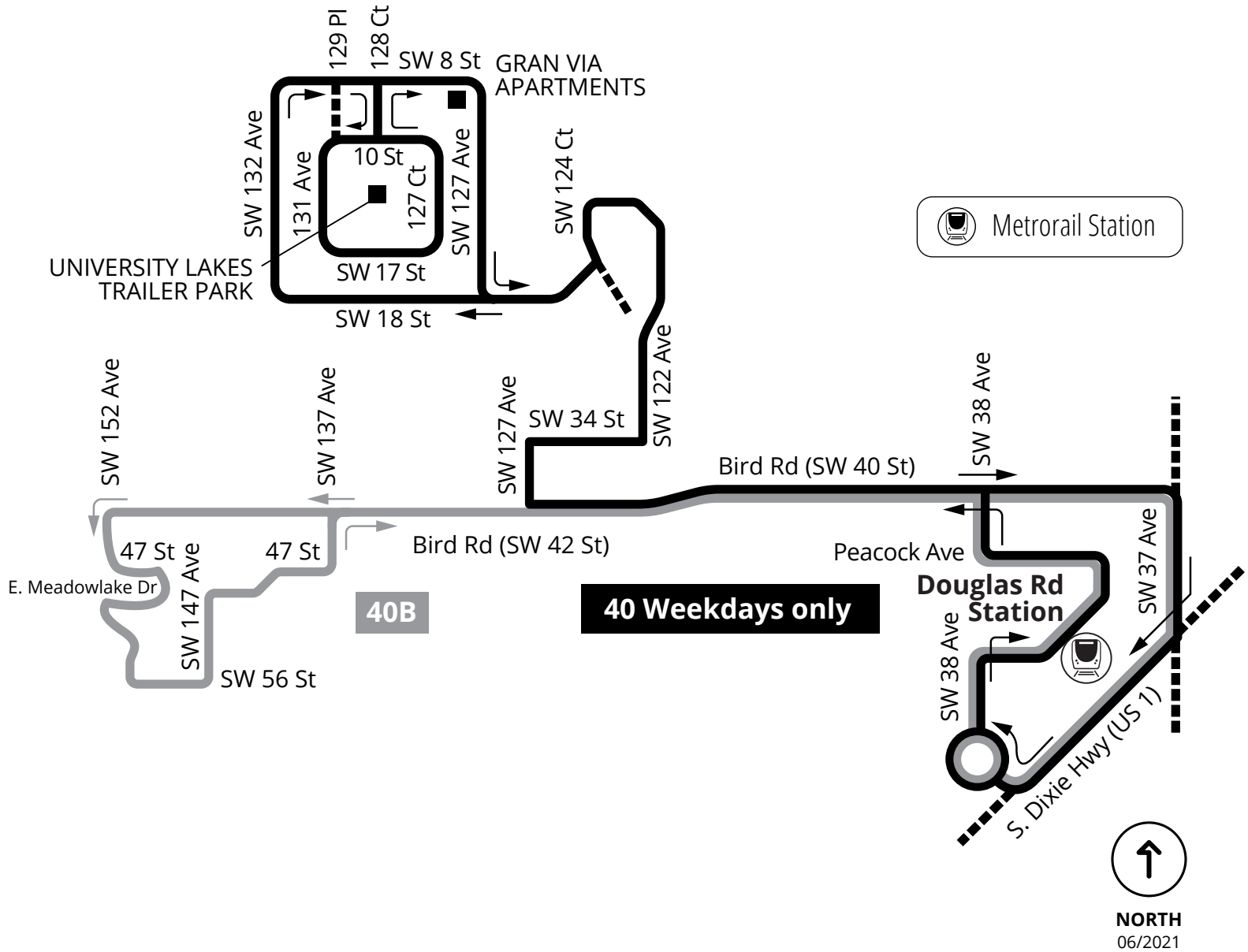
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GO Miami-Dade Transit





WEEKDAYS / DIAS LABORABLES / JOU LASEMÈN

EASTBOUND RUMBO ESTE / DIREKSYON IS	MORNING MAÑANA / MATEN														AFTERNOON AND EVENING TARDE Y NOCHE / APREMIDI AK ASWÈ																																			
	5:13	5:53	6:18	6:38	7:08	-	-	8:18	-	8:42	-	9:24	9:30	-	10:28	-	11:28	-	12:28	-	1:28	-	2:30	-	3:29	-	4:18	-	4:48	-	5:16	-	5:49	-	6:12	-	6:51	7:23	-	8:13	-	9:21	9:55	10:55						
SW 8 St & 129 Pl	5:22	6:03	6:28	6:48	7:19	-	-	8:29	-	8:53	-	9:34	9:40	-	10:38	-	11:38	-	12:38	-	1:38	-	2:40	-	3:39	-	4:29	-	4:59	-	5:27	-	6:00	-	6:23	-	7:02	7:32	-	8:22	-	9:30	10:04	11:04						
SW 122 Ave & 26 St	5:27	6:09	6:34	6:54	7:26	-	-	8:36	-	-	-	9:40	-	-	10:44	-	11:44	-	12:44	-	1:44	-	2:46	-	3:45	-	4:35	-	5:05	-	5:33	-	6:06	-	-	-	7:07	7:37	-	8:27	-	9:35	-	-						
SW 56 St & 152 Ave	4:55	5:46	6:15	6:32	6:57	7:36	8:06	-	8:21	-	9:03	-	-	10:03	-	11:07	-	12:07	-	1:07	-	2:07	-	3:08	-	4:09	-	4:44	-	5:10	-	5:43	-	5:54	-	6:34	-	-	7:41	-	8:26	-	-	-						
	AM	10 – 20 min FROM DESDE/DE TO HASTA/A		MORNING MAÑANA / MATEN								PM								10 – 20 min FROM DESDE/DE TO HASTA/A		EVENING NOCHE / CHAK ASWÈ																												
SW 42 St & 127 Ave	5:04	5:33	5:55	8:44	9:16	9:47	10:16	10:51	11:20	11:51	12:20	12:51	1:20	1:51	2:20	2:53	3:22	3:52	4:22	4:22	6:13	6:46	7:13	7:43	7:53	8:33	8:38	9:40																						
SW 40 St & 107 Ave	5:09	5:38	6:03	8:56	9:26	9:57	10:26	11:01	11:30	12:01	12:30	1:01	1:30	2:01	2:30	3:04	3:33	4:03	4:33	6:22	6:55	7:21	7:43	7:51	-	8:41	-	9:47																						
SW 40 St & 87 Ave	5:15	5:44	6:12	9:07	9:37	10:08	10:37	11:12	11:41	12:12	12:41	1:12	1:41	2:12	2:41	3:14	3:43	4:12	4:42	6:30	7:03	7:28	7:58	-	8:48	-	9:53																							
SW 40 St & 67 Ave	5:21	5:50	6:20	9:18	9:48	10:19	10:48	11:23	11:52	12:23	12:52	1:23	1:52	2:23	2:52	3:23	3:52	4:22	4:52	6:39	7:11	7:36	8:06	-	8:56	-	10:00																							
Douglas Road Metrorail Station	5:28	6:00	6:30	9:30	10:00	10:31	11:00	11:35	12:04	12:35	1:04	1:35	2:04	2:35	3:04	3:35	4:05	4:35	5:05	6:51	7:20	7:45	8:15	-	9:05	-	10:09																							
WESTBOUND RUMBO OESTE / DIREKSYON IWES	MORNING MAÑANA / MATEN						10 – 20 min FROM DESDE/DE TO HASTA/A		MORNING MAÑANA / MATEN						AFTERNOON TARDE / APREMIDI						10 – 20 min FROM DESDE/DE TO HASTA/A		EVENING NOCHE / CHAK ASWÈ																											
Douglas Road Metrorail Station	-	-	-	5:44	6:10	-	6:30	6:50	8:50	9:15	9:45	10:15	10:45	11:15	11:45	12:15	12:45	1:15	1:45	2:15	2:45	3:00	6:10	6:44	7:05	7:35	8:20	9:15	10:15																					
SW 40 St & 67 Ave	-	-	-	5:54	6:20	-	6:40	7:03	9:04	9:29	9:59	10:29	10:59	11:29	11:59	12:29	12:59	1:29	1:59	2:29	2:59	3:16	6:29	7:03	7:18	7:48	8:33	9:25	10:25																					
SW 40 St & 87 Ave	-	-	-	6:01	6:27	-	6:47	7:11	9:14	9:39	10:09	10:39	11:09	11:39	12:09	12:39	1:09	1:39	2:09	2:39	3:11	3:28	6:42	7:12	7:27	7:57	8:42	9:31	10:31																					
SW 40 St & 107 Ave	-	-	-	6:08	6:34	-	6:54	7:21	9:24	9:49	10:19	10:49	11:19	11:49	12:19	12:49	1:19	1:49	2:19	2:49	3:21	3:38	6:50	7:20	7:35	8:05	8:50	9:36	10:36																					
SW 42 St & SW 127 Ave	4:45	5:36	6:03	6:15	6:41	6:45	7:04	7:31	9:34	9:59	10:29	10:59	11:29	11:59	12:29	12:59	1:29	1:59	2:29	2:59	3:34	3:51	7:01	7:28	7:43	8:13	8:58	9:42	10:42																					
	MORNING / MAÑANA / MATEN														AFTERNOON AND EVENING / TARDE Y NOCHE / APREMIDI AK ASWÈ																																			
SW 56 St & 152 Ave	4:55	-	5:46	6:27	-	6:15	-	7:19	-	6:57	7:46	-	8:21	-	8:53	-	9:48	-	10:43	-	11:43	-	12:43	-	1:43	-	2:43	-	3:48	-	4:21	-	4:54	-	5:24	-	5:54	-	6:23	-	6:55	-	7:41	-	8:26	-	-	-		
SW 122 Ave & 26 St	-	-	-	-	-	6:46	-	-	-	-	8:01	-	8:31	-	9:02	9:19	-	10:05	-	11:05	-	12:05	-	1:05	-	2:05	-	3:06	-	3:58	-	4:27	-	5:01	-	5:31	-	6:01	-	6:29	-	7:08	-	7:50	-	9:05	9:47	10:47		
SW 18 St & 127 Ave	-	5:09	-	-	5:49	-	6:53	6:14	-	6:34	-	-	8:08	-	8:38	-	9:09	9:26	-	10:12	-	11:12	-	12:12	-	1:12	-	2:12	-	3:13	-	4:05	-	4:34	-	5:08	-	5:38	-	6:08	-	6:36	-	7:14	-	7:56	-	9:10	9:52	10:52
SW 8 St & 129 Pl	-	5:13	-	-	5:53	-	6:57	6:18	-	6:38	-	-	8:12	-	8:42	-	9:13	9:30	-	10:16	-	11:16	-	12:16	-	1:16	-	2:16	-	3:16	-	4:08	-	4:37	-	5:11	-	5:41	-	6:12	-	6:40	-	7:17	-	7:59	-	9:13	9:55	10:55

Scheduled times are approximate. Actual arrival and departure times may vary depending on traffic and road conditions. / Las horas publicadas son aproximadas, pues dependen del tráfico y otras condiciones de las vías. | Ore lo apwoksimatif. / Vre le bis yo ap rivwe oswa deplase ka varye selon kondisyon sikilasyon sou wout yo.





SATURDAY / SÁBADO / SAMDI

EASTBOUND RUMBO ESTE / DIREKSYON IS	MORNING MAÑANA / MATEN							AM	PM	AFTERNOON AND EVENING TARDE Y NOCHE / APREMIDI AK ASWÈ								
	SW 56 St & 152 Ave	5:40	6:47	7:38	8:34	9:39	10:39	11:44	12:44	1:49	2:39	3:39	4:44	5:46	6:50	7:51	8:58	9:33
SW 42 St & 127 Ave	5:49	6:58	7:49	8:46	9:51	10:51	11:56	12:56	2:01	2:51	3:51	4:56	5:58	7:01	8:01	9:08	9:42	10:52
SW 40 St & 107 Ave	5:55	7:05	7:56	8:56	10:01	11:01	12:06	1:06	2:11	3:01	4:01	5:06	6:08	7:08	8:08	9:14	-	-
SW 40 St & 87 Ave	6:01	7:11	8:06	9:06	10:11	11:11	12:16	1:16	2:21	3:11	4:11	5:16	6:17	7:16	8:16	9:19	-	-
SW 40 St & 67 Ave	6:10	7:20	8:19	9:19	10:24	11:24	12:29	1:29	2:34	3:24	4:24	5:29	6:30	7:26	8:26	9:27	-	-
 Douglas Road Metrorail Station	6:20	7:30	8:30	9:30	10:35	11:35	12:40	1:40	2:45	3:35	4:35	5:40	6:40	7:35	8:35	9:35	-	-
WESTBOUND RUMBO OESTE / DIREKSYON IWES	MORNING MAÑANA / MATEN							AM	PM	AFTERNOON AND EVENING TARDE Y NOCHE / APREMIDI AK ASWÈ								
 Douglas Road Metrorail Station	-	6:05	6:45	7:40	8:40	9:40	10:45	11:45	12:50	1:40	2:40	3:45	4:45	5:50	6:50	7:50	9:00	10:10
SW 40 St & 67 Ave	-	6:14	6:54	7:49	8:52	9:52	10:57	11:57	1:02	1:52	2:52	3:57	4:57	6:02	7:00	8:00	9:08	10:18
SW 40 St & 87 Ave	-	6:22	7:02	7:57	9:03	10:03	11:08	12:08	1:13	2:03	3:03	4:08	5:08	6:14	7:12	8:12	9:14	10:24
SW 40 St & 107 Ave	-	6:28	7:08	8:07	9:13	10:13	11:18	12:18	1:23	2:13	3:13	4:18	5:18	6:23	7:19	8:19	9:19	10:29
SW 42 St & SW 127 Ave	5:32	6:36	7:16	8:17	9:23	10:23	11:28	12:28	1:33	2:23	3:23	4:28	5:28	6:33	7:27	8:27	9:25	10:35
SW 56 St & 152 Ave	5:40	6:45	7:25	8:27	9:33	10:33	11:38	12:38	1:43	2:33	3:33	4:38	5:38	6:42	7:36	8:36	9:33	10:43

Scheduled times are approximate. Actual arrival and departure times may vary depending on traffic and road conditions. / Las horas publicadas son aproximadas, pues dependen del tráfico y otras condiciones de las vías. | Ore yo apwoksimatif. / Vre le bis yo ap rive oswa deplase ka varye selon kondisyon sikilasyon sou wout yo.



SUNDAY / DOMINGO / DIMANCH

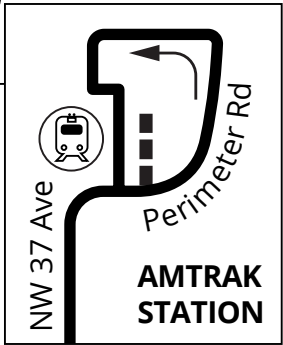
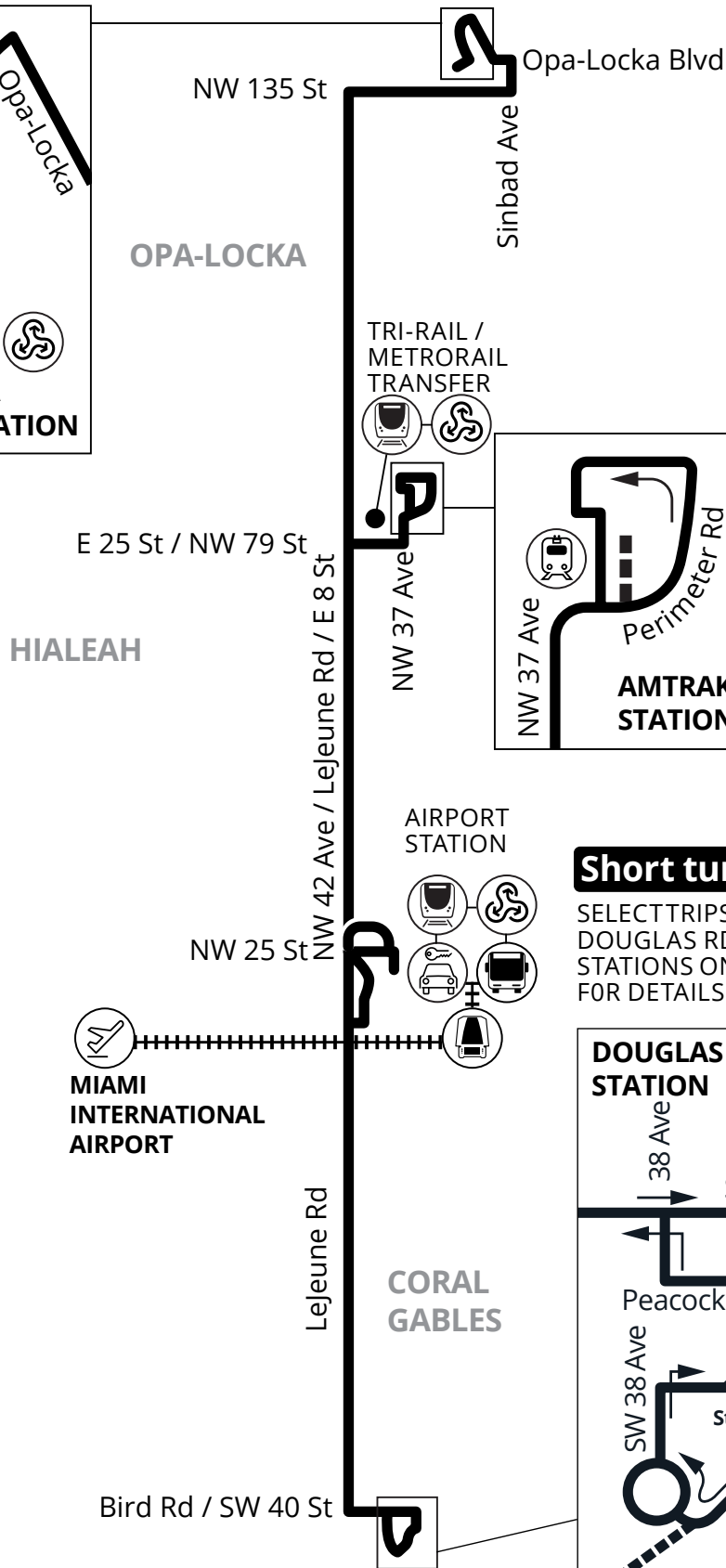
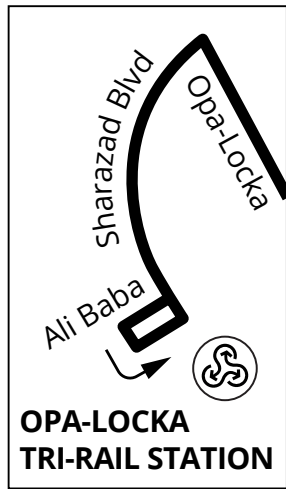
EASTBOUND RUMBO ESTE / DIREKSYON IS	MORNING MAÑANA / MATEN							AM	PM	AFTERNOON AND EVENING TARDE Y NOCHE / APREMIDI AK ASWÈ									
	SW 56 St & 152 Ave	05:42	6:48	7:40	8:39	9:39	10:39	11:39		12:39	1:39	2:39	3:39	4:39	5:40	6:45	7:48	8:55	9:33
SW 42 St & 127 Ave	05:51	6:59	7:51	8:51	9:51	10:51	11:51		12:51	1:51	2:51	3:51	4:51	5:52	6:56	7:58	9:05	9:42	10:52
SW 40 St & 107 Ave	05:56	7:06	8:01	9:01	10:01	11:01	12:01		1:01	2:01	3:01	4:01	5:01	6:02	7:06	8:06	9:10	-	-
SW 40 St & 87 Ave	06:02	7:12	8:09	9:09	10:09	11:09	12:09		1:09	2:09	3:09	4:09	5:09	6:10	7:13	8:13	9:15	-	-
SW 40 St & 67 Ave	06:10	7:20	8:19	9:19	10:19	11:19	12:19		1:19	2:19	3:19	4:19	5:19	6:20	7:22	8:22	9:22	-	-
 Douglas Road Metrorail Station	06:20	7:30	8:30	9:30	10:30	11:30	12:30		1:30	2:30	3:30	4:30	5:30	6:30	7:30	8:30	9:30	-	-
WESTBOUND RUMBO OESTE / DIREKSYON IWES	MORNING MAÑANA / MATEN							AM	PM	AFTERNOON AND EVENING TARDE Y NOCHE / APREMIDI AK ASWÈ									
	 Douglas Road Metrorail Station	-	6:05	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:55	9:00	10:10
SW 40 St & 67 Ave	-	6:14	6:54	7:54	8:55	9:55	10:55	11:55	12:55	1:55	2:55	3:55	4:55	5:55	6:55	8:05	9:08	10:18	
SW 40 St & 87 Ave	-	6:22	7:02	8:04	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:06	7:06	8:16	9:14	10:24	
SW 40 St & 107 Ave	-	6:28	7:08	8:14	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	7:13	8:23	9:19	10:29	
SW 42 St & SW 127 Ave	5:34	6:35	7:15	8:23	9:24	10:24	11:24	12:24	1:24	2:24	3:24	4:24	5:24	6:23	7:20	8:30	9:25	10:35	
SW 56 St & 152 Ave	5:42	6:44	7:24	8:33	9:34	10:34	11:34	12:34	1:34	2:34	3:34	4:34	5:34	6:32	7:29	8:39	9:33	10:43	

Scheduled times are approximate. Actual arrival and departure times may vary depending on traffic and road conditions. / Las horas publicadas son aproximadas, pues dependen del tráfico y otras condiciones de las vías. | Ore yo apwoksimatif. / Vre le bis yo ap rive oswa deplase ka varye selon kondisyon sikilasyon sou wout yo.



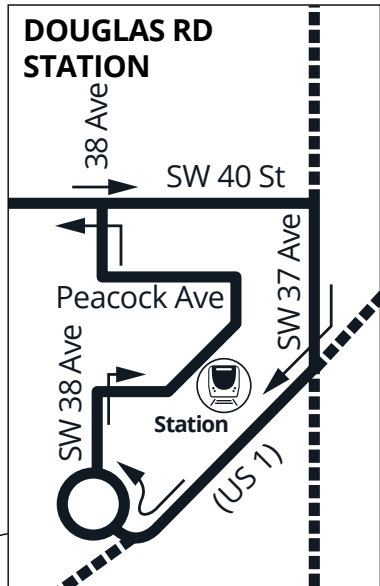









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Short turn

SELECT TRIPS SERVE BETWEEN DOUGLAS RD AND AIRPORT STATIONS ONLY. SEE SCHEDULE FOR DETAILS.



-  Metrobus Terminal
-  Metrorail Station
-  Airport
-  MIA Mover
-  Rental Car Facility
-  AMTRAK Station
-  Tri-Rail Station



NORTH
06/2021



@GoMiamiDade



GO Miami-Dade Transit











WEEKDAYS / DIAS LABORABLES / LA SEMÈN

NORTHBOUND RUMBO NORTE / DIREKSYON NÒ		MORNING / MAÑANA / MATEN											AM	PM	AFTERNOON / TARDE / APRÈMIDI																	
		5:20	5:55	6:30	7:04	7:36	8:12	8:40	9:06	9:41	10:14	10:47	11:19	11:53	12:26	12:58	1:31	2:05	2:36	3:08	3:43	4:14	4:47	5:19	5:49	6:24	7:00	7:32	8:22	9:22	10:22	11:18
	Douglas Road Metrorail Station	5:20	5:55	6:30	7:04	7:36	8:12	8:40	9:06	9:41	10:14	10:47	11:19	11:53	12:26	12:58	1:31	2:05	2:36	3:08	3:43	4:14	4:47	5:19	5:49	6:24	7:00	7:32	8:22	9:22	10:22	11:18
	SW 42 Ave & Candia Ave	5:23	5:58	6:34	7:08	7:40	8:16	8:44	9:10	9:45	10:18	10:51	11:23	11:57	12:30	1:02	1:35	2:09	2:40	3:12	3:47	4:18	4:51	5:23	5:53	6:28	7:04	7:36	8:26	9:26	10:25	11:21
	Le Jeune Rd & Miracle Mile	5:26	6:02	6:38	7:12	7:44	8:20	8:48	9:15	9:50	10:23	10:56	11:28	12:02	12:35	1:07	1:40	2:14	2:45	3:17	3:52	4:23	4:56	5:28	5:58	6:33	7:08	7:40	8:30	9:30	10:28	11:24
	Le Jeune Rd & W Flagler St	5:31	6:09	6:45	7:19	7:51	8:27	8:55	9:23	9:58	10:31	11:04	11:36	12:10	12:43	1:15	1:48	2:22	2:53	3:27	4:02	4:33	5:06	5:38	6:08	6:43	7:14	7:46	8:36	9:36	10:33	11:29
	MIA Metrorail Station	5:38	6:18	6:54	7:28	8:00	8:36	9:05	9:33	10:08	10:41	11:14	11:46	12:20	12:53	1:25	1:58	2:32	3:04	3:38	4:13	4:44	5:17	5:49	6:19	6:54	7:23	7:55	8:45	9:45	10:40	11:36
	Okeechobee Rd & Le Jeune Rd	5:45	-	7:02	-	8:08	-	9:13	-	10:16	-	11:22	-	12:28	-	1:33	-	2:40	-	3:47	-	4:53	-	5:58	-	7:03	-	8:03	-	-	-	-
	NW 37 Ave Amtrak Station	5:57	-	7:17	-	8:23	-	9:28	-	10:31	-	11:37	-	12:43	-	1:48	-	2:55	-	4:02	-	5:08	-	6:13	-	7:16	-	8:16	-	-	-	-
	E 8 Ave & 49 St Hialeah	6:06	-	7:26	-	8:32	-	9:37	-	10:40	-	11:46	-	12:52	-	1:57	-	3:04	-	4:11	-	5:17	-	6:22	-	7:24	-	8:24	-	-	-	-
	Opa-Locka Tri-Rail Station	6:22	-	7:42	-	8:48	-	9:53	-	10:56	-	12:02	-	1:08	-	2:13	-	3:21	-	4:28	-	5:34	-	6:39	-	7:38	-	8:38	-	-	-	-
SOUTHBOUND RUMBO SUR / DIREKSYON SID		MORNING / MAÑANA / MATEN											AM	PM	AFTERNOON / TARDE / APRÈ MIDI																	
		4:35	5:17	6:07	-	7:12	-	8:15	-	9:20	-	10:26	-	11:31	-	12:36	-	1:41	-	2:44	-	3:46	-	4:51	-	5:57	-	-	-	-	-	-
	Opa-Locka Tri-Rail Station	4:35	5:17	6:07	-	7:12	-	8:15	-	9:20	-	10:26	-	11:31	-	12:36	-	1:41	-	2:44	-	3:46	-	4:51	-	5:57	-	-	-	-	-	-
	E 8 Ave & 49 St Hialeah	4:47	5:29	6:22	-	7:27	-	8:30	-	9:35	-	10:41	-	11:46	-	12:51	-	1:56	-	2:59	-	4:04	-	5:09	-	6:15	-	-	-	-	-	-
	NW 37 Ave Amtrak Station	4:55	5:37	6:33	-	7:38	-	8:41	-	9:47	-	10:53	-	11:58	-	1:03	-	2:08	-	3:12	-	4:17	-	5:22	-	6:28	-	-	-	-	-	-
	NW 42 Ave & 36 St	5:07	5:49	6:49	-	7:54	-	8:57	-	10:03	-	11:09	-	12:14	-	1:19	-	2:24	-	3:28	-	4:33	-	5:38	-	6:44	-	-	-	-	-	-
	MIA Metrorail Station	5:11	5:53	6:55	6:23	8:00	7:28	9:03	8:31	10:09	9:38	11:15	10:43	12:20	11:48	1:25	12:56	2:30	1:58	3:35	3:04	4:40	4:08	5:45	5:13	6:51	6:21	7:55	8:55	9:55	10:54	
	Le Jeune Rd & W Flagler St	5:21	6:04	7:06	6:34	8:11	7:39	9:15	8:42	10:21	9:50	11:27	10:55	12:32	12:00	1:37	1:08	2:42	2:10	3:48	3:17	4:53	4:21	5:58	5:26	7:04	6:34	8:06	9:06	10:06	11:04	
	SW 42 Ave & Coral Way	5:26	6:10	7:12	6:40	8:17	7:45	9:21	8:48	10:27	9:56	11:33	11:01	12:38	12:06	1:43	1:14	2:48	2:16	3:54	3:23	4:59	4:27	6:04	5:32	7:09	6:40	8:11	9:11	10:10	11:08	
	SW 40 St & Le Jeune Rd	5:30	6:16	7:18	6:46	8:23	7:51	9:27	8:54	10:33	10:02	11:39	11:07	12:44	12:12	1:49	1:20	2:54	2:22	4:00	3:29	5:05	4:33	6:10	5:38	7:14	6:46	8:16	9:16	10:14	11:12	
	Douglas Road Metrorail Station	5:33	6:20	7:22	6:50	8:27	7:55	9:31	8:58	10:37	10:06	11:43	11:11	12:48	12:16	1:53	1:24	2:58	2:26	4:04	3:33	5:09	4:37	6:14	5:42	7:18	6:50	8:20	9:20	10:17	11:15	

Scheduled times are approximate. Actual arrival and departure times may vary depending on traffic and road conditions.

Las horas publicadas son aproximadas, pues dependen del tráfico y otras condiciones de las vías. | Ore yo apwoksimatif. / Vre le bis yo ap rive oswa deplase ka varye selon kondisyon sikilasyon sou wout yo.

SATURDAY / SÁBADO / SAMDI

NORTHBOUND RUMBO NORTE / DIREKSYON NÓ		MORNING / MAÑANA / MATEN										AM	PM	AFTERNOON / TARDE / APRÈMIDI												
	Douglas Road Metrorail Station	5:40	6:20	7:00	7:40	8:20	9:00	9:40	10:20	11:00	11:40	12:20	1:00	1:40	2:20	3:00	3:40	4:20	5:00	5:40	6:30	7:30	8:18	9:18	10:18	11:18
	SW 42 Ave & Candia Ave	5:43	6:23	7:04	7:44	8:24	9:04	9:44	10:24	11:04	11:44	12:24	1:04	1:44	2:24	3:04	3:44	4:24	5:04	5:44	6:34	7:33	8:21	9:21	10:21	11:21
	Le Jeune Rd & Miracle Mile	5:47	6:27	7:08	7:48	8:28	9:09	9:49	10:29	11:09	11:49	12:29	1:09	1:49	2:29	3:09	3:49	4:29	5:09	5:49	6:39	7:37	8:25	9:25	10:25	11:25
	Le Jeune Rd & W Flagler St	5:52	6:33	7:14	7:54	8:34	9:17	9:57	10:37	11:17	11:57	12:37	1:17	1:57	2:37	3:16	3:56	4:36	5:16	5:56	6:46	7:43	8:31	9:31	10:30	11:30
	 MIA Metrorail Station	5:59	6:41	7:22	8:02	8:42	9:25	10:05	10:45	11:25	12:05	12:45	1:25	2:05	2:45	3:24	4:04	4:44	5:24	6:04	6:54	7:51	8:39	9:39	10:37	11:37
	Okeechobee Rd & Le Jeune Rd	6:04	6:47	7:28	8:08	8:48	9:31	10:11	10:51	11:31	12:11	12:51	1:31	2:11	2:51	3:30	4:10	4:50	5:30	6:10	-	-	-	-	-	-
	NW 37 Ave Amtrak Station	6:15	7:00	7:41	8:21	9:01	9:44	10:24	11:04	11:44	12:24	1:04	1:44	2:24	3:04	3:43	4:23	5:03	5:43	6:23	-	-	-	-	-	-
	E 8 Ave & 49 St Hialeah	6:21	7:08	7:49	8:29	9:09	9:52	10:32	11:12	11:52	12:32	1:12	1:52	2:32	3:12	3:51	4:31	5:11	5:51	6:31	-	-	-	-	-	-
	Opa-Locka Tri-Rail Station	6:36	7:23	8:04	8:44	9:24	10:07	10:47	11:27	12:07	12:47	1:27	2:07	2:47	3:27	4:06	4:46	5:26	6:06	6:46	-	-	-	-	-	-
SOUTHBOUND RUMBO SUR / DIREKSYON SID		MORNING / MAÑANA / MATEN										AM	PM	AFTERNOON / TARDE / APRÈ MIDI												
	Opa-Locka Tri-Rail Station	5:35	6:20	7:00	7:40	8:20	9:00	9:40	10:20	11:00	11:40	12:20	1:00	1:40	2:20	3:00	3:40	4:20	5:00	5:40	6:20	-	-	-	-	-
	E 8 Ave & 49 St Hialeah	5:45	6:32	7:12	7:52	8:32	9:12	9:52	10:32	11:12	11:52	12:32	1:12	1:52	2:32	3:12	3:52	4:32	5:12	5:52	6:32	-	-	-	-	-
	NW 37 Ave Amtrak Station	5:53	6:41	7:21	8:01	8:41	9:21	10:01	10:41	11:21	12:01	12:41	1:21	2:01	2:41	3:21	4:01	4:41	5:21	6:01	6:41	-	-	-	-	-
	NW 42 Ave & 36 St	6:05	6:55	7:35	8:15	8:55	9:35	10:15	10:55	11:35	12:15	12:55	1:35	2:15	2:55	3:35	4:15	4:55	5:35	6:15	6:55	-	-	-	-	-
	 MIA Metrorail Station	6:09	7:00	7:40	8:20	9:00	9:40	10:20	11:00	11:40	12:20	1:00	1:40	2:20	3:00	3:40	4:20	5:00	5:40	6:20	7:00	7:54	8:54	9:54	10:54	
	Le Jeune Rd & W Flagler St	6:18	7:10	7:50	8:30	9:10	9:50	10:30	11:10	11:50	12:30	1:10	1:50	2:30	3:11	3:51	4:31	5:11	5:51	6:31	7:10	8:03	9:03	10:03	11:02	
	SW 42 Ave & Coral Way	6:23	7:15	7:55	8:35	9:15	9:55	10:35	11:15	11:55	12:35	1:15	1:55	2:35	3:16	3:56	4:36	5:16	5:56	6:36	7:15	8:08	9:08	10:07	11:06	
	SW 40 St & Le Jeune Rd	6:27	7:20	8:00	8:40	9:20	10:02	10:42	11:22	12:02	12:42	1:22	2:02	2:42	3:23	4:03	4:43	5:23	6:03	6:43	7:20	8:13	9:13	10:11	11:10	
	Douglas Road Metrorail Station	6:31	7:24	8:04	8:44	9:24	10:06	10:46	11:26	12:06	12:46	1:26	2:06	2:46	3:26	4:06	4:46	5:26	6:06	6:46	7:23	8:16	9:16	10:14	11:13	

SUNDAY / DOMINGO / DIMANCH

NORTHBOUND RUMBO NORTE / DIREKSYON NÒ		MORNING / MAÑANA / MATEN						AM	PM	AFTERNOON / TARDE / APRÈMIDI										
	Douglas Road Metrorail Station	5:50	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	8:18	9:18	10:18	11:18
	SW 42 Ave & Candia Ave	5:53	6:49	7:49	8:49	9:49	10:49	11:49	12:49	1:49	2:49	3:49	4:49	5:49	6:49	7:48	8:21	9:21	10:21	11:21
	Le Jeune Rd & Miracle Mile	5:57	6:53	7:53	8:53	9:54	10:54	11:54	12:54	1:54	2:54	3:54	4:54	5:54	6:54	7:52	8:25	9:25	10:25	11:25
	Le Jeune Rd & W Flagler St	6:02	6:59	7:59	8:59	10:01	11:01	12:01	1:01	2:01	3:01	4:01	5:01	6:01	7:01	7:58	8:31	9:31	10:30	11:30
	MIA Metrorail Station	6:09	7:07	8:07	9:07	10:09	11:09	12:09	1:09	2:09	3:09	4:09	5:09	6:09	7:09	8:06	8:39	9:39	10:37	11:37
	Okeechobee Rd & Le Jeune Rd	6:14	7:12	8:12	9:12	10:14	11:14	12:14	1:14	2:14	3:14	4:14	5:14	6:14	-	-	-	-	-	-
	NW 37 Ave Amtrak Station	6:23	7:23	8:23	9:24	10:26	11:26	12:26	1:26	2:26	3:26	4:26	5:26	6:26	-	-	-	-	-	-
	E 8 Ave & 49 St Hialeah	6:29	7:31	8:31	9:32	10:34	11:34	12:34	1:34	2:34	3:34	4:34	5:34	6:34	-	-	-	-	-	-
	Opa-Locka Tri-Rail Station	6:44	7:46	8:46	9:47	10:49	11:49	12:49	1:49	2:49	3:49	4:49	5:49	6:49	-	-	-	-	-	-
SOUTHBOUND RUMBO SUR / DIREKSYON SID		MORNING / MAÑANA / MATEN						AM	PM	AFTERNOON / TARDE / APRÈMIDI										
	Opa-Locka Tri-Rail Station	5:35	6:28	7:28	8:28	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:28	-	-	-	-	-
	E 8 Ave & 49 St Hialeah	5:45	6:40	7:40	8:40	9:37	10:37	11:37	12:37	1:37	2:37	3:37	4:37	5:37	6:40	-	-	-	-	-
	NW 37 Ave Amtrak Station	05:53	6:49	7:49	8:49	9:46	10:46	11:46	12:46	1:46	2:46	3:46	4:46	5:46	6:49	-	-	-	-	-
	NW 42 Ave & 36 St	6:04	7:02	8:02	9:02	9:59	10:59	11:59	12:59	1:59	2:59	3:59	4:59	5:59	7:02	-	-	-	-	-
	MIA Metrorail Station	6:08	7:07	8:07	9:07	10:04	11:04	12:04	1:04	2:04	3:04	4:04	5:04	6:04	7:07	7:54	8:54	9:54	10:54	
	Le Jeune Rd & W Flagler St	6:17	7:16	8:16	9:16	10:14	11:14	12:14	1:14	2:14	3:15	4:15	5:15	6:15	7:17	8:03	9:03	10:03	11:02	
	SW 42 Ave & Coral Way	6:22	7:21	8:21	9:21	10:19	11:19	12:19	1:19	2:19	3:20	4:20	5:20	6:20	7:22	8:08	9:08	10:07	11:06	
	SW 40 St & Le Jeune Rd	6:26	7:26	8:26	9:26	10:26	11:26	12:26	1:26	2:26	3:27	4:27	5:27	6:27	7:27	8:13	9:13	10:11	11:10	
	Douglas Road Metrorail Station	6:30	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30	8:16	9:16	10:14	11:13	

Scheduled times are approximate. Actual arrival and departure times may vary depending on traffic and road conditions.

Las horas publicadas son aproximadas, pues dependen del trafico y otras condiciones de las vias. | Ore yo apwoksimatif. / Vre le bis yo ap rive oswa deplase ka varye selon kondisyon sikilasyon sou wout yo.

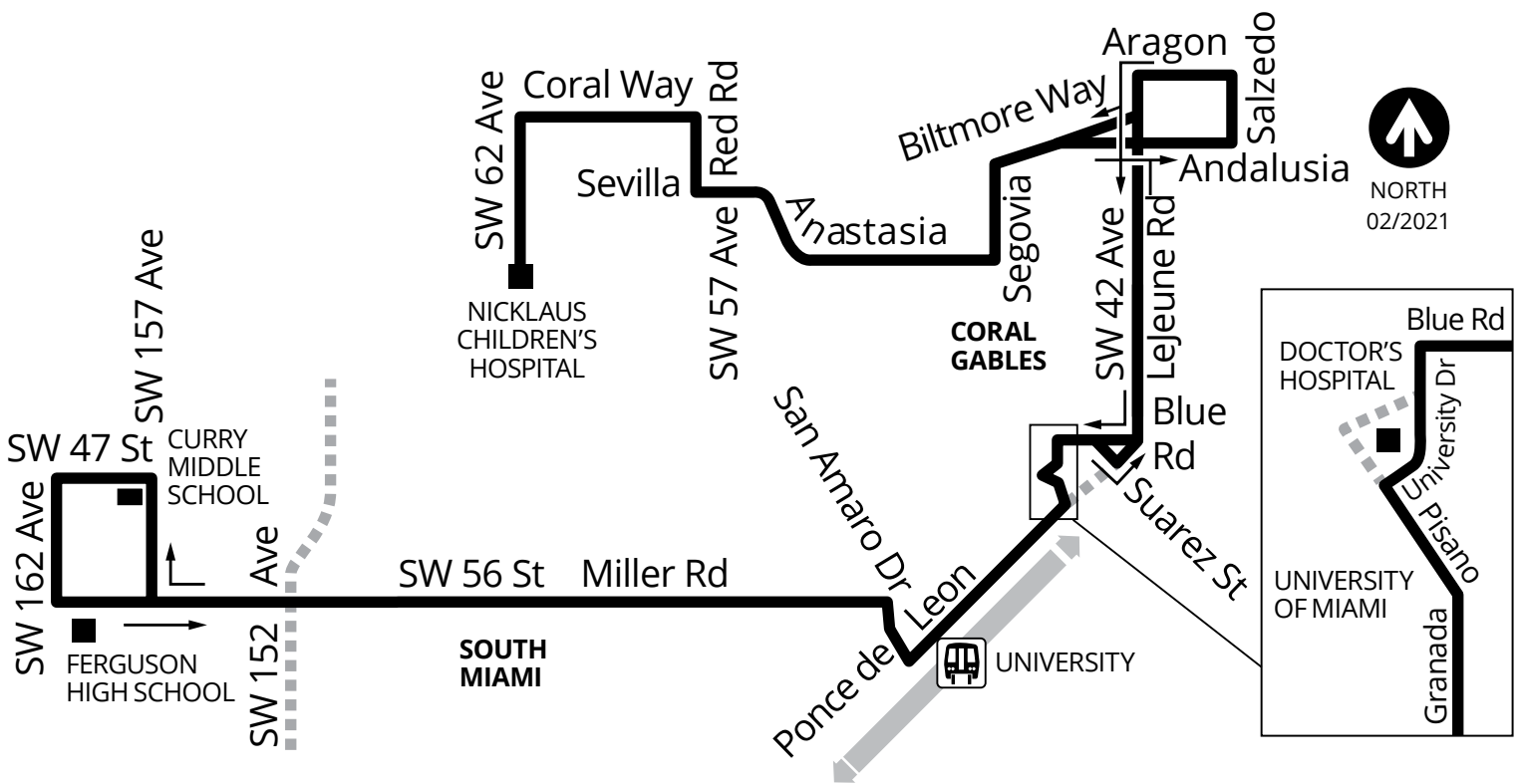


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WEEKDAYS / DIAS LABORABLES / LASEMÈN

WESTBOUND RUMBO OESTE / DIREKSYON WÈS	MORNING / MAÑANA / MATEN							AM	PM	AFTERNOON / TARDE / APRÈ MIDI						
	Nicklaus Children's Hospital	-	6:02	-	7:09	8:07	9:09	10:09	11:10	12:10	1:10	2:06	3:04	4:04	5:14	6:14
Andalusia Ave & Le Jeune Rd	-	6:14	-	7:23	8:23	9:24	10:24	11:24	12:24	1:24	2:20	3:20	4:20	5:30	6:30	7:29
 University Metrorail Station	-	6:30	-	7:40	8:40	9:40	10:40	11:40	12:40	1:40	2:40	3:40	4:40	5:50	6:50	7:45
SW 56 St & 72 Ave	-	6:40	-	7:50	8:50	9:51	10:51	11:49	12:49	1:49	2:54	3:54	4:54	6:04	7:04	7:54
SW 56 St & SW 107 Ave	-	6:53	-	8:03	9:03	10:02	11:02	12:00	1:00	2:01	3:09	4:09	5:09	6:19	7:14	8:04
SW 56 St & SW 147 Ave	5:48	7:6	6:28	8:16	9:16	10:15	11:13	12:11	1:11	2:12	3:25	4:25	5:25	6:35	7:28	8:18
SW 56 St & 162 Ave	5:53	7:16	6:35	8:26	9:26	10:25	11:22	12:20	1:20	2:21	3:34	4:34	5:34	6:44	7:36	8:26
SW 56 St & 152 Ave	5:56	7:20	6:38	8:30	9:30	10:29	11:26	12:24	1:24	2:29	3:37	4:37	5:37	6:47	7:39	8:29
EASTBOUND RUMBO ESTE / DIREKSYON IS	MORNING / MAÑANA / MATEN							AM	PM	AFTERNOON / TARDE / APRÈ MIDI						
SW 56 St & 152 Ave	5:56	6:38	7:31	8:38	9:46	10:46	11:46	12:46	1:46	2:43	3:53	4:53	5:53			
SW 56 St & SW 147 Ave	5:57	6:39	7:33	8:40	9:48	10:48	11:48	12:48	1:48	2:45	3:55	4:55	5:55			
SW 56 St & SW 107 Ave	6:11	6:53	7:53	9:00	10:00	11:00	12:00	1:00	2:00	2:59	4:09	5:09	6:09			
SW 56 St & 72 Ave	6:21	7:08	8:08	9:10	10:10	11:10	12:10	1:10	2:10	3:10	4:20	5:20	6:20			
 University Metrorail Station	6:30	7:20	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:30	5:30	6:30			
Andalusia Ave & Le Jeune Rd	6:43	7:39	8:39	9:35	10:35	11:35	12:35	1:35	2:37	3:37	4:47	5:47	6:47			
Nicklaus Children's Hospital	6:57	7:55	8:55	9:52	10:52	11:51	12:51	1:51	2:57	3:57	5:07	6:07	7:07			

Scheduled times are approximate. Actual arrival and departure times may vary depending on traffic and road conditions.

Las horas publicadas son aproximadas, pues dependen del tráfico y otras condiciones de las vías.

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Attachment C

Trip Generation Calculations

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

GROUP	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS				
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total		
						In	Out																				
1	1	Multifamily Housing (High-Rise)	11	222	72	du	34%	66%	12	23	35	5.6%	2	11	22	33	0.0%	0	11	22	33	0.0%	0	11	22	33	
	2	Strip Retail Plaza	11	822	8.296	ksf	60%	40%	15	10	25	5.6%	1	14	10	24	4.2%	1	13	10	23	0.0%	0	13	10	23	
	3	Small Office Building	11	712	9.095	ksf	82%	18%	12	3	15	5.6%	1	11	3	14	7.1%	1	11	2	13	0.0%	0	11	2	13	
	4																										
	5																										
	6																										
	7																										
	8																										
	9																										
	10																										
	11																										
	12																										
	13																										
	14																										
	15																										
ITE Land Use Code		Rate or Equation					Total:		39	36	75	5.6%	4	36	35	71	2.8%	2	35	34	69	0.0%	0	35	34	69	
222		Y=0.22*(X)+18.85																									
822		LN(Y) = 0.66*LN(X)+1.84																									
712		Y=1.67(X)																									

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

GROUP	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS				
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total		
						In	Out																				
2	1	Multifamily Housing (High-Rise)	11	222	72	du	56%	44%	24	18	42	5.6%	2	23	17	40	30.0%	12	15	13	28	0.0%	0	15	13	28	
	2	Strip Retail Plaza	11	822	8.296	ksf	50%	50%	34	34	68	5.6%	4	32	32	64	21.9%	14	27	23	50	40.0%	20	16	14	30	
	3	Small Office Building	11	712	9.095	ksf	34%	66%	7	13	20	5.6%	1	7	12	19	21.1%	4	5	10	15	0.0%	0	5	10	15	
	4																										
	5																										
	6																										
	7																										
	8																										
	9																										
	10																										
	11																										
	12																										
	13																										
	14																										
	15																										
ITE Land Use Code		Rate or Equation					Total:		65	65	130	5.6%	7	62	61	123	24.4%	30	47	46	93	21.5%	20	36	37	73	
222		Y=0.26*(X)+23.12																									
822		LN(Y) = 0.71*LN(X)+2.72																									
712		Y=2.16(X)																									

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook*, 3rd Edition, published by the Institute of Transportation Engineers

SUMMARY (PROPOSED)

GROSS TRIP GENERATION					
INPUT	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
	Office	11	3	7	12
	Retail	14	10	32	32
	Restaurant	0	0	0	0
	Cinema/Entertainment	0	0	0	0
	Residential	11	22	23	17
	Hotel	0	0	0	0
		36	35	62	61

INTERNAL TRIPS					
OUTPUT	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
	Office	0	1	2	2
	Retail	1	0	5	9
	Restaurant	0	0	0	0
	Cinema/Entertainment	0	0	0	0
	Residential	0	0	8	4
	Hotel	0	0	0	0
		1	1	15	15

OUTPUT	Total % Reduction	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
	Office	7.1%		21.1%	
	Retail	4.2%		21.9%	
	Restaurant				
	Cinema/Entertainment				
	Residential	0.0%		30.0%	
	Hotel				

EXTERNAL TRIPS					
OUTPUT	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
	Office	11	2	5	10
	Retail	13	10	27	23
	Restaurant	0	0	0	0
	Cinema/Entertainment	0	0	0	0
	Residential	11	22	15	13
	Hotel	0	0	0	0
		35	34	47	46

MEANS OF TRANSPORTATION TO WORK

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Census Tract 74.03, Miami-Dade County, Florida

Label	Estimate	Margin of Error
▼ Total:	1,493	±567
▼ Car, truck, or van:	914	±251
Drove alone	754	±269
▼ Carpooled:	160	±91
In 2-person carpool	160	±91
In 3-person carpool	0	±14
In 4-person carpool	0	±14
In 5- or 6-person carpool	0	±14
In 7-or-more-person carpool	0	±14
▼ Public transportation (excluding taxicab):	0	±14
Bus	0	±14
Subway or elevated rail	0	±14
Long-distance train or commuter rail	0	±14
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±14
Ferryboat	0	±14
Taxicab	0	±14
Motorcycle	0	±14
Bicycle	22	±36
Walked	61	±56
Other means	3	±18
Worked from home	493	±446

Multimodal Reduction: $(22+61)/1493 = 5.6\%$

Table Notes

MEANS OF TRANSPORTATION TO WORK

Survey/Program: American Community Survey

Universe: Workers 16 years and over

Year: 2021

Estimates: 5-Year

Table ID: B08301

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Source: U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

Several means of transportation to work categories were updated in 2019. For more information, see: Change to Means of Transportation.

The 2017-2021 American Community Survey (ACS) data generally reflect the March 2020 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

-

The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.

N

The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.

(X)

The estimate or margin of error is not applicable or not available.

median-

The median falls in the lowest interval of an open-ended distribution (for example "2,500-")

median+

The median falls in the highest interval of an open-ended distribution (for example "250,000+").

**

The margin of error could not be computed because there were an insufficient number of sample observations.

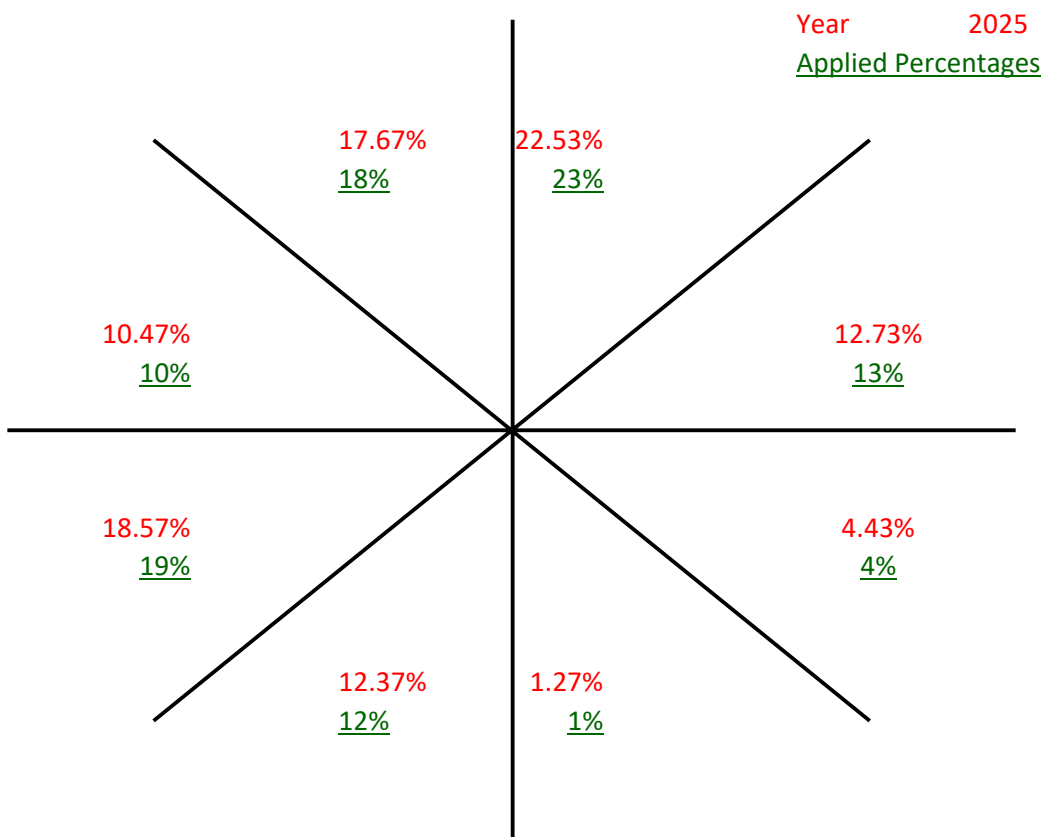
The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.

A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling error and the margin of error may be treated as zero.

Attachment D

Cardinal Trip Distribution

Cardinal Distribution for TAZ 1098



Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips		2025 Interpolated	2025 Rounded
	2015	2045		
North-Northeast	22.3%	23.00%	22.53%	23.00%
East-Northeast	13.2%	11.80%	12.73%	13.00%
East-Southeast	4.6%	4.10%	4.43%	4.00%
South-Southeast	1.4%	1.00%	1.27%	1.00%
South-Southwest	11.8%	13.50%	12.37%	12.00%
West-Southwest	18.8%	18.10%	18.57%	19.00%
West-Northwest	10.7%	10.00%	10.47%	10.00%
North-Northwest	17.3%	18.40%	17.67%	18.00%
Total	100.1%	99.9%	100.03%	100.00%



MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

2045LRTP

SUPPORTING DOCUMENTS

DIRECTIONAL TRIP DISTRIBUTION REPORT

SEPTEMBER 2019

Miami-Dade 2015 Base Year Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1093	3993	Trips	235	91	8	-	56	150	125	230	902
1093	3993	Percent	26.3	10.2	0.9	-	6.2	16.8	13.9	25.7	
1094	3994	Trips	962	292	53	-	216	805	633	919	4,008
1094	3994	Percent	24.8	7.5	1.4	-	5.6	20.7	16.3	23.7	
1095	3995	Trips	552	475	63	47	175	717	547	774	3,421
1095	3995	Percent	16.5	14.2	1.9	1.4	5.2	21.4	16.3	23.1	
1096	3996	Trips	619	457	30	32	236	507	325	754	3,106
1096	3996	Percent	20.9	15.4	1.0	1.1	8.0	17.1	11.0	25.5	
1097	3997	Trips	637	310	121	71	339	935	406	968	3,837
1097	3997	Percent	16.8	8.2	3.2	1.9	8.9	24.7	10.7	25.6	
1098	3998	Trips	9,391	5,544	1,947	600	4,955	7,929	4,518	7,280	45,582
1098	3998	Percent	22.3	13.2	4.6	1.4	11.8	18.8	10.7	17.3	
1099	3999	Trips	2,956	2,693	292	216	1,756	1,784	1,309	2,188	13,533
1099	3999	Percent	22.4	20.4	2.2	1.6	13.3	13.5	9.9	16.6	
1100	4000	Trips	1,099	443	22	29	310	752	404	722	3,844
1100	4000	Percent	29.1	11.7	0.6	0.8	8.2	19.9	10.7	19.1	
1101	4001	Trips	161	31	4	8	20	100	64	70	458
1101	4001	Percent	35.1	6.8	0.9	1.8	4.4	21.8	14.1	15.2	
1102	4002	Trips	145	31	4	2	34	101	98	106	526
1102	4002	Percent	27.8	6.0	0.8	0.4	6.5	19.4	18.8	20.4	
1103	4003	Trips	3,447	1,241	118	265	1,208	2,801	1,081	1,661	12,545
1103	4003	Percent	29.2	10.5	1.0	2.2	10.2	23.7	9.2	14.1	
1104	4004	Trips	421	100	9	27	89	321	144	296	1,439
1104	4004	Percent	29.9	7.1	0.6	1.9	6.3	22.8	10.2	21.0	
1105	4005	Trips	1,731	560	107	103	386	1,240	606	937	5,958
1105	4005	Percent	30.5	9.9	1.9	1.8	6.8	21.9	10.7	16.5	
1106	4006	Trips	857	846	84	85	543	739	405	475	4,116
1106	4006	Percent	21.2	21.0	2.1	2.1	13.5	18.3	10.0	11.8	
1107	4007	Trips	2,217	1,562	115	374	1,359	1,621	1,205	1,243	10,464
1107	4007	Percent	22.9	16.1	1.2	3.9	14.0	16.7	12.4	12.8	
1108	4008	Trips	622	407	42	109	378	385	219	293	2,533
1108	4008	Percent	25.3	16.6	1.7	4.4	15.4	15.7	8.9	12.0	
1109	4009	Trips	233	191	43	27	198	160	168	209	1,245
1109	4009	Percent	19.0	15.5	3.5	2.2	16.1	13.0	13.7	17.0	
1110	4010	Trips	473	273	101	65	279	208	149	282	1,847
1110	4010	Percent	25.8	14.9	5.5	3.6	15.2	11.4	8.1	15.4	
1111	4011	Trips	418	544	83	202	411	343	308	549	2,931
1111	4011	Percent	14.6	19.0	2.9	7.1	14.4	12.0	10.8	19.2	
1112	4012	Trips	327	445	148	133	426	245	225	474	2,475
1112	4012	Percent	13.5	18.4	6.1	5.5	17.6	10.1	9.3	19.6	
1113	4013	Trips	180	267	64	75	215	111	127	210	1,256
1113	4013	Percent	14.5	21.4	5.1	6.0	17.3	8.9	10.2	16.8	
1114	4014	Trips	228	201	48	96	127	141	148	219	1,208
1114	4014	Percent	18.8	16.7	4.0	8.0	10.5	11.7	12.2	18.1	
1115	4015	Trips	353	276	115	90	353	299	205	304	2,057
1115	4015	Percent	17.7	13.9	5.8	4.5	17.7	15.0	10.3	15.2	
1116	4016	Trips	209	181	86	62	143	132	90	237	1,141
1116	4016	Percent	18.4	15.9	7.6	5.4	12.5	11.6	7.9	20.8	
1117	4017	Trips	504	384	184	139	406	340	210	460	2,683
1117	4017	Percent	19.2	14.6	7.0	5.3	15.4	13.0	8.0	17.5	
1118	4018	Trips	1,181	1,089	79	88	922	1,071	503	796	5,919
1118	4018	Percent	20.6	19.0	1.4	1.5	16.1	18.7	8.8	13.9	

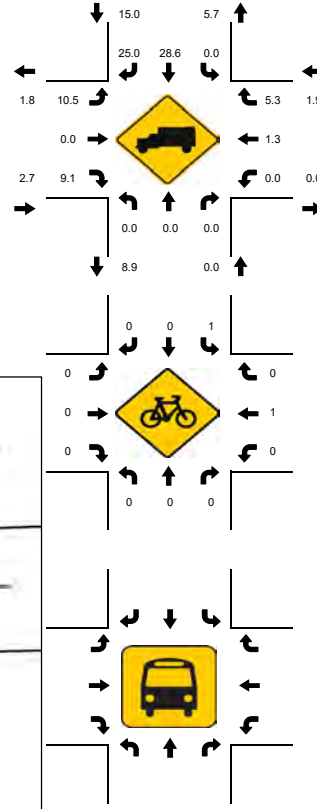
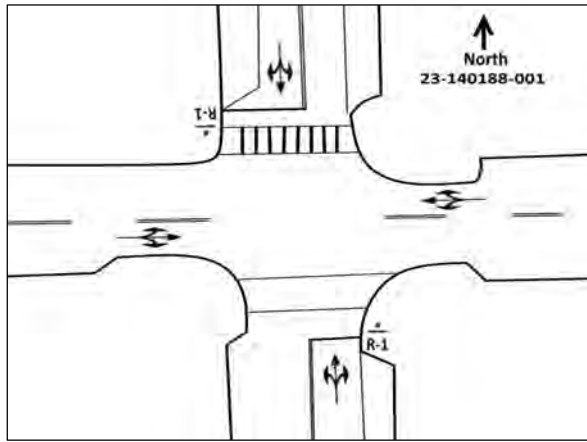
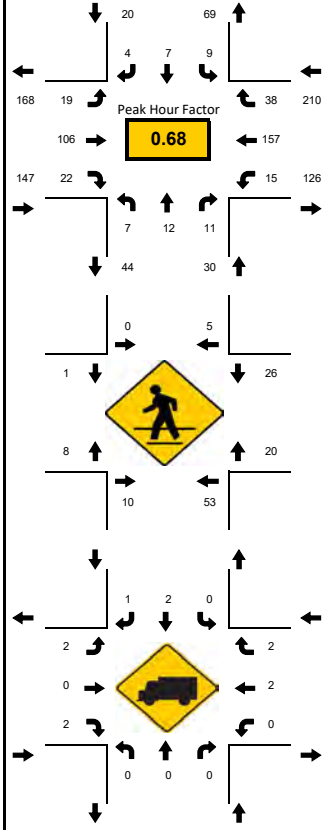
Miami-Dade 2045 Cost Feasible Plan Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1093	3993	Trips	291	64	6	-	50	148	167	321	1,083
1093	3993	Percent	27.8	6.1	0.6	-	4.8	14.1	16.0	30.7	
1094	3994	Trips	1,367	543	68	-	268	962	805	1,204	5,372
1094	3994	Percent	26.2	10.4	1.3	-	5.1	18.4	15.4	23.1	
1095	3995	Trips	1,082	717	48	55	296	904	880	1,086	5,182
1095	3995	Percent	21.4	14.2	0.9	1.1	5.8	17.8	17.4	21.4	
1096	3996	Trips	866	480	30	56	323	566	508	1,083	4,060
1096	3996	Percent	22.1	12.3	0.8	1.4	8.3	14.5	13.0	27.7	
1097	3997	Trips	1,262	655	234	122	580	1,241	721	1,578	6,528
1097	3997	Percent	19.7	10.3	3.7	1.9	9.1	19.4	11.3	24.7	
1098	3998	Trips	12,773	6,565	2,298	541	7,488	10,015	5,563	10,195	60,915
1098	3998	Percent	23.0	11.8	4.1	1.0	13.5	18.1	10.0	18.4	
1099	3999	Trips	4,171	2,923	422	237	2,436	2,469	1,688	2,789	17,560
1099	3999	Percent	24.3	17.1	2.5	1.4	14.2	14.4	9.9	16.3	
1100	4000	Trips	1,663	556	24	23	481	838	549	980	5,267
1100	4000	Percent	32.5	10.9	0.5	0.5	9.4	16.4	10.7	19.2	
1101	4001	Trips	193	30	0	0	35	56	112	71	504
1101	4001	Percent	38.9	6.1	0.0	0.0	7.0	11.3	22.5	14.2	
1102	4002	Trips	202	35	8	14	29	135	111	136	670
1102	4002	Percent	30.2	5.2	1.2	2.1	4.3	20.1	16.5	20.4	
1103	4003	Trips	4,463	1,680	170	182	1,618	3,261	1,505	2,096	16,096
1103	4003	Percent	29.8	11.2	1.1	1.2	10.8	21.8	10.1	14.0	
1104	4004	Trips	657	148	15	12	188	398	247	439	2,136
1104	4004	Percent	31.2	7.0	0.7	0.6	9.0	18.9	11.7	20.8	
1105	4005	Trips	2,356	776	77	96	627	1,484	785	1,229	7,728
1105	4005	Percent	31.7	10.4	1.0	1.3	8.4	20.0	10.6	16.5	
1106	4006	Trips	1,426	1,084	109	84	681	1,141	611	858	6,188
1106	4006	Percent	23.8	18.1	1.8	1.4	11.4	19.0	10.2	14.3	
1107	4007	Trips	3,002	2,106	136	359	2,022	1,932	1,593	1,747	13,994
1107	4007	Percent	23.3	16.3	1.1	2.8	15.7	15.0	12.4	13.6	
1108	4008	Trips	832	569	32	102	405	478	306	346	3,235
1108	4008	Percent	27.1	18.5	1.1	3.3	13.2	15.6	10.0	11.3	
1109	4009	Trips	249	272	65	23	205	160	194	193	1,369
1109	4009	Percent	18.3	20.0	4.8	1.7	15.0	11.8	14.3	14.2	
1110	4010	Trips	643	577	97	60	424	287	297	455	2,898
1110	4010	Percent	22.6	20.3	3.4	2.1	14.9	10.1	10.5	16.0	
1111	4011	Trips	614	747	89	190	506	492	416	539	3,703
1111	4011	Percent	17.1	20.8	2.5	5.3	14.1	13.7	11.6	15.0	
1112	4012	Trips	432	546	102	118	454	290	317	485	2,804
1112	4012	Percent	15.7	19.9	3.7	4.3	16.6	10.6	11.5	17.7	
1113	4013	Trips	228	343	61	50	200	120	208	195	1,429
1113	4013	Percent	16.2	24.4	4.3	3.6	14.2	8.5	14.8	13.9	
1114	4014	Trips	261	302	62	72	198	181	215	273	1,595
1114	4014	Percent	16.7	19.3	3.9	4.6	12.7	11.6	13.8	17.5	
1115	4015	Trips	462	377	95	54	352	286	276	365	2,295
1115	4015	Percent	20.4	16.7	4.2	2.4	15.5	12.6	12.2	16.1	
1116	4016	Trips	233	236	36	92	183	212	138	290	1,460
1116	4016	Percent	16.4	16.6	2.6	6.5	12.9	14.9	9.7	20.4	
1117	4017	Trips	801	582	163	180	650	521	368	746	4,078
1117	4017	Percent	20.0	14.5	4.1	4.5	16.2	13.0	9.2	18.6	
1118	4018	Trips	2,239	1,370	88	125	1,181	1,456	854	1,307	9,068
1118	4018	Percent	26.0	15.9	1.0	1.5	13.7	16.9	9.9	15.2	

Appendix C

Traffic Data

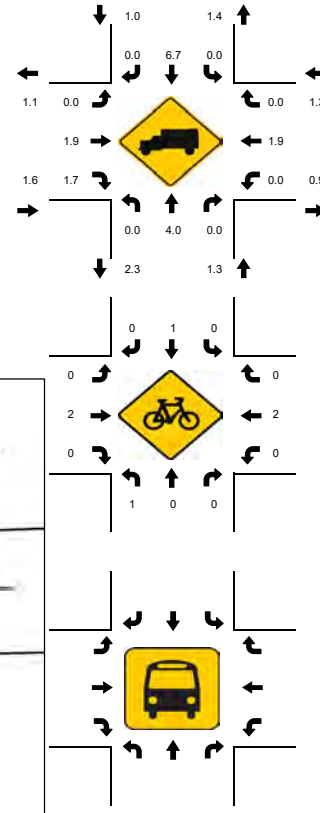
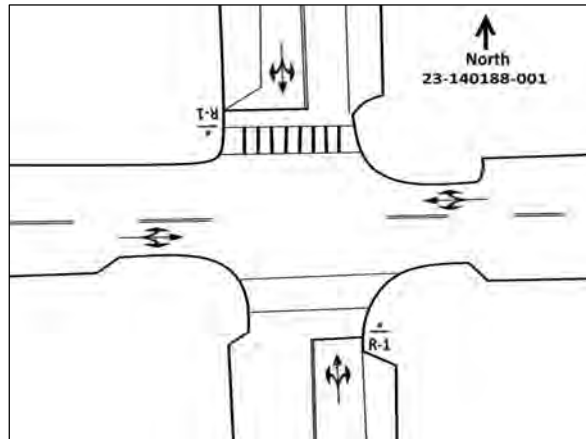
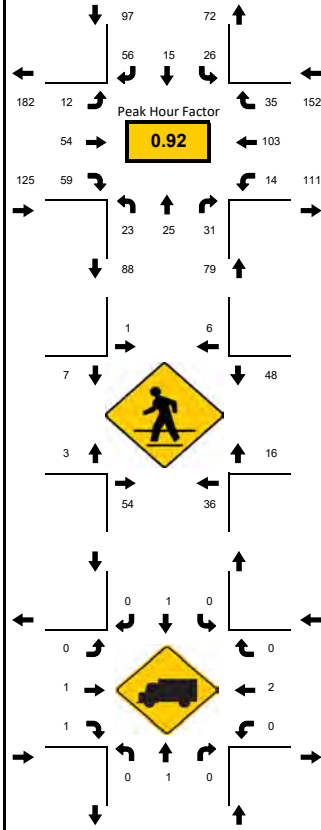
Turning Movement Counts

Peak-Hour: 07:00 AM - 08:00 AM
Peak 15-Minute: 07:00 AM - 07:15 AM



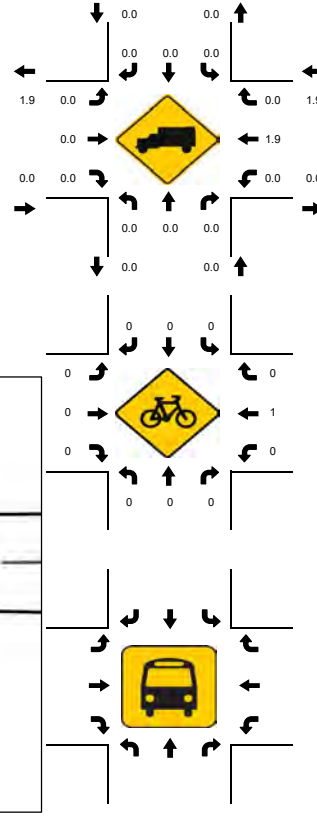
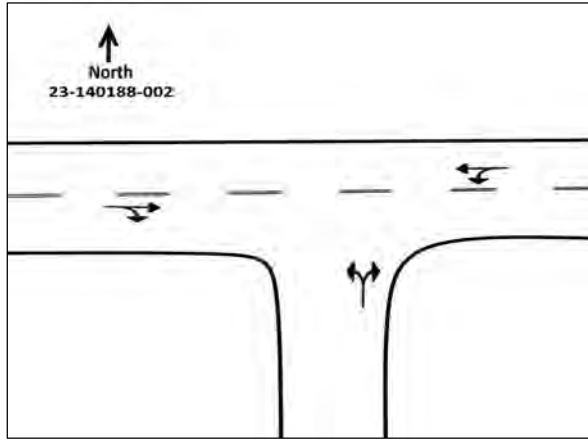
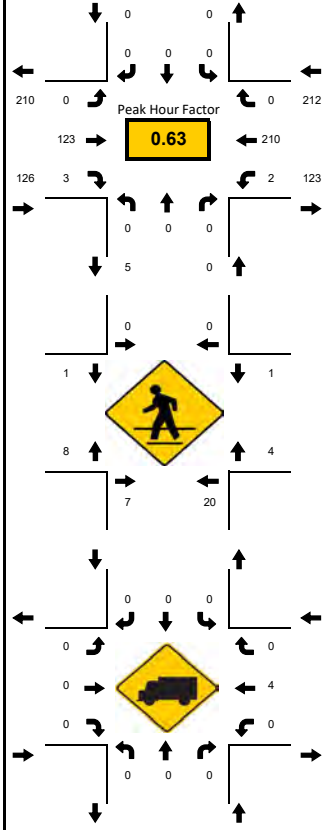
15-Min Count Period Beginning At	Aurora St Northbound					Aurora St Southbound					Altara Ave Eastbound					Altara Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	2	3	2	0		1	0	0	1		3	37	6	0		4	80	11	0		150	407
7:15 AM	2	1	0	1		2	2	0	0		5	50	9	0		3	56	6	0		137	323
7:30 AM	0	6	3	0		1	2	1	0		4	13	1	0		3	9	13	0		56	269
7:45 AM	2	2	6	0		4	3	3	0		7	6	6	0		5	12	8	0		64	302
8:00 AM	2	3	10	0		0	1	3	0		6	7	6	0		4	13	11	0		66	333
8:15 AM	1	4	13	0		1	3	0	0		4	10	5	0		12	20	9	1		83	267
8:30 AM	3	4	7	0		1	2	3	0		7	11	6	0		2	22	21	0		89	184
8:45 AM	1	5	8	0		4	5	2	0		5	10	5	0		6	16	28	0		95	95
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	8	24	24	4		16	12	12	4		28	200	36	0		20	320	52	0		760	
Heavy Trucks	0	0	0	0		0	4	4	0		8	0	4	0		0	4	4	0		28	
Pedestrians		128					8					20					64				220	
Bicycles	0	0	0	0		4	0	0	0		0	0	0	0		0	4	0	0		8	
Buses																						
Stopped Buses																						

Peak-Hour: 05:00 PM - 06:00 PM
 Peak 15-Minute: 05:00 PM - 05:15 PM



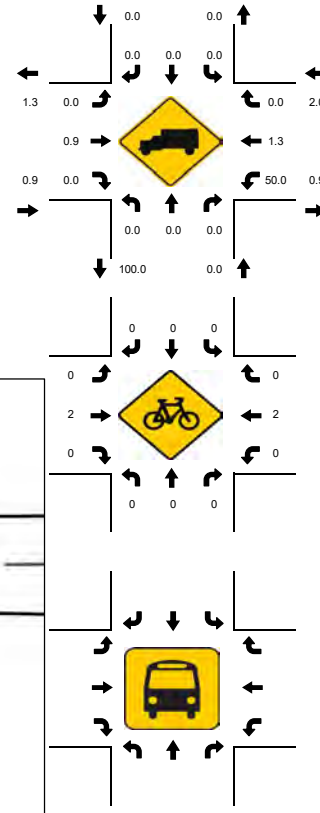
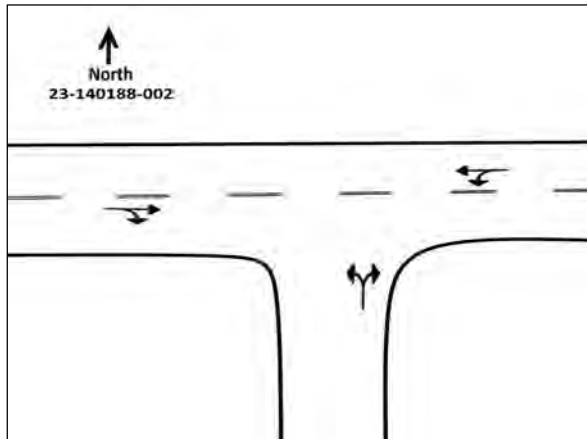
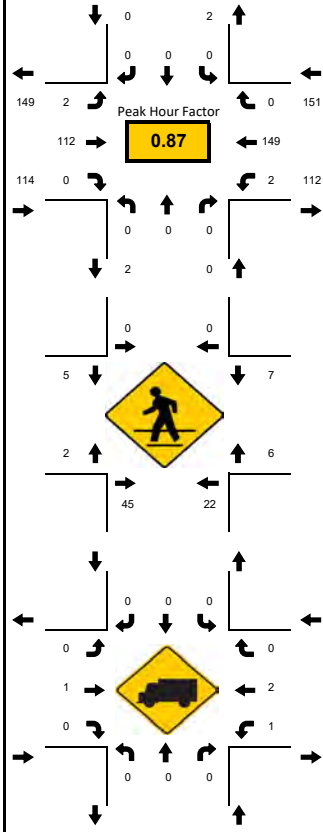
15-Min Count Period Beginning At	Aurora St Northbound					Aurora St Southbound					Altara Ave Eastbound					Altara Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	5	3	4	0		8	4	12	0		2	20	6	0		4	26	12	0		106	402
4:15 PM	2	5	6	0		4	9	6	0		1	18	13	0		2	17	14	0		97	419
4:30 PM	10	6	8	0		6	3	5	0		2	17	11	0		5	22	4	0		99	445
4:45 PM	5	5	9	0		6	5	2	0		2	12	23	0		2	22	7	0		100	450
5:00 PM	4	6	6	0		12	6	17	0		7	9	11	0		0	32	11	2		123	453
5:15 PM	7	9	9	0		5	3	13	0		3	13	18	0		5	27	11	0		123	330
5:30 PM	6	3	7	0		7	3	13	0		0	19	15	0		4	19	8	0		104	207
5:45 PM	6	7	9	0		2	3	13	0		2	13	15	0		3	25	5	0		103	103
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	28	36	36	0		48	24	68	0		28	76	72	0		20	128	44	8		616	
Heavy Trucks	0	4	0	0		0	4	0	0		0	4	4	0		0	4	0	0		20	
Pedestrians		108					12					12					88				220	
Bicycles	4	0	0	0		0	4	0	0		0	8	0	0		0	4	0	0		20	
Buses																						
Stopped Buses																						

Peak-Hour: 07:00 AM - 08:00 AM
 Peak 15-Minute: 07:00 AM - 07:15 AM



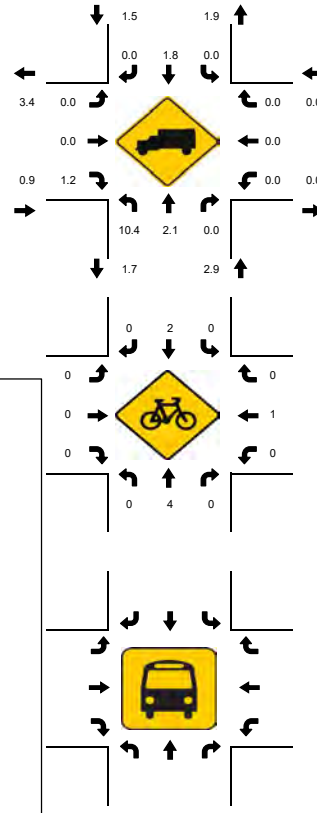
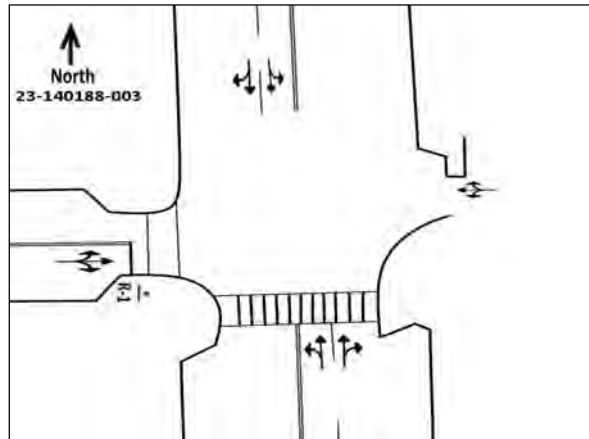
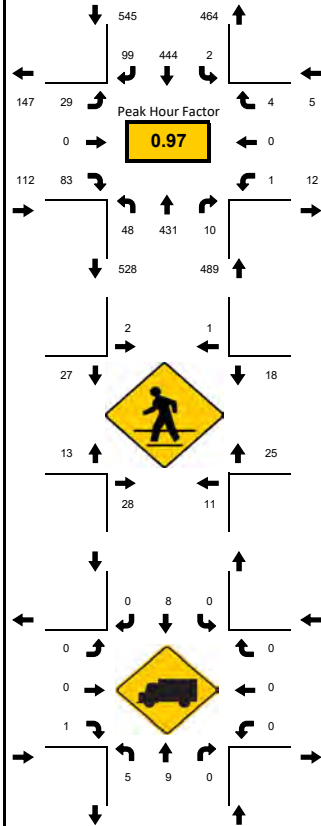
15-Min Count Period Beginning At	North Alley Access Northbound					North Alley Access Southbound					Altara Ave Eastbound					Altara Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	40	0	0	0	0	94	0	0	0	134	338
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	51	2	0	0	0	66	0	0	0	119	250
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	1	24	0	1	0	43	202
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	26	0	0	0	42	221
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	28	0	2	0	46	256
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	24	1	0	0	1	42	0	3	0	71	210
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	43	0	0	0	62	139
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	22	1	0	0	1	51	0	1	0	77	77
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	0	0	0	0	0	0	0	0	0	0	0	204	8	0	0	4	376	0	4	0	596	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	
Pedestrians	56					0		0			12					8					76	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	
Buses																						
Stopped Buses																						

Peak-Hour: 05:00 PM - 06:00 PM
 Peak 15-Minute: 05:00 PM - 05:15 PM



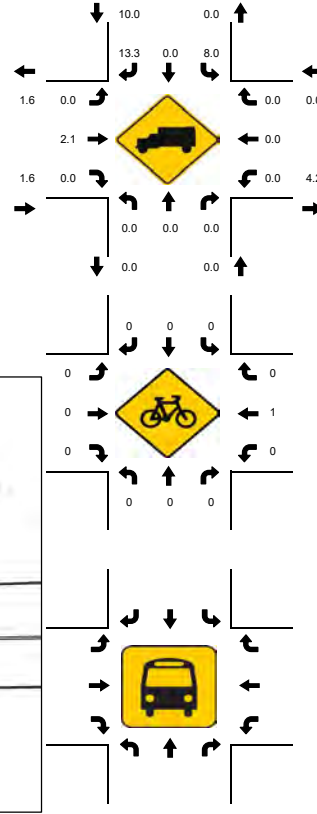
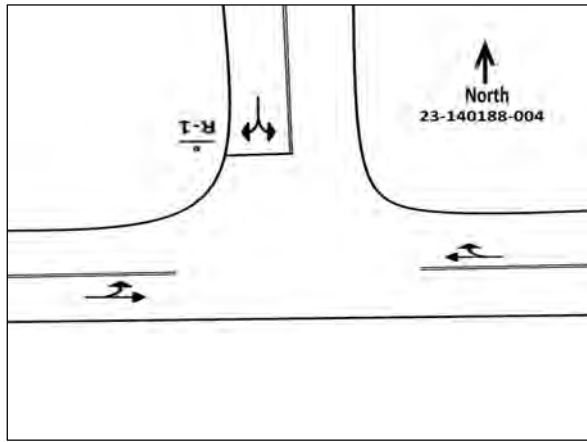
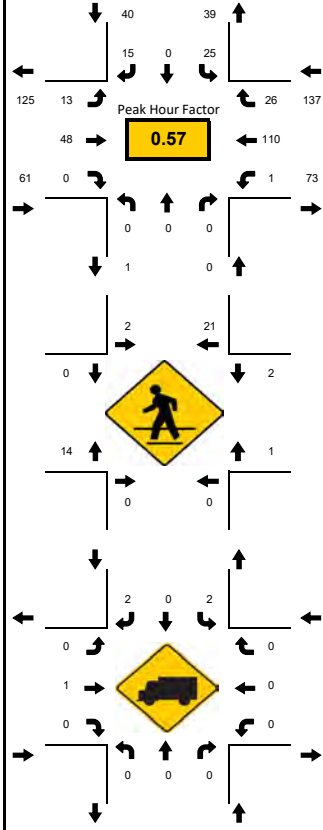
15-Min Count Period Beginning At	North Alley Access Northbound					North Alley Access Southbound					Altara Ave Eastbound					Altara Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	32	0	0	0	0	41	0	0	0	73	247
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	27	0	1	0	0	32	0	1	0	61	250
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	0	28	0	0	0	59	257
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	30	0	0	0	54	263
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	32	0	0	0	1	43	0	0	0	76	265
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	24	0	2	0	0	42	0	0	0	68	189
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	32	0	0	0	0	32	0	1	0	65	121
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	0	32	0	0	0	56	56
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	0	0	0	0	0	0	0	0	0	0	0	128	0	8	0	4	172	0	4	0	316	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	0	0	0	12	
Pedestrians	76					0		0			12					28					116	
Bicycles	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	4	0	0	0	12	
Buses																						
Stopped Buses																						

Peak-Hour: 04:30 PM - 05:30 PM
 Peak 15-Minute: 05:00 PM - 05:15 PM



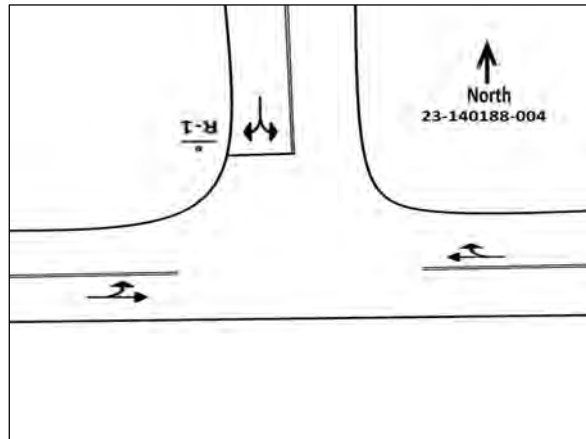
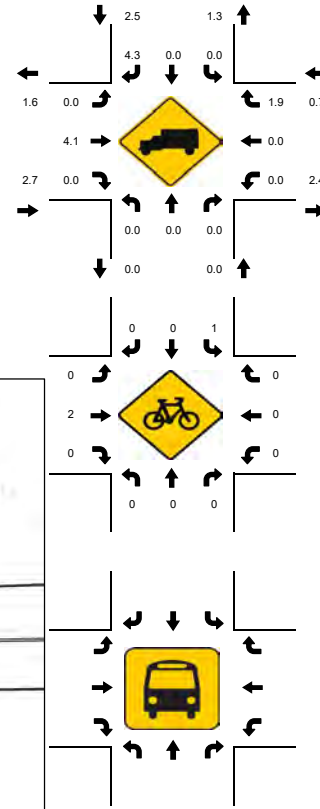
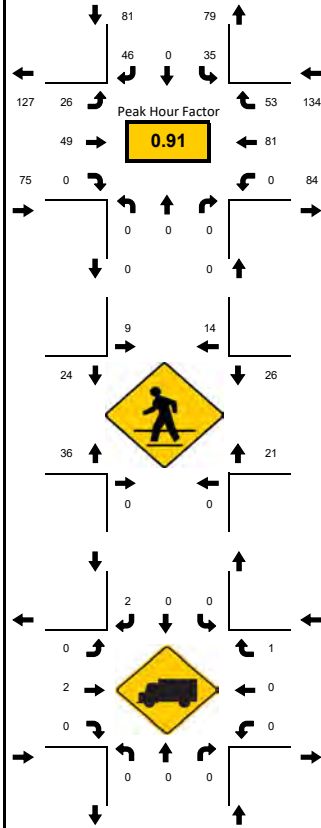
15-Min Count Period Beginning At	Ponce De Leon Northbound					Ponce De Leon Southbound					Altara Ave Eastbound					Altara Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	14	131	0	0		0	102	25	1		13	0	20	0		0	0	1	0		307	1125
4:15 PM	6	97	0	0		1	96	27	0		5	0	21	0		0	0	0	0		253	1115
4:30 PM	10	107	5	0		0	113	19	1		9	0	23	0		0	0	2	0		289	1151
4:45 PM	10	111	2	1		1	105	22	0		6	0	18	0		0	0	0	0		276	1133
5:00 PM	11	115	2	0		0	103	31	0		9	0	24	0		0	0	2	0		297	1117
5:15 PM	15	98	1	1		0	123	27	0		5	0	18	0		1	0	0	0		289	820
5:30 PM	14	98	0	0		0	111	18	1		7	0	21	0		1	0	0	0		271	531
5:45 PM	5	86	2	0		1	116	26	0		9	0	14	0		0	0	1	0		260	260
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	60	460	20	4		4	492	124	4		36	0	96	0		4	0	8	0		1312	
Heavy Trucks	8	12	0	0		0	12	0	0		0	0	4	0		0	0	0	0		36	
Pedestrians		44					8					52					48				152	
Bicycles	0	8	0	0		0	8	0	0		0	0	0	0		0	4	0	0		20	
Buses																						
Stopped Buses																						

Peak-Hour: 07:00 AM - 08:00 AM
 Peak 15-Minute: 07:00 AM - 07:15 AM



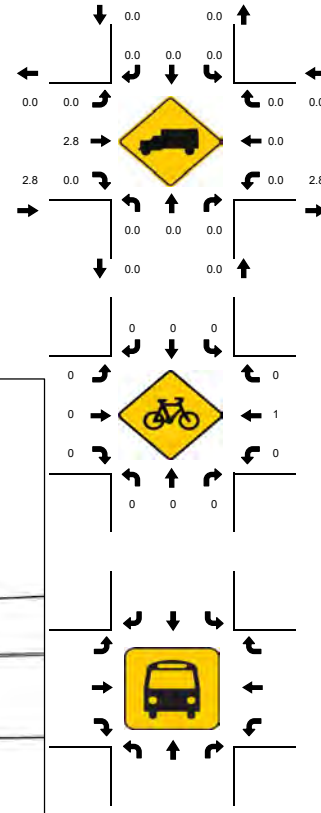
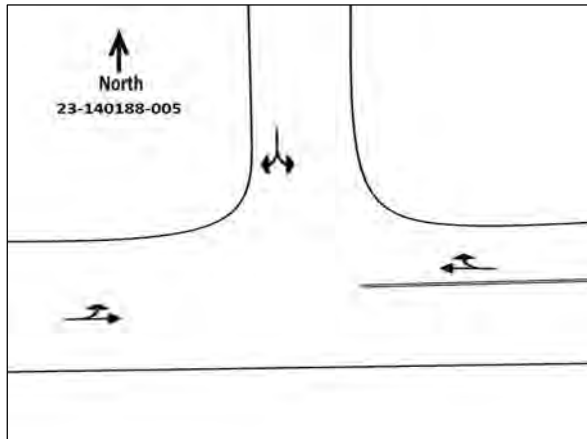
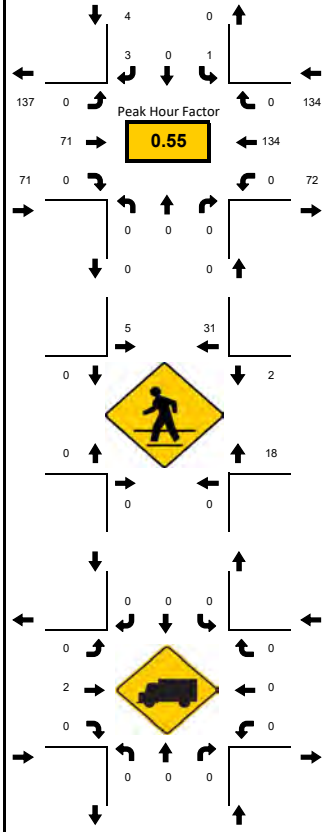
15-Min Count Period Beginning At	Aurora St Northbound					Aurora St Southbound					San Lorenzo Ave Eastbound					San Lorenzo Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	0	0	0	5	0	4	0	0	4	17	0	1	0	0	64	9	0	0	104	238
7:15 AM	0	0	0	0	0	8	0	4	1	1	3	23	0	0	0	0	29	5	1	1	74	173
7:30 AM	0	0	0	0	0	5	0	1	0	0	2	2	0	0	0	0	12	6	0	0	28	153
7:45 AM	0	0	0	0	0	5	0	6	1	1	3	6	0	0	0	0	5	6	0	0	32	168
8:00 AM	0	0	0	0	0	9	0	1	0	0	1	6	0	0	0	0	7	14	1	1	39	171
8:15 AM	0	0	0	0	0	11	0	3	0	0	2	4	0	0	0	0	16	18	0	0	54	132
8:30 AM	0	0	0	0	0	7	0	1	0	0	2	8	0	1	0	0	7	13	4	0	43	78
8:45 AM	0	0	0	0	0	6	0	4	0	0	2	2	0	0	0	0	8	12	1	0	35	35
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	0	0	0	0	0	32	0	24	4	4	16	92	0	4	0	0	256	36	4	0	468	
Heavy Trucks	0	0	0	0	0	4	0	4	0	0	0	4	0	0	0	0	0	0	0	0	12	
Pedestrians	0	0	0	0	0	0	48	0	0	0	0	20	0	0	0	0	4	0	0	0	72	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	
Buses																						
Stopped Buses																						

Peak-Hour: 05:00 PM - 06:00 PM
 Peak 15-Minute: 05:45 PM - 06:00 PM



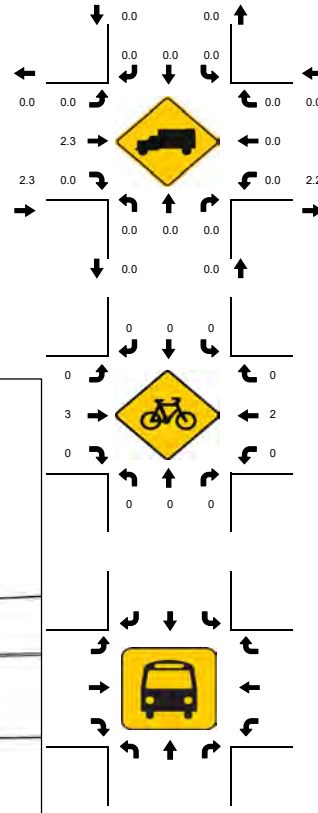
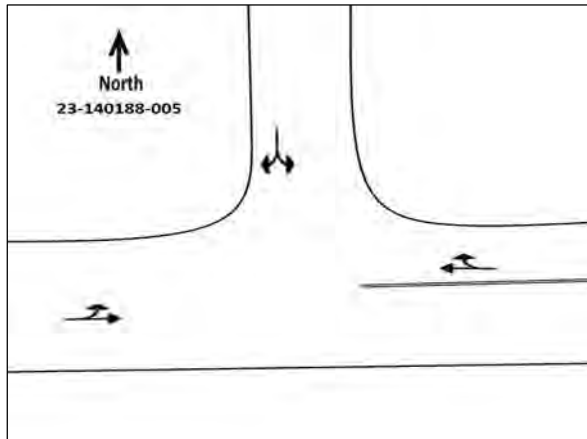
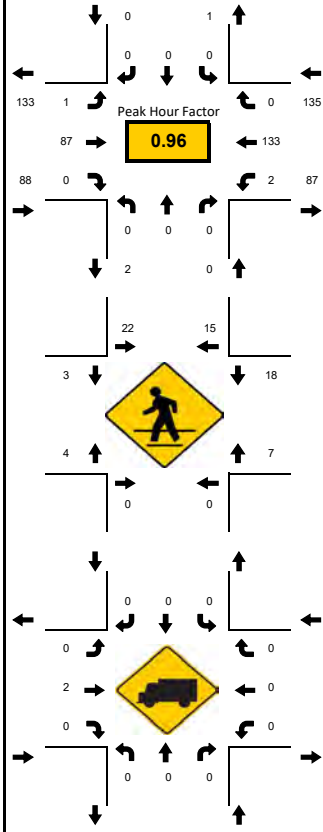
15-Min Count Period Beginning At	Aurora St Northbound					Aurora St Southbound					San Lorenzo Ave Eastbound					San Lorenzo Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	0	0	0	7	0	6	0	0	1	14	0	1	0	0	19	8	0	0	56	244
4:15 PM	0	0	0	0	0	10	0	9	0	0	3	8	0	0	0	0	14	8	0	0	52	258
4:30 PM	0	0	0	0	0	9	0	6	1	0	6	8	0	0	0	0	16	16	1	0	63	285
4:45 PM	0	0	0	0	0	10	0	14	0	0	3	9	0	0	0	0	18	17	2	0	73	283
5:00 PM	0	0	0	0	0	10	0	8	1	0	5	13	0	0	0	0	19	14	0	0	70	290
5:15 PM	0	0	0	0	0	13	0	16	0	0	9	13	0	0	0	0	15	13	0	0	79	220
5:30 PM	0	0	0	0	0	6	0	10	0	0	6	10	0	0	0	0	20	9	0	0	61	141
5:45 PM	0	0	0	0	0	5	0	12	0	0	6	13	0	0	0	0	27	17	0	0	80	80
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	0	0	0	0	0	52	0	64	4	0	36	52	0	0	0	0	108	68	0	0	384	
Heavy Trucks	0	0	0	0	0	0	0	8	0	0	0	4	0	0	0	0	0	4	0	0	16	
Pedestrians	0	0	0	0	0	0	40	0	0	0	0	92	0	0	0	0	80	0	0	0	212	
Bicycles	0	0	0	0	0	4	0	0	0	0	0	8	0	0	0	0	0	0	0	0	12	
Buses																						
Stopped Buses																						

Peak-Hour: 07:00 AM - 08:00 AM
 Peak 15-Minute: 07:00 AM - 07:15 AM



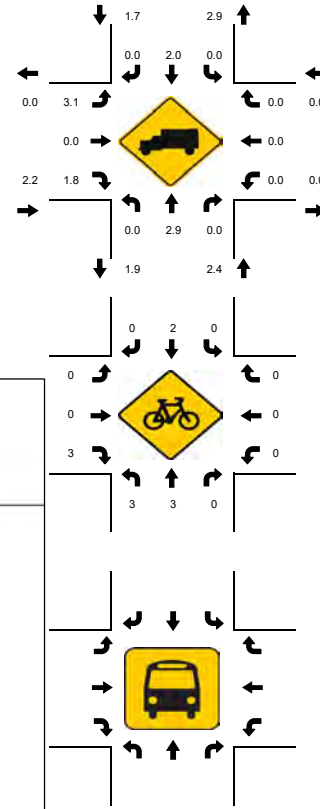
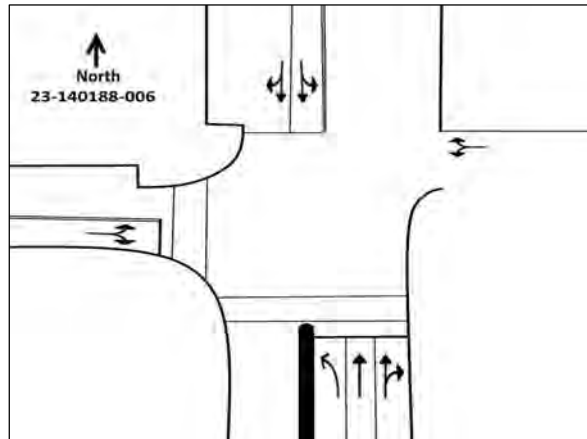
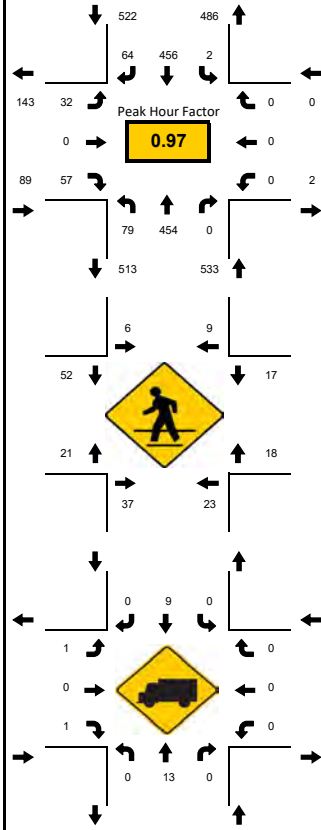
15-Min Count Period Beginning At	South Alley Access Northbound					South Alley Access Southbound					San Lorenzo Ave Eastbound					San Lorenzo Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	73	0	0	0	95	209
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	32	0	0	0	0	34	0	0	0	67	157
7:30 AM	0	0	0	0	0	1	0	2	0	0	0	7	0	0	0	0	16	0	0	0	26	138
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	11	0	0	0	21	155
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	25	0	1	0	43	165
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	15	0	0	0	0	30	0	2	0	48	122
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	24	0	0	0	43	74
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	21	0	1	0	31	31
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	0	0	0	0	0	4	0	8	0	0	0	128	0	0	0	0	292	0	0	0	432	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	
Pedestrians	0	0	0	0	0	0	60	0	0	0	0	0	0	0	0	0	32	0	0	0	92	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	
Buses																						
Stopped Buses																						

Peak-Hour: 04:30 PM - 05:30 PM
 Peak 15-Minute: 04:45 PM - 05:00 PM



15-Min Count Period Beginning At	South Alley Access Northbound					South Alley Access Southbound					San Lorenzo Ave Eastbound					San Lorenzo Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	26	0	1	0	47	198
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	22	0	0	0	41	206
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	34	0	1	0	52	223
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	36	0	0	0	58	213
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	33	0	0	0	55	217
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	26	0	1	0	0	30	0	1	0	58	162
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	26	0	0	0	42	104
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	17	0	1	0	0	43	0	0	0	62	62
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	0	0	0	0	0	0	0	0	0	0	0	104	0	4	0	0	144	0	4	0	256	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	
Pedestrians	0	0	0	0	0	0	48	0	0	0	0	12	0	0	0	0	28	0	0	0	88	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	4	0	0	0	12	
Buses																						
Stopped Buses																						

Peak-Hour: 04:30 PM - 05:30 PM
 Peak 15-Minute: 05:15 PM - 05:30 PM



15-Min Count Period Beginning At	Ponce De Leon Northbound					Ponce De Leon Southbound					San Lorenzo Ave Eastbound					San Lorenzo Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	13	130	0	3		0	108	13	2		10	0	12	0		0	0	0	0		291	1097
4:15 PM	10	102	0	3		0	98	12	3		4	0	15	0		0	0	1	0		248	1098
4:30 PM	16	113	0	1		0	113	19	0		5	0	11	0		0	0	0	0		278	1144
4:45 PM	19	112	0	5		0	102	17	1		12	0	12	0		0	0	0	0		280	1135
5:00 PM	20	116	0	4		0	117	13	0		8	0	14	0		0	0	0	0		292	1109
5:15 PM	14	113	0	0		0	124	15	1		5	0	20	2		0	0	0	0		294	817
5:30 PM	13	106	0	3		0	117	14	0		4	0	12	0		0	0	0	0		269	523
5:45 PM	16	88	0	2		0	103	26	1		2	0	16	0		0	0	0	0		254	254
Peak 15-Min Flowrates	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	80	464	0	20		0	496	76	4		48	0	80	8		0	0	0	0		1276	
Heavy Trucks	0	16	0	0		0	12	0	0		4	0	4	0		0	0	0	0		36	
Pedestrians		72					24					88					44				228	
Bicycles	4	8	0	4		0	8	0	0		0	0	8	0		0	0	0	0		28	
Buses																						
Stopped Buses																						

Peak Season Conversion Factor

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8701 MIAMI-DADE SOUTH

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2019 - 01/05/2019	1.04	1.07
2	01/06/2019 - 01/12/2019	1.02	1.05
3	01/13/2019 - 01/19/2019	1.00	1.03
4	01/20/2019 - 01/26/2019	0.99	1.02
5	01/27/2019 - 02/02/2019	0.98	1.01
* 6	02/03/2019 - 02/09/2019	0.97	1.00
* 7	02/10/2019 - 02/16/2019	0.96	0.99
* 8	02/17/2019 - 02/23/2019	0.96	0.99
* 9	02/24/2019 - 03/02/2019	0.97	1.00
*10	03/03/2019 - 03/09/2019	0.97	1.00
*11	03/10/2019 - 03/16/2019	0.97	1.00
*12	03/17/2019 - 03/23/2019	0.97	1.00
*13	03/24/2019 - 03/30/2019	0.97	1.00
*14	03/31/2019 - 04/06/2019	0.96	0.99
*15	04/07/2019 - 04/13/2019	0.96	0.99
*16	04/14/2019 - 04/20/2019	0.96	0.99
*17	04/21/2019 - 04/27/2019	0.97	1.00
*18	04/28/2019 - 05/04/2019	0.98	1.01
19	05/05/2019 - 05/11/2019	0.98	1.01
20	05/12/2019 - 05/18/2019	0.99	1.02
21	05/19/2019 - 05/25/2019	1.00	1.03
22	05/26/2019 - 06/01/2019	1.00	1.03
23	06/02/2019 - 06/08/2019	1.01	1.04
24	06/09/2019 - 06/15/2019	1.01	1.04
25	06/16/2019 - 06/22/2019	1.01	1.04
26	06/23/2019 - 06/29/2019	1.02	1.05
27	06/30/2019 - 07/06/2019	1.02	1.05
28	07/07/2019 - 07/13/2019	1.03	1.06
29	07/14/2019 - 07/20/2019	1.03	1.06
30	07/21/2019 - 07/27/2019	1.03	1.06
31	07/28/2019 - 08/03/2019	1.02	1.05
32	08/04/2019 - 08/10/2019	1.02	1.05
33	08/11/2019 - 08/17/2019	1.01	1.04
34	08/18/2019 - 08/24/2019	1.01	1.04
35	08/25/2019 - 08/31/2019	1.02	1.05
36	09/01/2019 - 09/07/2019	1.02	1.05
37	09/08/2019 - 09/14/2019	1.03	1.06
38	09/15/2019 - 09/21/2019	1.03	1.06
39	09/22/2019 - 09/28/2019	1.03	1.06
40	09/29/2019 - 10/05/2019	1.02	1.05
41	10/06/2019 - 10/12/2019	1.02	1.05
42	10/13/2019 - 10/19/2019	1.01	1.04
43	10/20/2019 - 10/26/2019	1.02	1.05
44	10/27/2019 - 11/02/2019	1.02	1.05
45	11/03/2019 - 11/09/2019	1.03	1.06
46	11/10/2019 - 11/16/2019	1.03	1.06
47	11/17/2019 - 11/23/2019	1.03	1.06
48	11/24/2019 - 11/30/2019	1.03	1.06
49	12/01/2019 - 12/07/2019	1.04	1.07
50	12/08/2019 - 12/14/2019	1.04	1.07
51	12/15/2019 - 12/21/2019	1.04	1.07
52	12/22/2019 - 12/28/2019	1.02	1.05
53	12/29/2019 - 12/31/2019	1.00	1.03

* PEAK SEASON

Signal Timings

SIGNAL OPERATING PLAN



Timing Phases	Direction	NB		SB	EB	Ped Heads				Movements/Display/Actuation	
	Head No.	1/6	6	2	8	P6	P2	P8	P4		
(1+6) Ponce NL (Actuated)	Dwell	G/<G	G	R	R			DW			
	C l e a r t o	(2+6)	G/<Y	G	R	R			DW		
	Dwell										
	C l e a r t o										
(2+6) Ponce NS (Recall)	Dwell	G	G	G	R			DW			
	C l e a r t o	(4+8)	Y	Y	Y	R			DW		
	Dwell										
	C l e a r t o										
(8) Av. Sn. Lorenzo EB (Actuated)	Dwell	R	R	R	G			W/F			
	C l e a r t o	(2+6)	R	R	R	Y			DW		

Flashing Operation

FY FY

FY

FR

Page 1 of 1

Miami-Dade County Public Works Department

Drawn H. Hernandez	Date 8/26/2002	Ponce de Leon Blvd & Avenue San Lorenzo			
Checked 	Date 8/26/02	Placed in Service	Phasing No.	Asset Number	
		Date 8/27/02 By	1	6165	

TOD Schedule Report

for 6165: Ponce De Leon Blvd&San Lorenzo Av

Print Date:
10/4/2021

Print Time:
9:12 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
6165	Ponce De Leon Blvd&San Lorenzo Av	DOW-2	TOD	N/A	0	0	N/A	0	Max 0

Splits

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
NBL	SBT	-	-	-	NBT	-	EBT
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase	<u>Walk</u>			<u>Don't Walk</u>			<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>						
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3								
1 NBL	0	-	0	0	0	-	0	0	5	-	5	5	2	-	2	2	7	-	7	7	15	-	7	7	3.7	2.6
2 SBT	0	-	0	0	0	-	0	0	15	-	15	15	2.5	-	2.5	2.5	40	-	40	40	0	-	0	0	4	2.6
3 -	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0
4 -	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0
5 -	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0
6 NBT	0	-	0	0	0	-	0	0	15	-	15	15	2.5	-	2.5	2.5	40	-	40	40	0	-	0	0	4	2.6
7 -	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0
8 EBT	7	-	7	7	10	-	10	10	7	-	7	7	2.5	-	2.5	2.5	12	-	12	12	32	-	32	32	4	2.3

Last In Service Date: unknown

Permitted Phases	
	12345678
Default	12---6-8
External Permit 0	-----
External Permit 1	-2---6-8
External Permit 2	-2---6-8

TOD Schedule Report

for 6165: Ponce De Leon Blvd&San Lorenzo Av

Print Date:
10/4/2021

Print Time:
9:12 PM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 NBL	2 SBT	3 -	4 -	5 -	6 NBT	7 -	8 EBT		
1		70	9	27	0	0	0	42	0	15	0	22
2		100	6	57	0	0	0	69	0	18	0	16
3		60	6	20	0	0	0	32	0	15	0	8
4		65	6	27	0	0	0	39	0	13	0	19
5		70	6	29	0	0	0	41	0	16	0	11
6		75	6	33	0	0	0	45	0	17	0	27
7		70	10	26	0	0	0	42	0	15	0	3
8		60	6	20	0	0	0	32	0	15	0	6
9		100	11	54	0	0	0	71	0	16	0	5
10		110	14	59	0	0	0	79	0	18	0	21
11		80	7	31	0	0	0	44	0	23	0	40
12		65	6	25	0	0	0	37	0	15	0	3
13		80	6	40	0	0	0	52	0	15	0	5
15		70	8	25	0	0	0	39	0	18	0	7
16		60	6	20	0	0	0	32	0	15	0	8
17		60	6	20	0	0	0	32	0	15	0	5
18		110	10	57	0	0	0	73	0	24	0	6
21		80	11	35	0	0	0	52	0	15	0	12

Local TOD Schedule

Time	Plan	DOW
0000	21	Su S
0000	Free	M T W Th F
0115	Free	Su S
0130	Free	M T W Th F
0230	Free	Su S
0500	Free	M T W Th F
0530	5	M T W Th F
0600	11	M T W Th F
0600	6	Su S
1030	6	M T W Th F
1500	13	M T W Th F
2000	6	M T W Th F
2100	9	M T W Th F
2300	21	Su S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	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

SIGNAL OPERATING PLAN



Timing Phases	Direction	NB		SB	EB	Ped Heads				Movements/Display/Actuation
	Head No.	1/6	6	2	8	P6	P2	P8	P4	
(1+6) Ponce NL (Actuated)	Dwell	G/<G	G	R	R			DW		
	(2+6)	G/<Y	G	R	R			DW		
	C l e a r t o									
(2+6) Ponce NS (Recall)	Dwell	G	G	G	R			DW		
	(4+8)	Y	Y	Y	R			DW		
	C l e a r t o									
(8) Av. Sn. Lorenzo EB (Actuated)	Dwell	R	R	R	G			W/F		
	(2+6)	R	R	R	Y			DW		
	C l e a r t o									

Flashing Operation

FY FY FY FR

Miami-Dade County Public Works Department

Drawn H. Hernandez	Date 8/26/2002	Ponce de Leon Blvd & Avenue San Lorenzo		
Checked 	Date 8/26/02	Placed in Service	Phasing No.	Asset Number
		Date 8/27/02 By	1	6165

Appendix D

Background Area Growth Calculations

FDOT Historic Growth Trends

FDOT Growth Rate Summary

Station Number	Location	Historical Growth- Linear				Historical Growth- Exponential				Historical Growth- Decaying Exponential			
		5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared
0082	SR 976/Bird Road -- 200 feet east of SW 42nd Avenue	3.33%	50.29%	-0.45%	2.60%	3.18%	52.23%	-0.43%	2.32%	3.43%	57.31%	-0.26%	0.58%
1048	SR 976/Bird Road -- 200 feet west of SW 42nd Avenue	-0.25%	1.39%	-0.27%	2.61%	-0.25%	1.32%	-0.28%	2.30%	0.12%	0.16%	-0.22%	1.10%
1053	SR 953/LeJeune Road -- 760 feet north of Ponce de Leon Boulevard	-2.45%	57.88%	-0.47%	5.18%	-2.55%	57.91%	-0.44%	5.48%	-2.43%	51.12%	-0.22%	1.38%
8139	Ponce de LeonBoulevard -- 200 feet north of SW 40th Street	-5.30%	93.68%	-	-	-5.74%	93.39%	-	-	-5.46%	84.66%	-	-
8264	SW 37th Avenue -- 200 feet north of US-1	-7.14%	92.56%	-	-	-8.01%	92.92%	-	-	-7.63%	86.69%	-	-
8409	SW 38th Avenue -- 50 feet south of Shipping Avenue	-1.25%	75.00%	-	-	-1.27%	75.00%	-	-	-1.27%	60.25%	-	-
8508	Grand Avenue -- 200 feet west of Plaza Street	-3.44%	81.47%	-	-	-3.64%	80.78%	-	-	-3.28%	71.27%	-	-
Total		-2.36%	64.61%	-0.40%	3.46%	-2.61%	64.79%	-0.38%	3.37%	-2.36%	58.78%	-0.23%	1.02%

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2021 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0082 - SR 976/BIRD RD, 200' E SW 42 AV

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	38500	C	E 21000		W 17500	9.00	55.00	4.30
2020	33000	C	E 16500		W 16500	9.00	56.00	5.60
2019	38500	C	E 19000		W 19500	9.00	56.00	6.50
2018	37000	C	E 18500		W 18500	9.00	54.30	6.00
2017	40000	C	E 19000		W 21000	9.00	54.00	5.50
2016	34500	C	E 19000		W 15500	9.00	56.10	5.40
2015	34000	C	E 16500		W 17500	9.00	57.40	5.30
2014	42500	C	E 20000		W 22500	9.00	59.30	4.60
2013	38500	C	E 19500		W 19000	9.00	58.90	4.40
2012	45500	C	E 22500		W 23000	9.00	59.70	4.00
2011	36500	C	E 19000		W 17500	9.00	58.20	4.60
2010	37000	C	E 18500		W 18500	7.87	58.27	3.00
2009	34500	C	E 17500		W 17000	7.98	59.96	3.70
2008	35000	C	E 17500		W 17500	8.07	66.31	5.10
2007	39000	C	E 20000		W 19000	7.90	63.12	5.50
2006	38000	C	E 18000		W 20000	7.39	58.66	6.70

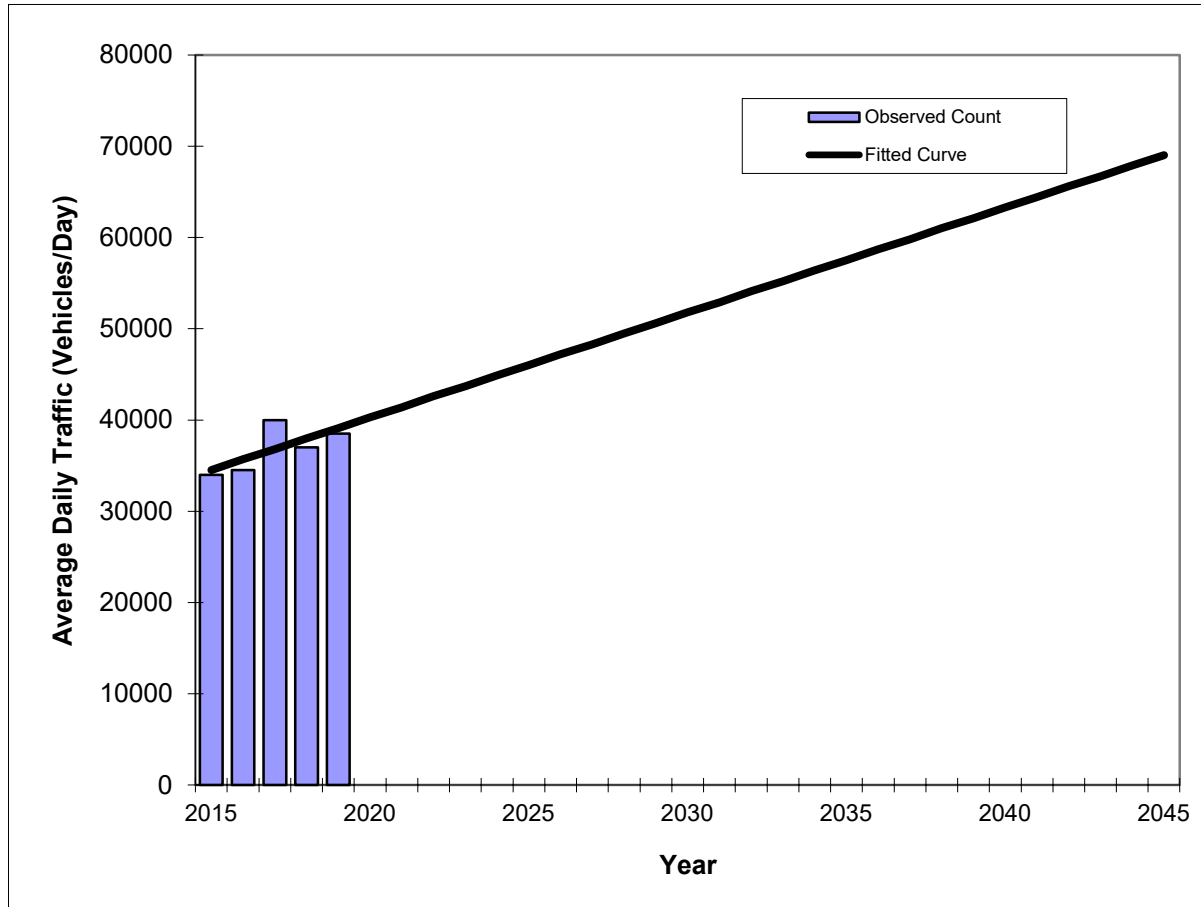
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

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

Traffic Trends

SR 976/Bird Road -- 200 feet east of SW 42nd Avenue

County:	Miami-Dade (87)
Station #:	0082
Highway:	SR 976/Bird Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	34000	34500
2016	34500	35700
2017	40000	36800
2018	37000	38000
2019	38500	39100

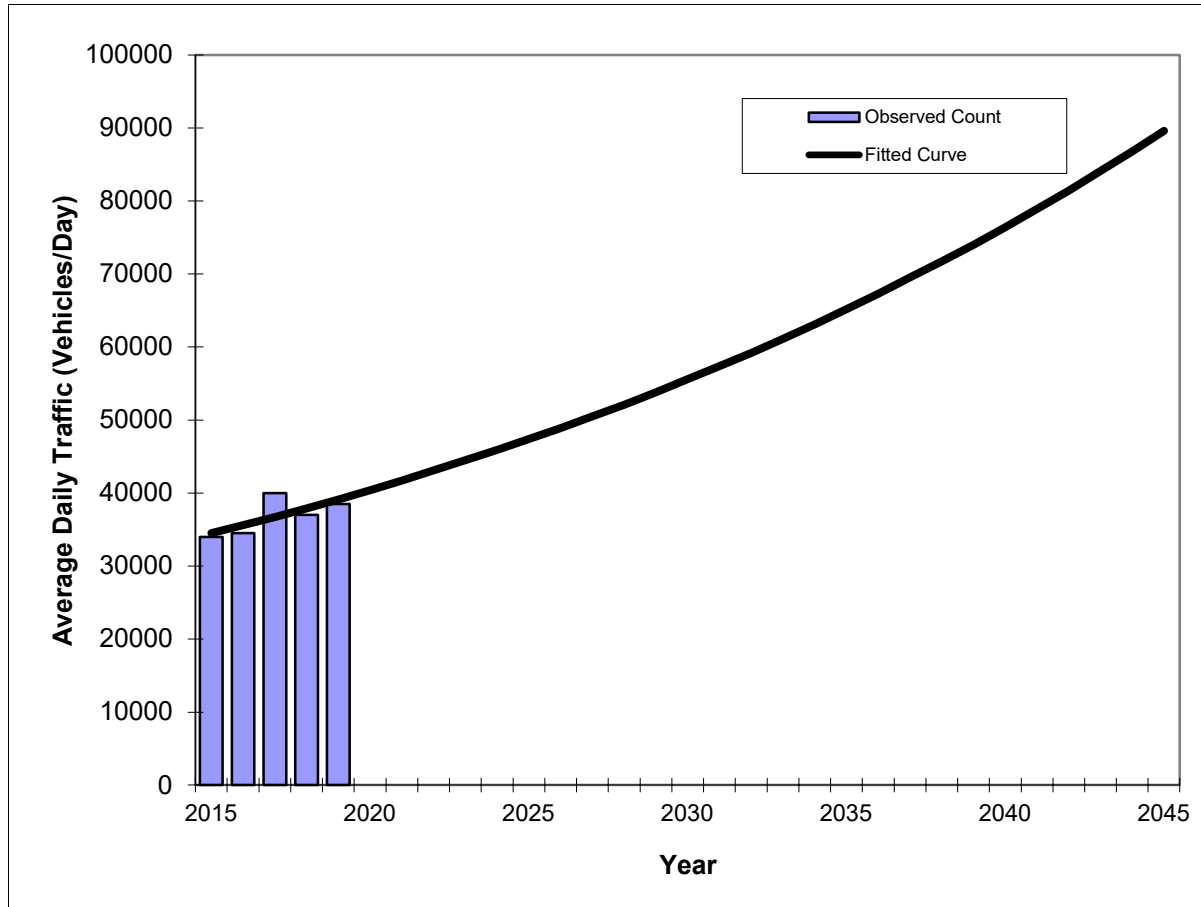
Trend R-squared:	50.29%
Trend Annual Historic Growth Rate:	3.33%
Printed:	28-Apr-23
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends

SR 976/Bird Road -- 200 feet east of SW 42nd Avenue

County:	Miami-Dade (87)
Station #:	0082
Highway:	SR 976/Bird Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	34000	34500
2016	34500	35600
2017	40000	36700
2018	37000	37900
2019	38500	39100

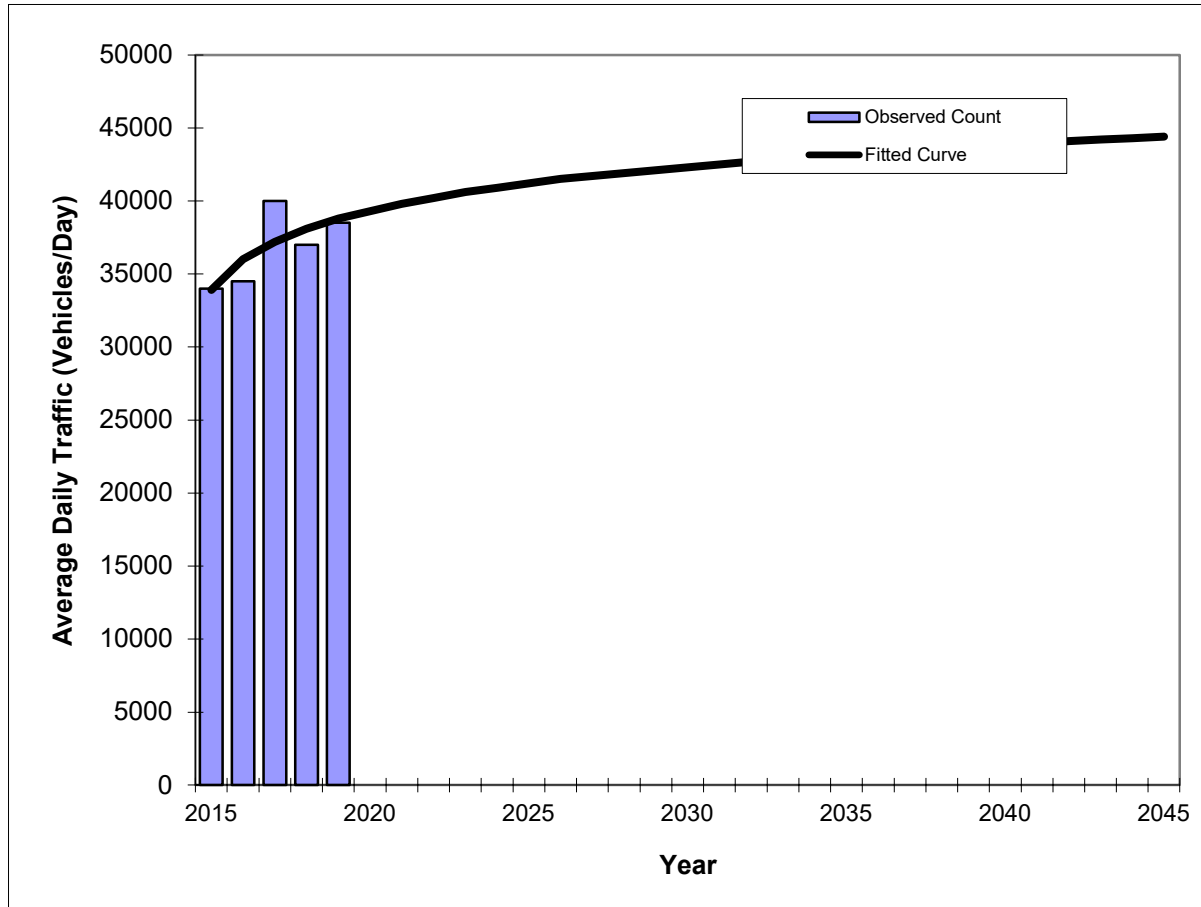
Trend R-squared:	52.23%
Compounded Annual Historic Growth Rate:	3.18%
Printed:	28-Apr-23
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

SR 976/Bird Road -- 200 feet east of SW 42nd Avenue

County:	Miami-Dade (87)
Station #:	0082
Highway:	SR 976/Bird Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	34000	33900
2016	34500	36000
2017	40000	37200
2018	37000	38100
2019	38500	38800

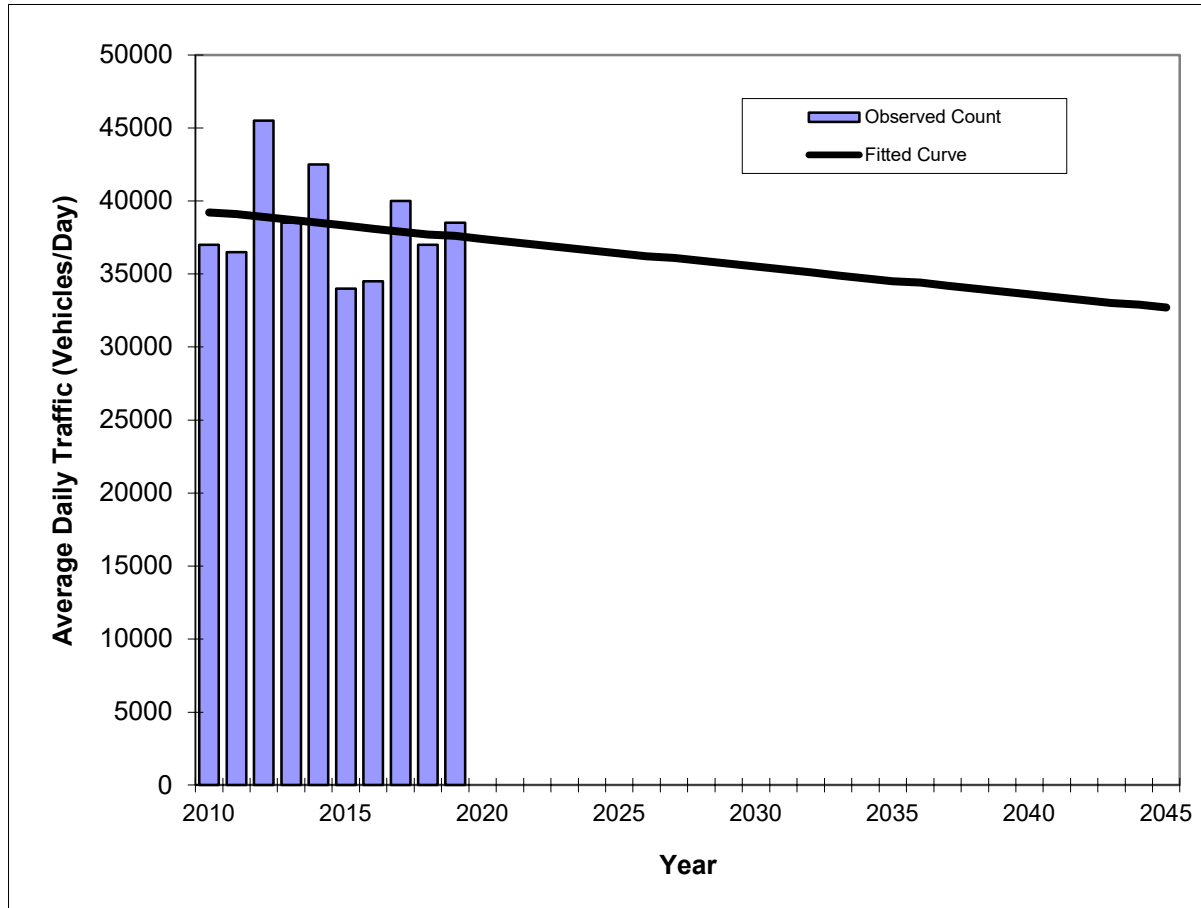
Trend R-squared:	57.31%
Compounded Annual Historic Growth Rate:	3.43%
Printed:	28-Apr-23
Decaying Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

SR 976/Bird Road -- 200 feet east of SW 42nd Avenue

County:	Miami-Dade (87)
Station #:	0082
Highway:	SR 976/Bird Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	37000	39200
2011	36500	39100
2012	45500	38900
2013	38500	38700
2014	42500	38500
2015	34000	38300
2016	34500	38100
2017	40000	37900
2018	37000	37700
2019	38500	37600

Trend R-squared:	2.60%
Trend Annual Historic Growth Rate:	-0.45%
Printed:	28-Apr-23

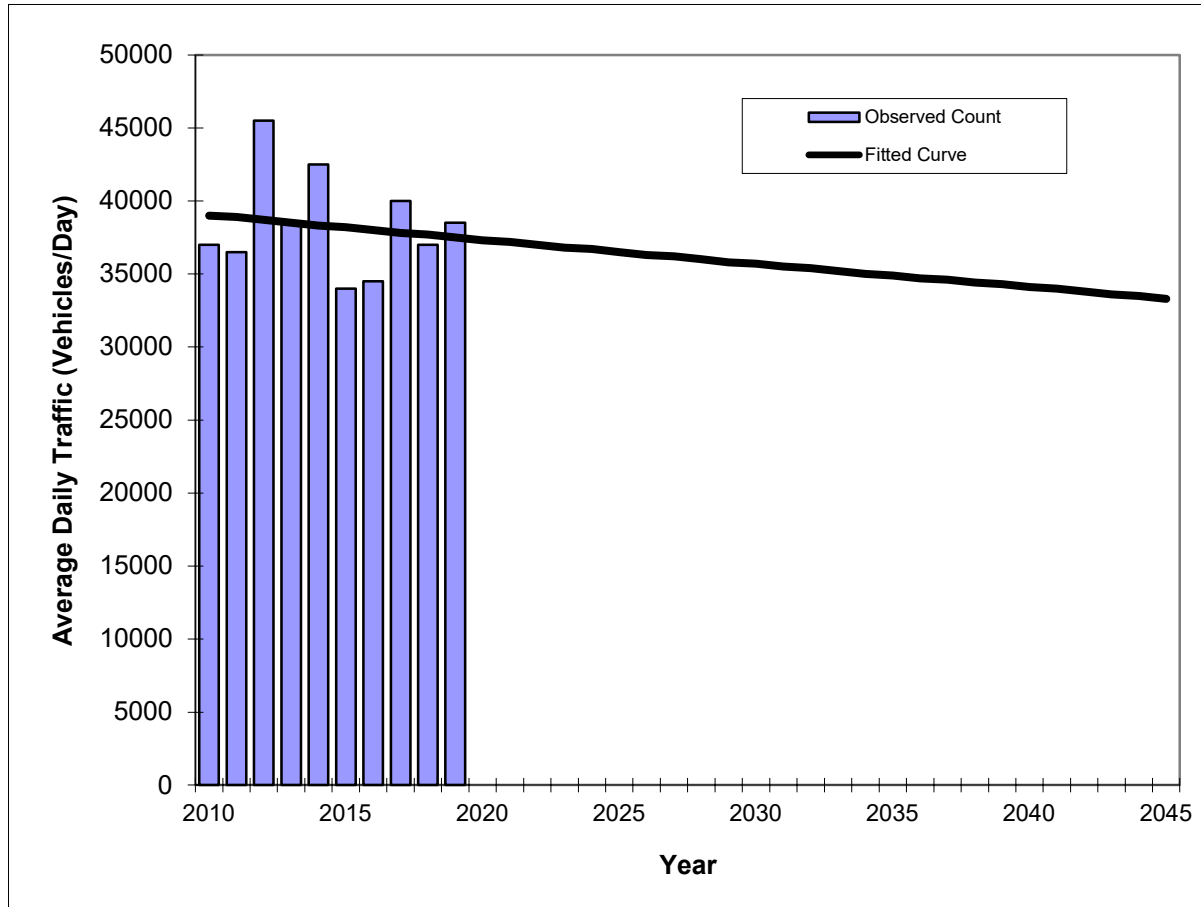
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SR 976/Bird Road -- 200 feet east of SW 42nd Avenue

County:	Miami-Dade (87)
Station #:	0082
Highway:	SR 976/Bird Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	37000	39000
2011	36500	38900
2012	45500	38700
2013	38500	38500
2014	42500	38300
2015	34000	38200
2016	34500	38000
2017	40000	37800
2018	37000	37700
2019	38500	37500

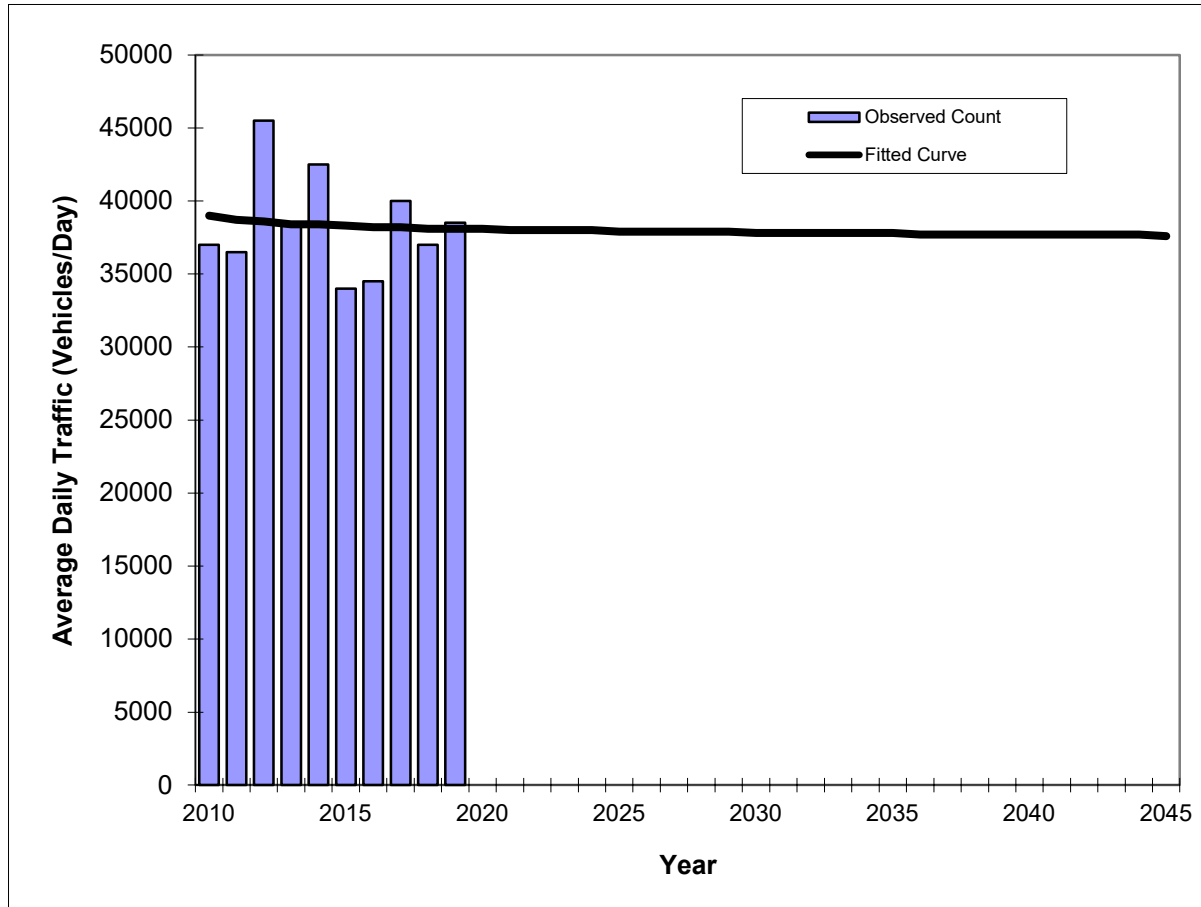
Trend R-squared:	2.32%
Compounded Annual Historic Growth Rate:	-0.43%
Printed:	28-Apr-23
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

SR 976/Bird Road -- 200 feet east of SW 42nd Avenue

County:	Miami-Dade (87)
Station #:	0082
Highway:	SR 976/Bird Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	37000	39000
2011	36500	38700
2012	45500	38600
2013	38500	38400
2014	42500	38400
2015	34000	38300
2016	34500	38200
2017	40000	38200
2018	37000	38100
2019	38500	38100

Trend R-squared:	0.58%
Compounded Annual Historic Growth Rate:	-0.26%
Printed:	28-Apr-23
Decaying Exponential Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2021 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 1048 - SR 976/BIRD RD, 200' W SW 42 AV

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	42500	C	E 22000		W 20500	9.00	55.00	4.30
2020	34000	C	E 17500		W 16500	9.00	56.00	5.60
2019	39000	C	E 20000		W 19000	9.00	56.00	6.50
2018	41000	C	E 21000		W 20000	9.00	54.30	6.00
2017	39500	C	E 20500		W 19000	9.00	54.00	5.50
2016	42000	C	E 22000		W 20000	9.00	56.10	5.40
2015	39000	C	E 20500		W 18500	9.00	57.40	5.30
2014	38000	C	E 18500		W 19500	9.00	59.30	4.60
2013	41500	C	E 20000		W 21500	9.00	58.90	4.40
2012	45500	C	E 22000		W 23500	9.00	59.70	4.00
2011	38000	C	E 20000		W 18000	9.00	58.20	4.60
2010	40500	C	E 19500		W 21000	7.87	58.27	3.00
2009	40500	C	E 20000		W 20500	7.98	59.96	3.70
2008	38000	C	E 19500		W 18500	8.07	66.31	5.10
2007	40500	C	E 21000		W 19500	7.90	63.12	5.50
2006	41500	C	E 21000		W 20500	7.39	58.66	6.70

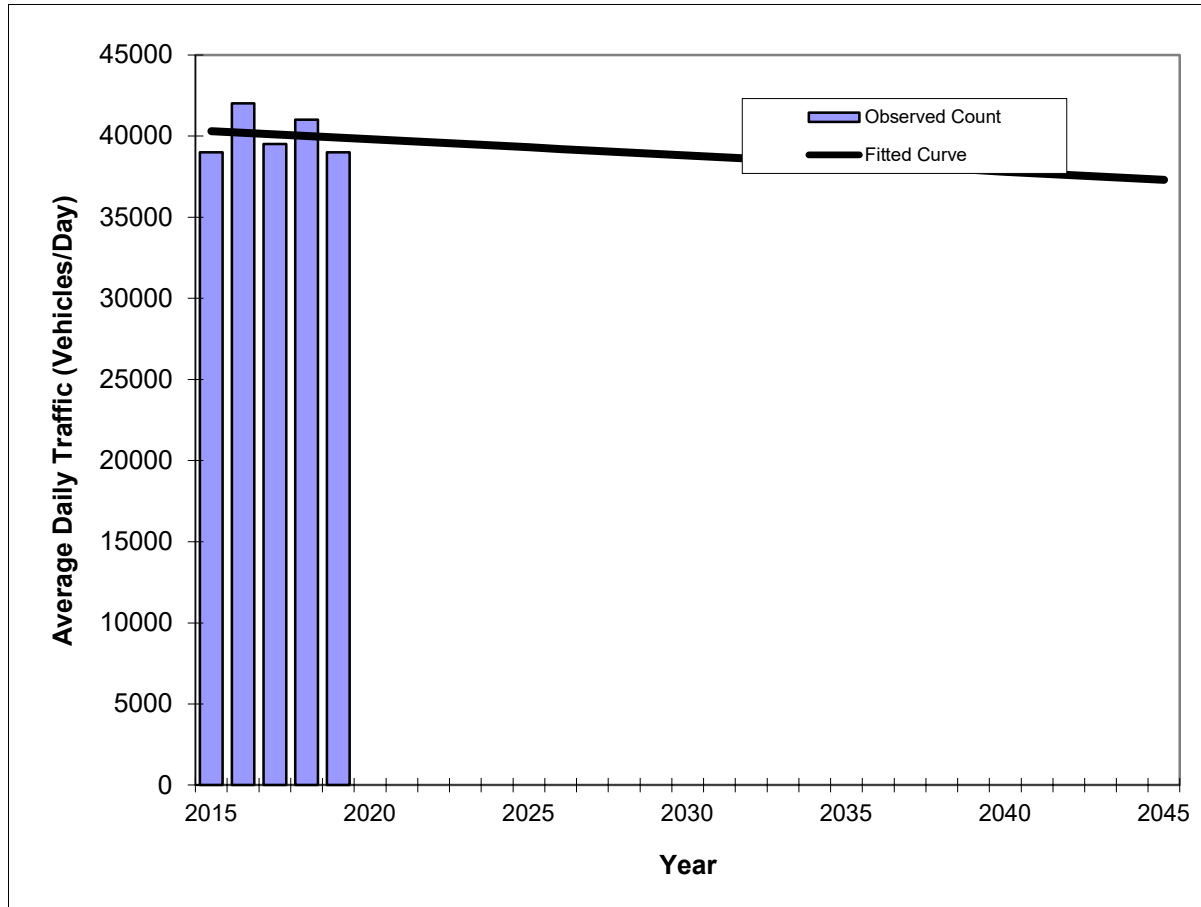
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

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

Traffic Trends

SR 976/Bird Road -- 200 feet west of SW 42nd Avenue

County:	Miami-Dade (87)
Station #:	1048
Highway:	SR 976/Bird Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	39000	40300
2016	42000	40200
2017	39500	40100
2018	41000	40000
2019	39000	39900

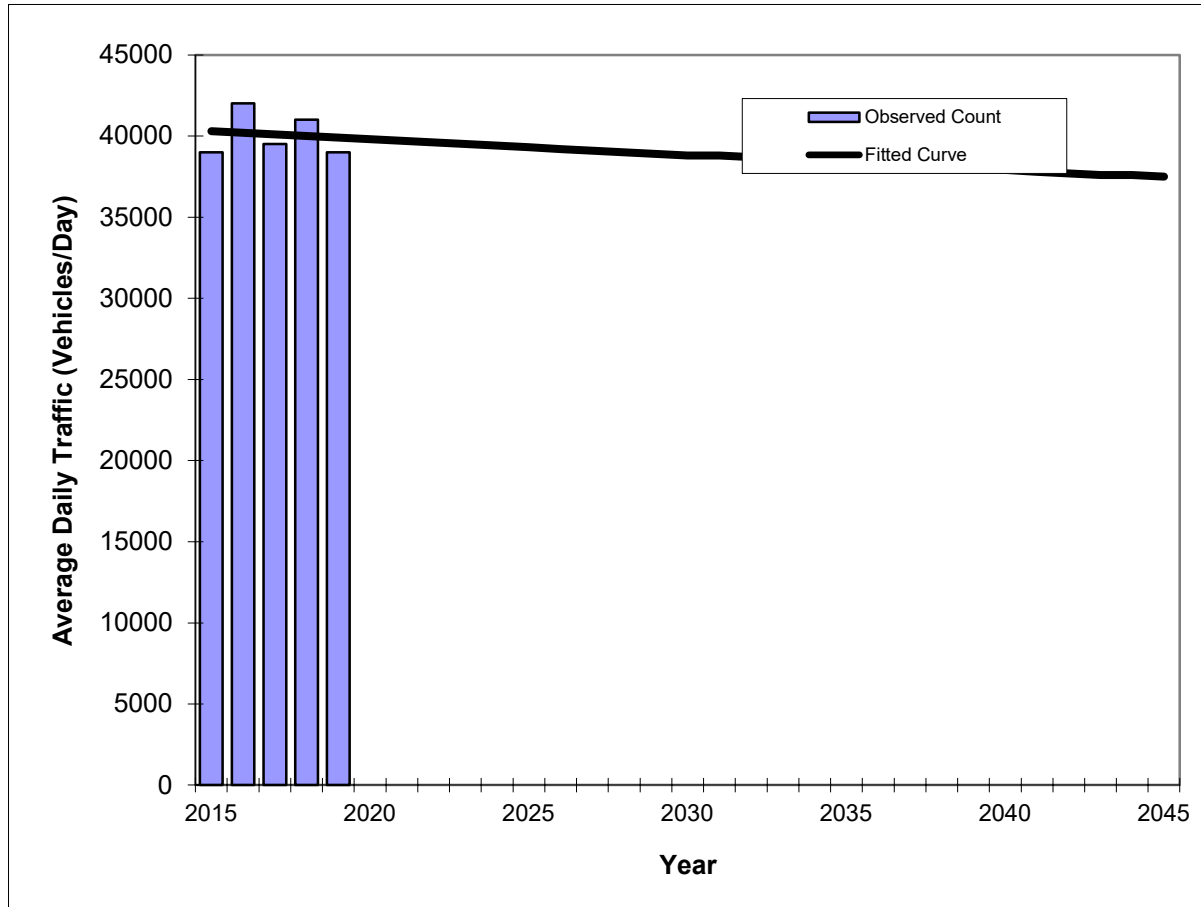
Trend R-squared:	1.39%
Trend Annual Historic Growth Rate:	-0.25%
Printed:	28-Apr-23
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends

SR 976/Bird Road -- 200 feet west of SW 42nd Avenue

County:	Miami-Dade (87)
Station #:	1048
Highway:	SR 976/Bird Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	39000	40300
2016	42000	40200
2017	39500	40100
2018	41000	40000
2019	39000	39900

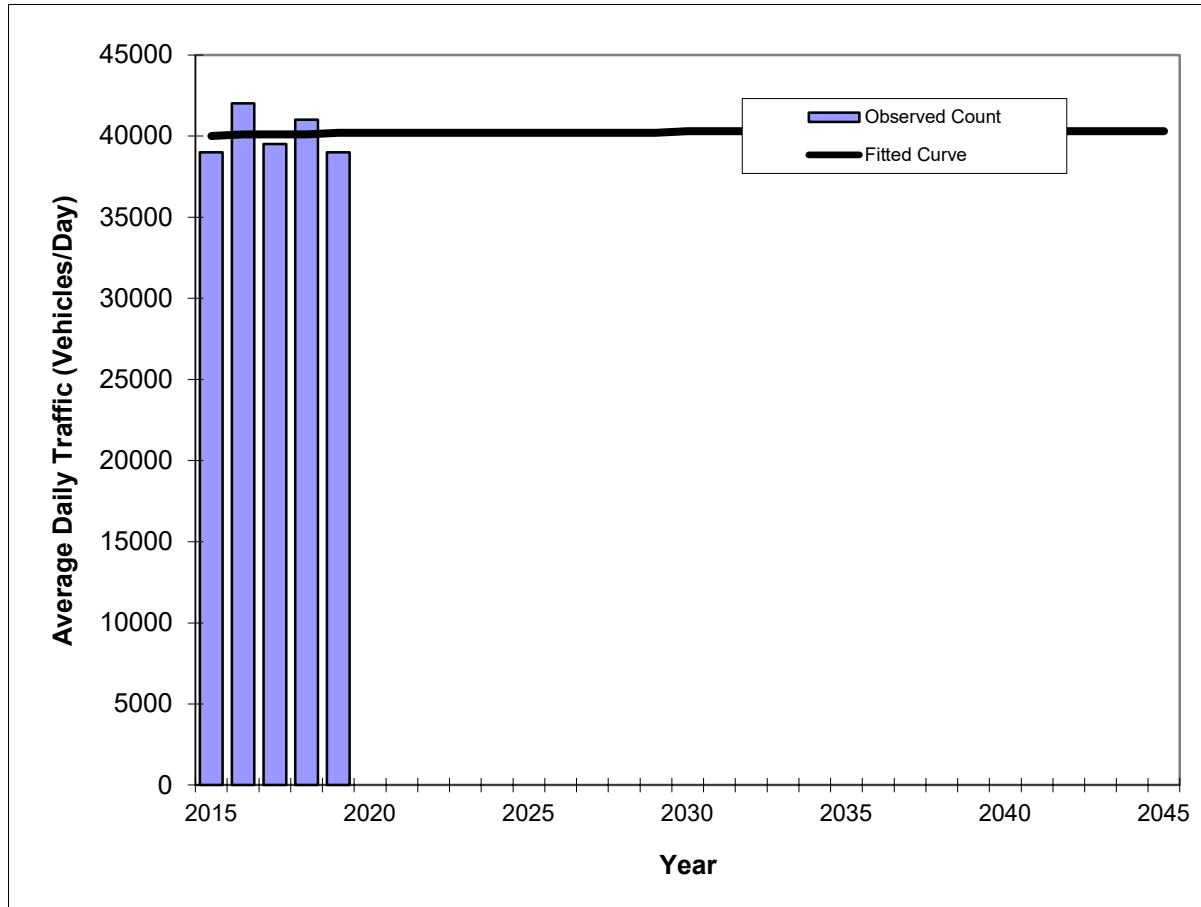
Trend R-squared:	1.32%
Compounded Annual Historic Growth Rate:	-0.25%
Printed:	28-Apr-23
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

SR 976/Bird Road -- 200 feet west of SW 42nd Avenue

County:	Miami-Dade (87)
Station #:	1048
Highway:	SR 976/Bird Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	39000	40000
2016	42000	40100
2017	39500	40100
2018	41000	40100
2019	39000	40200

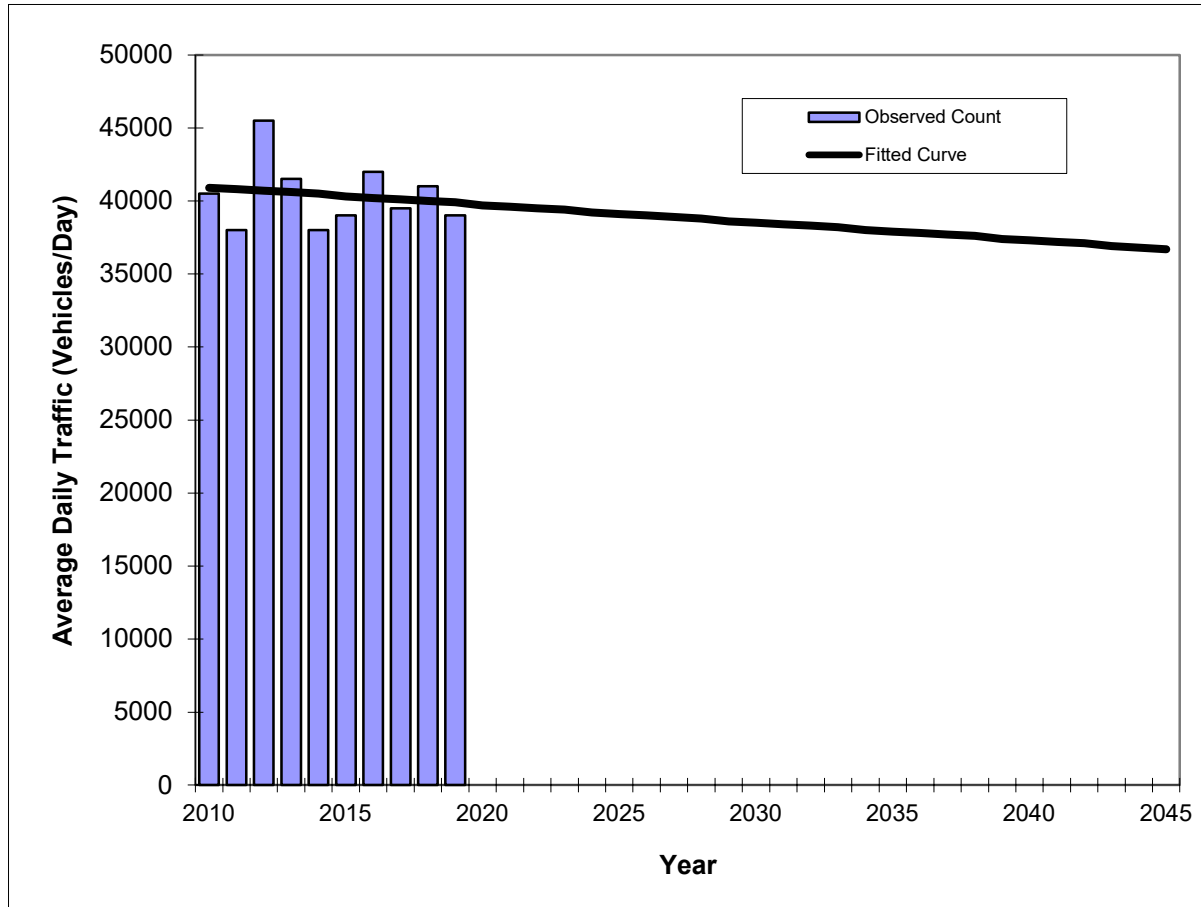
Trend R-squared:	0.16%
Compounded Annual Historic Growth Rate:	0.12%
Printed:	28-Apr-23
Decaying Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

SR 976/Bird Road -- 200 feet west of SW 42nd Avenue

County:	Miami-Dade (87)
Station #:	1048
Highway:	SR 976/Bird Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	40500	40900
2011	38000	40800
2012	45500	40700
2013	41500	40600
2014	38000	40500
2015	39000	40300
2016	42000	40200
2017	39500	40100
2018	41000	40000
2019	39000	39900

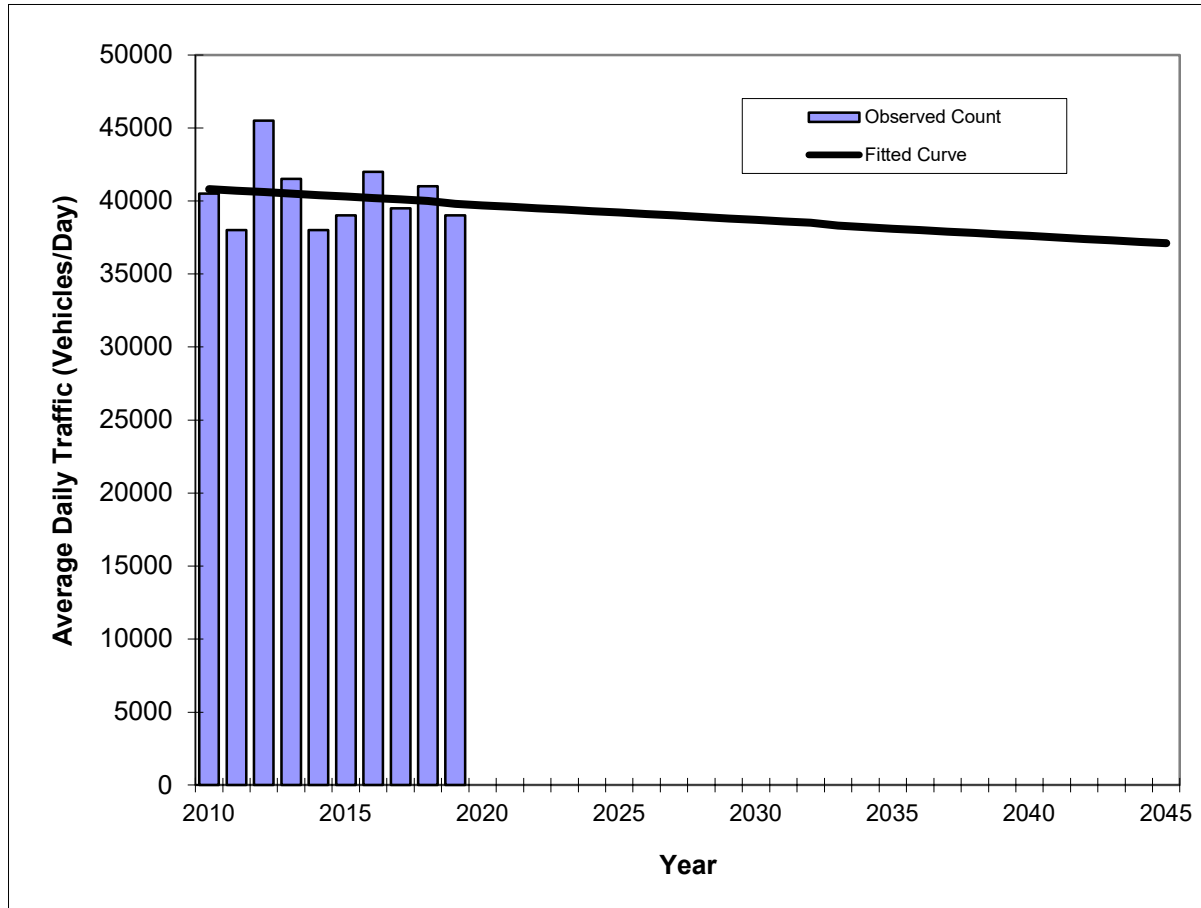
Trend R-squared:	2.61%
Trend Annual Historic Growth Rate:	-0.27%
Printed:	28-Apr-23
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends

SR 976/Bird Road -- 200 feet west of SW 42nd Avenue

County:	Miami-Dade (87)
Station #:	1048
Highway:	SR 976/Bird Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	40500	40800
2011	38000	40700
2012	45500	40600
2013	41500	40500
2014	38000	40400
2015	39000	40300
2016	42000	40200
2017	39500	40100
2018	41000	40000
2019	39000	39800

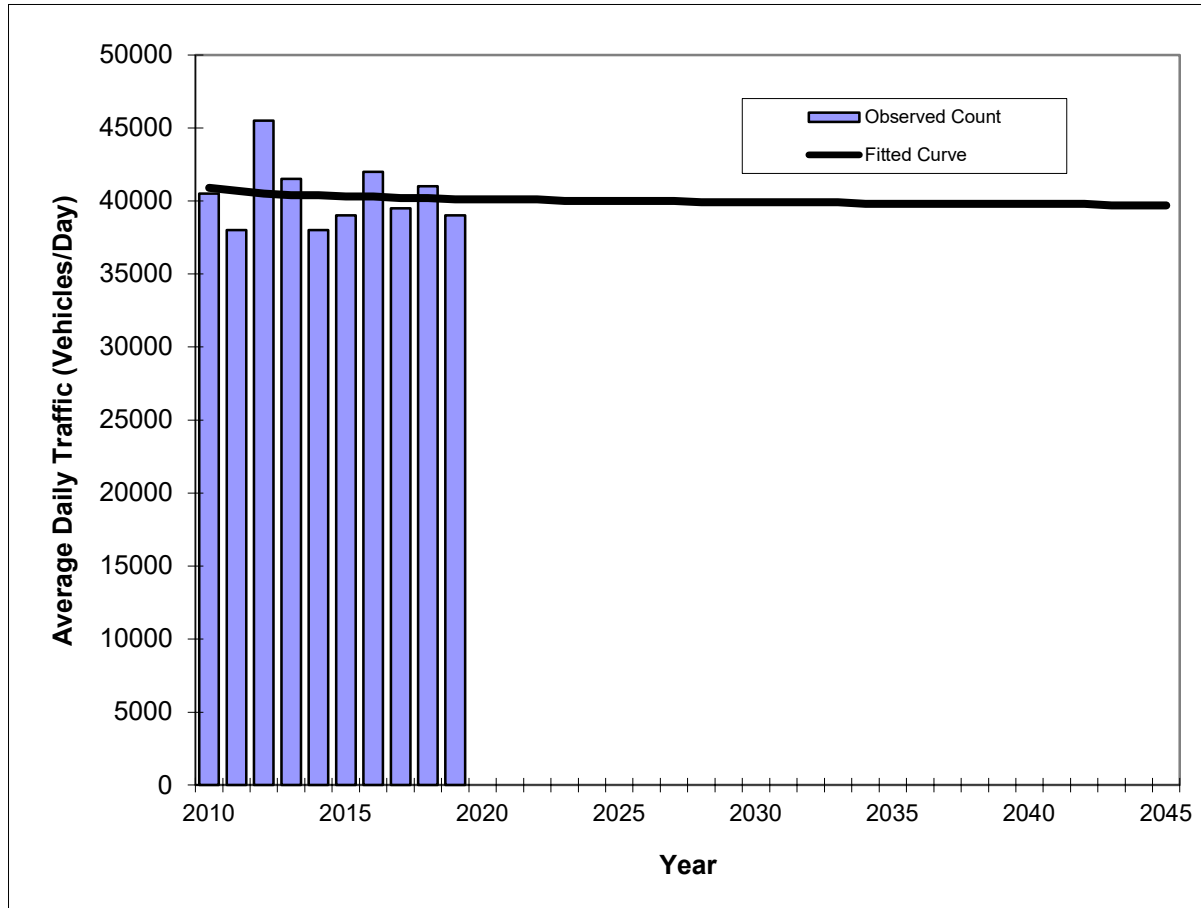
Trend R-squared:	2.30%
Compounded Annual Historic Growth Rate:	-0.28%
Printed:	28-Apr-23
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

SR 976/Bird Road -- 200 feet west of SW 42nd Avenue

County:	Miami-Dade (87)
Station #:	1048
Highway:	SR 976/Bird Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	40500	40900
2011	38000	40700
2012	45500	40500
2013	41500	40400
2014	38000	40400
2015	39000	40300
2016	42000	40300
2017	39500	40200
2018	41000	40200
2019	39000	40100

Trend R-squared:	1.10%
Compounded Annual Historic Growth Rate:	-0.22%
Printed:	28-Apr-23
Decaying Exponential Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 1053 - SR 953/LEJEUNE RD, 760' N PONCE DE LEON BLVD

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	19900	C	N 10500		S 9400	9.00	55.00	3.90
2020	18900	C	N 8900		S 10000	9.00	56.00	3.00
2019	24500	C	N 11500		S 13000	9.00	56.00	2.70
2018	23500	C	N 11000		S 12500	9.00	54.30	2.90
2017	25000	C	N 11500		S 13500	9.00	54.00	3.40
2016	27000	C	N 12500		S 14500	9.00	56.10	2.50
2015	26000	C	N 13000		S 13000	9.00	57.40	2.40
2014	24000	C	N 11000		S 13000	9.00	59.30	2.60
2013	28500	C	N 16000		S 12500	9.00	58.90	5.80
2012	25000	C	N 12000		S 13000	9.00	59.70	2.80
2011	24500	C	N 12000		S 12500	9.00	58.20	2.40
2010	25500	C	N 12500		S 13000	7.87	58.27	2.40
2009	24500	C	N 12000		S 12500	7.98	59.96	2.60
2008	24000	C	N 11500		S 12500	8.07	66.31	6.90
2007	24500	C	N 12000		S 12500	7.90	63.12	6.90
2006	27000	C	N 13000		S 14000	7.39	58.66	14.80

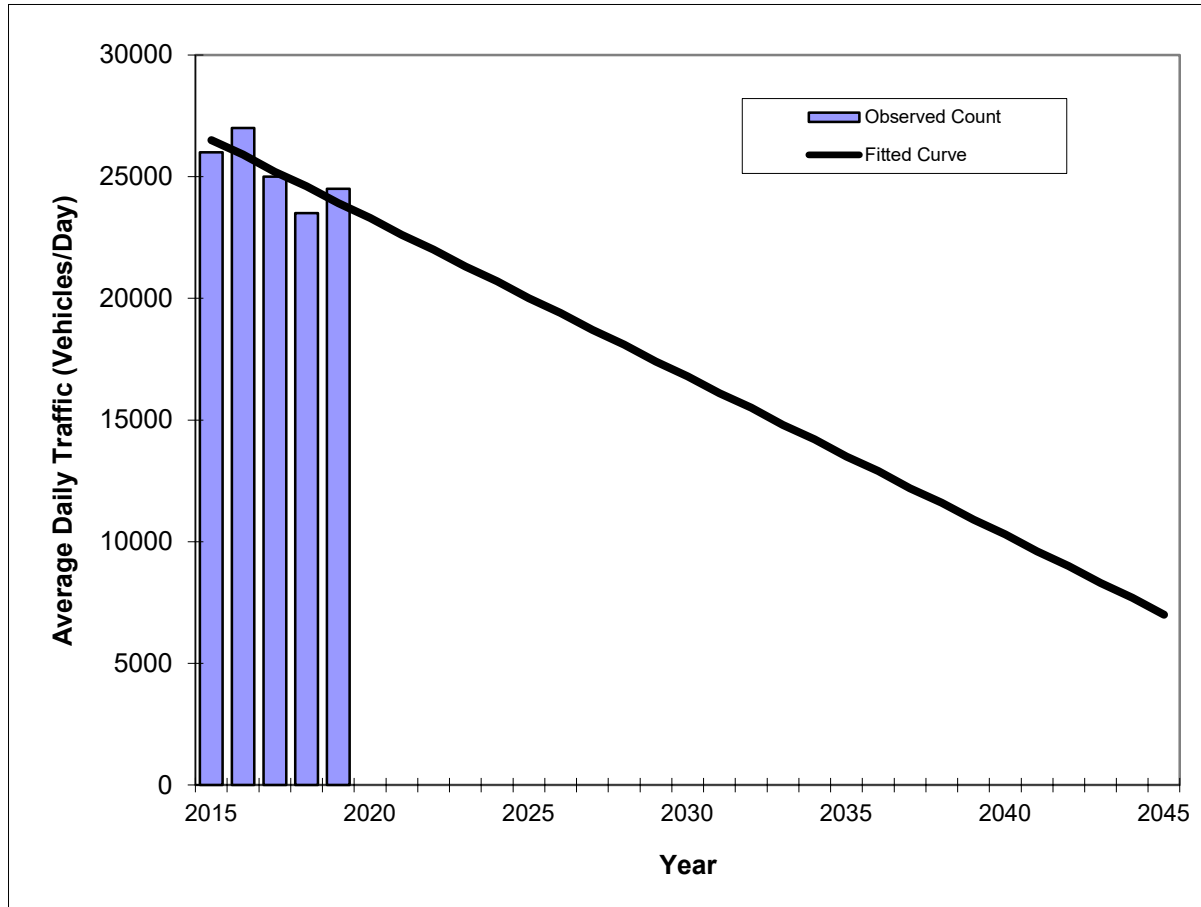
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

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

Traffic Trends

SR 953/LeJeune Road -- 760 feet north of Ponce de Leon Boulevard

County:	Miami-Dade (87)
Station #:	1053
Highway:	SR 953/LeJeune Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	26000	26500
2016	27000	25900
2017	25000	25200
2018	23500	24600
2019	24500	23900

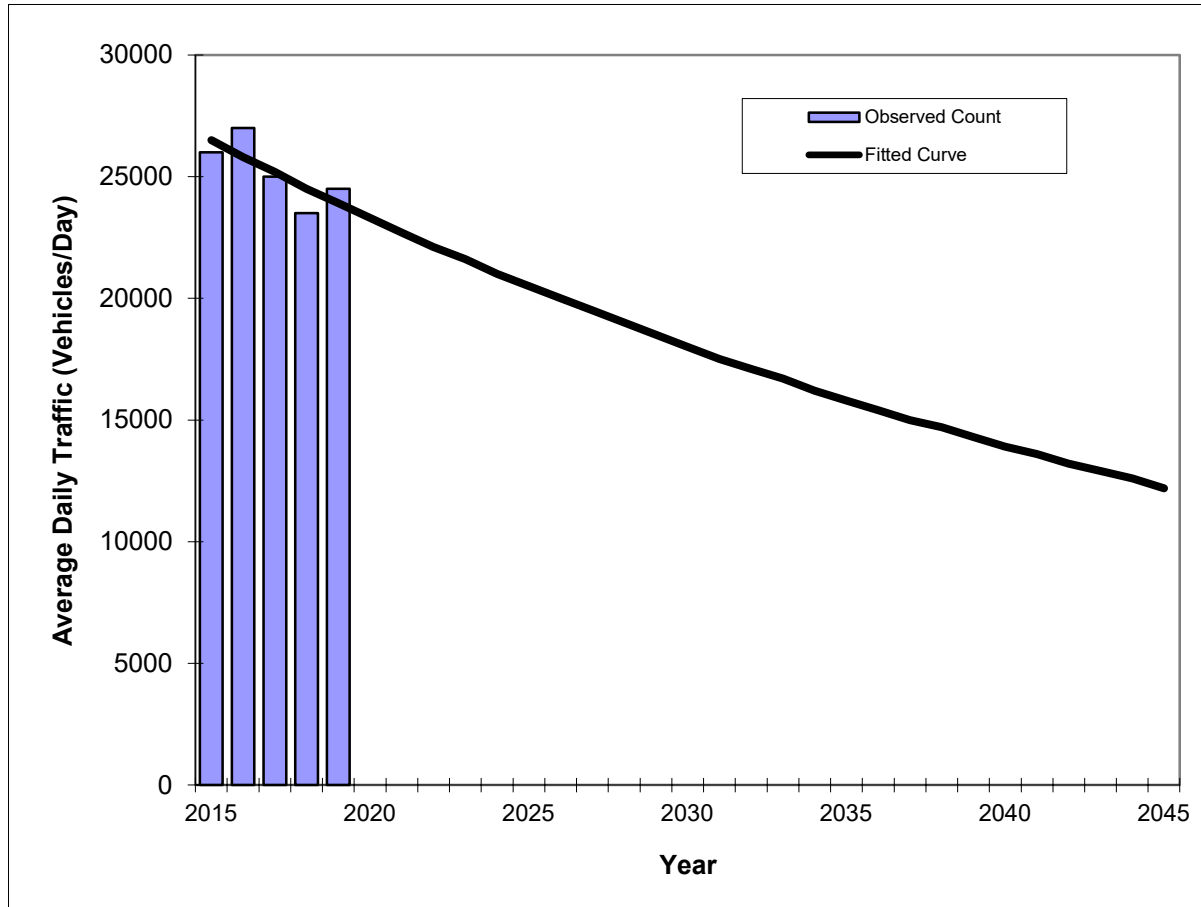
Trend R-squared:	57.88%
Trend Annual Historic Growth Rate:	-2.45%
Printed:	28-Apr-23
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends

SR 953/LeJeune Road -- 760 feet north of Ponce de Leon Boulevard

County:	Miami-Dade (87)
Station #:	1053
Highway:	SR 953/LeJeune Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	26000	26500
2016	27000	25800
2017	25000	25200
2018	23500	24500
2019	24500	23900

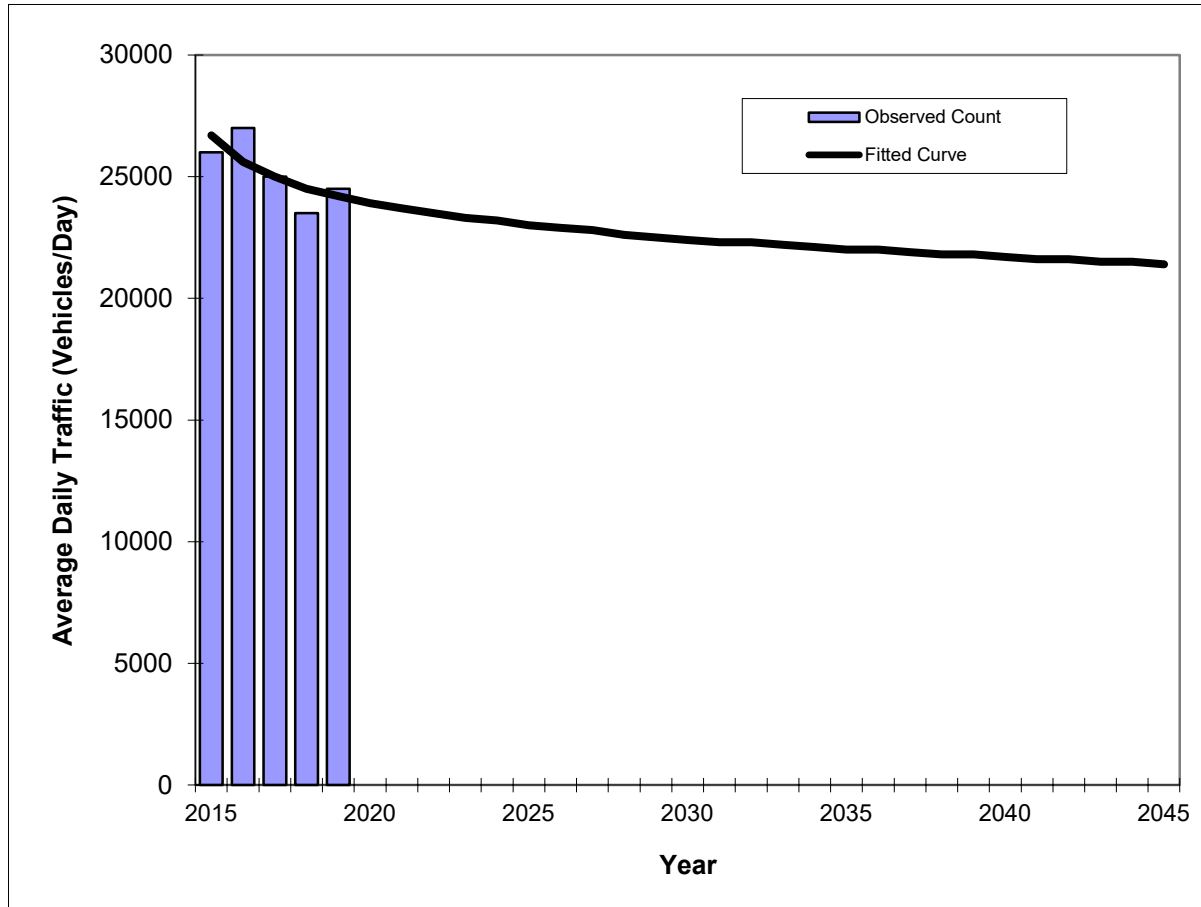
Trend R-squared:	57.91%
Compounded Annual Historic Growth Rate:	-2.55%
Printed:	28-Apr-23
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

SR 953/LeJeune Road -- 760 feet north of Ponce de Leon Boulevard

County:	Miami-Dade (87)
Station #:	1053
Highway:	SR 953/LeJeune Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	26000	26700
2016	27000	25600
2017	25000	25000
2018	23500	24500
2019	24500	24200

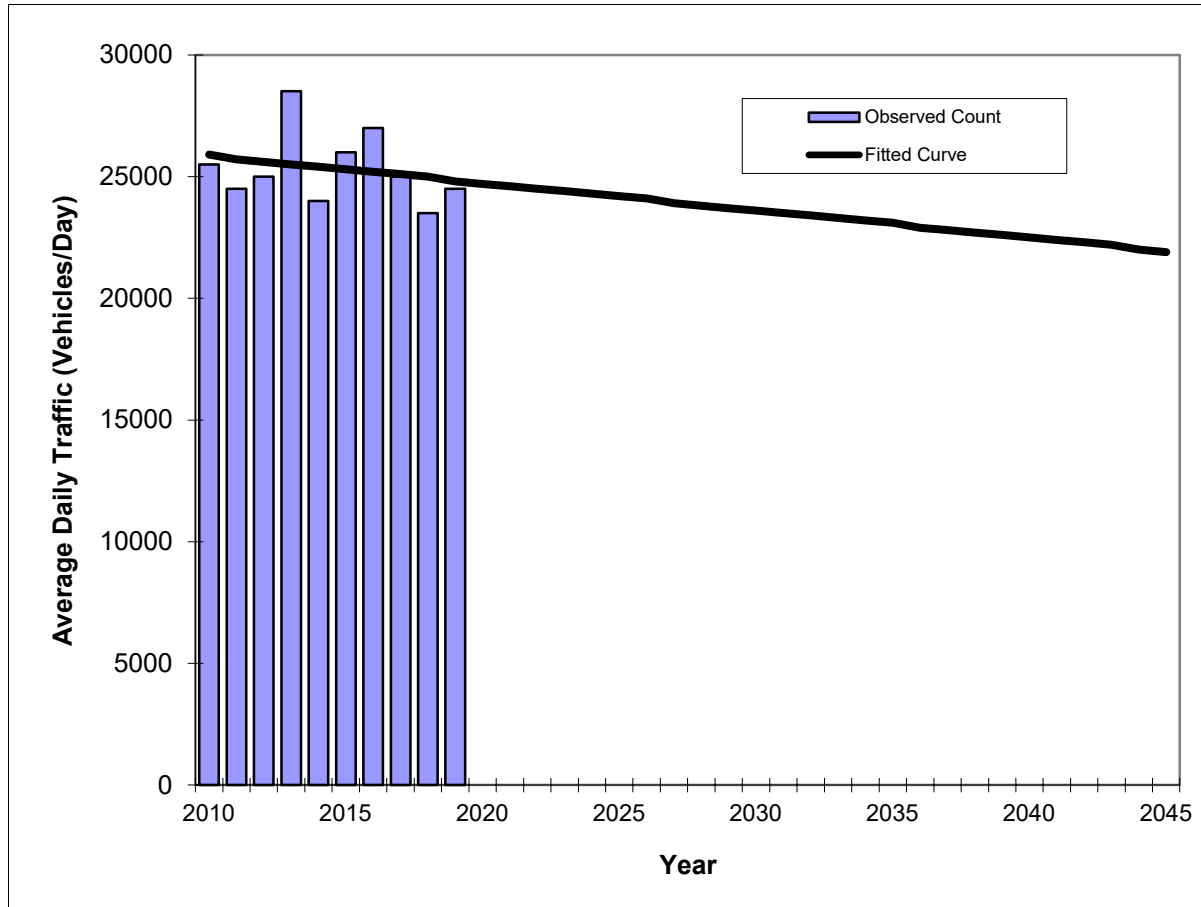
Trend R-squared:	51.12%
Compounded Annual Historic Growth Rate:	-2.43%
Printed:	28-Apr-23
Decaying Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

SR 953/LeJeune Road -- 760 feet north of Ponce de Leon Boulevard

County:	Miami-Dade (87)
Station #:	1053
Highway:	SR 953/LeJeune Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	25500	25900
2011	24500	25700
2012	25000	25600
2013	28500	25500
2014	24000	25400
2015	26000	25300
2016	27000	25200
2017	25000	25100
2018	23500	25000
2019	24500	24800

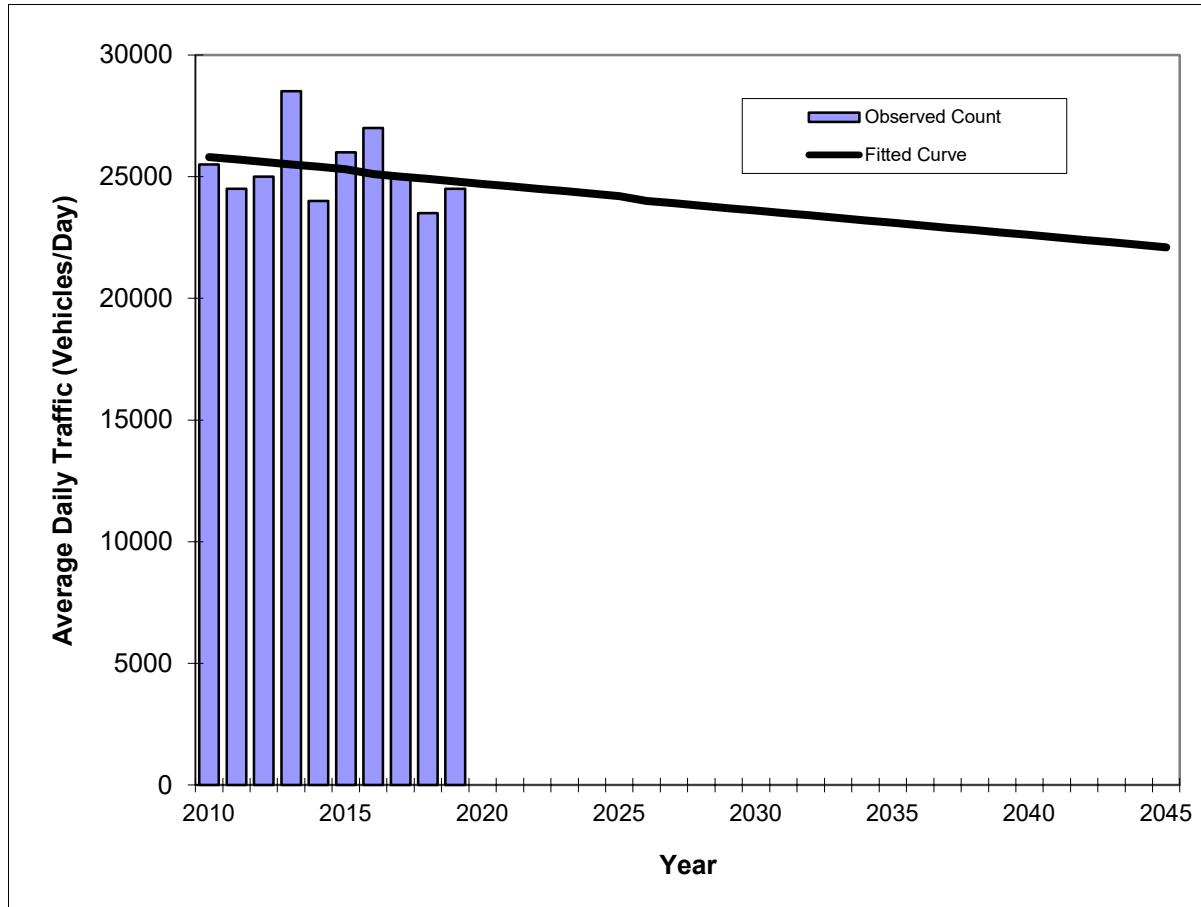
Trend R-squared:	5.18%
Trend Annual Historic Growth Rate:	-0.47%
Printed:	28-Apr-23
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends

SR 953/LeJeune Road -- 760 feet north of Ponce de Leon Boulevard

County:	Miami-Dade (87)
Station #:	1053
Highway:	SR 953/LeJeune Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	25500	25800
2011	24500	25700
2012	25000	25600
2013	28500	25500
2014	24000	25400
2015	26000	25300
2016	27000	25100
2017	25000	25000
2018	23500	24900
2019	24500	24800

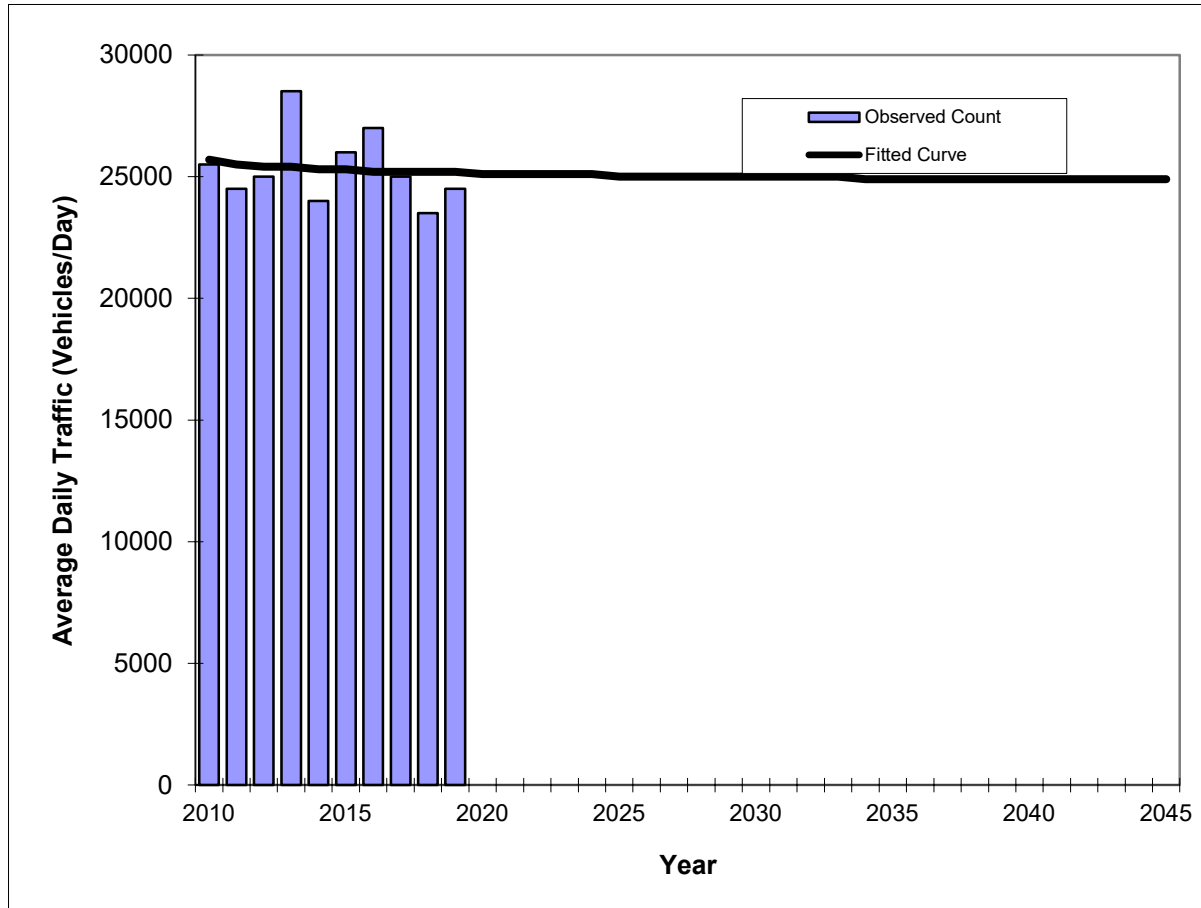
Trend R-squared:	5.48%
Compounded Annual Historic Growth Rate:	-0.44%
Printed:	28-Apr-23
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

SR 953/LeJeune Road -- 760 feet north of Ponce de Leon Boulevard

County:	Miami-Dade (87)
Station #:	1053
Highway:	SR 953/LeJeune Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	25500	25700
2011	24500	25500
2012	25000	25400
2013	28500	25400
2014	24000	25300
2015	26000	25300
2016	27000	25200
2017	25000	25200
2018	23500	25200
2019	24500	25200

Trend R-squared:	1.38%
Compounded Annual Historic Growth Rate:	-0.22%
Printed:	28-Apr-23
Decaying Exponential Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2021 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8139 - PONCE DE LEON BLVD, 200' NORTH OF SW 40TH STREET

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
2021	11600	C	N	5800	S	5800	9.00	55.00	17.50
2020	10800	T	N	5400	S	5400	9.00	56.00	10.40
2019	12100	S	N	6100	S	6000	9.00	56.00	11.00
2018	12300	F	N	6200	S	6100	9.00	54.30	12.10
2017	13700	C	N	6900	S	6800	9.00	59.30	12.60
2016	14700	F	N	7600	S	7100	9.00	56.10	13.50
2015	14900	C	N	7700	S	7200	9.00	57.40	13.70
2014	6600	S	N	3300	S	3300	9.00	59.30	17.40
2013	6600	F	N	3300	S	3300	9.00	58.90	16.20
2012	6600	C	N	3300	S	3300	9.00	59.70	16.00

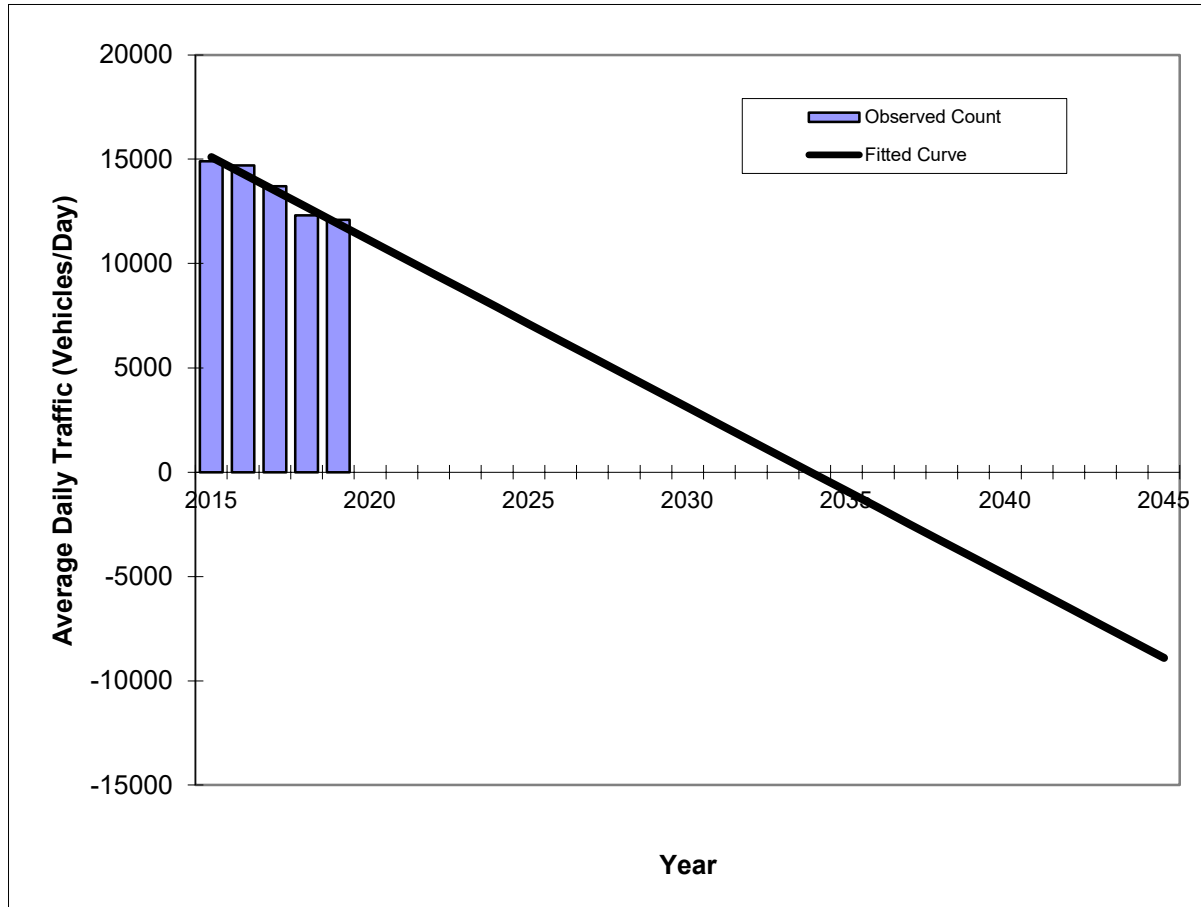
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

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

Traffic Trends

Ponce de Leon Boulevard -- 200 feet north of SW 40th Street

County:	Miami-Dade (87)
Station #:	8139
Highway:	Ponce de Leon Boulevard



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	14900	15100
2016	14700	14300
2017	13700	13500
2018	12300	12700
2019	12100	11900

Trend R-squared:	93.68%
Trend Annual Historic Growth Rate:	-5.30%
Printed:	28-Apr-23

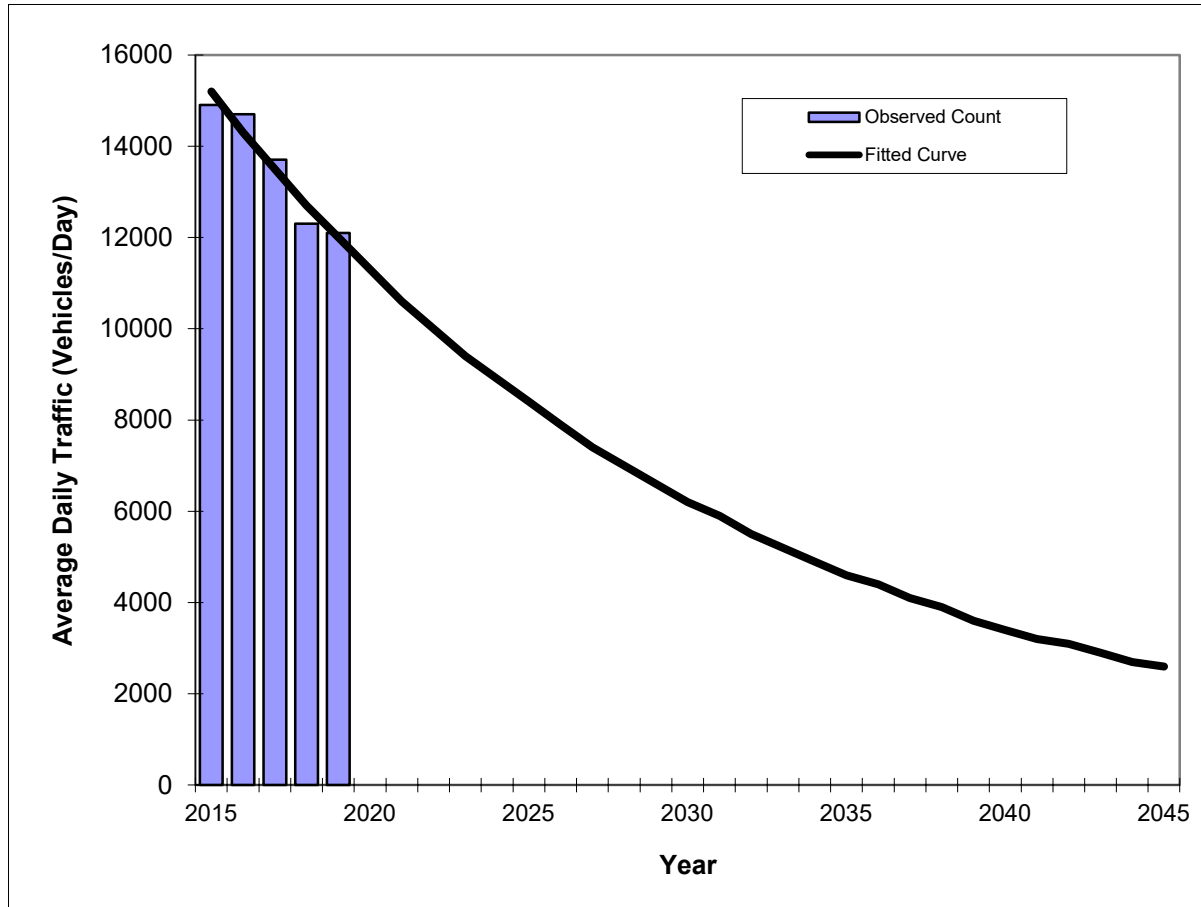
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

Ponce de Leon Boulevard -- 200 feet north of SW 40th Street

County:	Miami-Dade (87)
Station #:	8139
Highway:	Ponce de Leon Boulevard



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	14900	15200
2016	14700	14300
2017	13700	13500
2018	12300	12700
2019	12100	12000

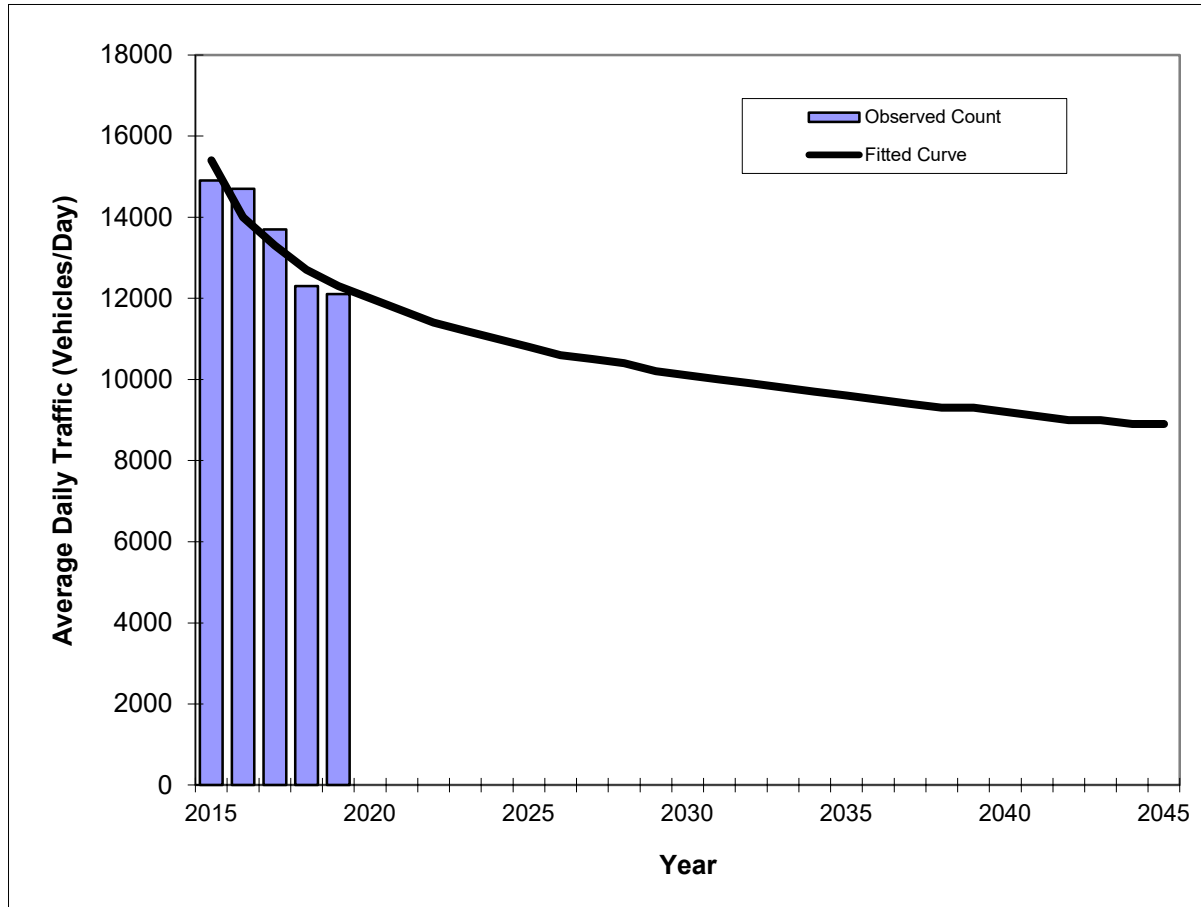
Trend R-squared:	93.39%
Compounded Annual Historic Growth Rate:	-5.74%
Printed:	28-Apr-23
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

Ponce de Leon Boulevard -- 200 feet north of SW 40th Street

County:	Miami-Dade (87)
Station #:	8139
Highway:	Ponce de Leon Boulevard



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	14900	15400
2016	14700	14000
2017	13700	13300
2018	12300	12700
2019	12100	12300

Trend R-squared:	84.66%
Compounded Annual Historic Growth Rate:	-5.46%
Printed:	28-Apr-23
Decaying Exponential Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8264 - SW 37TH AVE, 200' NORTH OF US-1

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
2021	15200	C	N	7300	S	7900	9.00	55.00	3.20
2020	10200	T	N	6200	S	4000	9.00	56.00	3.70
2019	11400	S	N	6900	S	4500	9.00	56.00	5.30
2018	11600	F	N	7000	S	4600	9.00	54.30	3.70
2017	13000	C	N	7800	S	5200	9.00	55.70	3.70
2016	15000	T	N	7400	S	7600	9.00	56.10	5.20
2015	15200	S	N	7500	S	7700	9.00	57.40	7.10
2014	15400	F	N	7600	S	7800	9.00	59.30	9.40
2013	15600	C	N	7700	S	7900	9.00	58.90	16.20
2012	14600	F	N	7400	S	7200	9.00	59.70	16.00
2011	14400	C	N	7300	S	7100	9.00	58.20	14.70

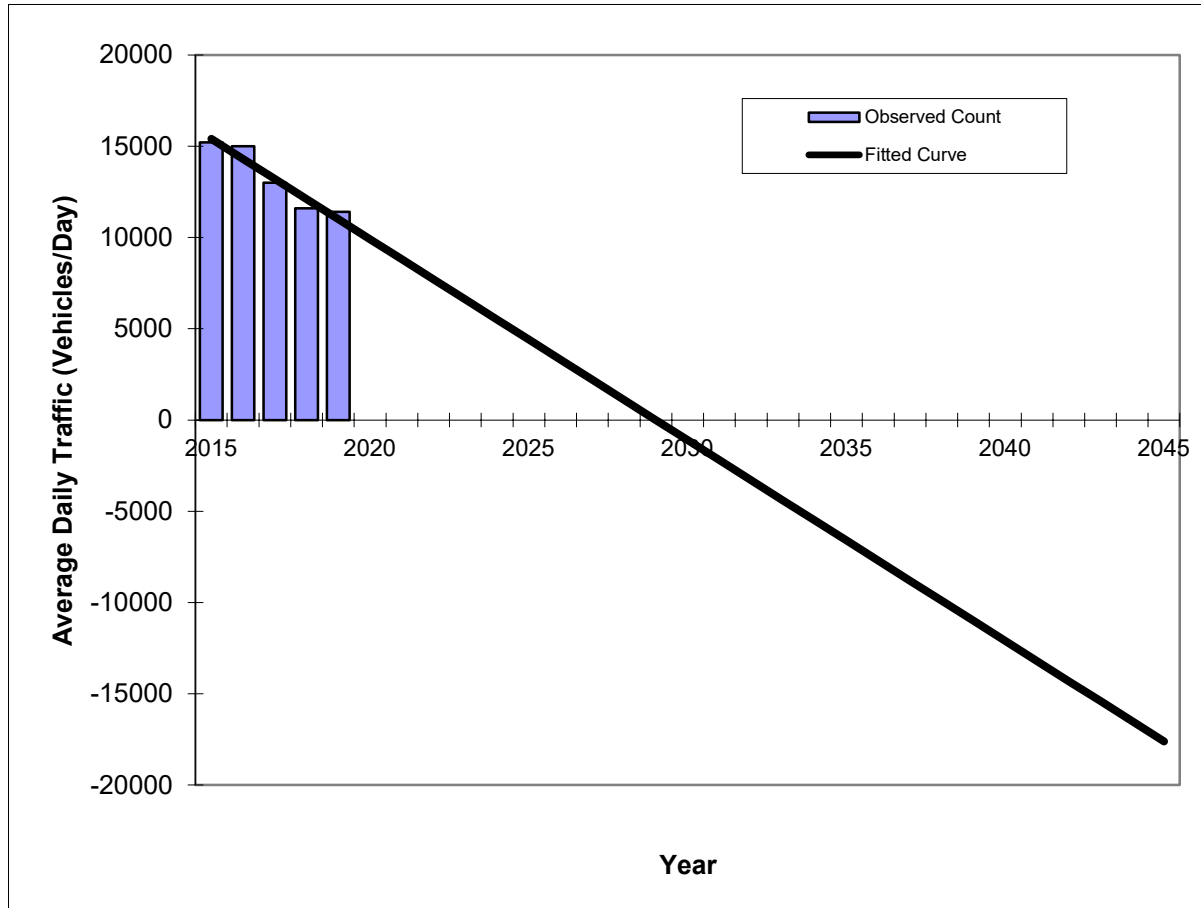
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*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends

SW 37th Avenue -- 200 feet north of US-1

County:	Miami-Dade (87)
Station #:	8264
Highway:	SW 37th Avenue



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	15200	15400
2016	15000	14300
2017	13000	13200
2018	11600	12100
2019	11400	11000

Trend R-squared:	92.56%
Trend Annual Historic Growth Rate:	-7.14%
Printed:	28-Apr-23

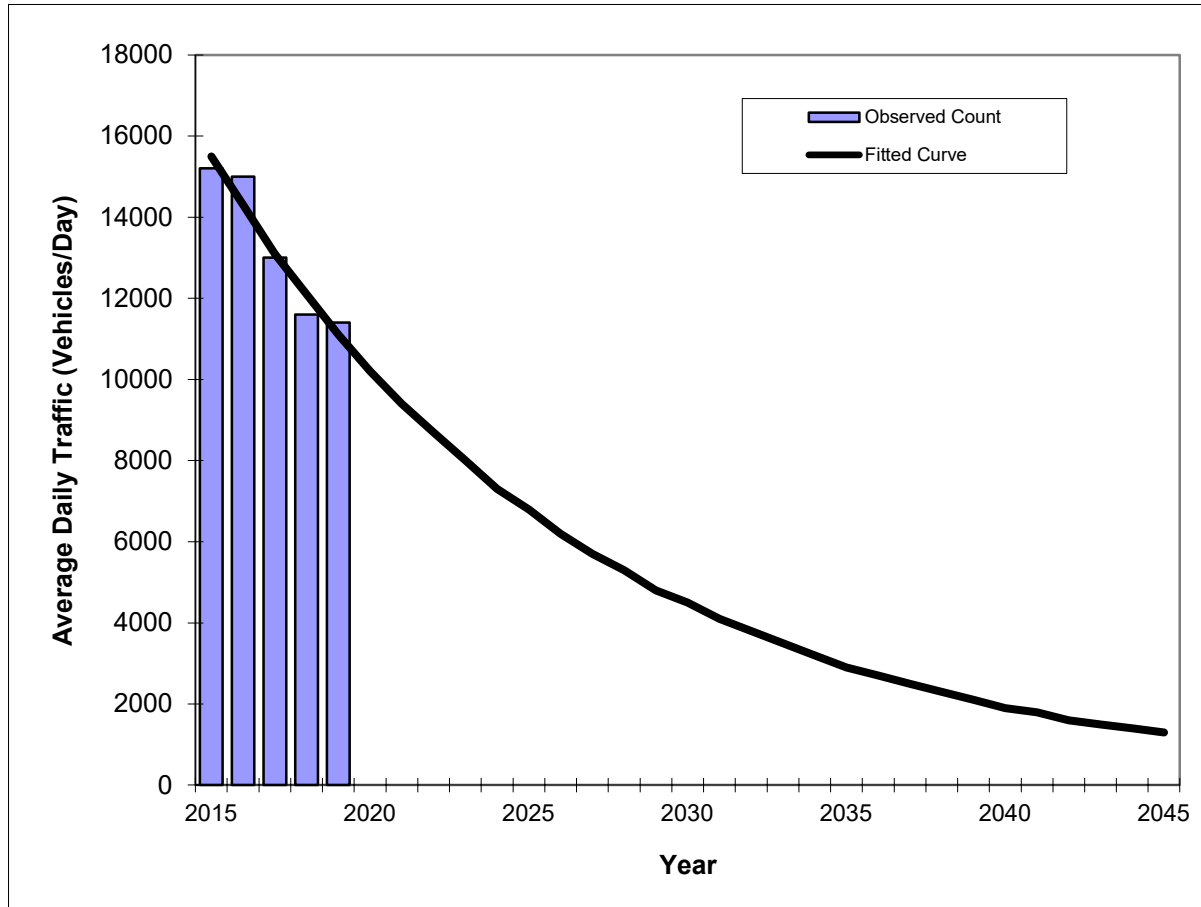
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SW 37th Avenue -- 200 feet north of US-1

County:	Miami-Dade (87)
Station #:	8264
Highway:	SW 37th Avenue



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	15200	15500
2016	15000	14300
2017	13000	13100
2018	11600	12100
2019	11400	11100

Trend R-squared: 92.92%

Compounded Annual Historic Growth Rate: -8.01%

Printed: 28-Apr-23

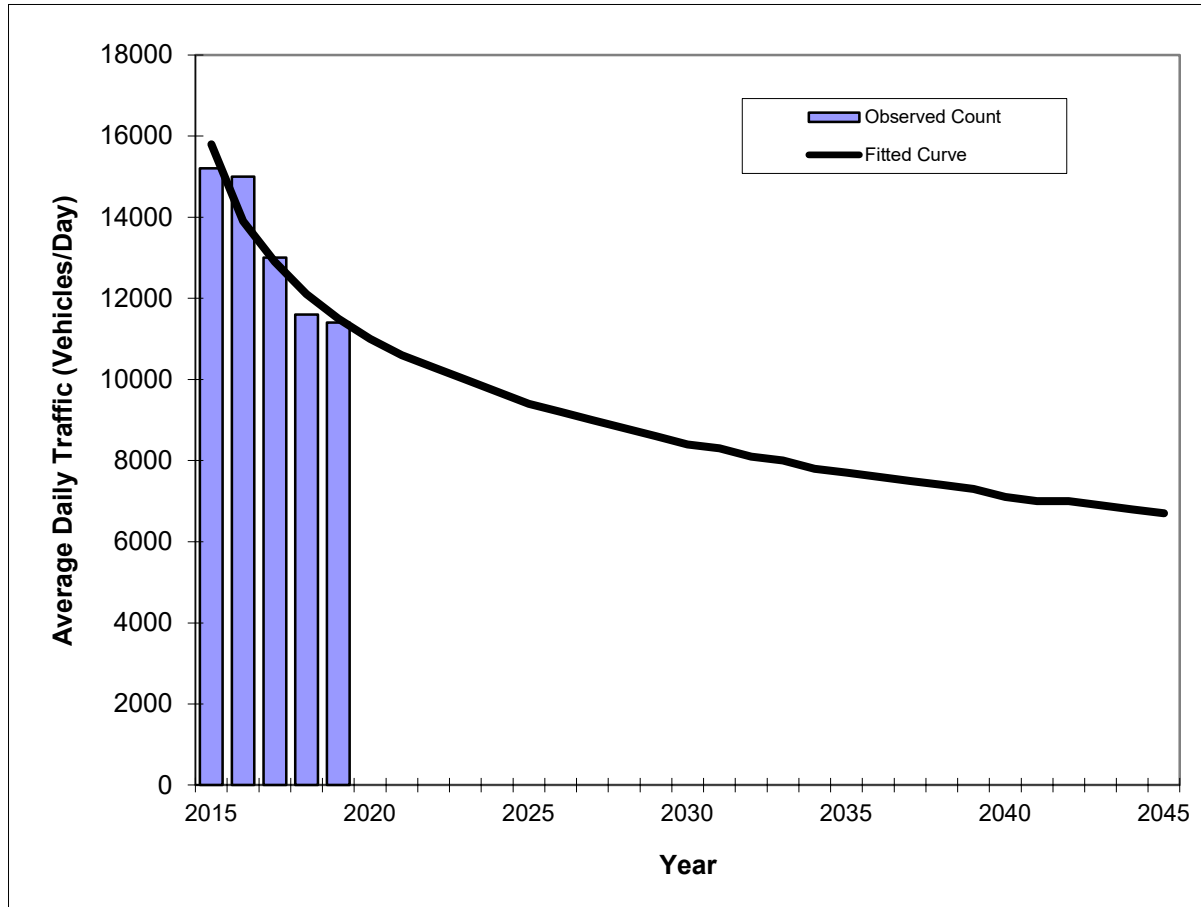
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SW 37th Avenue -- 200 feet north of US-1

County:	Miami-Dade (87)
Station #:	8264
Highway:	SW 37th Avenue



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	15200	15800
2016	15000	13900
2017	13000	12900
2018	11600	12100
2019	11400	11500

Trend R-squared:	86.69%
Compounded Annual Historic Growth Rate:	-7.63%
Printed:	28-Apr-23
Decaying Exponential Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2021 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8409 - SW 38 AVE, 50 FT S OF SHIPPING AVE (2011 OFFSYS)

YEAR	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2021	3200	T	N	1600	S	1600	9.00	55.00	3.20
2020	3400	S	N	1700	S	1700	9.00	56.00	3.70
2019	3800	F	N	1900	S	1900	9.00	56.00	5.30
2018	3800	C	N	1900	S	1900	9.00	54.30	3.70
2017	4000	T	N	1800	S	2200	9.00	59.30	3.70
2016	4000	S	N	1800	S	2200	9.00	56.10	5.20
2015	4000	F	N	1800	S	2200	9.00	57.40	7.10
2014	4000	C	N	1800	S	2200	9.00	59.30	9.40
2013	4300	F		0		0	9.00	58.90	16.20
2012	4300	C	N	0	S	0	9.00	59.70	16.00

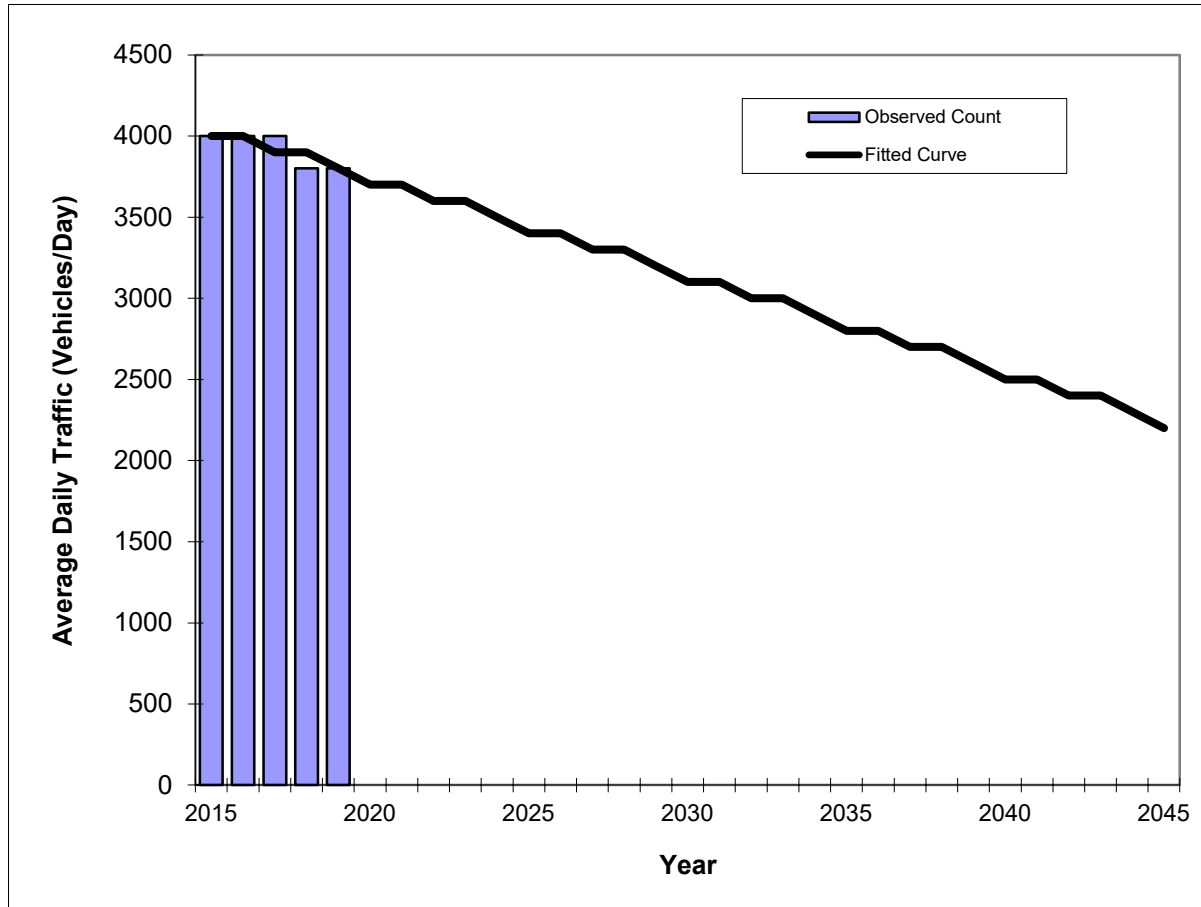
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*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends

SW 38th Avenue -- 50 feet south of Shipping Avenue

County:	Miami-Dade (87)
Station #:	8409
Highway:	SW 38th Avenue



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	4000	4000
2016	4000	4000
2017	4000	3900
2018	3800	3900
2019	3800	3800

Trend R-squared:	75.00%
Trend Annual Historic Growth Rate:	-1.25%
Printed:	1-May-23

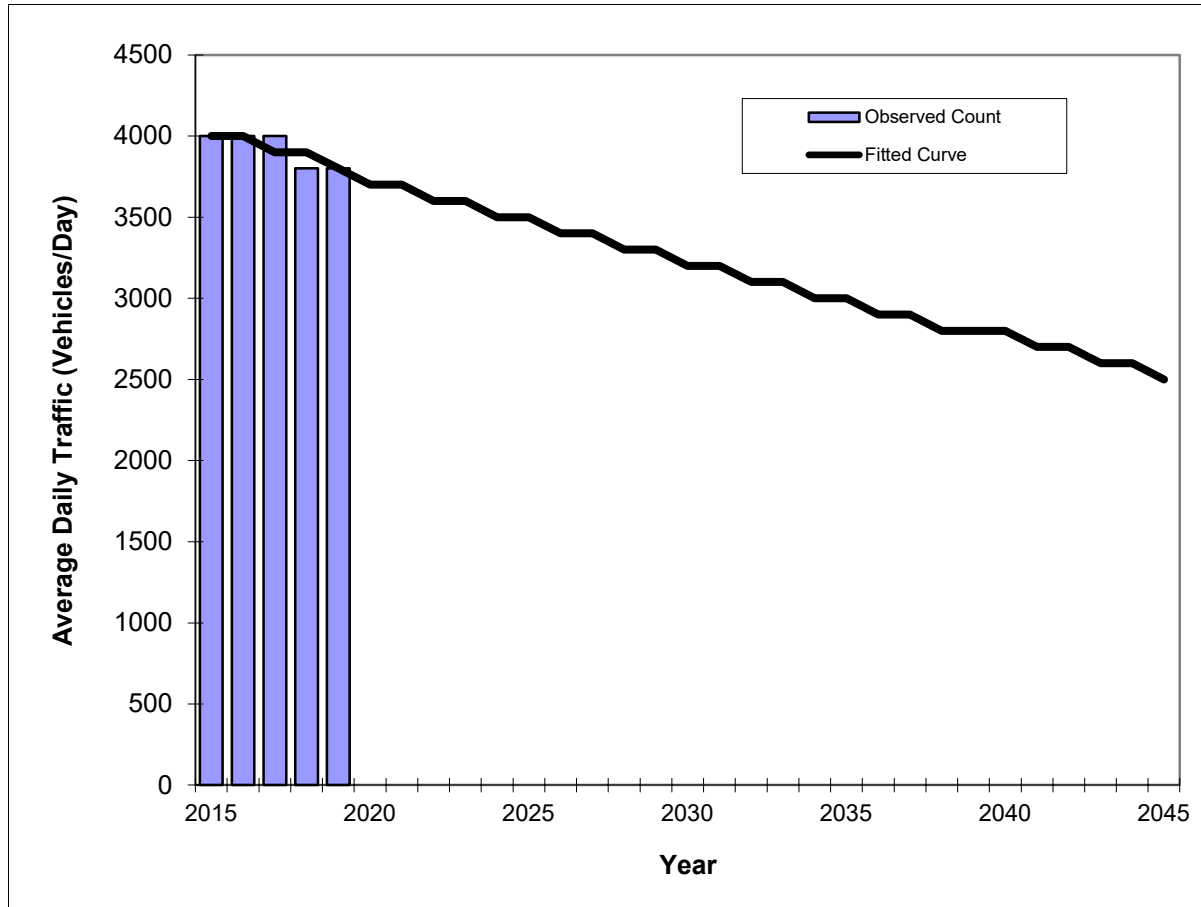
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SW 38th Avenue -- 50 feet south of Shipping Avenue

County:	Miami-Dade (87)
Station #:	8409
Highway:	SW 38th Avenue



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	4000	4000
2016	4000	4000
2017	4000	3900
2018	3800	3900
2019	3800	3800

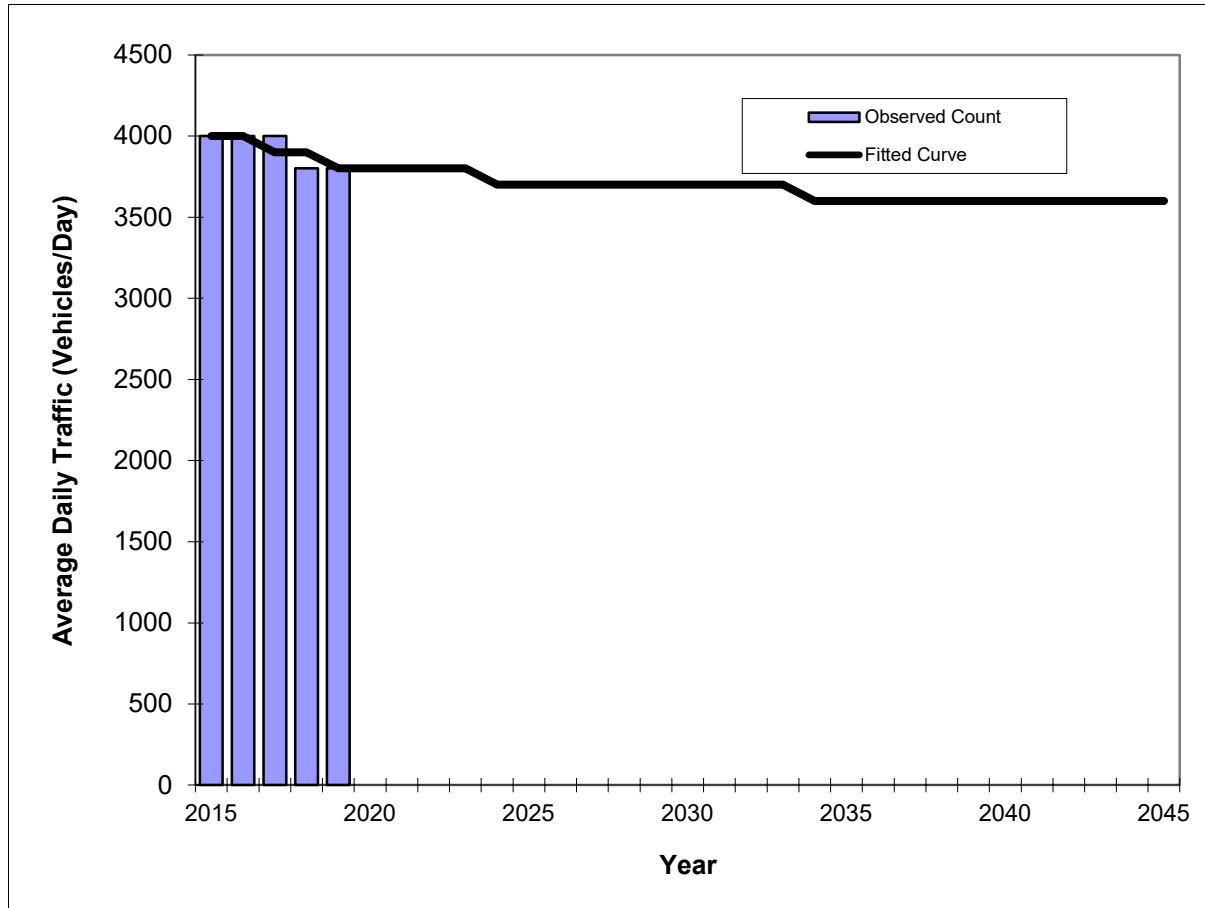
Trend R-squared:	75.00%
Compounded Annual Historic Growth Rate:	-1.27%
Printed:	1-May-23
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

SW 38th Avenue -- 50 feet south of Shipping Avenue

County:	Miami-Dade (87)
Station #:	8409
Highway:	SW 38th Avenue



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	4000	4000
2016	4000	4000
2017	4000	3900
2018	3800	3900
2019	3800	3800

Trend R-squared:	60.25%
Compounded Annual Historic Growth Rate:	-1.27%
Printed:	1-May-23
Decaying Exponential Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2021 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8508 - GRAND AVENUE, 200' WEST OF PLAZA ST (2011 OFF SYSTEM CYCLE)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
2021	12500	S	E	5900	W	6600	9.00	55.00	3.20
2020	13100	F	E	6200	W	6900	9.00	56.00	3.70
2019	14600	C	E	6900	W	7700	9.00	56.00	5.30
2018	14400	T	E	7100	W	7300	9.00	54.30	3.70
2017	16100	S	E	7900	W	8200	9.00	59.30	3.70
2016	16300	F	E	8000	W	8300	9.00	56.10	5.20
2015	16500	C	E	8100	W	8400	9.00	57.40	7.10
2014	16300	S	E	7700	W	8600	9.00	59.30	9.40
2013	16500	F	E	7800	W	8700	9.00	58.90	16.20
2012	16500	C	E	7800	W	8700	9.00	59.70	16.00

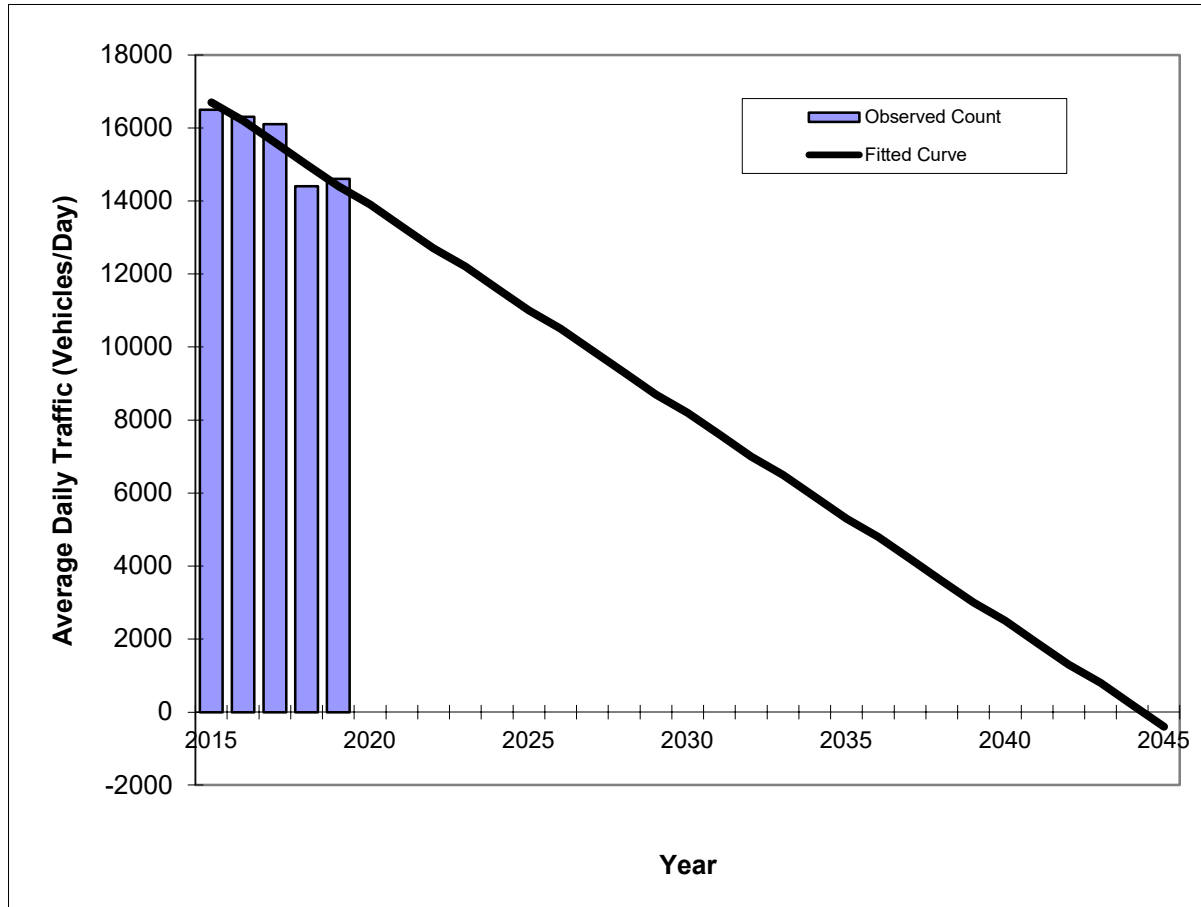
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 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

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

Traffic Trends

Grand Avenue -- 200 feet west of Plaza Street

County:	Miami-Dade (87)
Station #:	8508
Highway:	Grand Avenue



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	16500	16700
2016	16300	16200
2017	16100	15600
2018	14400	15000
2019	14600	14400

Trend R-squared: 81.47%
Trend Annual Historic Growth Rate: -3.44%
Printed: 28-Apr-23

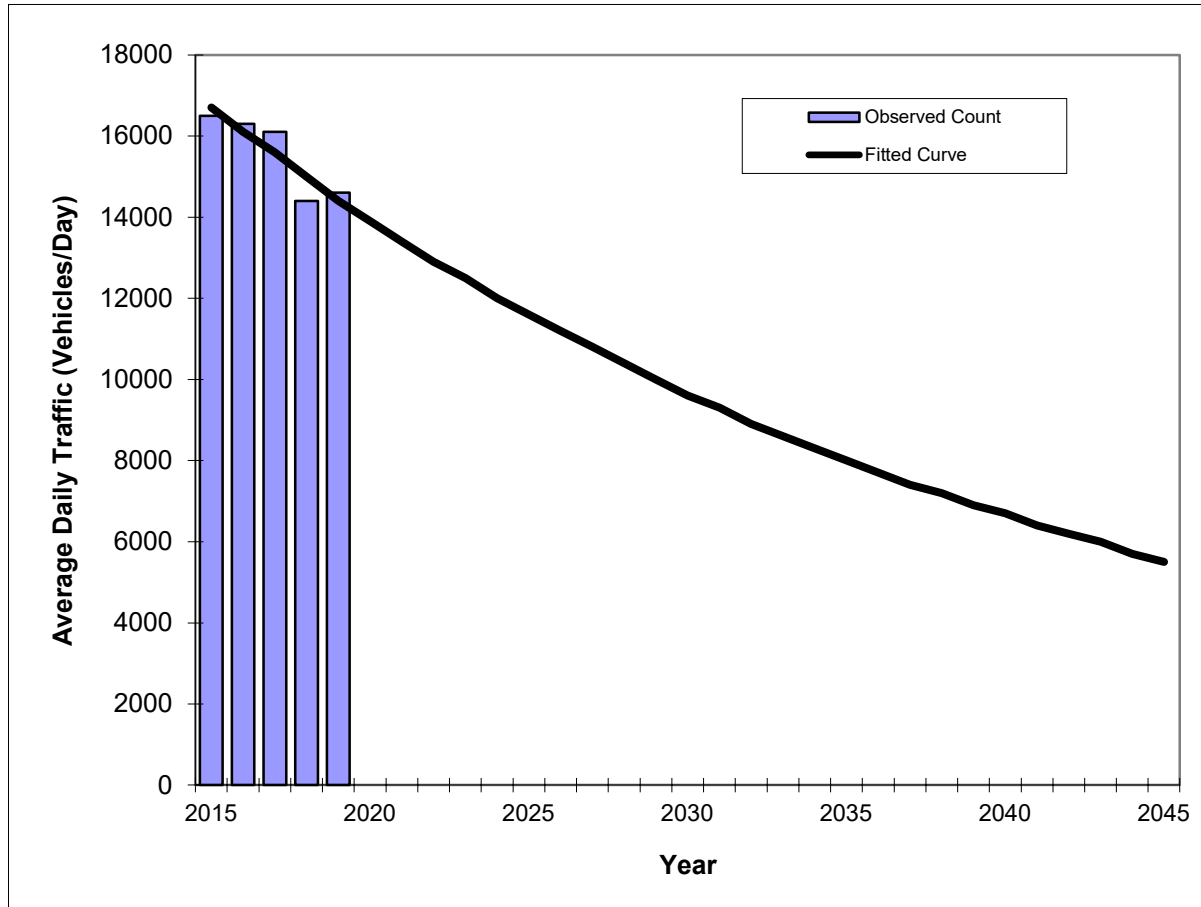
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

Grand Avenue -- 200 feet west of Plaza Street

County:	Miami-Dade (87)
Station #:	8508
Highway:	Grand Avenue



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	16500	16700
2016	16300	16100
2017	16100	15600
2018	14400	15000
2019	14600	14400

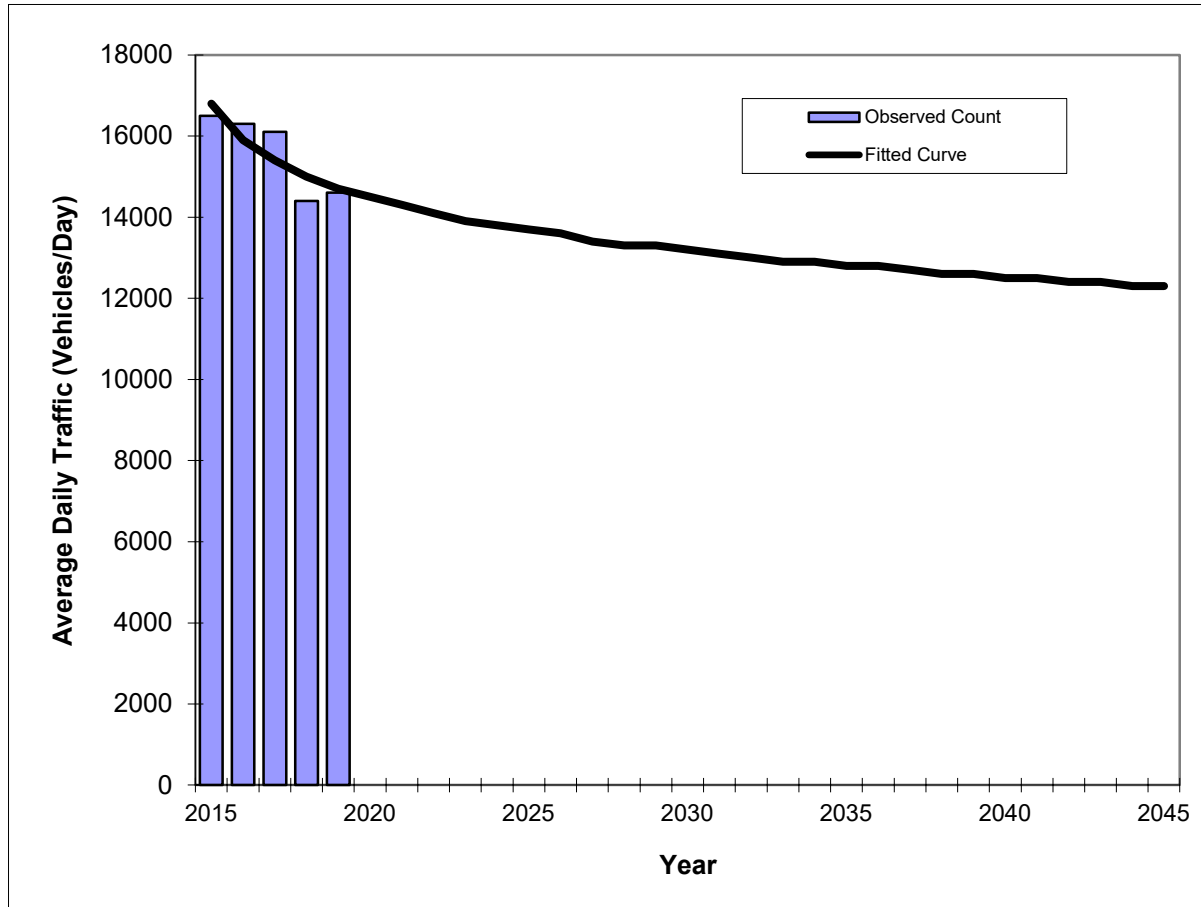
Trend R-squared:	80.78%
Compounded Annual Historic Growth Rate:	-3.64%
Printed:	28-Apr-23
Exponential Growth Option	

*Axle-Adjusted

Traffic Trends

Grand Avenue -- 200 feet west of Plaza Street

County:	Miami-Dade (87)
Station #:	8508
Highway:	Grand Avenue



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	16500	16800
2016	16300	15900
2017	16100	15400
2018	14400	15000
2019	14600	14700

Trend R-squared:	71.27%
Compounded Annual Historic Growth Rate:	-3.28%
Printed:	28-Apr-23
Decaying Exponential Growth Option	

*Axle-Adjusted

SERPM Analysis

SERPM Growth Rate Summary					
Street Name	2015	2045	Difference	Growth Rate	Annual Growth Rate
Bird Road/SW 40th Street	44,689	49,081	4,392	9.83%	0.33%
	38,513	44,085	5,572	14.47%	0.48%
	37,480	43,311	5,831	15.56%	0.52%
	53,838	57,463	3,625	6.73%	0.22%
	50,682	53,020	2,338	4.61%	0.15%
Grand Avenue	17,425	20,069	2,644	15.17%	0.51%
	14,822	16,926	2,104	14.20%	0.47%
	16,711	18,728	2,017	12.07%	0.40%
LeJeune Road/SW 42nd Avenue	37,414	42,739	5,325	14.23%	0.47%
	50,674	54,688	4,014	7.92%	0.26%
	35,051	42,429	7,378	21.05%	0.70%
Ponce de Leon Boulevard	20,937	24,647	3,710	17.72%	0.59%
	37,725	40,548	2,823	7.48%	0.25%
	13,434	13,457	23	0.17%	0.01%
SW 37th Avenue	26,138	31,638	5,500	21.04%	0.70%
	18,980	27,102	8,122	42.79%	1.43%
	16,344	23,171	6,827	41.77%	1.39%
	7,859	12,268	4,409	56.10%	1.87%
	4,731	8,434	3,703	78.27%	2.61%
Total	543,447	623,804	80,357	14.79%	0.49%

Appendix E

Transit Route Information



[Home](#) > [Parking Department](#) > Trolley



Trolley

Real Time Trolley Tracker

Contact us

 Trolley@coralgables.com

 [305-460-5070](tel:305-460-5070)

About

The Coral Gables Trolley has been providing a convenient transportation option for residents and visitors since 2003. The service is free Monday through Saturday from 6:30 a.m. to 10:00 p.m. and provides service on two routes, Ponce de Leon and Grand Avenue.

Ponce de Leon runs north and south on Ponce de Leon Boulevard, from Douglas Metrorail Station to Flagler Street.

Grand Avenue runs north and south from Douglas Metrorail Station through the historic McFarlane Homestead District.



[Trolley Tracker!](#)

Accessibility

Contact us

Coral Gables City Hall
405 Biltmore Way
Coral Gables, FL 33134
Tel: 305-446-6800
Fax: 305-460-5371

Hearing or Speech Impaired Telecommunication:
TTY/TDD: 305-442-1600

Get the mobile app:  

Select Routes [-]

Search a route...



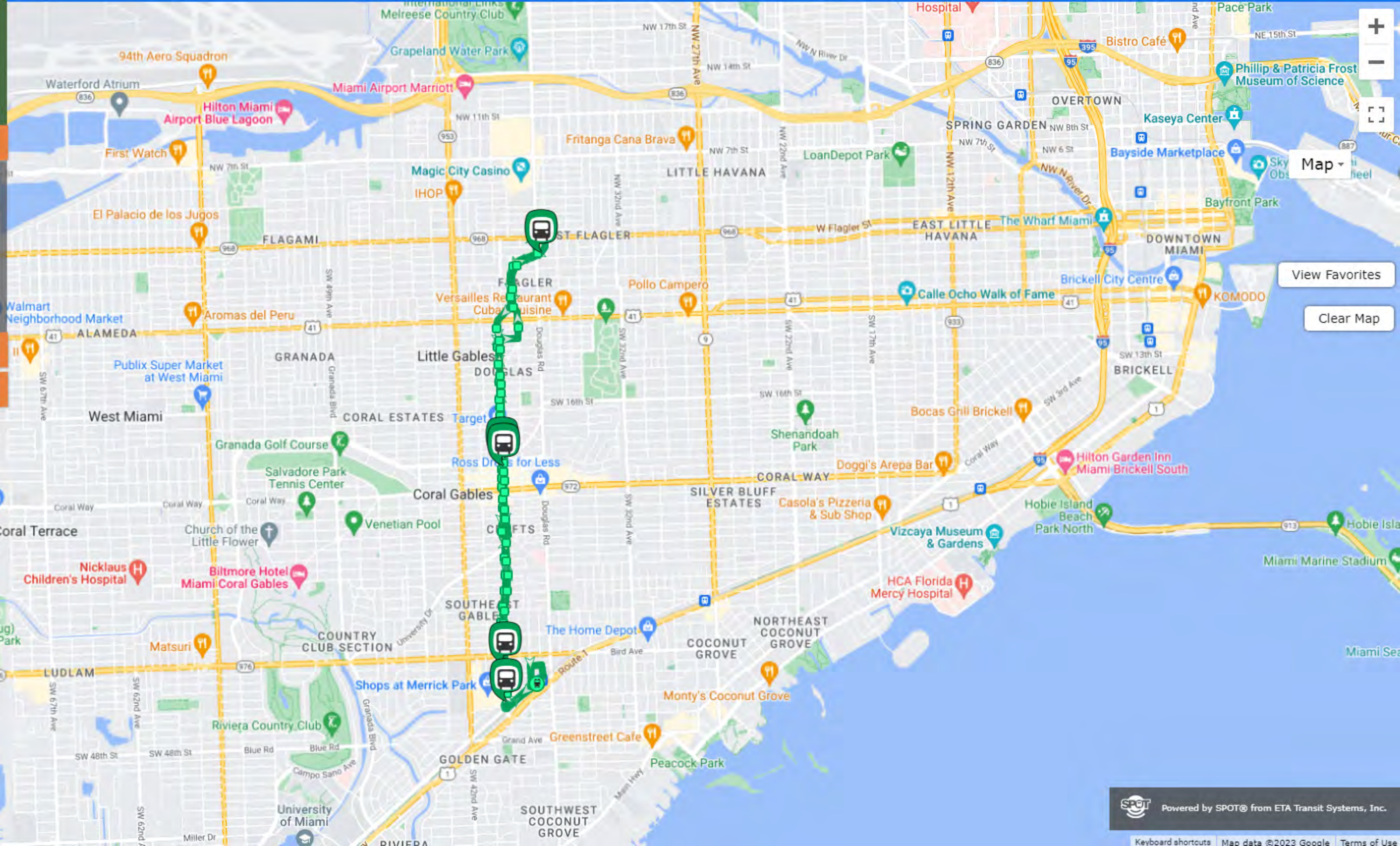
Deselect All

Ponce de Leon Route

Grand Avenue Route

Messages [+]

Help [+]



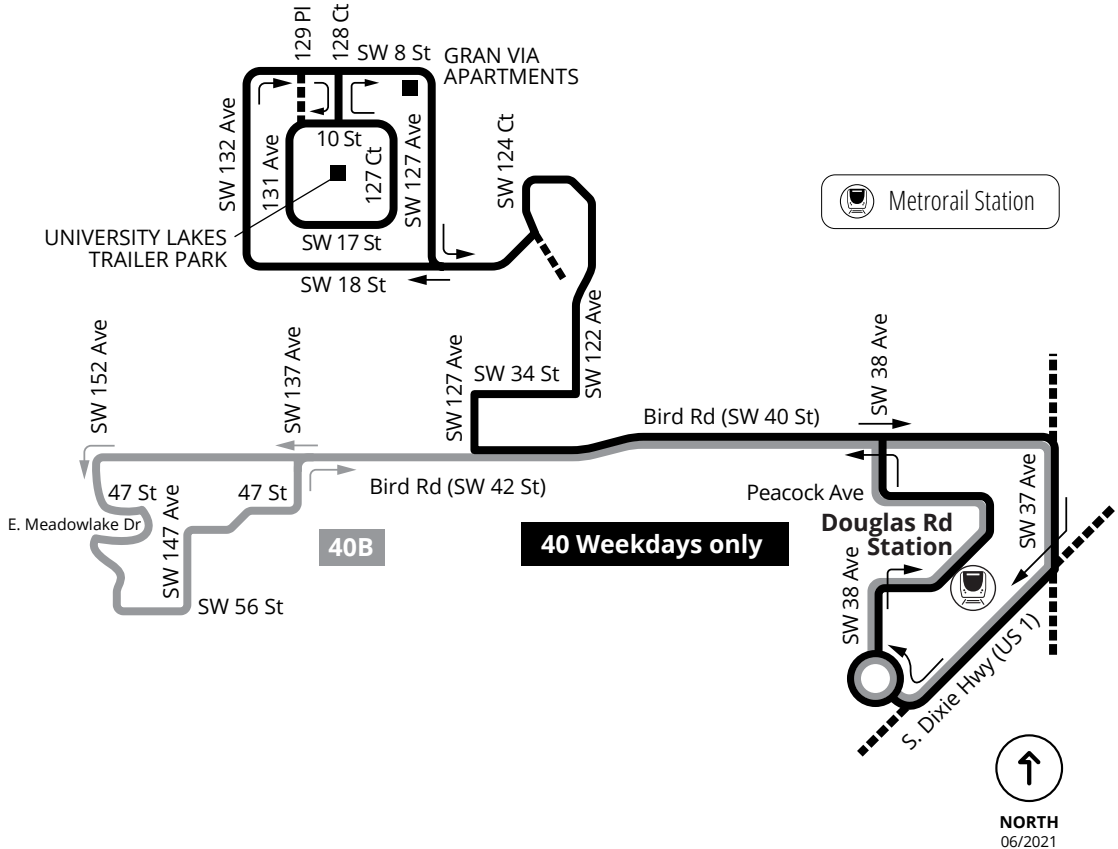
Map

View Favorites

Clear Map



40/40B



@GoMiamiDade



GO Miami-Dade Transit





WEEKDAYS / DIAS LABORABLES / JOU LASEMÈN

EASTBOUND RUMBO ESTE / DIREKSYON IS	MORNING MAÑANA / MATEN											AFTERNOON AND EVENING TARDE Y NOCHE / APREMIDI AK ASWÈ																																									
	SW 8 St & 129 Pl	SW 18 St & 127 Ave	SW 122 Ave & 26 St	SW 56 St & 152 Ave	5:13	5:53	6:18	6:38	7:08	-	-	8:18	-	8:42	-	9:24	9:30	-	10:28	-	11:28	-	12:28	-	1:28	-	2:30	-	3:29	-	4:18	-	4:48	-	5:16	-	5:49	-	6:12	-	6:51	7:23	-	8:13	-	9:21	9:55	10:55					
SW 8 St & 129 Pl	SW 18 St & 127 Ave	SW 122 Ave & 26 St	SW 56 St & 152 Ave	5:13	5:53	6:18	6:38	7:08	-	-	8:18	-	8:42	-	9:24	9:30	-	10:28	-	11:28	-	12:28	-	1:28	-	2:30	-	3:29	-	4:18	-	4:48	-	5:16	-	5:49	-	6:12	-	6:51	7:23	-	8:13	-	9:21	9:55	10:55						
SW 18 St & 127 Ave	SW 122 Ave & 26 St	SW 56 St & 152 Ave	5:22	6:03	6:28	6:48	7:19	-	-	8:29	-	8:53	-	9:34	9:40	-	10:38	-	11:38	-	12:38	-	1:38	-	2:40	-	3:39	-	4:29	-	4:59	-	5:27	-	6:00	-	6:23	-	7:02	7:32	-	8:22	-	9:30	10:04	11:04							
SW 122 Ave & 26 St	SW 56 St & 152 Ave	5:27	6:09	6:34	6:54	7:26	-	-	8:36	-	-	-	9:40	-	-	10:44	-	11:44	-	12:44	-	1:44	-	2:46	-	3:45	-	4:35	-	5:05	-	5:33	-	6:06	-	-	-	7:07	7:37	-	8:27	-	9:35	-	-								
SW 56 St & 152 Ave	4:55	5:46	6:15	6:32	6:57	7:36	8:06	-	8:21	-	9:03	-	-	10:03	-	11:07	-	12:07	-	1:07	-	2:07	-	3:08	-	4:09	-	4:44	-	5:10	-	5:43	-	5:54	-	6:34	-	-	7:41	-	8:26	-	-	-									
WESTBOUND RUMBO OESTE / DIREKSYON IWES	AM		10 – 20 min		MORNING MAÑANA / MATEN						PM						10 – 20 min		EVENING NOCHE / CHAK ASWÈ																																		
	SW 42 St & 127 Ave	SW 40 St & 107 Ave	SW 40 St & 87 Ave	SW 40 St & 67 Ave	FROM DESDE/DE	TO HASTA/A	9:16	9:47	10:16	10:51	11:20	11:51	12:20	12:51	1:20	1:51	2:20	2:53	3:22	3:52	4:22	6:13	6:46	7:13	7:43	7:53	8:33	8:38	9:40																								
SW 42 St & 127 Ave	SW 40 St & 107 Ave	SW 40 St & 87 Ave	SW 40 St & 67 Ave	5:04	5:33	5:55	8:44	9:16	9:47	10:16	10:51	11:20	11:51	12:20	12:51	1:20	1:51	2:20	2:53	3:22	3:52	4:22	6:13	6:46	7:13	7:43	7:53	8:33	8:38	9:40																							
SW 40 St & 107 Ave	SW 40 St & 87 Ave	SW 40 St & 67 Ave	5:09	5:38	6:03	8:56	9:26	9:57	10:26	11:01	11:30	12:01	12:30	1:01	1:30	2:01	2:30	3:04	3:33	4:03	4:33	6:22	6:55	7:21	7:51	-	8:41	-	9:47																								
SW 40 St & 87 Ave	SW 40 St & 67 Ave	5:15	5:44	6:12	9:07	9:37	10:08	10:37	11:12	11:41	12:12	12:41	1:12	1:41	2:12	2:41	3:14	3:43	4:12	4:42	6:30	7:03	7:28	7:58	-	8:48	-	9:53																									
SW 40 St & 67 Ave	5:21	5:50	6:20	9:18	9:48	10:19	10:48	11:23	11:52	12:23	12:52	1:23	1:52	2:23	2:52	3:23	3:52	4:22	4:52	6:39	7:11	7:36	8:06	-	8:56	-	10:00																										
Douglas Road Metrorail Station	5:28	6:00	6:30	9:30	10:00	10:31	11:00	11:35	12:04	12:35	1:04	1:35	2:04	2:35	3:04	3:35	4:05	4:35	5:05	6:51	7:20	7:45	8:15	-	9:05	-	10:09																										
Douglas Road Metrorail Station	MORNING MAÑANA / MATEN				10 – 20 min		MORNING MAÑANA / MATEN						AFTERNOON TARDE / APREMIDI						10 – 20 min		EVENING NOCHE / CHAK ASWÈ																																
	SW 40 St & 67 Ave	SW 40 St & 87 Ave	SW 40 St & 107 Ave	SW 42 St & SW 127 Ave	FROM DESDE/DE	TO HASTA/A	9:15	9:45	10:15	10:45	11:15	11:45	12:15	12:45	1:15	1:45	2:15	2:45	3:00	6:10	6:44	7:05	7:35	8:20	9:15	10:15																											
SW 40 St & 67 Ave	SW 40 St & 87 Ave	SW 40 St & 107 Ave	SW 42 St & SW 127 Ave	-	-	-	5:44	6:10	-	6:30	6:50	8:50	9:15	9:45	10:15	10:45	11:15	11:45	12:15	12:45	1:15	1:45	2:15	2:45	3:00	6:10	6:44	7:05	7:35	8:20	9:15	10:15																					
SW 40 St & 87 Ave	SW 40 St & 107 Ave	SW 42 St & SW 127 Ave	-	-	-	5:54	6:20	-	6:40	7:03	9:04	9:29	9:59	10:29	10:59	11:29	11:59	12:29	12:59	1:29	1:59	2:29	2:59	3:16	6:29	7:03	7:18	7:48	8:33	9:25	10:25																						
SW 40 St & 107 Ave	-	-	-	6:01	6:27	-	6:47	7:11	9:14	9:39	10:09	10:39	11:09	11:39	12:09	12:39	1:09	1:39	2:09	2:39	3:11	3:28	6:42	7:12	7:27	7:57	8:42	9:31	10:31																								
SW 42 St & SW 127 Ave	-	-	-	6:08	6:34	-	6:54	7:21	9:24	9:49	10:19	10:49	11:19	11:49	12:19	12:49	1:19	1:49	2:19	2:49	3:21	3:38	6:50	7:20	7:35	8:05	8:50	9:36	10:36																								
SW 42 St & SW 127 Ave	4:45	5:36	6:03	6:15	6:41	6:45	7:04	7:31	9:34	9:59	10:29	10:59	11:29	11:59	12:29	12:59	1:29	1:59	2:29	2:59	3:34	3:51	7:01	7:28	7:43	8:13	8:58	9:42	10:42																								
SW 56 St & 152 Ave	MORNING / MAÑANA / MATEN											AFTERNOON AND EVENING / TARDE Y NOCHE / APREMIDI AK ASWÈ																																									
	SW 122 Ave & 26 St	SW 18 St & 127 Ave	SW 8 St & 129 Pl	4:55	-	5:46	6:27	-	6:15	-	-	7:19	-	6:57	7:46	-	8:21	-	8:53	-	-	9:48	-	10:43	-	11:43	-	12:43	-	1:43	-	2:43	-	3:48	-	4:21	-	4:54	-	5:24	-	5:54	-	6:23	-	6:55	-	7:41	-	8:26	-	-	-
	SW 122 Ave & 26 St	SW 18 St & 127 Ave	SW 8 St & 129 Pl	-	-	-	-	-	6:46	-	-	-	-	8:01	-	8:31	-	9:02	9:19	-	10:05	-	11:05	-	12:05	-	1:05	-	2:05	-	3:06	-	3:58	-	4:27	-	5:01	-	5:31	-	6:01	-	6:29	-	7:08	-	7:50	-	9:05	9:47	10:47		
	SW 18 St & 127 Ave	SW 8 St & 129 Pl	-	5:09	-	-	5:49	-	6:53	6:14	-	6:34	-	-	8:08	-	8:38	-	9:09	9:26	-	10:12	-	11:12	-	12:12	-	1:12	-	2:12	-	3:13	-	4:05	-	4:34	-	5:08	-	5:38	-	6:08	-	6:36	-	7:14	-	7:56	-	9:10	9:52	10:52	
	SW 8 St & 129 Pl	-	5:13	-	-	5:53	-	6:57	6:18	-	6:38	-	-	8:12	-	8:42	-	9:13	9:30	-	10:16	-	11:16	-	12:16	-	1:16	-	2:16	-	3:16	-	4:08	-	4:37	-	5:11	-	5:41	-	6:12	-	6:40	-	7:17	-	7:59	-	9:13	9:55	10:55		

Scheduled times are approximate. Actual arrival and departure times may vary depending on traffic and road conditions. / Las horas publicadas son aproximadas, pues dependen del trafico y otras condiciones de las vias. | Ore yo apwoksimatif. / Vre le bis yo ap rive oswa deplase ka varye selon kondisyon sikilasyon sou wout yo.





SATURDAY / SÁBADO / SAMDI

EASTBOUND RUMBO ESTE / DIREKSYON IS	MORNING MAÑANA / MATEN							AM	PM	AFTERNOON AND EVENING TARDE Y NOCHE / APREMIDI AK ASWÈ								
	SW 56 St & 152 Ave	5:40	6:47	7:38	8:34	9:39	10:39	11:44	12:44	1:49	2:39	3:39	4:44	5:46	6:50	7:51	8:58	9:33
SW 42 St & 127 Ave	5:49	6:58	7:49	8:46	9:51	10:51	11:56	12:56	2:01	2:51	3:51	4:56	5:58	7:01	8:01	9:08	9:42	10:52
SW 40 St & 107 Ave	5:55	7:05	7:56	8:56	10:01	11:01	12:06	1:06	2:11	3:01	4:01	5:06	6:08	7:08	8:08	9:14	-	-
SW 40 St & 87 Ave	6:01	7:11	8:06	9:06	10:11	11:11	12:16	1:16	2:21	3:11	4:11	5:16	6:17	7:16	8:16	9:19	-	-
SW 40 St & 67 Ave	6:10	7:20	8:19	9:19	10:24	11:24	12:29	1:29	2:34	3:24	4:24	5:29	6:30	7:26	8:26	9:27	-	-
 Douglas Road Metrorail Station	6:20	7:30	8:30	9:30	10:35	11:35	12:40	1:40	2:45	3:35	4:35	5:40	6:40	7:35	8:35	9:35	-	-
WESTBOUND RUMBO OESTE / DIREKSYON IWES	MORNING MAÑANA / MATEN							AM	PM	AFTERNOON AND EVENING TARDE Y NOCHE / APREMIDI AK ASWÈ								
 Douglas Road Metrorail Station	-	6:05	6:45	7:40	8:40	9:40	10:45	11:45	12:50	1:40	2:40	3:45	4:45	5:50	6:50	7:50	9:00	10:10
SW 40 St & 67 Ave	-	6:14	6:54	7:49	8:52	9:52	10:57	11:57	1:02	1:52	2:52	3:57	4:57	6:02	7:00	8:00	9:08	10:18
SW 40 St & 87 Ave	-	6:22	7:02	7:57	9:03	10:03	11:08	12:08	1:13	2:03	3:03	4:08	5:08	6:14	7:12	8:12	9:14	10:24
SW 40 St & 107 Ave	-	6:28	7:08	8:07	9:13	10:13	11:18	12:18	1:23	2:13	3:13	4:18	5:18	6:23	7:19	8:19	9:19	10:29
SW 42 St & SW 127 Ave	5:32	6:36	7:16	8:17	9:23	10:23	11:28	12:28	1:33	2:23	3:23	4:28	5:28	6:33	7:27	8:27	9:25	10:35
SW 56 St & 152 Ave	5:40	6:45	7:25	8:27	9:33	10:33	11:38	12:38	1:43	2:33	3:33	4:38	5:38	6:42	7:36	8:36	9:33	10:43

Scheduled times are approximate. Actual arrival and departure times may vary depending on traffic and road conditions. / Las horas publicadas son aproximadas, pues dependen del trafico y otras condiciones de las vias. | Ore yo apwoksimatif. / Vre le bis yo ap rive oswa deplase ka varye selon kondisyon sikilasyon sou wout yo.



SUNDAY / DOMINGO / DIMANCH

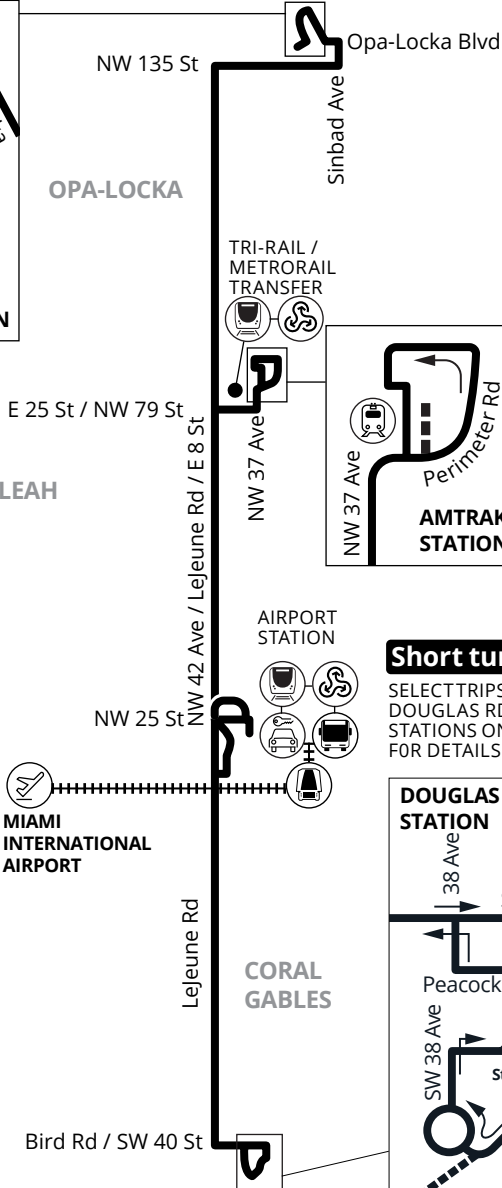
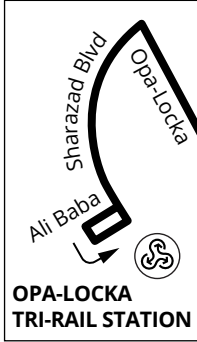
EASTBOUND RUMBO ESTE / DIREKSYON IS	MORNING MAÑANA / MATEN							AM	PM	AFTERNOON AND EVENING TARDE Y NOCHE / APREMIDI AK ASWÈ								
	SW 56 St & 152 Ave	05:42	6:48	7:40	8:39	9:39	10:39	11:39	12:39	1:39	2:39	3:39	4:39	5:40	6:45	7:48	8:55	9:33
SW 42 St & 127 Ave	05:51	6:59	7:51	8:51	9:51	10:51	11:51	12:51	1:51	2:51	3:51	4:51	5:52	6:56	7:58	9:05	9:42	10:52
SW 40 St & 107 Ave	05:56	7:06	8:01	9:01	10:01	11:01	12:01	1:01	2:01	3:01	4:01	5:01	6:02	7:06	8:06	9:10	-	-
SW 40 St & 87 Ave	06:02	7:12	8:09	9:09	10:09	11:09	12:09	1:09	2:09	3:09	4:09	5:09	6:10	7:13	8:13	9:15	-	-
SW 40 St & 67 Ave	06:10	7:20	8:19	9:19	10:19	11:19	12:19	1:19	2:19	3:19	4:19	5:19	6:20	7:22	8:22	9:22	-	-
 Douglas Road Metrorail Station	06:20	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30	8:30	9:30	-	-
WESTBOUND RUMBO OESTE / DIREKSYON IWES	MORNING MAÑANA / MATEN							AM	PM	AFTERNOON AND EVENING TARDE Y NOCHE / APREMIDI AK ASWÈ								
 Douglas Road Metrorail Station	-	6:05	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:55	9:00	10:10
SW 40 St & 67 Ave	-	6:14	6:54	7:54	8:55	9:55	10:55	11:55	12:55	1:55	2:55	3:55	4:55	5:55	6:55	8:05	9:08	10:18
SW 40 St & 87 Ave	-	6:22	7:02	8:04	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:06	7:06	8:16	9:14	10:24
SW 40 St & 107 Ave	-	6:28	7:08	8:14	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	7:13	8:23	9:19	10:29
SW 42 St & SW 127 Ave	5:34	6:35	7:15	8:23	9:24	10:24	11:24	12:24	1:24	2:24	3:24	4:24	5:24	6:23	7:20	8:30	9:25	10:35
SW 56 St & 152 Ave	5:42	6:44	7:24	8:33	9:34	10:34	11:34	12:34	1:34	2:34	3:34	4:34	5:34	6:32	7:29	8:39	9:33	10:43

Scheduled times are approximate. Actual arrival and departure times may vary depending on traffic and road conditions. / Las horas publicadas son aproximadas, pues dependen del trafico y otras condiciones de las vias. | Ore yo apwoksimatif. / Vre le bis yo ap rive oswa deplase ka varye selon kondisyon sikilasyon sou wout yo.



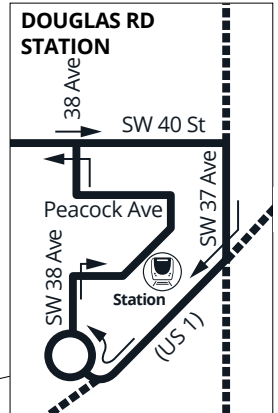


42



Short turn

SELECT TRIPS SERVE BETWEEN DOUGLAS RD AND AIRPORT STATIONS ONLY. SEE SCHEDULE FOR DETAILS.



- Metrobus Terminal
- Metrorail Station
- Airport
- MIA Mover
- Rental Car Facility
- AMTRAK Station
- Tri-Rail Station



NORTH
06/2021



@GoMiamiDade



GO Miami-Dade Transit













WEEKDAYS / DIAS LABORABLES / LASEMÈN

NORTHBOUND RUMBO NORTE / DIREKSYON NÒ		MORNING / MAÑANA / MATEN											AM	PM	AFTERNOON / TARDE / APRÈMIDI																	
		5:20	5:55	6:30	7:04	7:36	8:12	8:40	9:06	9:41	10:14	10:47	11:19	11:53	12:26	12:58	1:31	2:05	2:36	3:08	3:43	4:14	4:47	5:19	5:49	6:24	7:00	7:32	8:22	9:22	10:22	11:18
	Douglas Road Metrorail Station	5:20	5:55	6:30	7:04	7:36	8:12	8:40	9:06	9:41	10:14	10:47	11:19	11:53	12:26	12:58	1:31	2:05	2:36	3:08	3:43	4:14	4:47	5:19	5:49	6:24	7:00	7:32	8:22	9:22	10:22	11:18
	SW 42 Ave & Candia Ave	5:23	5:58	6:34	7:08	7:40	8:16	8:44	9:10	9:45	10:18	10:51	11:23	11:57	12:30	1:02	1:35	2:09	2:40	3:12	3:47	4:18	4:51	5:23	5:53	6:28	7:04	7:36	8:26	9:26	10:25	11:21
	Le Jeune Rd & Miracle Mile	5:26	6:02	6:38	7:12	7:44	8:20	8:48	9:15	9:50	10:23	10:56	11:28	12:02	12:35	1:07	1:40	2:14	2:45	3:17	3:52	4:23	4:56	5:28	5:58	6:33	7:08	7:40	8:30	9:30	10:28	11:24
	Le Jeune Rd & W Flagler St	5:31	6:09	6:45	7:19	7:51	8:27	8:55	9:23	9:58	10:31	11:04	11:36	12:10	12:43	1:15	1:48	2:22	2:53	3:27	4:02	4:33	5:06	5:38	6:08	6:43	7:14	7:46	8:36	9:36	10:33	11:29
	MIA Metrorail Station	5:38	6:18	6:54	7:28	8:00	8:36	9:05	9:33	10:08	10:41	11:14	11:46	12:20	12:53	1:25	1:58	2:32	3:04	3:38	4:13	4:44	5:17	5:49	6:19	6:54	7:23	7:55	8:45	9:45	10:40	11:36
	Okeechobee Rd & Le Jeune Rd	5:45	-	7:02	-	8:08	-	9:13	-	10:16	-	11:22	-	12:28	-	1:33	-	2:40	-	3:47	-	4:53	-	5:58	-	7:03	-	8:03	-	-	-	-
	NW 37 Ave Amtrak Station	5:57	-	7:17	-	8:23	-	9:28	-	10:31	-	11:37	-	12:43	-	1:48	-	2:55	-	4:02	-	5:08	-	6:13	-	7:16	-	8:16	-	-	-	-
	E 8 Ave & 49 St Hialeah	6:06	-	7:26	-	8:32	-	9:37	-	10:40	-	11:46	-	12:52	-	1:57	-	3:04	-	4:11	-	5:17	-	6:22	-	7:24	-	8:24	-	-	-	-
	Opa-Locka Tri-Rail Station	6:22	-	7:42	-	8:48	-	9:53	-	10:56	-	12:02	-	1:08	-	2:13	-	3:21	-	4:28	-	5:34	-	6:39	-	7:38	-	8:38	-	-	-	-
SOUTHBOUND RUMBO SUR / DIREKSYON SID		MORNING / MAÑANA / MATEN											AM	PM	AFTERNOON / TARDE / APRÈ MIDI																	
		4:35	5:17	6:07	-	7:12	-	8:15	-	9:20	-	10:26	-	11:31	-	12:36	-	1:41	-	2:44	-	3:46	-	4:51	-	5:57	-	-	-	-	-	-
	Opa-Locka Tri-Rail Station	4:35	5:17	6:07	-	7:12	-	8:15	-	9:20	-	10:26	-	11:31	-	12:36	-	1:41	-	2:44	-	3:46	-	4:51	-	5:57	-	-	-	-	-	-
	E 8 Ave & 49 St Hialeah	4:47	5:29	6:22	-	7:27	-	8:30	-	9:35	-	10:41	-	11:46	-	12:51	-	1:56	-	2:59	-	4:04	-	5:09	-	6:15	-	-	-	-	-	-
	NW 37 Ave Amtrak Station	4:55	5:37	6:33	-	7:38	-	8:41	-	9:47	-	10:53	-	11:58	-	1:03	-	2:08	-	3:12	-	4:17	-	5:22	-	6:28	-	-	-	-	-	-
	NW 42 Ave & 36 St	5:07	5:49	6:49	-	7:54	-	8:57	-	10:03	-	11:09	-	12:14	-	1:19	-	2:24	-	3:28	-	4:33	-	5:38	-	6:44	-	-	-	-	-	-
	MIA Metrorail Station	5:11	5:53	6:55	6:23	8:00	7:28	9:03	8:31	10:09	9:38	11:15	10:43	12:20	11:48	1:25	12:56	2:30	1:58	3:35	3:04	4:40	4:08	5:45	5:13	6:51	6:21	7:55	8:55	9:55	10:54	
	Le Jeune Rd & W Flagler St	5:21	6:04	7:06	6:34	8:11	7:39	9:15	8:42	10:21	9:50	11:27	10:55	12:32	12:00	1:37	1:08	2:42	2:10	3:48	3:17	4:53	4:21	5:58	5:26	7:04	6:34	8:06	9:06	10:06	11:04	
	SW 42 Ave & Coral Way	5:26	6:10	7:12	6:40	8:17	7:45	9:21	8:48	10:27	9:56	11:33	11:01	12:38	12:06	1:43	1:14	2:48	2:16	3:54	3:23	4:59	4:27	6:04	5:32	7:09	6:40	8:11	9:11	10:10	11:08	
	SW 40 St & Le Jeune Rd	5:30	6:16	7:18	6:46	8:23	7:51	9:27	8:54	10:33	10:02	11:39	11:07	12:44	12:12	1:49	1:20	2:54	2:22	4:00	3:29	5:05	4:33	6:10	5:38	7:14	6:46	8:16	9:16	10:14	11:12	
	Douglas Road Metrorail Station	5:33	6:20	7:22	6:50	8:27	7:55	9:31	8:58	10:37	10:06	11:43	11:11	12:48	12:16	1:53	1:24	2:58	2:26	4:04	3:33	5:09	4:37	6:14	5:42	7:18	6:50	8:20	9:20	10:17	11:15	











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Las horas publicadas son aproximadas, pues dependen del trafico y otras condiciones de las vias. | Ore yo apwoksimatif. / Vre le bis yo ap rive oswa deplase ka varye selon kondisyon sikilasyon sou wout yo.

SATURDAY / SÁBADO / SAMDI

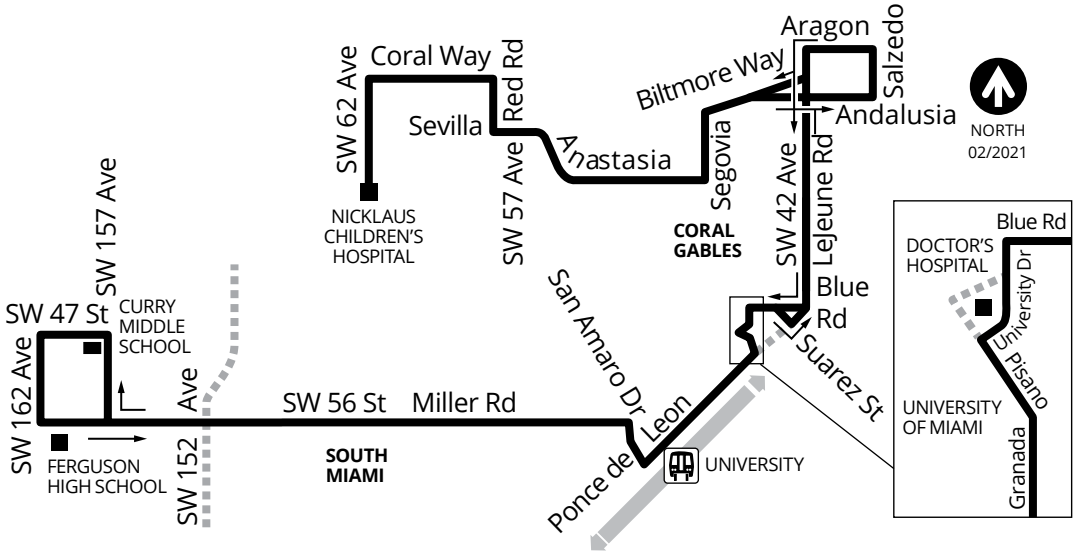
NORTHBOUND RUMBO NORTE / DIREKSYON NÒ		MORNING / MAÑANA / MATEN										AM	PM	AFTERNOON / TARDE / APRÈMIDI												
		5:40	6:20	7:00	7:40	8:20	9:00	9:40	10:20	11:00	11:40	12:20	1:00	1:40	2:20	3:00	3:40	4:20	5:00	5:40	6:30	7:30	8:18	9:18	10:18	11:18
 Douglas Road Metrorail Station		5:40	6:20	7:00	7:40	8:20	9:00	9:40	10:20	11:00	11:40	12:20	1:00	1:40	2:20	3:00	3:40	4:20	5:00	5:40	6:30	7:30	8:18	9:18	10:18	11:18
	SW 42 Ave & Candia Ave	5:43	6:23	7:04	7:44	8:24	9:04	9:44	10:24	11:04	11:44	12:24	1:04	1:44	2:24	3:04	3:44	4:24	5:04	5:44	6:34	7:33	8:21	9:21	10:21	11:21
	Le Jeune Rd & Miracle Mile	5:47	6:27	7:08	7:48	8:28	9:09	9:49	10:29	11:09	11:49	12:29	1:09	1:49	2:29	3:09	3:49	4:29	5:09	5:49	6:39	7:37	8:25	9:25	10:25	11:25
	Le Jeune Rd & W Flagler St	5:52	6:33	7:14	7:54	8:34	9:17	9:57	10:37	11:17	11:57	12:37	1:17	1:57	2:37	3:16	3:56	4:36	5:16	5:56	6:46	7:43	8:31	9:31	10:30	11:30
  	MIA Metrorail Station	5:59	6:41	7:22	8:02	8:42	9:25	10:05	10:45	11:25	12:05	12:45	1:25	2:05	2:45	3:24	4:04	4:44	5:24	6:04	6:54	7:51	8:39	9:39	10:37	11:37
	Okeechobee Rd & Le Jeune Rd	6:04	6:47	7:28	8:08	8:48	9:31	10:11	10:51	11:31	12:11	12:51	1:31	2:11	2:51	3:30	4:10	4:50	5:30	6:10	-	-	-	-	-	-
	NW 37 Ave Amtrak Station	6:15	7:00	7:41	8:21	9:01	9:44	10:24	11:04	11:44	12:24	1:04	1:44	2:24	3:04	3:43	4:23	5:03	5:43	6:23	-	-	-	-	-	-
	E 8 Ave & 49 St Hialeah	6:21	7:08	7:49	8:29	9:09	9:52	10:32	11:12	11:52	12:32	1:12	1:52	2:32	3:12	3:51	4:31	5:11	5:51	6:31	-	-	-	-	-	-
	Opa-Locka Tri-Rail Station	6:36	7:23	8:04	8:44	9:24	10:07	10:47	11:27	12:07	12:47	1:27	2:07	2:47	3:27	4:06	4:46	5:26	6:06	6:46	-	-	-	-	-	-
SOUTHBOUND RUMBO SUR / DIREKSYON SID		MORNING / MAÑANA / MATEN										AM	PM	AFTERNOON / TARDE / APRÈ MIDI												
		5:35	6:20	7:00	7:40	8:20	9:00	9:40	10:20	11:00	11:40	12:20	1:00	1:40	2:20	3:00	3:40	4:20	5:00	5:40	6:20	-	-	-	-	-
	Opa-Locka Tri-Rail Station	5:35	6:20	7:00	7:40	8:20	9:00	9:40	10:20	11:00	11:40	12:20	1:00	1:40	2:20	3:00	3:40	4:20	5:00	5:40	6:20	-	-	-	-	-
	E 8 Ave & 49 St Hialeah	5:45	6:32	7:12	7:52	8:32	9:12	9:52	10:32	11:12	11:52	12:32	1:12	1:52	2:32	3:12	3:52	4:32	5:12	5:52	6:32	-	-	-	-	-
	NW 37 Ave Amtrak Station	5:53	6:41	7:21	8:01	8:41	9:21	10:01	10:41	11:21	12:01	12:41	1:21	2:01	2:41	3:21	4:01	4:41	5:21	6:01	6:41	-	-	-	-	-
	NW 42 Ave & 36 St	6:05	6:55	7:35	8:15	8:55	9:35	10:15	10:55	11:35	12:15	12:55	1:35	2:15	2:55	3:35	4:15	4:55	5:35	6:15	6:55	-	-	-	-	-
  	MIA Metrorail Station	6:09	7:00	7:40	8:20	9:00	9:40	10:20	11:00	11:40	12:20	1:00	1:40	2:20	3:00	3:40	4:20	5:00	5:40	6:20	7:00	7:54	8:54	9:54	10:54	
	Le Jeune Rd & W Flagler St	6:18	7:10	7:50	8:30	9:10	9:50	10:30	11:10	11:50	12:30	1:10	1:50	2:30	3:11	3:51	4:31	5:11	5:51	6:31	7:10	8:03	9:03	10:03	11:02	
	SW 42 Ave & Coral Way	6:23	7:15	7:55	8:35	9:15	9:55	10:35	11:15	11:55	12:35	1:15	1:55	2:35	3:16	3:56	4:36	5:16	5:56	6:36	7:15	8:08	9:08	10:07	11:06	
	SW 40 St & Le Jeune Rd	6:27	7:20	8:00	8:40	9:20	10:02	10:42	11:22	12:02	12:42	1:22	2:02	2:42	3:23	4:03	4:43	5:23	6:03	6:43	7:20	8:13	9:13	10:11	11:10	
	Douglas Road Metrorail Station	6:31	7:24	8:04	8:44	9:24	10:06	10:46	11:26	12:06	12:46	1:26	2:06	2:46	3:26	4:06	4:46	5:26	6:06	6:46	7:23	8:16	9:16	10:14	11:13	

SUNDAY / DOMINGO / DIMANCH

NORTHBOUND RUMBO NORTE / DIREKSYON NO		MORNING / MAÑANA / MATEN							AM	PM	AFTERNOON / TARDE / APRÈMIDI									
	Douglas Road Metrorail Station	5:50	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	8:18	9:18	10:18	11:18
	SW 42 Ave & Candia Ave	5:53	6:49	7:49	8:49	9:49	10:49	11:49	12:49	1:49	2:49	3:49	4:49	5:49	6:49	7:48	8:21	9:21	10:21	11:21
	Le Jeune Rd & Miracle Mile	5:57	6:53	7:53	8:53	9:54	10:54	11:54	12:54	1:54	2:54	3:54	4:54	5:54	6:54	7:52	8:25	9:25	10:25	11:25
	Le Jeune Rd & W Flagler St	6:02	6:59	7:59	8:59	10:01	11:01	12:01	1:01	2:01	3:01	4:01	5:01	6:01	7:01	7:58	8:31	9:31	10:30	11:30
  	MIA Metrorail Station	6:09	7:07	8:07	9:07	10:09	11:09	12:09	1:09	2:09	3:09	4:09	5:09	6:09	7:09	8:06	8:39	9:39	10:37	11:37
	Okeechobee Rd & Le Jeune Rd	6:14	7:12	8:12	9:12	10:14	11:14	12:14	1:14	2:14	3:14	4:14	5:14	6:14	-	-	-	-	-	-
	NW 37 Ave Amtrak Station	6:23	7:23	8:23	9:24	10:26	11:26	12:26	1:26	2:26	3:26	4:26	5:26	6:26	-	-	-	-	-	-
	E 8 Ave & 49 St Hialeah	6:29	7:31	8:31	9:32	10:34	11:34	12:34	1:34	2:34	3:34	4:34	5:34	6:34	-	-	-	-	-	-
	Opa-Locka Tri-Rail Station	6:44	7:46	8:46	9:47	10:49	11:49	12:49	1:49	2:49	3:49	4:49	5:49	6:49	-	-	-	-	-	-
SOUTHBOUND RUMBO SUR / DIREKSYON SID		MORNING / MAÑANA / MATEN							AM	PM	AFTERNOON / TARDE / APRÈMIDI									
	Opa-Locka Tri-Rail Station	5:35	6:28	7:28	8:28	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:28	-	-	-	-	-
	E 8 Ave & 49 St Hialeah	5:45	6:40	7:40	8:40	9:37	10:37	11:37	12:37	1:37	2:37	3:37	4:37	5:37	6:40	-	-	-	-	-
	NW 37 Ave Amtrak Station	05:53	6:49	7:49	8:49	9:46	10:46	11:46	12:46	1:46	2:46	3:46	4:46	5:46	6:49	-	-	-	-	-
	NW 42 Ave & 36 St	6:04	7:02	8:02	9:02	9:59	10:59	11:59	12:59	1:59	2:59	3:59	4:59	5:59	7:02	-	-	-	-	-
  	MIA Metrorail Station	6:08	7:07	8:07	9:07	10:04	11:04	12:04	1:04	2:04	3:04	4:04	5:04	6:04	7:07	7:54	8:54	9:54	10:54	
	Le Jeune Rd & W Flagler St	6:17	7:16	8:16	9:16	10:14	11:14	12:14	1:14	2:14	3:15	4:15	5:15	6:15	7:17	8:03	9:03	10:03	11:02	
	SW 42 Ave & Coral Way	6:22	7:21	8:21	9:21	10:19	11:19	12:19	1:19	2:19	3:20	4:20	5:20	6:20	7:22	8:08	9:08	10:07	11:06	
	SW 40 St & Le Jeune Rd	6:26	7:26	8:26	9:26	10:26	11:26	12:26	1:26	2:26	3:27	4:27	5:27	6:27	7:27	8:13	9:13	10:11	11:10	
	Douglas Road Metrorail Station	6:30	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30	8:16	9:16	10:14	11:13	

Scheduled times are approximate. Actual arrival and departure times may vary depending on traffic and road conditions.

Las horas publicadas son aproximadas, pues dependen del trafico y otras condiciones de las vias. | Ore yo apwoksimatif. / Vre le bis yo ap rive oswa deplase ka varye selon kondisyon sikilasyon sou wout yo.





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GO Miami-Dade Transit



WEEKDAYS / DIAS LABORABLES / LASEMÈN

WESTBOUND RUMBO OESTE / DIREKSYON WÈS		MORNING / MAÑANA / MATEN							AM	PM	AFTERNOON / TARDE / APRÈ MIDI						
Nicklaus Children's Hospital	-	6:02	-	7:09	8:07	9:09	10:09	11:10	12:10	1:10	2:06	3:04	4:04	5:14	6:14	7:16	
Andalusia Ave & Le Jeune Rd	-	6:14	-	7:23	8:23	9:24	10:24	11:24	12:24	1:24	2:20	3:20	4:20	5:30	6:30	7:29	
 University Metrorail Station	-	6:30	-	7:40	8:40	9:40	10:40	11:40	12:40	1:40	2:40	3:40	4:40	5:50	6:50	7:45	
SW 56 St & 72 Ave	-	6:40	-	7:50	8:50	9:51	10:51	11:49	12:49	1:49	2:54	3:54	4:54	6:04	7:04	7:54	
SW 56 St & SW 107 Ave	-	6:53	-	8:03	9:03	10:02	11:02	12:00	1:00	2:01	3:09	4:09	5:09	6:19	7:14	8:04	
SW 56 St & SW 147 Ave	5:48	7:6	6:28	8:16	9:16	10:15	11:13	12:11	1:11	2:12	3:25	4:25	5:25	6:35	7:28	8:18	
SW 56 St & 162 Ave	5:53	7:16	6:35	8:26	9:26	10:25	11:22	12:20	1:20	2:21	3:34	4:34	5:34	6:44	7:36	8:26	
SW 56 St & 152 Ave	5:56	7:20	6:38	8:30	9:30	10:29	11:26	12:24	1:24	2:29	3:37	4:37	5:37	6:47	7:39	8:29	
EASTBOUND RUMBO ESTE / DIREKSYON IS		MORNING / MAÑANA / MATEN							AM	PM	AFTERNOON / TARDE / APRÈ MIDI						
SW 56 St & 152 Ave	5:56	6:38	7:31	8:38	9:46	10:46	11:46	12:46	1:46	2:43	3:53	4:53	5:53				
SW 56 St & SW 147 Ave	5:57	6:39	7:33	8:40	9:48	10:48	11:48	12:48	1:48	2:45	3:55	4:55	5:55				
SW 56 St & SW 107 Ave	6:11	6:53	7:53	9:00	10:00	11:00	12:00	1:00	2:00	2:59	4:09	5:09	6:09				
SW 56 St & 72 Ave	6:21	7:08	8:08	9:10	10:10	11:10	12:10	1:10	2:10	3:10	4:20	5:20	6:20				
 University Metrorail Station	6:30	7:20	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:30	5:30	6:30				
Andalusia Ave & Le Jeune Rd	6:43	7:39	8:39	9:35	10:35	11:35	12:35	1:35	2:37	3:37	4:47	5:47	6:47				
Nicklaus Children's Hospital	6:57	7:55	8:55	9:52	10:52	11:51	12:51	1:51	2:57	3:57	5:07	6:07	7:07				

Scheduled times are approximate. Actual arrival and departure times may vary depending on traffic and road conditions.

Las horas publicadas son aproximadas, pues dependen del tráfico y otras condiciones de las vías.

Ore yo apwoksimatif. Vre le bis yo ap rive oswa deplase ka varye selon kondisyon sikilasyon sou wout yo.



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miamidade.gov/transit



311 or 305.468.5900 TTY/Fla Relay: 711



Appendix F

Trip Generation

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

GROUP	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS				
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total		
						In	Out																				
1	1	Multifamily Housing (High-Rise)	11	222	72	du	34%	66%	12	23	35	5.6%	2	11	22	33	0.0%	0	11	22	33	0.0%	0	11	22	33	
	2	Strip Retail Plaza	11	822	8.296	ksf	60%	40%	15	10	25	5.6%	1	14	10	24	4.2%	1	13	10	23	0.0%	0	13	10	23	
	3	Small Office Building	11	712	9.095	ksf	82%	18%	12	3	15	5.6%	1	11	3	14	7.1%	1	11	2	13	0.0%	0	11	2	13	
	4																										
	5																										
	6																										
	7																										
	8																										
	9																										
	10																										
	11																										
	12																										
	13																										
	14																										
	15																										
		ITE Land Use Code	Rate or Equation				Total:		39	36	75	5.6%	4	36	35	71	2.8%	2	35	34	69	0.0%	0	35	34	69	
		222	Y=0.22*(X)+18.85																								
		822	LN(Y) = 0.66*LN(X)+1.84																								
		712	Y=1.67(X)																								

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

GROUP	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS					
	Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total			
						In	Out																					
2	1	Multifamily Housing (High-Rise)	11	222	72	du	56%	44%	24	18	42	5.6%	2	23	17	40	30.0%	12	15	13	28	0.0%	0	15	13	28		
	2	Strip Retail Plaza	11	822	8.296	ksf	50%	50%	34	34	68	5.6%	4	32	32	64	21.9%	14	27	23	50	40.0%	20	16	14	30		
	3	Small Office Building	11	712	9.095	ksf	34%	66%	7	13	20	5.6%	1	7	12	19	21.1%	4	5	10	15	0.0%	0	5	10	15		
	4																											
	5																											
	6																											
	7																											
	8																											
	9																											
	10																											
	11																											
	12																											
	13																											
	14																											
	15																											
		ITE Land Use Code	Rate or Equation				Total:		65	65	130	5.6%	7	62	61	123	24.4%	30	47	46	93	21.5%	20	36	37	73		
		222	Y=0.26*(X)+23.12																									
		822	LN(Y) = 0.71*LN(X)+2.72																									
		712	Y=2.16(X)																									

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook*, 3rd Edition, published by the Institute of Transportation Engineers

SUMMARY (PROPOSED)

GROSS TRIP GENERATION					
INPUT	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
	Office	11	3	7	12
	Retail	14	10	32	32
	Restaurant	0	0	0	0
	Cinema/Entertainment	0	0	0	0
	Residential	11	22	23	17
	Hotel	0	0	0	0
		36	35	62	61

INTERNAL TRIPS					
OUTPUT	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
	Office	0	1	2	2
	Retail	1	0	5	9
	Restaurant	0	0	0	0
	Cinema/Entertainment	0	0	0	0
	Residential	0	0	8	4
	Hotel	0	0	0	0
		1	1	15	15

OUTPUT	Total % Reduction	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
	Office	7.1%		21.1%	
	Retail	4.2%		21.9%	
	Restaurant				
	Cinema/Entertainment				
	Residential	0.0%		30.0%	
	Hotel				

EXTERNAL TRIPS					
OUTPUT	Land Use	A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit
	Office	11	2	5	10
	Retail	13	10	27	23
	Restaurant	0	0	0	0
	Cinema/Entertainment	0	0	0	0
	Residential	11	22	15	13
	Hotel	0	0	0	0
		35	34	47	46

MEANS OF TRANSPORTATION TO WORK

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Census Tract 74.03, Miami-Dade County, Florida

Label	Estimate	Margin of Error
▼ Total:	1,493	±567
▼ Car, truck, or van:	914	±251
Drove alone	754	±269
▼ Carpooled:	160	±91
In 2-person carpool	160	±91
In 3-person carpool	0	±14
In 4-person carpool	0	±14
In 5- or 6-person carpool	0	±14
In 7-or-more-person carpool	0	±14
▼ Public transportation (excluding taxicab):	0	±14
Bus	0	±14
Subway or elevated rail	0	±14
Long-distance train or commuter rail	0	±14
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±14
Ferryboat	0	±14
Taxicab	0	±14
Motorcycle	0	±14
Bicycle	22	±36
Walked	61	±56
Other means	3	±18
Worked from home	493	±446

Multimodal Reduction: $(22+61)/1493 = 5.6\%$

Table Notes

MEANS OF TRANSPORTATION TO WORK

Survey/Program: American Community Survey

Universe: Workers 16 years and over

Year: 2021

Estimates: 5-Year

Table ID: B08301

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Source: U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

Several means of transportation to work categories were updated in 2019. For more information, see: Change to Means of Transportation.

The 2017-2021 American Community Survey (ACS) data generally reflect the March 2020 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

-

The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.

N

The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.

(X)

The estimate or margin of error is not applicable or not available.

median-

The median falls in the lowest interval of an open-ended distribution (for example "2,500-")

median+

The median falls in the highest interval of an open-ended distribution (for example "250,000+").

**

The margin of error could not be computed because there were an insufficient number of sample observations.

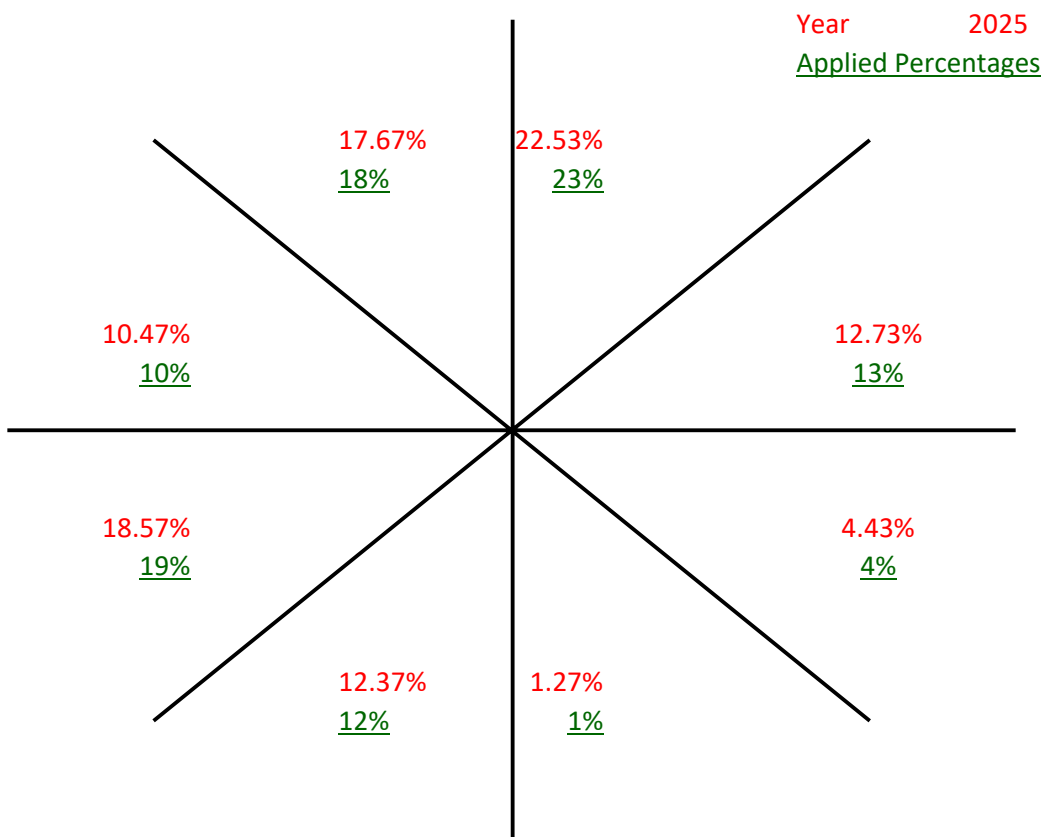
The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.

A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling error and the margin of error may be treated as zero.

Appendix G

Cardinal Distribution

Cardinal Distribution for TAZ 1098



Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips		2025 Interpolated	2025 Rounded
	2015	2045		
North-Northeast	22.3%	23.00%	22.53%	23.00%
East-Northeast	13.2%	11.80%	12.73%	13.00%
East-Southeast	4.6%	4.10%	4.43%	4.00%
South-Southeast	1.4%	1.00%	1.27%	1.00%
South-Southwest	11.8%	13.50%	12.37%	12.00%
West-Southwest	18.8%	18.10%	18.57%	19.00%
West-Northwest	10.7%	10.00%	10.47%	10.00%
North-Northwest	17.3%	18.40%	17.67%	18.00%
Total	100.1%	99.9%	100.03%	100.00%



MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

2045LRTP

SUPPORTING DOCUMENTS

DIRECTIONAL TRIP DISTRIBUTION REPORT

SEPTEMBER 2019

Miami-Dade 2015 Base Year Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1093	3993	Trips	235	91	8	-	56	150	125	230	902
1093	3993	Percent	26.3	10.2	0.9	-	6.2	16.8	13.9	25.7	
1094	3994	Trips	962	292	53	-	216	805	633	919	4,008
1094	3994	Percent	24.8	7.5	1.4	-	5.6	20.7	16.3	23.7	
1095	3995	Trips	552	475	63	47	175	717	547	774	3,421
1095	3995	Percent	16.5	14.2	1.9	1.4	5.2	21.4	16.3	23.1	
1096	3996	Trips	619	457	30	32	236	507	325	754	3,106
1096	3996	Percent	20.9	15.4	1.0	1.1	8.0	17.1	11.0	25.5	
1097	3997	Trips	637	310	121	71	339	935	406	968	3,837
1097	3997	Percent	16.8	8.2	3.2	1.9	8.9	24.7	10.7	25.6	
1098	3998	Trips	9,391	5,544	1,947	600	4,955	7,929	4,518	7,280	45,582
1098	3998	Percent	22.3	13.2	4.6	1.4	11.8	18.8	10.7	17.3	
1099	3999	Trips	2,956	2,693	292	216	1,756	1,784	1,309	2,188	13,533
1099	3999	Percent	22.4	20.4	2.2	1.6	13.3	13.5	9.9	16.6	
1100	4000	Trips	1,099	443	22	29	310	752	404	722	3,844
1100	4000	Percent	29.1	11.7	0.6	0.8	8.2	19.9	10.7	19.1	
1101	4001	Trips	161	31	4	8	20	100	64	70	458
1101	4001	Percent	35.1	6.8	0.9	1.8	4.4	21.8	14.1	15.2	
1102	4002	Trips	145	31	4	2	34	101	98	106	526
1102	4002	Percent	27.8	6.0	0.8	0.4	6.5	19.4	18.8	20.4	
1103	4003	Trips	3,447	1,241	118	265	1,208	2,801	1,081	1,661	12,545
1103	4003	Percent	29.2	10.5	1.0	2.2	10.2	23.7	9.2	14.1	
1104	4004	Trips	421	100	9	27	89	321	144	296	1,439
1104	4004	Percent	29.9	7.1	0.6	1.9	6.3	22.8	10.2	21.0	
1105	4005	Trips	1,731	560	107	103	386	1,240	606	937	5,958
1105	4005	Percent	30.5	9.9	1.9	1.8	6.8	21.9	10.7	16.5	
1106	4006	Trips	857	846	84	85	543	739	405	475	4,116
1106	4006	Percent	21.2	21.0	2.1	2.1	13.5	18.3	10.0	11.8	
1107	4007	Trips	2,217	1,562	115	374	1,359	1,621	1,205	1,243	10,464
1107	4007	Percent	22.9	16.1	1.2	3.9	14.0	16.7	12.4	12.8	
1108	4008	Trips	622	407	42	109	378	385	219	293	2,533
1108	4008	Percent	25.3	16.6	1.7	4.4	15.4	15.7	8.9	12.0	
1109	4009	Trips	233	191	43	27	198	160	168	209	1,245
1109	4009	Percent	19.0	15.5	3.5	2.2	16.1	13.0	13.7	17.0	
1110	4010	Trips	473	273	101	65	279	208	149	282	1,847
1110	4010	Percent	25.8	14.9	5.5	3.6	15.2	11.4	8.1	15.4	
1111	4011	Trips	418	544	83	202	411	343	308	549	2,931
1111	4011	Percent	14.6	19.0	2.9	7.1	14.4	12.0	10.8	19.2	
1112	4012	Trips	327	445	148	133	426	245	225	474	2,475
1112	4012	Percent	13.5	18.4	6.1	5.5	17.6	10.1	9.3	19.6	
1113	4013	Trips	180	267	64	75	215	111	127	210	1,256
1113	4013	Percent	14.5	21.4	5.1	6.0	17.3	8.9	10.2	16.8	
1114	4014	Trips	228	201	48	96	127	141	148	219	1,208
1114	4014	Percent	18.8	16.7	4.0	8.0	10.5	11.7	12.2	18.1	
1115	4015	Trips	353	276	115	90	353	299	205	304	2,057
1115	4015	Percent	17.7	13.9	5.8	4.5	17.7	15.0	10.3	15.2	
1116	4016	Trips	209	181	86	62	143	132	90	237	1,141
1116	4016	Percent	18.4	15.9	7.6	5.4	12.5	11.6	7.9	20.8	
1117	4017	Trips	504	384	184	139	406	340	210	460	2,683
1117	4017	Percent	19.2	14.6	7.0	5.3	15.4	13.0	8.0	17.5	
1118	4018	Trips	1,181	1,089	79	88	922	1,071	503	796	5,919
1118	4018	Percent	20.6	19.0	1.4	1.5	16.1	18.7	8.8	13.9	

Miami-Dade 2045 Cost Feasible Plan Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1093	3993	Trips	291	64	6	-	50	148	167	321	1,083
1093	3993	Percent	27.8	6.1	0.6	-	4.8	14.1	16.0	30.7	
1094	3994	Trips	1,367	543	68	-	268	962	805	1,204	5,372
1094	3994	Percent	26.2	10.4	1.3	-	5.1	18.4	15.4	23.1	
1095	3995	Trips	1,082	717	48	55	296	904	880	1,086	5,182
1095	3995	Percent	21.4	14.2	0.9	1.1	5.8	17.8	17.4	21.4	
1096	3996	Trips	866	480	30	56	323	566	508	1,083	4,060
1096	3996	Percent	22.1	12.3	0.8	1.4	8.3	14.5	13.0	27.7	
1097	3997	Trips	1,262	655	234	122	580	1,241	721	1,578	6,528
1097	3997	Percent	19.7	10.3	3.7	1.9	9.1	19.4	11.3	24.7	
1098	3998	Trips	12,773	6,565	2,298	541	7,488	10,015	5,563	10,195	60,915
1098	3998	Percent	23.0	11.8	4.1	1.0	13.5	18.1	10.0	18.4	
1099	3999	Trips	4,171	2,923	422	237	2,436	2,469	1,688	2,789	17,560
1099	3999	Percent	24.3	17.1	2.5	1.4	14.2	14.4	9.9	16.3	
1100	4000	Trips	1,663	556	24	23	481	838	549	980	5,267
1100	4000	Percent	32.5	10.9	0.5	0.5	9.4	16.4	10.7	19.2	
1101	4001	Trips	193	30	0	0	35	56	112	71	504
1101	4001	Percent	38.9	6.1	0.0	0.0	7.0	11.3	22.5	14.2	
1102	4002	Trips	202	35	8	14	29	135	111	136	670
1102	4002	Percent	30.2	5.2	1.2	2.1	4.3	20.1	16.5	20.4	
1103	4003	Trips	4,463	1,680	170	182	1,618	3,261	1,505	2,096	16,096
1103	4003	Percent	29.8	11.2	1.1	1.2	10.8	21.8	10.1	14.0	
1104	4004	Trips	657	148	15	12	188	398	247	439	2,136
1104	4004	Percent	31.2	7.0	0.7	0.6	9.0	18.9	11.7	20.8	
1105	4005	Trips	2,356	776	77	96	627	1,484	785	1,229	7,728
1105	4005	Percent	31.7	10.4	1.0	1.3	8.4	20.0	10.6	16.5	
1106	4006	Trips	1,426	1,084	109	84	681	1,141	611	858	6,188
1106	4006	Percent	23.8	18.1	1.8	1.4	11.4	19.0	10.2	14.3	
1107	4007	Trips	3,002	2,106	136	359	2,022	1,932	1,593	1,747	13,994
1107	4007	Percent	23.3	16.3	1.1	2.8	15.7	15.0	12.4	13.6	
1108	4008	Trips	832	569	32	102	405	478	306	346	3,235
1108	4008	Percent	27.1	18.5	1.1	3.3	13.2	15.6	10.0	11.3	
1109	4009	Trips	249	272	65	23	205	160	194	193	1,369
1109	4009	Percent	18.3	20.0	4.8	1.7	15.0	11.8	14.3	14.2	
1110	4010	Trips	643	577	97	60	424	287	297	455	2,898
1110	4010	Percent	22.6	20.3	3.4	2.1	14.9	10.1	10.5	16.0	
1111	4011	Trips	614	747	89	190	506	492	416	539	3,703
1111	4011	Percent	17.1	20.8	2.5	5.3	14.1	13.7	11.6	15.0	
1112	4012	Trips	432	546	102	118	454	290	317	485	2,804
1112	4012	Percent	15.7	19.9	3.7	4.3	16.6	10.6	11.5	17.7	
1113	4013	Trips	228	343	61	50	200	120	208	195	1,429
1113	4013	Percent	16.2	24.4	4.3	3.6	14.2	8.5	14.8	13.9	
1114	4014	Trips	261	302	62	72	198	181	215	273	1,595
1114	4014	Percent	16.7	19.3	3.9	4.6	12.7	11.6	13.8	17.5	
1115	4015	Trips	462	377	95	54	352	286	276	365	2,295
1115	4015	Percent	20.4	16.7	4.2	2.4	15.5	12.6	12.2	16.1	
1116	4016	Trips	233	236	36	92	183	212	138	290	1,460
1116	4016	Percent	16.4	16.6	2.6	6.5	12.9	14.9	9.7	20.4	
1117	4017	Trips	801	582	163	180	650	521	368	746	4,078
1117	4017	Percent	20.0	14.5	4.1	4.5	16.2	13.0	9.2	18.6	
1118	4018	Trips	2,239	1,370	88	125	1,181	1,456	854	1,307	9,068
1118	4018	Percent	26.0	15.9	1.0	1.5	13.7	16.9	9.9	15.2	

Appendix H

Volume Development Worksheets

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Altara Avenue and Aurora Street
COUNT DATE: April 19, 2023
AM PEAK HOUR FACTOR: 0.68
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		19	106	22		15	157	38		7	12	11		9	7	4
Peak Season Correction 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	1.00	1.00	1.00	1.00

AM EXISTING CONDITIONS	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
		19	106	22		15	157	38		7	12	11		9	7	4

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		12	54	59		14	103	35		23	25	31		26	15	56
Peak Season Correction 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	1.00	1.00	1.00	1.00

PM EXISTING CONDITIONS	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
		12	54	59		14	103	35		23	25	31		26	15	56

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
4225 Ponce Development							1									
TOTAL "VESTED" TRAFFIC		0	0	0		0	1	0		0	0	0		0	0	0

Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
AM BACKGROUND TRAFFIC GROWTH		0	1	0		0	2	0		0	0	0		0	0	0

AM NON-PROJECT TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
		19	107	22		15	160	38		7	12	11		9	7	4

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
4225 Ponce Development							4									
TOTAL "VESTED" TRAFFIC		0	0	0		0	4	0		0	0	0		0	0	0

Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
PM BACKGROUND TRAFFIC GROWTH		0	1	1		0	1	0		0	0	0		0	0	1

PM NON-PROJECT TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
		12	55	60		14	108	35		23	25	31		26	15	57

"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			29.0%									17.0%		18.0%		
	Exiting					17.0%	29.0%	18.0%									

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering							-60.0%									
	Exiting							60.0%									
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			29.0%									17.0%		18.0%		
	Exiting					17.0%	29.0%	18.0%									

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			10		6	10	6					6		6		
AM TOTAL PROJECT TRAFFIC			0	10	0	6	10	6		0	0	6		6	0	0	

AM TOTAL TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
		19	117	22		21	170	44		7	12	17		15	7	4

"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By							-2									
	Valet																
	Net New			11		6	11	7					6		6		
PM TOTAL PROJECT TRAFFIC			0	11	0	6	9	7		0	0	6		6	0	0	

PM TOTAL TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
		12	66	60		20	117	42		23	25	37		32	15	57

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Altara Avenue and North Alley Access
 COUNT DATE: April 19, 2023
 AM PEAK HOUR FACTOR: 0.63
 PM PEAK HOUR FACTOR: 0.87

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	123	3		2	210	0		0	0	0		0	0	0
Peak Season Correction 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	1.00	1.00	1.00	1.00

AM EXISTING CONDITIONS		0	123	3		2	210	0		0	0	0		0	0	0
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		2	112	0		2	149	0		0	0	0		0	0	0
Peak Season Correction 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	1.00	1.00	1.00	1.00

PM EXISTING CONDITIONS		2	112	0		2	149	0		0	0	0		0	0	0
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
4225 Ponce Development							1									
TOTAL "VESTED" TRAFFIC		0	0	0		0	1	0		0	0	0		0	0	0

Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
AM BACKGROUND TRAFFIC GROWTH		0	1	0		0	2	0		0	0	0		0	0	0

AM NON-PROJECT TRAFFIC		0	124	3		2	213	0		0	0	0		0	0	0
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
4225 Ponce Development							4									
TOTAL "VESTED" TRAFFIC		0	0	0		0	4	0		0	0	0		0	0	0

Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
PM BACKGROUND TRAFFIC GROWTH		0	1	0		0	1	0		0	0	0		0	0	0

PM NON-PROJECT TRAFFIC		2	113	0		2	154	0		0	0	0		0	0	0
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"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering						36.0%										
	Exiting			36.0%													

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering			-40.0%													
	Exiting			40.0%													
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering						36.0%										
	Exiting			36.0%													

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			12				13									
AM TOTAL PROJECT TRAFFIC			0	12	0		0	13	0		0	0	0		0	0	0

AM TOTAL TRAFFIC		0	136	3		2	226	0		0	0	0		0	0	0
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"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By			0													
	Valet																
	Net New			13				13									
PM TOTAL PROJECT TRAFFIC			0	13	0		0	13	0		0	0	0		0	0	0

PM TOTAL TRAFFIC		2	126	0		2	167	0		0	0	0		0	0	0
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Altara Avenue and Ponce de Leon Boulevard
COUNT DATE: April 19, 2023
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		28	0	58		1	0	1		44	406	1		7	516	133
Peak Season Correction 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	1.00	1.00	1.00	1.00

AM EXISTING CONDITIONS		28	0	58		1	0	1		44	406	1		7	516	133
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"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		29	0	83		1	0	4		48	431	10		2	444	99
Peak Season Correction 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	1.00	1.00	1.00	1.00

PM EXISTING CONDITIONS		29	0	83		1	0	4		48	431	10		2	444	99
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"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
4225 Ponce Development										1	4				24	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		1	4	0		0	24	0

Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
AM BACKGROUND TRAFFIC GROWTH		0	0	1		0	0	0		0	4	0		0	5	1

AM NON-PROJECT TRAFFIC		28	0	59		1	0	1		45	414	1		7	545	134
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"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
4225 Ponce Development										4	28				7	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		4	28	0		0	7	0

Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
PM BACKGROUND TRAFFIC GROWTH		0	0	1		0	0	0		0	4	0		0	4	1

PM NON-PROJECT TRAFFIC		29	0	84		1	0	4		52	463	10		2	455	100
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"AM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering									13.0%							23.0%
	Exiting		23.0%		13.0%												

"PM PROJECT DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering									13.0%							23.0%
	Exiting		23.0%		13.0%												

"AM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		8		4						5						8
AM TOTAL PROJECT TRAFFIC			8	0	4		0	0	0		5	0	0		0	0	8

AM TOTAL TRAFFIC		36	0	63		1	0	1		50	414	1		7	545	142
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"PM PROJECT TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		8		5						5						8
PM TOTAL PROJECT TRAFFIC			8	0	5		0	0	0		5	0	0		0	0	8

PM TOTAL TRAFFIC		37	0	89		1	0	4		57	463	10		2	455	108
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TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: San Lorenzo Avenue and Aurora Street
COUNT DATE: April 19, 2023
AM PEAK HOUR FACTOR: 0.57
PM PEAK HOUR FACTOR: 0.91

"AM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR			
AM Raw Turning Movements			13	48	0		1	110	26		0	0	0		25	0	15			
Peak Season Correction 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	1.00	1.00	1.00	1.00			
AM EXISTING CONDITIONS			13	48	0		1	110	26		0	0	0		25	0	15			
"PM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR			
PM Raw Turning Movements			26	49	0		0	81	53		0	0	0		35	0	46			
Peak Season Correction 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	1.00	1.00	1.00	1.00			
PM EXISTING CONDITIONS			26	49	0		0	81	53		0	0	0		35	0	46			
"AM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR			
4225 Ponce Development				4																
TOTAL "VESTED" TRAFFIC			0	4	0		0	0	0		0	0	0		0	0	0			
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
Yearly Growth Rate		0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%			
AM BACKGROUND TRAFFIC GROWTH			0	0	0		0	1	0		0	0	0		0	0	0			
AM NON-PROJECT TRAFFIC			13	52	0		1	111	26		0	0	0		25	0	15			
"PM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR			
4225 Ponce Development				1																
TOTAL "VESTED" TRAFFIC			0	1	0		0	0	0		0	0	0		0	0	0			
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
Yearly Growth Rate		0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%			
PM BACKGROUND TRAFFIC GROWTH			0	0	0		0	1	1		0	0	0		0	0	0			
PM NON-PROJECT TRAFFIC			26	50	0		0	82	54		0	0	0		35	0	46			
"AM PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Pass-By Distribution	Entering																			
	Exiting																			
Valet Distribution	Entering																			
	Exiting																			
Net New Distribution	Entering		12.0%							5.0%										
	Exiting														5.0%			12.0%		
"PM PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Pass-By Distribution	Entering																			
	Exiting																			
Valet Distribution	Entering																			
	Exiting																			
Net New Distribution	Entering		12.0%							5.0%										
	Exiting														5.0%			12.0%		
"AM PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
AM TRAFFIC DIVERSIONS																				
Project Trips	Pass - By																			
	Valet																			
	Net New		4							2						2		4		
AM TOTAL PROJECT TRAFFIC					4	0	0		0	0	2		0	0	0		2	0	4	
AM TOTAL TRAFFIC			17	52	0		1	111	28		0	0	0		27	0	19			
"PM PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
PM TRAFFIC DIVERSIONS																				
Project Trips	Pass - By																			
	Valet																			
	Net New		4							2						2		4		
PM TOTAL PROJECT TRAFFIC					4	0	0		0	0	2		0	0	0		2	0	4	
PM TOTAL TRAFFIC			30	50	0		0	82	56		0	0	0		37	0	50			

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: San Lorenzo Avenue and South Alley Access
COUNT DATE: April 19, 2023
AM PEAK HOUR FACTOR: 0.55
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR			
AM Raw Turning Movements			0	71	0		0	134	0		0	0	0		1	0	3			
Peak Season Correction 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	1.00	1.00	1.00	1.00			
AM EXISTING CONDITIONS			0	71	0		0	134	0		0	0	0		1	0	3			
"PM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR			
PM Raw Turning Movements			1	87	0		2	133	0		0	0	0		0	0	0			
Peak Season Correction 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	1.00	1.00	1.00	1.00			
PM EXISTING CONDITIONS			1	87	0		2	133	0		0	0	0		0	0	0			
"AM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR			
4225 Ponce Development				4																
TOTAL "VESTED" TRAFFIC			0	4	0		0	0	0		0	0	0		0	0	0			
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
Yearly Growth Rate		0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%			
AM BACKGROUND TRAFFIC GROWTH			0	1	0		0	1	0		0	0	0		0	0	0			
AM NON-PROJECT TRAFFIC			0	76	0		0	135	0		0	0	0		1	0	3			
"PM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR			
4225 Ponce Development				1																
TOTAL "VESTED" TRAFFIC			0	1	0		0	0	0		0	0	0		0	0	0			
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
Yearly Growth Rate		0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%			
PM BACKGROUND TRAFFIC GROWTH			0	1	0		0	1	0		0	0	0		0	0	0			
PM NON-PROJECT TRAFFIC			1	89	0		2	134	0		0	0	0		0	0	0			
"AM PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Pass-By Distribution	Entering																			
	Exiting																			
Valet Distribution	Entering																			
	Exiting																			
Net New Distribution	Entering							5.0%												
	Exiting			5.0%																
"PM PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Pass-By Distribution	Entering																			
	Exiting																			
Valet Distribution	Entering																			
	Exiting																			
Net New Distribution	Entering							5.0%												
	Exiting			5.0%																
"AM PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
AM TRAFFIC DIVERSIONS																				
Project Trips	Pass - By																			
	Valet																			
	Net New			2				2												
AM TOTAL PROJECT TRAFFIC					0	2	0		0	2	0		0	0	0		0	0	0	
AM TOTAL TRAFFIC					0	78	0		0	137	0		0	0	0		1	0	3	
"PM PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
PM TRAFFIC DIVERSIONS																				
Project Trips	Pass - By																			
	Valet																			
	Net New			2				2												
PM TOTAL PROJECT TRAFFIC					0	2	0		0	2	0		0	0	0		0	0	0	
PM TOTAL TRAFFIC					1	91	0		2	136	0		0	0	0		0	0	0	

TRAFFIC VOLUMES AT STUDY INTERSECTIONS

INTERSECTION: Altara Avenue and Project Driveway
 COUNT DATE: April 19, 2023
 AM PEAK HOUR FACTOR: 0.92
 PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
AM Raw Turning Movements			0	125	0		0	210	0		0	0	0		0	0	0		
Peak Season Correction 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	1.00	1.00	1.00	1.00		
AM EXISTING CONDITIONS			0	125	0		0	210	0		0	0	0		0	0	0		
"PM EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
PM Raw Turning Movements			0	112	0		0	151	0		0	0	0		0	0	0		
Peak Season Correction 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	1.00	1.00	1.00	1.00		
PM EXISTING CONDITIONS			0	112	0		0	151	0		0	0	0		0	0	0		
"AM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
4225 Ponce Development																			
TOTAL "VESTED" TRAFFIC			0	0	0		0	0	0		0	0	0		0	0	0		
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Yearly Growth Rate		0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%		
AM BACKGROUND TRAFFIC GROWTH			0	1	0		0	2	0		0	0	0		0	0	0		
AM NON-PROJECT TRAFFIC			0	126	0		0	212	0		0	0	0		0	0	0		
"PM BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
4225 Ponce Development																			
TOTAL "VESTED" TRAFFIC			0	0	0		0	0	0		0	0	0		0	0	0		
Years To Buildout		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Yearly Growth Rate		0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%		
PM BACKGROUND TRAFFIC GROWTH			0	1	0		0	2	0		0	0	0		0	0	0		
PM NON-PROJECT TRAFFIC			0	113	0		0	153	0		0	0	0		0	0	0		
"AM PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																		
	Exiting																		
Valet Distribution	Entering																		
	Exiting																		
Net New Distribution	Entering				64.0%			36.0%											
	Exiting											64.0%		36.0%					
"PM PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering					-40.0%	40.0%		60.0%	-60.0%									
	Exiting											60.0%		40.0%					
Valet Distribution	Entering																		
	Exiting																		
Net New Distribution	Entering				64.0%			36.0%											
	Exiting											64.0%		36.0%					
"AM PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																			
Project Trips	Pass - By																		
	Valet																		
	Net New				22			13					22		12				
AM TOTAL PROJECT TRAFFIC					0	0	22		13	0	0		22	0	12		0	0	0
AM TOTAL TRAFFIC					0	126	22		13	212	0		22	0	12		0	0	0
"PM PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																			
Project Trips	Pass - By				-4	4		7	-7				5		4				
	Valet																		
	Net New					23		13					24		13				
PM TOTAL PROJECT TRAFFIC					0	-4	27		20	-7	0		29	0	17		0	0	0
PM TOTAL TRAFFIC					0	109	27		20	146	0		29	0	17		0	0	0

Appendix I

Intersection Capacity Analysis Worksheets

Existing A.M.

HCM 6th TWSC
1: Aurora Street & Altara Avenue

Existing Conditions
A.M. Peak Hour

Intersection

Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	105	22	15	155	38	7	12	11	9	7	4
Future Vol, veh/h	19	105	22	15	155	38	7	12	11	9	7	4
Conflicting Peds, #/hr	5	0	63	63	0	5	9	0	46	46	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	68	68	68	68	68	68
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	154	32	22	228	56	10	18	16	13	10	6

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	289	0	0	249	0	0	606	622	279	594	610	270
Stage 1	-	-	-	-	-	-	289	289	-	305	305	-
Stage 2	-	-	-	-	-	-	317	333	-	289	305	-
Critical Hdwy	4.12	-	-	4.12	-	-	4.4	4.4	4.9	4.4	4.4	4.9
Critical Hdwy Stg 1	-	-	-	-	-	-	4.4	4.4	-	4.4	4.4	-
Critical Hdwy Stg 2	-	-	-	-	-	-	4.4	4.4	-	4.4	4.4	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.8	3.8	3.9	3.8	3.8	3.9
Pot Cap-1 Maneuver	1273	-	-	1317	-	-	611	604	732	617	610	737
Stage 1	-	-	-	-	-	-	772	772	-	763	763	-
Stage 2	-	-	-	-	-	-	757	748	-	772	763	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1267	-	-	1238	-	-	538	539	658	539	545	727
Mov Cap-2 Maneuver	-	-	-	-	-	-	538	539	-	539	545	-
Stage 1	-	-	-	-	-	-	708	708	-	740	743	-
Stage 2	-	-	-	-	-	-	719	729	-	685	700	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.6	11.8	11.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	577	1267	-	-	1238	-	-	571
HCM Lane V/C Ratio	0.076	0.022	-	-	0.018	-	-	0.052
HCM Control Delay (s)	11.8	7.9	0	-	8	0	-	11.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-	0.2

HCM 6th TWSC
 2: North Alley Access & Altara Avenue

Existing Conditions
 A.M. Peak Hour

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	122	3	2	208	0	0
Future Vol, veh/h	122	3	2	208	0	0
Conflicting Peds, #/hr	0	27	27	0	9	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	63	63	63	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	194	5	3	330	0	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	226	0	569
Stage 1	-	-	-	-	224
Stage 2	-	-	-	-	345
Critical Hdwy	-	-	4.12	-	4.4
Critical Hdwy Stg 1	-	-	-	-	4.4
Critical Hdwy Stg 2	-	-	-	-	4.4
Follow-up Hdwy	-	-	2.218	-	3.8
Pot Cap-1 Maneuver	-	-	1342	-	629
Stage 1	-	-	-	-	809
Stage 2	-	-	-	-	741
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1307	-	605
Mov Cap-2 Maneuver	-	-	-	-	605
Stage 1	-	-	-	-	788
Stage 2	-	-	-	-	732

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1307	-
HCM Lane V/C Ratio	-	-	-	0.002	-
HCM Control Delay (s)	0	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 6th TWSC
 3: Ponce de Leon Boulevard & Altara Avenue

Existing Conditions
 A.M. Peak Hour

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	28	0	57	1	0	1	44	402	1	7	511	132
Future Vol, veh/h	28	0	57	1	0	1	44	402	1	7	511	132
Conflicting Peds, #/hr	8	0	38	38	0	8	46	0	43	43	0	46
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	0	60	1	0	1	46	423	1	7	538	139

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	980	1227	423	880	1296	263	723	0	0	467	0	0
Stage 1	668	668	-	559	559	-	-	-	-	-	-	-
Stage 2	312	559	-	321	737	-	-	-	-	-	-	-
Critical Hdwy	4.4	4.4	4.9	4.4	4.4	4.9	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	4.4	4.4	-	4.4	4.4	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.4	4.4	-	4.4	4.4	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	3.8	3.9	3.8	3.8	3.9	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	459	377	647	496	357	742	875	-	-	1091	-	-
Stage 1	584	584	-	633	633	-	-	-	-	-	-	-
Stage 2	759	633	-	754	554	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	408	317	596	386	300	706	837	-	-	1046	-	-
Mov Cap-2 Maneuver	408	317	-	386	300	-	-	-	-	-	-	-
Stage 1	518	552	-	563	563	-	-	-	-	-	-	-
Stage 2	698	563	-	646	524	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s	13.4		12.2			1.2		0.1		
HCM LOS	B		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	837	-	-	517	499	1046	-	-
HCM Lane V/C Ratio	0.055	-	-	0.173	0.004	0.007	-	-
HCM Control Delay (s)	9.6	0.3	-	13.4	12.2	8.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.6	0	0	-	-

HCM 6th TWSC
 4: San Lorenzo Avenue & Aurora Street

Existing Conditions
 A.M. Peak Hour

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	13	48	109	26	25	15
Future Vol, veh/h	13	48	109	26	25	15
Conflicting Peds, #/hr	23	0	0	23	3	14
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	57	57	57	57	57	57
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	84	191	46	44	26

Major/Minor	Major1	Major2	Minor2
-------------	--------	--------	--------

Conflicting Flow All	260	0	0	370	251
Stage 1	-	-	-	237	-
Stage 2	-	-	-	133	-
Critical Hdwy	4.12	-	-	4.4	4.9
Critical Hdwy Stg 1	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	4.4	-
Follow-up Hdwy	2.218	-	-	3.8	3.9
Pot Cap-1 Maneuver	1304	-	-	728	749
Stage 1	-	-	-	802	-
Stage 2	-	-	-	863	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1275	-	-	683	723
Mov Cap-2 Maneuver	-	-	-	683	-
Stage 1	-	-	-	769	-
Stage 2	-	-	-	844	-

Approach	EB	WB	SB
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HCM Control Delay, s	1.7	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
-----------------------	-----	-----	-----	-----	-------

Capacity (veh/h)	1275	-	-	-	697
HCM Lane V/C Ratio	0.018	-	-	-	0.101
HCM Control Delay (s)	7.9	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

HCM 6th TWSC
 5: San Lorenzo Avenue & South Alley Access

Existing Conditions
 A.M. Peak Hour

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	70	133	0	1	3
Future Vol, veh/h	0	70	133	0	1	3
Conflicting Peds, #/hr	36	0	0	36	20	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	127	242	0	2	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	278	0	425
Stage 1	-	-	278
Stage 2	-	-	147
Critical Hdwy	4.12	-	4.4
Critical Hdwy Stg 1	-	-	4.4
Critical Hdwy Stg 2	-	-	4.4
Follow-up Hdwy	2.218	-	3.8
Pot Cap-1 Maneuver	1285	-	699
Stage 1	-	-	778
Stage 2	-	-	855
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1241	-	652
Mov Cap-2 Maneuver	-	-	652
Stage 1	-	-	752
Stage 2	-	-	826

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1241	-	-	-	692
HCM Lane V/C Ratio	-	-	-	-	0.011
HCM Control Delay (s)	0	-	-	-	10.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Timings
6: Ponce de Leon Boulevard & San Lorenzo Avenue

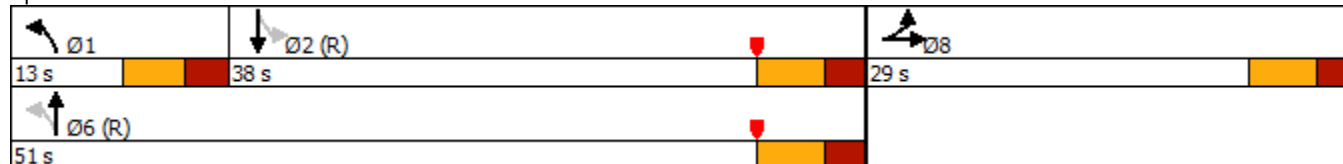
Existing Conditions
A.M. Peak Hour

	→	↖	↑	↘	↓
Lane Group	EBT	NBL	NBT	SBL	SBT
Lane Configurations	↔	↖	↕		↕
Traffic Volume (vph)	1	56	410	5	503
Future Volume (vph)	1	56	410	5	503
Turn Type	NA	pm+pt	NA	Perm	NA
Protected Phases	8	1	6		2
Permitted Phases		6		2	
Detector Phase	8	1	6	2	2
Switch Phase					
Minimum Initial (s)	7.0	5.0	15.0	15.0	15.0
Minimum Split (s)	23.3	11.3	21.6	21.6	21.6
Total Split (s)	29.0	13.0	51.0	38.0	38.0
Total Split (%)	36.3%	16.3%	63.8%	47.5%	47.5%
Yellow Time (s)	4.0	3.7	4.0	4.0	4.0
All-Red Time (s)	2.3	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.3	6.3	6.6		6.6
Lead/Lag		Lead		Lag	Lag
Lead-Lag Optimize?		Yes		Yes	Yes
Recall Mode	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 40 (50%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 6: Ponce de Leon Boulevard & San Lorenzo Avenue



















Queues
6: Ponce de Leon Boulevard & San Lorenzo Avenue

Existing Conditions
A.M. Peak Hour

	→	↖	↑	↓
Lane Group	EBT	NBL	NBT	SBT
Lane Group Flow (vph)	67	59	432	591
v/c Ratio	0.30	0.10	0.16	0.26
Control Delay	16.7	4.2	3.7	8.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	16.7	4.2	3.7	8.0
Queue Length 50th (ft)	9	6	25	64
Queue Length 95th (ft)	39	23	62	132
Internal Link Dist (ft)	82		178	275
Turn Bay Length (ft)		65		
Base Capacity (vph)	492	623	2743	2264
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.14	0.09	0.16	0.26
Intersection Summary				

HCM Signalized Intersection Capacity Analysis
 6: Ponce de Leon Boulevard & San Lorenzo Avenue

Existing Conditions
 A.M. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1	47	0	0	0	56	410	0	5	503	54
Future Volume (vph)	16	1	47	0	0	0	56	410	0	5	503	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3					6.3	6.6			6.6	
Lane Util. Factor		1.00					1.00	0.95			0.95	
Frbp, ped/bikes		0.97					1.00	1.00			0.99	
Flpb, ped/bikes		1.00					1.00	1.00			1.00	
Fr		0.90					1.00	1.00			0.99	
Flt Protected		0.99					0.95	1.00			1.00	
Satd. Flow (prot)		1613					1763	3539			3469	
Flt Permitted		0.99					0.38	1.00			0.95	
Satd. Flow (perm)		1613					706	3539			3303	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	17	1	49	0	0	0	59	432	0	5	529	57
RTOR Reduction (vph)	0	44	0	0	0	0	0	0	0	0	6	0
Lane Group Flow (vph)	0	23	0	0	0	0	59	432	0	0	585	0
Confl. Peds. (#/hr)	8		18	18		9	39		23	23		39
Confl. Bikes (#/hr)									3			2
Turn Type	Split	NA					pm+pt	NA		Perm	NA	
Protected Phases	8	8					1	6			2	
Permitted Phases							6			2		
Actuated Green, G (s)		7.7					59.4	59.4			49.6	
Effective Green, g (s)		7.7					59.4	59.4			49.6	
Actuated g/C Ratio		0.10					0.74	0.74			0.62	
Clearance Time (s)		6.3					6.3	6.6			6.6	
Vehicle Extension (s)		2.5					2.0	2.5			2.5	
Lane Grp Cap (vph)		155					570	2627			2047	
v/s Ratio Prot		c0.01					0.00	c0.12				
v/s Ratio Perm							0.07				c0.18	
v/c Ratio		0.15					0.10	0.16			0.29	
Uniform Delay, d1		33.1					3.0	3.0			7.0	
Progression Factor		1.00					1.00	1.00			1.00	
Incremental Delay, d2		0.3					0.0	0.1			0.4	
Delay (s)		33.5					3.0	3.2			7.4	
Level of Service		C					A	A			A	
Approach Delay (s)		33.5			0.0			3.1			7.4	
Approach LOS		C			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			7.1									A
HCM 2000 Volume to Capacity ratio			0.27									
Actuated Cycle Length (s)			80.0						19.2			
Intersection Capacity Utilization			57.7%									B
Analysis Period (min)			15									
c Critical Lane Group												

Future Background A.M.

HCM 6th TWSC
1: Aurora Street & Altara Avenue

Future Background Conditions
A.M. Peak Hour

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	19	107	22	15	160	38	7	12	11	9	7	4
Future Vol, veh/h	19	107	22	15	160	38	7	12	11	9	7	4
Conflicting Peds, #/hr	5	0	63	63	0	5	9	0	46	46	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	68	68	68	68	68	68
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	157	32	22	235	56	10	18	16	13	10	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	296	0	0	252	0	0	616	632	282	604	620	277
Stage 1	-	-	-	-	-	-	292	292	-	312	312	-
Stage 2	-	-	-	-	-	-	324	340	-	292	308	-
Critical Hdwy	4.12	-	-	4.12	-	-	4.4	4.4	4.9	4.4	4.4	4.9
Critical Hdwy Stg 1	-	-	-	-	-	-	4.4	4.4	-	4.4	4.4	-
Critical Hdwy Stg 2	-	-	-	-	-	-	4.4	4.4	-	4.4	4.4	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.8	3.8	3.9	3.8	3.8	3.9
Pot Cap-1 Maneuver	1265	-	-	1313	-	-	607	600	730	612	605	733
Stage 1	-	-	-	-	-	-	770	770	-	759	759	-
Stage 2	-	-	-	-	-	-	753	744	-	770	762	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1259	-	-	1234	-	-	534	536	656	535	540	723
Mov Cap-2 Maneuver	-	-	-	-	-	-	534	536	-	535	540	-
Stage 1	-	-	-	-	-	-	706	706	-	736	739	-
Stage 2	-	-	-	-	-	-	715	725	-	683	699	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0.6			11.8			11.7		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	574	1259	-	-	1234	-	-	566
HCM Lane V/C Ratio	0.077	0.022	-	-	0.018	-	-	0.052
HCM Control Delay (s)	11.8	7.9	0	-	8	0	-	11.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-	0.2

HCM 6th TWSC
 2: North Alley Access & Altara Avenue

Future Background Conditions
 A.M. Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	124	3	2	213	0	0
Future Vol, veh/h	124	3	2	213	0	0
Conflicting Peds, #/hr	0	27	27	0	9	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	63	63	63	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	197	5	3	338	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	229	0	580
Stage 1	-	-	-	-	227
Stage 2	-	-	-	-	353
Critical Hdwy	-	-	4.12	-	4.4
Critical Hdwy Stg 1	-	-	-	-	4.4
Critical Hdwy Stg 2	-	-	-	-	4.4
Follow-up Hdwy	-	-	2.218	-	3.8
Pot Cap-1 Maneuver	-	-	1339	-	623
Stage 1	-	-	-	-	807
Stage 2	-	-	-	-	737
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1305	-	599
Mov Cap-2 Maneuver	-	-	-	-	599
Stage 1	-	-	-	-	786
Stage 2	-	-	-	-	728

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1305	-
HCM Lane V/C Ratio	-	-	-	0.002	-
HCM Control Delay (s)	0	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 6th TWSC
 3: Ponce de Leon Boulevard & Altara Avenue

Future Background Conditions
 A.M. Peak Hour

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	28	0	59	1	0	1	45	414	1	7	545	134
Future Vol, veh/h	28	0	59	1	0	1	45	414	1	7	545	134
Conflicting Peds, #/hr	8	0	38	38	0	8	46	0	43	43	0	46
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	0	62	1	0	1	47	436	1	7	574	141

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	1025	1279	442	913	1349	270	761	0	0	480	0	0
Stage 1	705	705	-	574	574	-	-	-	-	-	-	-
Stage 2	320	574	-	339	775	-	-	-	-	-	-	-
Critical Hdwy	4.4	4.4	4.9	4.4	4.4	4.9	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	4.4	4.4	-	4.4	4.4	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.4	4.4	-	4.4	4.4	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	3.8	3.9	3.8	3.8	3.9	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	443	362	636	484	342	737	847	-	-	1079	-	-
Stage 1	567	567	-	626	626	-	-	-	-	-	-	-
Stage 2	755	626	-	745	538	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	392	303	586	373	286	701	810	-	-	1035	-	-
Mov Cap-2 Maneuver	392	303	-	373	286	-	-	-	-	-	-	-
Stage 1	501	536	-	554	554	-	-	-	-	-	-	-
Stage 2	691	554	-	634	508	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB			
HCM Control Delay, s	13.7		12.4			1.2		0.1			
HCM LOS	B		B								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	810	-	-	505	487	1035	-	-
HCM Lane V/C Ratio	0.058	-	-	0.181	0.004	0.007	-	-
HCM Control Delay (s)	9.7	0.3	-	13.7	12.4	8.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0	0	-	-

HCM 6th TWSC
 4: San Lorenzo Avenue & Aurora Street

Future Background Conditions
 A.M. Peak Hour

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	13	52	111	26	25	15
Future Vol, veh/h	13	52	111	26	25	15
Conflicting Peds, #/hr	23	0	0	23	3	14
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	57	57	57	57	57	57
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	91	195	46	44	26

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	264	0	0	381	255
Stage 1	-	-	-	241	-
Stage 2	-	-	-	140	-
Critical Hdwy	4.12	-	-	4.4	4.9
Critical Hdwy Stg 1	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	4.4	-
Follow-up Hdwy	2.218	-	-	3.8	3.9
Pot Cap-1 Maneuver	1300	-	-	722	747
Stage 1	-	-	-	799	-
Stage 2	-	-	-	859	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1272	-	-	677	721
Mov Cap-2 Maneuver	-	-	-	677	-
Stage 1	-	-	-	766	-
Stage 2	-	-	-	840	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1272	-	-	-	693
HCM Lane V/C Ratio	0.018	-	-	-	0.101
HCM Control Delay (s)	7.9	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

HCM 6th TWSC
 5: San Lorenzo Avenue & South Alley Access

Future Background Conditions
 A.M. Peak Hour

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	76	135	0	1	3
Future Vol, veh/h	0	76	135	0	1	3
Conflicting Peds, #/hr	36	0	0	36	20	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	138	245	0	2	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	281	0	439
Stage 1	-	-	281
Stage 2	-	-	158
Critical Hdwy	4.12	-	4.4
Critical Hdwy Stg 1	-	-	4.4
Critical Hdwy Stg 2	-	-	4.4
Follow-up Hdwy	2.218	-	3.8
Pot Cap-1 Maneuver	1282	-	692
Stage 1	-	-	777
Stage 2	-	-	848
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1238	-	646
Mov Cap-2 Maneuver	-	-	646
Stage 1	-	-	751
Stage 2	-	-	819

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1238	-	-	-	689
HCM Lane V/C Ratio	-	-	-	-	0.011
HCM Control Delay (s)	0	-	-	-	10.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Timings
6: Ponce de Leon Boulevard & San Lorenzo Avenue

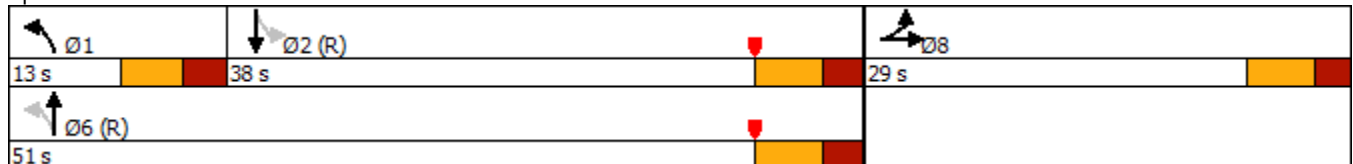
Future Background Conditions
A.M. Peak Hour

	→	↖	↗	↑	↘	↓
Lane Group	EBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔	↖	↗	↕		↕
Traffic Volume (vph)	5	5	58	418	29	513
Future Volume (vph)	5	5	58	418	29	513
Turn Type	NA	Free	pm+pt	NA	Perm	NA
Protected Phases	8		1	6		2
Permitted Phases		Free	6		2	
Detector Phase	8		1	6	2	2
Switch Phase						
Minimum Initial (s)	7.0		5.0	15.0	15.0	15.0
Minimum Split (s)	23.3		11.3	21.6	21.6	21.6
Total Split (s)	29.0		13.0	51.0	38.0	38.0
Total Split (%)	36.3%		16.3%	63.8%	47.5%	47.5%
Yellow Time (s)	4.0		3.7	4.0	4.0	4.0
All-Red Time (s)	2.3		2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.3		6.3	6.6		6.6
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None		None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 40 (50%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 6: Ponce de Leon Boulevard & San Lorenzo Avenue



Queues

Future Background Conditions


















6: Ponce de Leon Boulevard & San Lorenzo Avenue

A.M. Peak Hour

	→	↖	↗	↑	↓
Lane Group	EBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	71	5	61	492	630
v/c Ratio	0.31	0.00	0.10	0.18	0.30
Control Delay	17.5	0.0	4.3	3.7	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.5	0.0	4.3	3.7	9.1
Queue Length 50th (ft)	10	0	6	27	70
Queue Length 95th (ft)	42	0	23	68	145
Internal Link Dist (ft)	82			178	275
Turn Bay Length (ft)			65		
Base Capacity (vph)	496	1588	600	2691	2079
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.14	0.00	0.10	0.18	0.30
Intersection Summary					

HCM Signalized Intersection Capacity Analysis
6: Ponce de Leon Boulevard & San Lorenzo Avenue

Future Background Conditions
A.M. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	5	47	0	0	5	58	418	49	29	513	56
Future Volume (vph)	16	5	47	0	0	5	58	418	49	29	513	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3				4.0	6.3	6.6			6.6	
Lane Util. Factor		1.00				1.00	1.00	0.95			0.95	
Frbp, ped/bikes		0.97				0.99	1.00	1.00			1.00	
Flpb, ped/bikes		1.00				1.00	1.00	1.00			1.00	
Frt		0.91				0.86	1.00	0.98			0.99	
Flt Protected		0.99				1.00	0.95	1.00			1.00	
Satd. Flow (prot)		1627				1588	1764	3470			3462	
Flt Permitted		0.99				1.00	0.36	1.00			0.91	
Satd. Flow (perm)		1627				1588	672	3470			3167	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	17	5	49	0	0	5	61	440	52	31	540	59
RTOR Reduction (vph)	0	44	0	0	0	0	0	6	0	0	6	0
Lane Group Flow (vph)	0	27	0	0	0	5	61	486	0	0	624	0
Confl. Peds. (#/hr)	8		18	18		9	39		23	23		39
Confl. Bikes (#/hr)									3			2
Turn Type	Split	NA				Free	pm+pt	NA		Perm	NA	
Protected Phases	8	8					1	6			2	
Permitted Phases						Free	6			2		
Actuated Green, G (s)		7.7				80.0	59.4	59.4			48.6	
Effective Green, g (s)		7.7				80.0	59.4	59.4			48.6	
Actuated g/C Ratio		0.10				1.00	0.74	0.74			0.61	
Clearance Time (s)		6.3					6.3	6.6			6.6	
Vehicle Extension (s)		2.5					2.0	2.5			2.5	
Lane Grp Cap (vph)		156				1588	560	2576			1923	
v/s Ratio Prot		c0.02					0.01	c0.14				
v/s Ratio Perm						0.00	0.07				c0.20	
v/c Ratio		0.17				0.00	0.11	0.19			0.32	
Uniform Delay, d1		33.2				0.0	3.1	3.1			7.7	
Progression Factor		1.00				1.00	1.00	1.00			1.00	
Incremental Delay, d2		0.4				0.0	0.0	0.2			0.4	
Delay (s)		33.6				0.0	3.1	3.2			8.1	
Level of Service		C				A	A	A			A	
Approach Delay (s)		33.6			0.0			3.2			8.1	
Approach LOS		C			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			7.4									A
HCM 2000 Volume to Capacity ratio			0.31									
Actuated Cycle Length (s)			80.0						19.2			
Intersection Capacity Utilization			59.6%									B
Analysis Period (min)			15									
c Critical Lane Group												

Future Total A.M.

HCM 6th TWSC
1: Aurora Street & Altara Avenue

Future Total Conditions
A.M. Peak Hour

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	19	117	22	21	170	44	7	12	17	15	7	4
Future Vol, veh/h	19	117	22	21	170	44	7	12	17	15	7	4
Conflicting Peds, #/hr	5	0	63	63	0	5	9	0	46	46	0	9
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	68	68	68	68	68	68	68	68	68	68	68	68
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	172	32	31	250	65	10	18	25	22	10	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	320	0	0	267	0	0	669	689	297	662	673	297
Stage 1	-	-	-	-	-	-	307	307	-	350	350	-
Stage 2	-	-	-	-	-	-	362	382	-	312	323	-
Critical Hdwy	4.12	-	-	4.12	-	-	4.4	4.4	4.9	4.4	4.4	4.9
Critical Hdwy Stg 1	-	-	-	-	-	-	4.4	4.4	-	4.4	4.4	-
Critical Hdwy Stg 2	-	-	-	-	-	-	4.4	4.4	-	4.4	4.4	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.8	3.8	3.9	3.8	3.8	3.9
Pot Cap-1 Maneuver	1240	-	-	1297	-	-	583	574	721	586	581	721
Stage 1	-	-	-	-	-	-	762	762	-	739	739	-
Stage 2	-	-	-	-	-	-	732	722	-	759	753	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1234	-	-	1219	-	-	508	507	648	500	513	711
Mov Cap-2 Maneuver	-	-	-	-	-	-	508	507	-	500	513	-
Stage 1	-	-	-	-	-	-	698	698	-	716	712	-
Stage 2	-	-	-	-	-	-	687	696	-	662	690	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0.7			12			12.4		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	565	1234	-	-	1219	-	-	528
HCM Lane V/C Ratio	0.094	0.023	-	-	0.025	-	-	0.072
HCM Control Delay (s)	12	8	0	-	8	0	-	12.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.1	-	-	0.2

HCM 6th TWSC
 2: North Alley Access & Altara Avenue

Future Total Conditions
 A.M. Peak Hour

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	136	3	2	226	0	0
Future Vol, veh/h	136	3	2	226	0	0
Conflicting Peds, #/hr	0	27	27	0	9	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	63	63	63	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	216	5	3	359	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	248	0	620
Stage 1	-	-	-	-	246
Stage 2	-	-	-	-	374
Critical Hdwy	-	-	4.12	-	4.4
Critical Hdwy Stg 1	-	-	-	-	4.4
Critical Hdwy Stg 2	-	-	-	-	4.4
Follow-up Hdwy	-	-	2.218	-	3.8
Pot Cap-1 Maneuver	-	-	1318	-	605
Stage 1	-	-	-	-	796
Stage 2	-	-	-	-	726
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1284	-	582
Mov Cap-2 Maneuver	-	-	-	-	582
Stage 1	-	-	-	-	775
Stage 2	-	-	-	-	717

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1284	-
HCM Lane V/C Ratio	-	-	-	0.002	-
HCM Control Delay (s)	0	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 6th TWSC
3: Ponce de Leon Boulevard & Altara Avenue

Future Total Conditions
A.M. Peak Hour

Intersection

Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	36	0	63	1	0	1	50	414	1	7	545	142
Future Vol, veh/h	36	0	63	1	0	1	50	414	1	7	545	142
Conflicting Peds, #/hr	8	0	38	38	0	8	46	0	43	43	0	46
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	0	66	1	0	1	53	436	1	7	574	149

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1041	1295	446	925	1369	270	769	0	0	480	0	0
Stage 1	709	709	-	586	586	-	-	-	-	-	-	-
Stage 2	332	586	-	339	783	-	-	-	-	-	-	-
Critical Hdwy	4.4	4.4	4.9	4.4	4.4	4.9	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	4.4	4.4	-	4.4	4.4	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.4	4.4	-	4.4	4.4	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	3.8	3.9	3.8	3.8	3.9	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	437	357	634	479	336	737	841	-	-	1079	-	-
Stage 1	566	566	-	621	621	-	-	-	-	-	-	-
Stage 2	748	621	-	745	535	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	383	295	584	363	278	701	804	-	-	1035	-	-
Mov Cap-2 Maneuver	383	295	-	363	278	-	-	-	-	-	-	-
Stage 1	494	535	-	544	544	-	-	-	-	-	-	-
Stage 2	677	544	-	629	506	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.3		12.6		1.3		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	804	-	-	490	478	1035	-	-
HCM Lane V/C Ratio	0.065	-	-	0.213	0.004	0.007	-	-
HCM Control Delay (s)	9.8	0.3	-	14.3	12.6	8.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.8	0	0	-	-

HCM 6th TWSC
 4: San Lorenzo Avenue & Aurora Street

Future Total Conditions
 A.M. Peak Hour

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	17	52	111	28	27	19
Future Vol, veh/h	17	52	111	28	27	19
Conflicting Peds, #/hr	23	0	0	23	3	14
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	57	57	57	57	57	57
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	91	195	49	47	33

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	267	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	1297	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1269	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1269	-	-	-	687
HCM Lane V/C Ratio	0.024	-	-	-	0.117
HCM Control Delay (s)	7.9	0	-	-	10.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

HCM 6th TWSC
 5: San Lorenzo Avenue & South Alley Access

Future Total Conditions
 A.M. Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	78	137	0	1	3
Future Vol, veh/h	0	78	137	0	1	3
Conflicting Peds, #/hr	36	0	0	36	20	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	55	55	55	55	55	55
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	142	249	0	2	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	285	0	0	447	285
Stage 1	-	-	-	285	-
Stage 2	-	-	-	162	-
Critical Hdwy	4.12	-	-	4.4	4.9
Critical Hdwy Stg 1	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	4.4	-
Follow-up Hdwy	2.218	-	-	3.8	3.9
Pot Cap-1 Maneuver	1277	-	-	688	728
Stage 1	-	-	-	774	-
Stage 2	-	-	-	846	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1233	-	-	642	703
Mov Cap-2 Maneuver	-	-	-	642	-
Stage 1	-	-	-	748	-
Stage 2	-	-	-	817	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1233	-	-	-	687
HCM Lane V/C Ratio	-	-	-	-	0.011
HCM Control Delay (s)	0	-	-	-	10.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Timings
6: Ponce de Leon Boulevard & San Lorenzo Avenue

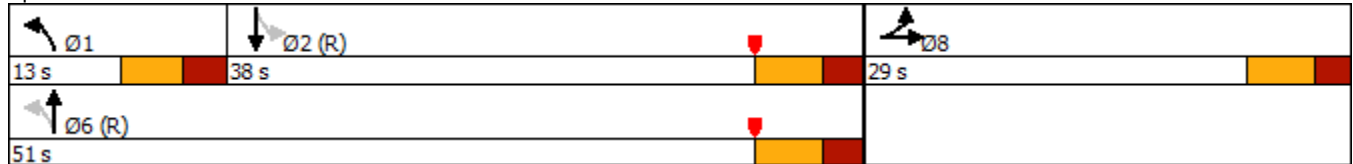
Future Total Conditions
A.M. Peak Hour

	→	↖	↗	↑	↘	↓
Lane Group	EBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔	↖	↗	↕		↕
Traffic Volume (vph)	5	5	60	423	29	517
Future Volume (vph)	5	5	60	423	29	517
Turn Type	NA	custom	pm+pt	NA	Perm	NA
Protected Phases	8		1	6		2
Permitted Phases			6		2	
Detector Phase	8		1	6	2	2
Switch Phase						
Minimum Initial (s)	7.0		5.0	15.0	15.0	15.0
Minimum Split (s)	23.3		11.3	21.6	21.6	21.6
Total Split (s)	29.0		13.0	51.0	38.0	38.0
Total Split (%)	36.3%		16.3%	63.8%	47.5%	47.5%
Yellow Time (s)	4.0		3.7	4.0	4.0	4.0
All-Red Time (s)	2.3		2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.3		6.3	6.6		6.6
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None		None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 40 (50%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 6: Ponce de Leon Boulevard & San Lorenzo Avenue




















Queues
6: Ponce de Leon Boulevard & San Lorenzo Avenue

Future Total Conditions
A.M. Peak Hour

	→	↖	↙	↑	↓
Lane Group	EBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	74	5	63	497	634
v/c Ratio	0.32	0.01	0.11	0.18	0.31
Control Delay	17.3	0.0	4.3	3.7	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.3	0.0	4.3	3.7	9.1
Queue Length 50th (ft)	10	0	6	27	71
Queue Length 95th (ft)	42	0	24	68	146
Internal Link Dist (ft)	40			178	275
Turn Bay Length (ft)			65		
Base Capacity (vph)	498	595	597	2691	2076
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.15	0.01	0.11	0.18	0.31
Intersection Summary					

HCM Signalized Intersection Capacity Analysis
6: Ponce de Leon Boulevard & San Lorenzo Avenue

Future Total Conditions
A.M. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	5	49	0	0	5	60	423	49	29	517	56
Future Volume (vph)	16	5	49	0	0	5	60	423	49	29	517	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3				4.0	6.3	6.6			6.6	
Lane Util. Factor		1.00				1.00	1.00	0.95			0.95	
Frbp, ped/bikes		0.97				1.00	1.00	1.00			1.00	
Flpb, ped/bikes		1.00				1.00	1.00	1.00			1.00	
Frt		0.91				0.86	1.00	0.98			0.99	
Flt Protected		0.99				1.00	0.95	1.00			1.00	
Satd. Flow (prot)		1624				1611	1764	3470			3463	
Flt Permitted		0.99				1.00	0.36	1.00			0.91	
Satd. Flow (perm)		1624				1611	668	3470			3167	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	17	5	52	0	0	5	63	445	52	31	544	59
RTOR Reduction (vph)	0	47	0	0	0	5	0	6	0	0	6	0
Lane Group Flow (vph)	0	27	0	0	0	0	63	491	0	0	628	0
Confl. Peds. (#/hr)	8		18	18		9	39		23	23		39
Confl. Bikes (#/hr)									3			2
Turn Type	Split	NA				custom	pm+pt	NA		Perm	NA	
Protected Phases	8	8					1	6			2	
Permitted Phases							6			2		
Actuated Green, G (s)		7.7				0.0	59.4	59.4			48.6	
Effective Green, g (s)		7.7				0.0	59.4	59.4			48.6	
Actuated g/C Ratio		0.10				0.00	0.74	0.74			0.61	
Clearance Time (s)		6.3					6.3	6.6			6.6	
Vehicle Extension (s)		2.5					2.0	2.5			2.5	
Lane Grp Cap (vph)		156				0	557	2576			1923	
v/s Ratio Prot		c0.02					0.01	c0.14				
v/s Ratio Perm							0.08				c0.20	
v/c Ratio		0.17				0.00	0.11	0.19			0.33	
Uniform Delay, d1		33.2				40.0	3.1	3.1			7.7	
Progression Factor		1.00				1.00	1.00	1.00			1.00	
Incremental Delay, d2		0.4				0.0	0.0	0.2			0.5	
Delay (s)		33.6				40.0	3.1	3.3			8.1	
Level of Service		C				D	A	A			A	
Approach Delay (s)		33.6			40.0			3.2			8.1	
Approach LOS		C			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			7.6									A
HCM 2000 Volume to Capacity ratio			0.31									
Actuated Cycle Length (s)			80.0						19.2			
Intersection Capacity Utilization			60.0%									B
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th TWSC
7: Project Driveway & Altara Avenue

Future Total Conditions
A.M. Peak Hour

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	126	22	13	212	22	12
Future Vol, veh/h	126	22	13	212	22	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	137	24	14	230	24	13

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	161	0	407
Stage 1	-	-	-	-	149
Stage 2	-	-	-	-	258
Critical Hdwy	-	-	4.12	-	4.4
Critical Hdwy Stg 1	-	-	-	-	4.4
Critical Hdwy Stg 2	-	-	-	-	4.4
Follow-up Hdwy	-	-	2.218	-	3.8
Pot Cap-1 Maneuver	-	-	1418	-	709
Stage 1	-	-	-	-	853
Stage 2	-	-	-	-	790
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1418	-	701
Mov Cap-2 Maneuver	-	-	-	-	701
Stage 1	-	-	-	-	853
Stage 2	-	-	-	-	781

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	738	-	-	1418	-
HCM Lane V/C Ratio	0.05	-	-	0.01	-
HCM Control Delay (s)	10.1	-	-	7.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Existing P.M.

HCM 6th TWSC
1: Aurora Street & Altara Avenue

Existing Conditions
P.M. Peak Hour

Intersection

Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	12	54	59	14	103	35	23	25	31	26	15	56
Future Vol, veh/h	12	54	59	14	103	35	23	25	31	26	15	56
Conflicting Peds, #/hr	7	0	90	90	0	7	10	0	64	64	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	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	13	59	64	15	112	38	25	27	34	28	16	61

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	157	0	0	213	0	0	417	394	245	380	407	148
Stage 1	-	-	-	-	-	-	207	207	-	168	168	-
Stage 2	-	-	-	-	-	-	210	187	-	212	239	-
Critical Hdwy	4.12	-	-	4.12	-	-	4.4	4.4	4.9	4.4	4.4	4.9
Critical Hdwy Stg 1	-	-	-	-	-	-	4.4	4.4	-	4.4	4.4	-
Critical Hdwy Stg 2	-	-	-	-	-	-	4.4	4.4	-	4.4	4.4	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.8	3.8	3.9	3.8	3.8	3.9
Pot Cap-1 Maneuver	1423	-	-	1357	-	-	703	715	753	723	709	817
Stage 1	-	-	-	-	-	-	819	819	-	842	842	-
Stage 2	-	-	-	-	-	-	817	831	-	816	800	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1414	-	-	1241	-	-	567	634	646	607	629	804
Mov Cap-2 Maneuver	-	-	-	-	-	-	567	634	-	607	629	-
Stage 1	-	-	-	-	-	-	741	741	-	828	825	-
Stage 2	-	-	-	-	-	-	724	814	-	693	724	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.7			11.8			10.9		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	617	1414	-	-	1241	-	-	711
HCM Lane V/C Ratio	0.139	0.009	-	-	0.012	-	-	0.148
HCM Control Delay (s)	11.8	7.6	0	-	7.9	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.5

HCM 6th TWSC
 2: North Alley Access & Altara Avenue

Existing Conditions
 P.M. Peak Hour

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	112	0	2	149	0	0
Future Vol, veh/h	112	0	2	149	0	0
Conflicting Peds, #/hr	0	67	67	0	7	13
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	129	0	2	171	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	196
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	-	-	1377
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1289
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1289	-
HCM Lane V/C Ratio	-	-	-	0.002	-
HCM Control Delay (s)	0	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 6th TWSC
 3: Ponce de Leon Boulevard & Altara Avenue

Existing Conditions
 P.M. Peak Hour

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	29	0	83	1	0	4	48	431	10	2	444	99
Future Vol, veh/h	29	0	83	1	0	4	48	431	10	2	444	99
Conflicting Peds, #/hr	3	0	39	39	0	3	40	0	43	43	0	40
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	0	86	1	0	4	49	444	10	2	458	102

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	876	1148	359	862	1194	273	600	0	0	497	0	0
Stage 1	553	553	-	590	590	-	-	-	-	-	-	-
Stage 2	323	595	-	272	604	-	-	-	-	-	-	-
Critical Hdwy	4.4	4.4	4.9	4.4	4.4	4.9	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	4.4	4.4	-	4.4	4.4	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.4	4.4	-	4.4	4.4	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	3.8	3.9	3.8	3.8	3.9	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	498	402	684	503	387	735	973	-	-	1063	-	-
Stage 1	636	636	-	619	619	-	-	-	-	-	-	-
Stage 2	753	617	-	782	612	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	448	344	634	379	331	703	936	-	-	1019	-	-
Mov Cap-2 Maneuver	448	344	-	379	331	-	-	-	-	-	-	-
Stage 1	569	610	-	552	552	-	-	-	-	-	-	-
Stage 2	694	550	-	649	587	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s	12.9		11.1			1.2		0		
HCM LOS	B		B							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	936	-	-	572	600	1019	-	-
HCM Lane V/C Ratio	0.053	-	-	0.202	0.009	0.002	-	-
HCM Control Delay (s)	9.1	0.3	-	12.9	11.1	8.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0	0	-	-

HCM 6th TWSC
 4: San Lorenzo Avenue & Aurora Street

Existing Conditions
 P.M. Peak Hour

Intersection

Int Delay, s/veh 3.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	26	49	81	53	35	46
Future Vol, veh/h	26	49	81	53	35	46
Conflicting Peds, #/hr	23	0	0	23	47	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	54	89	58	38	51

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	170	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	1407	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1376	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.7	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1376	-	-	-	718
HCM Lane V/C Ratio	0.021	-	-	-	0.124
HCM Control Delay (s)	7.7	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

HCM 6th TWSC
 5: San Lorenzo Avenue & South Alley Access

Existing Conditions
 P.M. Peak Hour

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	1	87	133	0	0	0
Future Vol, veh/h	1	87	133	0	0	0
Conflicting Peds, #/hr	37	0	0	37	25	7
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	91	139	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	176	0	294
Stage 1	-	-	176
Stage 2	-	-	118
Critical Hdwy	4.12	-	4.4
Critical Hdwy Stg 1	-	-	4.4
Critical Hdwy Stg 2	-	-	4.4
Follow-up Hdwy	2.218	-	3.8
Pot Cap-1 Maneuver	1400	-	769
Stage 1	-	-	837
Stage 2	-	-	872
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1351	-	715
Mov Cap-2 Maneuver	-	-	715
Stage 1	-	-	807
Stage 2	-	-	841

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1351	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	7.7	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Timings
6: Ponce de Leon Boulevard & San Lorenzo Avenue

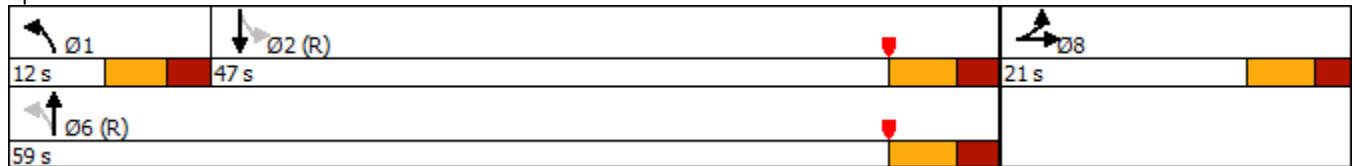
Existing Conditions
P.M. Peak Hour

	→	↖	↑	↘	↓
Lane Group	EBT	NBL	NBT	SBL	SBT
Lane Configurations	↔	↖	↕		↕
Traffic Volume (vph)	0	79	454	2	456
Future Volume (vph)	0	79	454	2	456
Turn Type	NA	pm+pt	NA	Perm	NA
Protected Phases	8	1	6		2
Permitted Phases		6		2	
Detector Phase	8	1	6	2	2
Switch Phase					
Minimum Initial (s)	7.0	5.0	15.0	15.0	15.0
Minimum Split (s)	23.3	11.3	21.6	21.6	21.6
Total Split (s)	21.0	12.0	59.0	47.0	47.0
Total Split (%)	26.3%	15.0%	73.8%	58.8%	58.8%
Yellow Time (s)	4.0	3.7	4.0	4.0	4.0
All-Red Time (s)	2.3	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.3	6.3	6.6		6.6
Lead/Lag		Lead		Lag	Lag
Lead-Lag Optimize?		Yes		Yes	Yes
Recall Mode	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 5 (6%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 6: Ponce de Leon Boulevard & San Lorenzo Avenue



















Queues
6: Ponce de Leon Boulevard & San Lorenzo Avenue

Existing Conditions
P.M. Peak Hour

	→	↖	↑	↓
Lane Group	EBT	NBL	NBT	SBT
Lane Group Flow (vph)	92	81	468	538
v/c Ratio	0.32	0.13	0.17	0.25
Control Delay	5.2	3.9	3.5	7.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	5.2	3.9	3.5	7.8
Queue Length 50th (ft)	0	8	27	56
Queue Length 95th (ft)	18	26	61	107
Internal Link Dist (ft)	82		178	275
Turn Bay Length (ft)		65		
Base Capacity (vph)	398	633	2766	2186
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.23	0.13	0.17	0.25
Intersection Summary				

HCM Signalized Intersection Capacity Analysis
 6: Ponce de Leon Boulevard & San Lorenzo Avenue

Existing Conditions
 P.M. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	0	57	0	0	0	79	454	0	2	456	64
Future Volume (vph)	32	0	57	0	0	0	79	454	0	2	456	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3					6.3	6.6			6.6	
Lane Util. Factor		1.00					1.00	0.95			0.95	
Frbp, ped/bikes		0.94					1.00	1.00			0.99	
Flpb, ped/bikes		1.00					0.99	1.00			1.00	
Fr		0.91					1.00	1.00			0.98	
Flt Protected		0.98					0.95	1.00			1.00	
Satd. Flow (prot)		1570					1755	3539			3440	
Flt Permitted		0.98					0.40	1.00			0.95	
Satd. Flow (perm)		1570					740	3539			3282	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	33	0	59	0	0	0	81	468	0	2	470	66
RTOR Reduction (vph)	0	84	0	0	0	0	0	0	0	0	11	0
Lane Group Flow (vph)	0	8	0	0	0	0	81	468	0	0	527	0
Confl. Peds. (#/hr)	15		60	60			15	73		35	35	73
Confl. Bikes (#/hr)										3		2
Turn Type	Split	NA					pm+pt	NA		Perm	NA	
Protected Phases	8	8					1	6			2	
Permitted Phases							6			2		
Actuated Green, G (s)		7.1					60.0	60.0			49.3	
Effective Green, g (s)		7.1					60.0	60.0			49.3	
Actuated g/C Ratio		0.09					0.75	0.75			0.62	
Clearance Time (s)		6.3					6.3	6.6			6.6	
Vehicle Extension (s)		2.5					2.0	2.5			2.5	
Lane Grp Cap (vph)		139					610	2654			2022	
v/s Ratio Prot		c0.01					0.01	c0.13				
v/s Ratio Perm							0.09				c0.16	
v/c Ratio		0.06					0.13	0.18			0.26	
Uniform Delay, d1		33.4					2.9	2.9			7.0	
Progression Factor		1.00					1.00	1.00			1.00	
Incremental Delay, d2		0.1					0.0	0.1			0.3	
Delay (s)		33.5					2.9	3.0			7.3	
Level of Service		C					A	A			A	
Approach Delay (s)		33.5			0.0			3.0			7.3	
Approach LOS		C			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			7.4				HCM 2000 Level of Service				A	
HCM 2000 Volume to Capacity ratio			0.24									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			19.2		
Intersection Capacity Utilization			58.9%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

Future Background P.M.

HCM 6th TWSC
1: Aurora Street & Altara Avenue

Future Background Conditions
P.M. Peak Hour

Intersection

Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	55	60	14	108	35	23	25	31	26	15	57
Future Vol, veh/h	12	55	60	14	108	35	23	25	31	26	15	57
Conflicting Peds, #/hr	7	0	90	90	0	7	10	0	64	64	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	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	13	60	65	15	117	38	25	27	34	28	16	62

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	162	0	0	215	0	0	424	401	247	386	414	153
Stage 1	-	-	-	-	-	-	209	209	-	173	173	-
Stage 2	-	-	-	-	-	-	215	192	-	213	241	-
Critical Hdwy	4.12	-	-	4.12	-	-	4.4	4.4	4.9	4.4	4.4	4.9
Critical Hdwy Stg 1	-	-	-	-	-	-	4.4	4.4	-	4.4	4.4	-
Critical Hdwy Stg 2	-	-	-	-	-	-	4.4	4.4	-	4.4	4.4	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.8	3.8	3.9	3.8	3.8	3.9
Pot Cap-1 Maneuver	1417	-	-	1355	-	-	700	712	752	720	705	813
Stage 1	-	-	-	-	-	-	818	818	-	839	839	-
Stage 2	-	-	-	-	-	-	814	828	-	815	799	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1408	-	-	1239	-	-	564	632	646	605	625	800
Mov Cap-2 Maneuver	-	-	-	-	-	-	564	632	-	605	625	-
Stage 1	-	-	-	-	-	-	740	740	-	825	822	-
Stage 2	-	-	-	-	-	-	720	811	-	692	723	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.7	11.8	11
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	616	1408	-	-	1239	-	-	709
HCM Lane V/C Ratio	0.139	0.009	-	-	0.012	-	-	0.15
HCM Control Delay (s)	11.8	7.6	0	-	7.9	0	-	11
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.5

HCM 6th TWSC
 2: North Alley Access & Altara Avenue

Future Background Conditions
 P.M. Peak Hour

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	113	0	2	154	0	0
Future Vol, veh/h	113	0	2	154	0	0
Conflicting Peds, #/hr	0	67	67	0	7	13
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	130	0	2	177	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	197	0	385
Stage 1	-	-	-	-	197
Stage 2	-	-	-	-	188
Critical Hdwy	-	-	4.12	-	4.4
Critical Hdwy Stg 1	-	-	-	-	4.4
Critical Hdwy Stg 2	-	-	-	-	4.4
Follow-up Hdwy	-	-	2.218	-	3.8
Pot Cap-1 Maneuver	-	-	1376	-	720
Stage 1	-	-	-	-	825
Stage 2	-	-	-	-	830
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1288	-	668
Mov Cap-2 Maneuver	-	-	-	-	668
Stage 1	-	-	-	-	772
Stage 2	-	-	-	-	823

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1288	-
HCM Lane V/C Ratio	-	-	-	0.002	-
HCM Control Delay (s)	0	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 6th TWSC
 3: Ponce de Leon Boulevard & Altara Avenue

Future Background Conditions
 P.M. Peak Hour

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	29	0	84	1	0	4	52	463	10	2	455	100
Future Vol, veh/h	29	0	84	1	0	4	52	463	10	2	455	100
Conflicting Peds, #/hr	3	0	39	39	0	3	40	0	43	43	0	40
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	0	87	1	0	4	54	477	10	2	469	103

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	915	1203	365	911	1249	290	612	0	0	530	0	0
Stage 1	565	565	-	633	633	-	-	-	-	-	-	-
Stage 2	350	638	-	278	616	-	-	-	-	-	-	-
Critical Hdwy	4.4	4.4	4.9	4.4	4.4	4.9	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	4.4	4.4	-	4.4	4.4	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.4	4.4	-	4.4	4.4	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	3.8	3.9	3.8	3.8	3.9	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	483	385	680	484	371	725	963	-	-	1033	-	-
Stage 1	631	631	-	599	599	-	-	-	-	-	-	-
Stage 2	739	597	-	778	607	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	431	326	630	361	314	693	926	-	-	991	-	-
Mov Cap-2 Maneuver	431	326	-	361	314	-	-	-	-	-	-	-
Stage 1	558	605	-	528	528	-	-	-	-	-	-	-
Stage 2	674	527	-	644	582	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.1		11.2		1.2		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	926	-	-	563	585	991	-	-
HCM Lane V/C Ratio	0.058	-	-	0.207	0.009	0.002	-	-
HCM Control Delay (s)	9.1	0.3	-	13.1	11.2	8.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.8	0	0	-	-

HCM 6th TWSC
4: San Lorenzo Avenue & Aurora Street

Future Background Conditions
P.M. Peak Hour

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	26	50	82	54	35	46
Future Vol, veh/h	26	50	82	54	35	46
Conflicting Peds, #/hr	23	0	0	23	47	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	55	90	59	38	51

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	172	0	0	303	203
Stage 1	-	-	-	143	-
Stage 2	-	-	-	160	-
Critical Hdwy	4.12	-	-	4.4	4.9
Critical Hdwy Stg 1	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	4.4	-
Follow-up Hdwy	2.218	-	-	3.8	3.9
Pot Cap-1 Maneuver	1405	-	-	764	780
Stage 1	-	-	-	857	-
Stage 2	-	-	-	847	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1374	-	-	714	719
Mov Cap-2 Maneuver	-	-	-	714	-
Stage 1	-	-	-	819	-
Stage 2	-	-	-	828	-

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1374	-	-	-	717
HCM Lane V/C Ratio	0.021	-	-	-	0.124
HCM Control Delay (s)	7.7	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

HCM 6th TWSC
 5: San Lorenzo Avenue & South Alley Access

Future Background Conditions
 P.M. Peak Hour

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	1	89	134	0	0	0
Future Vol, veh/h	1	89	134	0	0	0
Conflicting Peds, #/hr	37	0	0	37	25	7
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	93	140	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	177	0	297
Stage 1	-	-	177
Stage 2	-	-	120
Critical Hdwy	4.12	-	4.4
Critical Hdwy Stg 1	-	-	4.4
Critical Hdwy Stg 2	-	-	4.4
Follow-up Hdwy	2.218	-	3.8
Pot Cap-1 Maneuver	1399	-	768
Stage 1	-	-	837
Stage 2	-	-	871
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1350	-	714
Mov Cap-2 Maneuver	-	-	714
Stage 1	-	-	807
Stage 2	-	-	841

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1350	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	7.7	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Timings
6: Ponce de Leon Boulevard & San Lorenzo Avenue

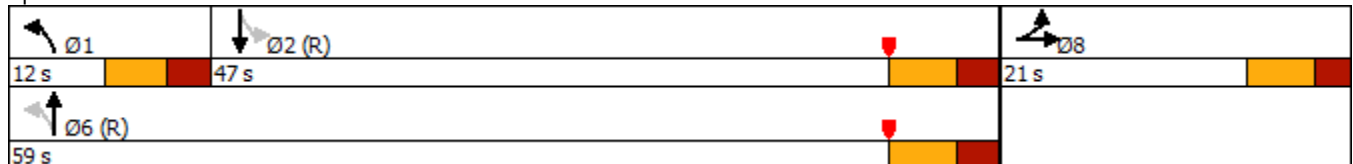
Future Background Conditions
P.M. Peak Hour

	→	↖	↙	↑	↘	↓
Lane Group	EBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔	↗	↖	↕		↕
Traffic Volume (vph)	2	38	80	459	14	461
Future Volume (vph)	2	38	80	459	14	461
Turn Type	NA	custom	pm+pt	NA	Perm	NA
Protected Phases	8		1	6		2
Permitted Phases			6		2	
Detector Phase	8		1	6	2	2
Switch Phase						
Minimum Initial (s)	7.0		5.0	15.0	15.0	15.0
Minimum Split (s)	23.3		11.3	21.6	21.6	21.6
Total Split (s)	21.0		12.0	59.0	47.0	47.0
Total Split (%)	26.3%		15.0%	73.8%	58.8%	58.8%
Yellow Time (s)	4.0		3.7	4.0	4.0	4.0
All-Red Time (s)	2.3		2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.3		6.3	6.6		6.6
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None		None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 5 (6%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 6: Ponce de Leon Boulevard & San Lorenzo Avenue




















Queues
6: Ponce de Leon Boulevard & San Lorenzo Avenue

Future Background Conditions
P.M. Peak Hour

	→	↖	↙	↑	↓
Lane Group	EBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	95	39	82	494	556
v/c Ratio	0.42	0.08	0.13	0.18	0.26
Control Delay	20.3	0.3	4.1	3.5	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	20.3	0.3	4.1	3.5	8.1
Queue Length 50th (ft)	17	0	8	28	59
Queue Length 95th (ft)	55	0	27	63	112
Internal Link Dist (ft)	82			178	275
Turn Bay Length (ft)			65		
Base Capacity (vph)	338	493	622	2734	2138
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.08	0.13	0.18	0.26
Intersection Summary					

HCM Signalized Intersection Capacity Analysis
6: Ponce de Leon Boulevard & San Lorenzo Avenue

Future Background Conditions
P.M. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	2	58	0	0	38	80	459	20	14	461	65
Future Volume (vph)	32	2	58	0	0	38	80	459	20	14	461	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3				4.0	6.3	6.6			6.6	
Lane Util. Factor		1.00				1.00	1.00	0.95			0.95	
Frbp, ped/bikes		0.94				1.00	1.00	1.00			0.99	
Flpb, ped/bikes		1.00				1.00	0.99	1.00			1.00	
Frt		0.91				0.86	1.00	0.99			0.98	
Flt Protected		0.98				1.00	0.95	1.00			1.00	
Satd. Flow (prot)		1574				1611	1756	3510			3436	
Flt Permitted		0.98				1.00	0.39	1.00			0.94	
Satd. Flow (perm)		1574				1611	727	3510			3232	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	33	2	60	0	0	39	82	473	21	14	475	67
RTOR Reduction (vph)	0	54	0	0	0	39	0	3	0	0	10	0
Lane Group Flow (vph)	0	41	0	0	0	0	82	491	0	0	546	0
Confl. Peds. (#/hr)	15		60	60		15	73		35	35		73
Confl. Bikes (#/hr)									3			2
Turn Type	Split	NA				custom	pm+pt	NA		Perm	NA	
Protected Phases	8	8					1	6			2	
Permitted Phases							6			2		
Actuated Green, G (s)		7.4				0.0	59.7	59.7			49.0	
Effective Green, g (s)		7.4				0.0	59.7	59.7			49.0	
Actuated g/C Ratio		0.09				0.00	0.75	0.75			0.61	
Clearance Time (s)		6.3					6.3	6.6			6.6	
Vehicle Extension (s)		2.5					2.0	2.5			2.5	
Lane Grp Cap (vph)		145				0	599	2619			1979	
v/s Ratio Prot		c0.03					0.01	c0.14				
v/s Ratio Perm							0.09				c0.17	
v/c Ratio		0.28				0.00	0.14	0.19			0.28	
Uniform Delay, d1		33.8				40.0	3.0	3.0			7.2	
Progression Factor		1.00				1.00	1.00	1.00			1.00	
Incremental Delay, d2		0.8				0.0	0.0	0.2			0.3	
Delay (s)		34.6				40.0	3.0	3.2			7.6	
Level of Service		C				D	A	A			A	
Approach Delay (s)		34.6			40.0			3.1			7.6	
Approach LOS		C			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			8.6			HCM 2000 Level of Service					A	
HCM 2000 Volume to Capacity ratio			0.28									
Actuated Cycle Length (s)			80.0			Sum of lost time (s)				19.2		
Intersection Capacity Utilization			60.5%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

Future Total P.M.

HCM 6th TWSC
1: Aurora Street & Altara Avenue

Future Total Conditions
P.M. Peak Hour

Intersection

Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	66	60	20	117	42	23	25	37	32	15	57
Future Vol, veh/h	12	66	60	20	117	42	23	25	37	32	15	57
Conflicting Peds, #/hr	7	0	90	90	0	7	10	0	64	64	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	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	13	72	65	22	127	46	25	27	40	35	16	62

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	180	0	0	227	0	0	464	445	259	429	454	167
Stage 1	-	-	-	-	-	-	221	221	-	201	201	-
Stage 2	-	-	-	-	-	-	243	224	-	228	253	-
Critical Hdwy	4.12	-	-	4.12	-	-	4.4	4.4	4.9	4.4	4.4	4.9
Critical Hdwy Stg 1	-	-	-	-	-	-	4.4	4.4	-	4.4	4.4	-
Critical Hdwy Stg 2	-	-	-	-	-	-	4.4	4.4	-	4.4	4.4	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.8	3.8	3.9	3.8	3.8	3.9
Pot Cap-1 Maneuver	1396	-	-	1341	-	-	680	689	744	697	685	804
Stage 1	-	-	-	-	-	-	811	811	-	822	822	-
Stage 2	-	-	-	-	-	-	798	809	-	807	792	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1387	-	-	1226	-	-	543	607	639	575	603	791
Mov Cap-2 Maneuver	-	-	-	-	-	-	543	607	-	575	603	-
Stage 1	-	-	-	-	-	-	734	734	-	808	800	-
Stage 2	-	-	-	-	-	-	699	787	-	677	717	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.9			12.1			11.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	601	1387	-	-	1226	-	-	682
HCM Lane V/C Ratio	0.154	0.009	-	-	0.018	-	-	0.166
HCM Control Delay (s)	12.1	7.6	0	-	8	0	-	11.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	0.6

HCM 6th TWSC
 2: North Alley Access & Altara Avenue

Future Total Conditions
 P.M. Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	126	0	2	167	0	0
Future Vol, veh/h	126	0	2	167	0	0
Conflicting Peds, #/hr	0	67	67	0	7	13
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	145	0	2	192	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	212	0	415
Stage 1	-	-	-	-	212
Stage 2	-	-	-	-	203
Critical Hdwy	-	-	4.12	-	4.4
Critical Hdwy Stg 1	-	-	-	-	4.4
Critical Hdwy Stg 2	-	-	-	-	4.4
Follow-up Hdwy	-	-	2.218	-	3.8
Pot Cap-1 Maneuver	-	-	1358	-	705
Stage 1	-	-	-	-	816
Stage 2	-	-	-	-	821
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1271	-	654
Mov Cap-2 Maneuver	-	-	-	-	654
Stage 1	-	-	-	-	764
Stage 2	-	-	-	-	814

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1271	-
HCM Lane V/C Ratio	-	-	-	0.002	-
HCM Control Delay (s)	0	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

HCM 6th TWSC
 3: Ponce de Leon Boulevard & Altara Avenue

Future Total Conditions
 P.M. Peak Hour

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	37	0	89	1	0	4	57	463	10	2	455	108
Future Vol, veh/h	37	0	89	1	0	4	57	463	10	2	455	108
Conflicting Peds, #/hr	3	0	39	39	0	3	40	0	43	43	0	40
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	0	92	1	0	4	59	477	10	2	469	111

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	929	1217	369	921	1267	290	620	0	0	530	0	0
Stage 1	569	569	-	643	643	-	-	-	-	-	-	-
Stage 2	360	648	-	278	624	-	-	-	-	-	-	-
Critical Hdwy	4.4	4.4	4.9	4.4	4.4	4.9	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	4.4	4.4	-	4.4	4.4	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.4	4.4	-	4.4	4.4	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	3.8	3.9	3.8	3.8	3.9	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	478	380	678	481	365	725	956	-	-	1033	-	-
Stage 1	629	629	-	595	595	-	-	-	-	-	-	-
Stage 2	733	592	-	778	603	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	424	319	628	353	306	693	920	-	-	991	-	-
Mov Cap-2 Maneuver	424	319	-	353	306	-	-	-	-	-	-	-
Stage 1	552	603	-	521	521	-	-	-	-	-	-	-
Stage 2	663	518	-	638	578	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.6		11.3		1.2		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	920	-	-	550	581	991	-	-
HCM Lane V/C Ratio	0.064	-	-	0.236	0.009	0.002	-	-
HCM Control Delay (s)	9.2	0.3	-	13.6	11.3	8.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9	0	0	-	-

HCM 6th TWSC
 4: San Lorenzo Avenue & Aurora Street

Future Total Conditions
 P.M. Peak Hour

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	30	50	82	56	37	50
Future Vol, veh/h	30	50	82	56	37	50
Conflicting Peds, #/hr	23	0	0	23	47	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	55	90	62	41	55

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	175	0	0	312	204
Stage 1	-	-	-	144	-
Stage 2	-	-	-	168	-
Critical Hdwy	4.12	-	-	4.4	4.9
Critical Hdwy Stg 1	-	-	-	4.4	-
Critical Hdwy Stg 2	-	-	-	4.4	-
Follow-up Hdwy	2.218	-	-	3.8	3.9
Pot Cap-1 Maneuver	1401	-	-	759	779
Stage 1	-	-	-	856	-
Stage 2	-	-	-	842	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1370	-	-	708	718
Mov Cap-2 Maneuver	-	-	-	708	-
Stage 1	-	-	-	817	-
Stage 2	-	-	-	823	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1370	-	-	-	714
HCM Lane V/C Ratio	0.024	-	-	-	0.134
HCM Control Delay (s)	7.7	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

HCM 6th TWSC
 5: San Lorenzo Avenue & South Alley Access

Future Total Conditions
 P.M. Peak Hour

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	1	92	136	0	0	0
Future Vol, veh/h	1	92	136	0	0	0
Conflicting Peds, #/hr	37	0	0	37	25	7
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	96	142	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	179	0	302
Stage 1	-	-	179
Stage 2	-	-	123
Critical Hdwy	4.12	-	4.4
Critical Hdwy Stg 1	-	-	4.4
Critical Hdwy Stg 2	-	-	4.4
Follow-up Hdwy	2.218	-	3.8
Pot Cap-1 Maneuver	1397	-	765
Stage 1	-	-	835
Stage 2	-	-	869
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1348	-	711
Mov Cap-2 Maneuver	-	-	711
Stage 1	-	-	805
Stage 2	-	-	839

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1348	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	7.7	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Timings
6: Ponce de Leon Boulevard & San Lorenzo Avenue

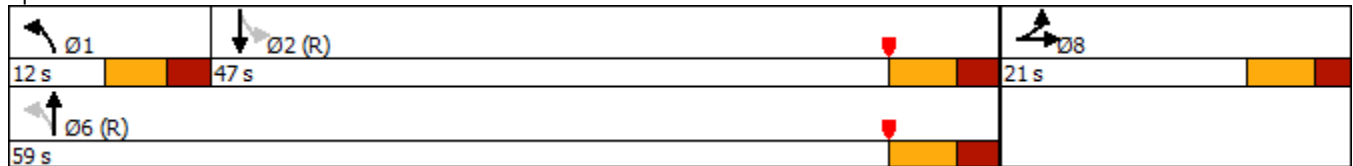
Future Total Conditions
P.M. Peak Hour

	→	↖	↙	↑	↘	↓
Lane Group	EBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔	↗	↖	↕		↕
Traffic Volume (vph)	2	38	82	464	14	466
Future Volume (vph)	2	38	82	464	14	466
Turn Type	NA	custom	pm+pt	NA	Perm	NA
Protected Phases	8		1	6		2
Permitted Phases			6		2	
Detector Phase	8		1	6	2	2
Switch Phase						
Minimum Initial (s)	7.0		5.0	15.0	15.0	15.0
Minimum Split (s)	23.3		11.3	21.6	21.6	21.6
Total Split (s)	21.0		12.0	59.0	47.0	47.0
Total Split (%)	26.3%		15.0%	73.8%	58.8%	58.8%
Yellow Time (s)	4.0		3.7	4.0	4.0	4.0
All-Red Time (s)	2.3		2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.3		6.3	6.6		6.6
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None		None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 5 (6%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 6: Ponce de Leon Boulevard & San Lorenzo Avenue



Queues

Future Total Conditions

6: Ponce de Leon Boulevard & San Lorenzo Avenue


















P.M. Peak Hour

	→	↖	↗	↑	↓
Lane Group	EBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	97	39	85	499	561
v/c Ratio	0.42	0.08	0.14	0.18	0.26
Control Delay	20.1	0.3	4.1	3.6	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	20.1	0.3	4.1	3.6	8.2
Queue Length 50th (ft)	17	0	8	28	60
Queue Length 95th (ft)	55	0	27	64	112
Internal Link Dist (ft)	40			178	275
Turn Bay Length (ft)			65		
Base Capacity (vph)	339	490	620	2733	2136
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.29	0.08	0.14	0.18	0.26

Intersection Summary

HCM Signalized Intersection Capacity Analysis
6: Ponce de Leon Boulevard & San Lorenzo Avenue

Future Total Conditions
P.M. Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	2	60	0	0	38	82	464	20	14	466	65
Future Volume (vph)	32	2	60	0	0	38	82	464	20	14	466	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.3				4.0	6.3	6.6			6.6	
Lane Util. Factor		1.00				1.00	1.00	0.95			0.95	
Frbp, ped/bikes		0.94				1.00	1.00	1.00			0.99	
Flpb, ped/bikes		1.00				1.00	0.99	1.00			1.00	
Frt		0.91				0.86	1.00	0.99			0.98	
Flt Protected		0.98				1.00	0.95	1.00			1.00	
Satd. Flow (prot)		1572				1611	1756	3510			3437	
Flt Permitted		0.98				1.00	0.39	1.00			0.94	
Satd. Flow (perm)		1572				1611	723	3510			3232	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	33	2	62	0	0	39	85	478	21	14	480	67
RTOR Reduction (vph)	0	56	0	0	0	39	0	3	0	0	10	0
Lane Group Flow (vph)	0	41	0	0	0	0	85	496	0	0	551	0
Confl. Peds. (#/hr)	15		60	60		15	73		35	35		73
Confl. Bikes (#/hr)									3			2
Turn Type	Split	NA				custom	pm+pt	NA		Perm	NA	
Protected Phases	8	8					1	6			2	
Permitted Phases							6			2		
Actuated Green, G (s)		7.5				0.0	59.6	59.6			48.9	
Effective Green, g (s)		7.5				0.0	59.6	59.6			48.9	
Actuated g/C Ratio		0.09				0.00	0.75	0.75			0.61	
Clearance Time (s)		6.3					6.3	6.6			6.6	
Vehicle Extension (s)		2.5					2.0	2.5			2.5	
Lane Grp Cap (vph)		147				0	595	2614			1975	
v/s Ratio Prot		c0.03					0.01	c0.14				
v/s Ratio Perm							0.10				c0.17	
v/c Ratio		0.28				0.00	0.14	0.19			0.28	
Uniform Delay, d1		33.7				40.0	3.0	3.0			7.3	
Progression Factor		1.00				1.00	1.00	1.00			1.00	
Incremental Delay, d2		0.8				0.0	0.0	0.2			0.4	
Delay (s)		34.5				40.0	3.1	3.2			7.6	
Level of Service		C				D	A	A			A	
Approach Delay (s)		34.5			40.0			3.2			7.6	
Approach LOS		C			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			8.6			HCM 2000 Level of Service					A	
HCM 2000 Volume to Capacity ratio			0.28									
Actuated Cycle Length (s)			80.0			Sum of lost time (s)				19.2		
Intersection Capacity Utilization			60.9%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM 6th TWSC
7: Project Driveway & Altara Avenue

Future Total Conditions
P.M. Peak Hour

Intersection

Int Delay, s/veh 1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↓	↓
Traffic Vol, veh/h	109	27	20	146	29	17
Future Vol, veh/h	109	27	20	146	29	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	118	29	22	159	32	18

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	147	0	336
Stage 1	-	-	-	-	133
Stage 2	-	-	-	-	203
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1435	-	659
Stage 1	-	-	-	-	893
Stage 2	-	-	-	-	831
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1435	-	648
Mov Cap-2 Maneuver	-	-	-	-	648
Stage 1	-	-	-	-	893
Stage 2	-	-	-	-	817

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	727	-	-	1435	-
HCM Lane V/C Ratio	0.069	-	-	0.015	-
HCM Control Delay (s)	10.3	-	-	7.5	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Appendix J
ARTPLAN Multimodal Analysis

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Eli Perez	Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	5/5/2023 12:26:05 PM	From	Altara Avenue	Modal Analysis	Multimodal
Agency	Kimley-Horn	To	San Lorenzo Avenue	Program	ARTPLAN 2012
Area Type	Other Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002014 CG 4241 Aurora St Traffic Impact Study\Calcs\Multimodal\Aurora NB AM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
San Lorenzo Avenue	80	0.4	4	2	10	0	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to San Lorenzo Avenue)	400	11300	575	2	35	40	None	Yes	Medium

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to San Lorenzo Avenue)	Wide	Typical	No	No	N/A	Yes	Typical	Yes	2	0.5	Fair	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to San Lorenzo Avenue)	100			Yes			Typical				Yes	

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS		
1 (to San Lorenzo Avenue)	3.30	C	N/A	N/A				1.48	A	1.41	E		
	Bicycle LOS	3.30	C					Pedestrian LOS	1.48	A	Bus LOS	1.41	E

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Eli Perez	Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	5/5/2023 12:26:05 PM	From	Alta Avenue	Modal Analysis	Multimodal
Agency	Kimley-Horn	To	San Lorenzo Avenue	Program	ARTPLAN 2012
Area Type	Other Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002014 CG 4241 Aurora St Traffic Impact Study\Calcs\Multimodal\Ponce NB AM Back.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
San Lorenzo Avenue	80	0.4	4	2	10	0	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to San Lorenzo Avenue)	400	11900	605	2	35	40	None	Yes	Medium

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to San Lorenzo Avenue)	Wide	Typical	No	No	N/A	Yes	Typical	Yes	2	0.5	Fair	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to San Lorenzo Avenue)	100			Yes			Typical			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to San Lorenzo Avenue)											
	Bicycle LOS				Pedestrian LOS			Bus LOS			

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Eli Perez	Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	5/5/2023 12:26:05 PM	From	Altara Avenue	Modal Analysis	Multimodal
Agency	Kimley-Horn	To	San Lorenzo Avenue	Program	ARTPLAN 2012
Area Type	Other Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTOX\143002014 CG 4241 Aurora St Traffic Impact Study\Calcs\Multimodal\Ponce NB AM Total.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
San Lorenzo Avenue	80	0.400672261	4	2	10	0	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to San Lorenzo Avenue)	400	11970	609	2	35	40	None	Yes	Medium

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to San Lorenzo Avenue)	Wide	Typical	No	No	N/A	Yes	Typical	Yes	2	0.5	Fair	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to San Lorenzo Avenue)	100			Yes			Typical			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to San Lorenzo Avenue)											
	Bicycle LOS				Pedestrian LOS					Bus LOS	

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Eli Perez	Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	5/5/2023 12:26:05 PM	From	Altara Avenue	Modal Analysis	Multimodal
Agency	Kimley-Horn	To	San Lorenzo Avenue	Program	ARTPLAN 2012
Area Type	Other Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002014 CG 4241 Aurora St Traffic Impact Study\Calcs\Multimodal\Aurora SB AM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
San Lorenzo Avenue	80	0.4	4	2	10	0	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to San Lorenzo Avenue)	400	11170	568	2	35	40	None	Yes	Medium

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to San Lorenzo Avenue)	Wide	Typical	No	No	N/A	Yes	Typical	Yes	2	0.5	Fair	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to San Lorenzo Avenue)	100			Yes			Typical			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to San Lorenzo Avenue)											
	Bicycle LOS				Pedestrian LOS			Bus LOS			

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Eli Perez	Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	5/5/2023 12:26:05 PM	From	Altara Avenue	Modal Analysis	Multimodal
Agency	Kimley-Horn	To	San Lorenzo Avenue	Program	ARTPLAN 2012
Area Type	Other Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002014 CG 4241 Aurora St Traffic Impact Study\Calcs\Multimodal\Ponce SB AM Back.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
San Lorenzo Avenue	80	0.4	4	2	10	0	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to San Lorenzo Avenue)	400	11760	598	2	35	40	None	Yes	Medium

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to San Lorenzo Avenue)	Wide	Typical	No	No	N/A	Yes	Typical	Yes	2	0.5	Fair	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to San Lorenzo Avenue)	100			Yes			Typical			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to San Lorenzo Avenue)											
	Bicycle LOS				Pedestrian LOS			Bus LOS			

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Eli Perez	Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
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Agency	Kimley-Horn	To	San Lorenzo Avenue	Program	ARTPLAN 2012
Area Type	Other Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002014 CG 4241 Aurora St Traffic Impact Study\Calcs\Multimodal\Ponce SB AM Total.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
San Lorenzo Avenue	80	0.4	4	2	10	0	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to San Lorenzo Avenue)	400	11840	602	2	35	40	None	Yes	Medium

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to San Lorenzo Avenue)	Wide	Typical	No	No	N/A	Yes	Typical	Yes	2	0.5	Fair	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to San Lorenzo Avenue)	100			Yes			Typical			Yes		

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to San Lorenzo Avenue)											
	Bicycle LOS				Pedestrian LOS			Bus LOS			

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Eli Perez	Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	5/5/2023 12:26:05 PM	From	Altara Avenue	Modal Analysis	Multimodal
Agency	Kimley-Horn	To	San Lorenzo Avenue	Program	ARTPLAN 2012
Area Type	Other Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002014 CG 4241 Aurora St Traffic Impact Study\Calcs\Multimodal\Ponce NB PM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
San Lorenzo Avenue	80	0.5	4	2	10	0	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to San Lorenzo Avenue)	400	10380	528	2	35	40	None	Yes	Medium

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to San Lorenzo Avenue)	Wide	Typical	No	No	N/A	Yes	Typical	Yes	2	0.5	Fair	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to San Lorenzo Avenue)	100			Yes			Typical				Yes	

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS		
1 (to San Lorenzo Avenue)	3.25	C	N/A	N/A				1.43	A	1.41	E		
	Bicycle LOS	3.25	C					Pedestrian LOS	1.43	A	Bus LOS	1.41	E

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

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Arterial Class	1				
File Name	K:\FTL_TPTO\143002014 CG 4241 Aurora St Traffic Impact Study\Calcs\Multimodal\Ponce NB PM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
San Lorenzo Avenue	80	0.5	4	2	10	0	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to San Lorenzo Avenue)	400	10380	528	2	35	40	None	Yes	Medium

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to San Lorenzo Avenue)	Wide	Typical	No	No	N/A	Yes	Typical	Yes	2	0.5	Fair	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to San Lorenzo Avenue)	100			Yes			Typical				Yes	

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS		
1 (to San Lorenzo Avenue)	3.25	C	N/A	N/A				1.43	A	1.41	E		
	Bicycle LOS	3.25	C					Pedestrian LOS	1.43	A	Bus LOS	1.41	E

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Eli Perez	Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
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Arterial Class	1				
File Name	K:\FTL_TPTO\143002014 CG 4241 Aurora St Traffic Impact Study\Calcs\Multimodal\Ponce NB PM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
San Lorenzo Avenue	80	0.5	4	2	10	0	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to San Lorenzo Avenue)	400	10620	540	2	35	40	None	Yes	Medium

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to San Lorenzo Avenue)	Wide	Typical	No	No	N/A	Yes	Typical	Yes	2	0.5	Fair	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to San Lorenzo Avenue)	100			Yes			Typical				Yes	

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS		
1 (to San Lorenzo Avenue)	3.27	C	N/A	N/A				1.44	A	1.41	E		
	Bicycle LOS	3.27	C					Pedestrian LOS	1.44	A	Bus LOS	1.41	E

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Eli Perez	Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	5/5/2023 12:26:05 PM	From	Altara Avenue	Modal Analysis	Multimodal
Agency	Kimley-Horn	To	San Lorenzo Avenue	Program	ARTPLAN 2012
Area Type	Other Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002014 CG 4241 Aurora St Traffic Impact Study\Calcs\Multimodal\Ponce SB PM.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
San Lorenzo Avenue	80	0.5	4	2	10	0	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to San Lorenzo Avenue)	400	10270	522	2	35	40	None	Yes	Medium

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to San Lorenzo Avenue)	Wide	Typical	No	No	N/A	Yes	Typical	Yes	2	0.5	Fair	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to San Lorenzo Avenue)	100			Yes			Typical				Yes	

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS		
1 (to San Lorenzo Avenue)	3.25	C	N/A	N/A				1.42	A	1.41	E		
	Bicycle LOS	3.25	C					Pedestrian LOS	1.42	A	Bus LOS	1.41	E

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Eli Perez	Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	5/5/2023 12:26:05 PM	From	Alara Avenue	Modal Analysis	Multimodal
Agency	Kimley-Horn	To	San Lorenzo Avenue	Program	ARTPLAN 2012
Area Type	Other Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002014 CG 4241 Aurora St Traffic Impact Study\Calcs\Multimodal\Ponce SB PM Back.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
San Lorenzo Avenue	80	0.5	4	2	10	0	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to San Lorenzo Avenue)	400	10620	540	2	35	40	None	Yes	Medium

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to San Lorenzo Avenue)	Wide	Typical	No	No	N/A	Yes	Typical	Yes	2	0.5	Fair	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to San Lorenzo Avenue)	100			Yes			Typical				Yes	

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS		
1 (to San Lorenzo Avenue)	3.27	C	N/A	N/A				1.44	A	1.41	E		
	Bicycle LOS	3.27	C					Pedestrian LOS	1.44	A	Bus LOS	1.41	E

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	Eli Perez	Arterial Name	Ponce de Leon Boulevard	Study Period	Standard K
Date Prepared	5/5/2023 12:26:05 PM	From	Altera Avenue	Modal Analysis	Multimodal
Agency	Kimley-Horn	To	San Lorenzo Avenue	Program	ARTPLAN 2012
Area Type	Other Urbanized	Peak Direction	Southbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002014 CG 4241 Aurora St Traffic Impact Study\Calcs\Multimodal\Ponce SB PM Total.xap				
User Notes					

Arterial Data

K	0.09	PHF	1	Control Type	FullyActuated
D	0.565	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
San Lorenzo Avenue	80	0.5	4	2	10	0	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to San Lorenzo Avenue)	400	11830	602	2	35	40	None	Yes	Medium

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to San Lorenzo Avenue)	Wide	Typical	No	No	N/A	Yes	Typical	Yes	2	0.5	Fair	Typical

Pedestrian SubSegment Data

Segment #	% of Segment			Sidewalk			Separation			Barrier		
	1	2	3	1	2	3	1	2	3	1	2	3
1 (to San Lorenzo Avenue)	100			Yes			Typical				Yes	

Multimodal LOS

Link #	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus			
	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS		
1 (to San Lorenzo Avenue)	3.33	C	N/A	N/A				1.51	A	1.41	E		
	Bicycle LOS	3.33	C					Pedestrian LOS	1.51	A	Bus LOS	1.41	E

Appendix K

Entry Gate Analysis

Entry Gate Analysis (A.M. Peak Hour)

Arrival Rate

IN
35

 veh/hr

Number of Entry Gates (N) = 1
 Level of Confidence = 0.95
 Storage Provided On-Site = 1 vehicles

Service Rate

IN
0.114

 mins/veh

Total Entering and Exiting Vehicles(q) = 35 veh/hr
 Service Capacity per N (60 mins/Service Rate) (Q) = 526.32 veh/hr/pos
 Average Service Rate (t) = 0.11 mins/veh

Expected (avg.) number of vehicles in the system	E(m)=	0.00	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.07	
Mean time in the queue	E(w)=	0.01	mins
Mean time in system	E(t)=	0.12	mins

Proportion of customers who wait (P) (E(w) > 0)=	6.65%
Probability of a queue exceeding a length (M) P(x > M)=	5.00%

Entry Gate Analysis (P.M. Peak Hour)

Arrival Rate

IN
36

 veh/hr

Number of Entry Gates (N) = 1
 Level of Confidence = 0.95
 Storage Provided On-Site = 1 vehicles

Service Rate

IN
0.117

 mins/veh

Total Entering and Exiting Vehicles(q) = 36 veh/hr
 Service Capacity per N (60 mins/Service Rate) (Q) = 512.82 veh/hr/pos
 Average Service Rate (t) = 0.12 mins/veh

Expected (avg.) number of vehicles in the system	E(m)=	0.01	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.08	
Mean time in the queue	E(w)=	0.01	mins
Mean time in system	E(t)=	0.13	mins

Proportion of customers who wait (P) (E(w) > 0)=	7.02%
Probability of a queue exceeding a length (M) P(x > M)=	5.00%

Table 4-4. PARC Service Rates

	Veh/hr	Sec/veh
Prepaid Frequent Parker Entry or Exit		
Insertion Card	435	8.3
Proximity Card	600	6.0
Automatic Veh ID	800	4.5
Pay Per Use Patron Vehicular Entry		
Push Button Ticket	400	9.0
Auto Spit Ticket	450	8.0
Pay on Entry-flat fee, gated, ticketed	200	18.0
Pay on Entry flat-fee, non gated/ticketed	300	12.0
Pay Per Use Patron Vehicular Exits		
Cash to cashier-Variable Rate	135	26.7
Credit card-online check (telephone line) and sign	95	38.0
Credit card online check but no sign	110	32.7
Credit card-batched or high speed line and no sign	175	20.7
Validated for free parking	300	12.0
Flat Rate Transaction (gated)	180	20.0
LPI if front plate	100	36.0
LPI if rear plate only	80	45.0
LPR	120	30.0
Insertion Ticket for POF Validation	360	10.0
POF Central Pay to Cashier		
Cash to POF cashier – Variable Rate	175	20.7
Credit card-online check (telephone line) and sign	115	32.7
Credit card-online check but no sign	135	26.7
Credit card-batched or high speed line and no sign	245	14.7
Validated for free parking	600	6.0
POF Central Pay to Machine		
Cash to APS-Variable Rate	75	48.0
Credit card – online check (telephone line) and sign	NA	NA
Credit card – online check but no sign	66	54.5
Credit card – batched or high speed line and no sign	100	36.0
Validated for free parking	240	15.0

Sharp turns in the approach to equipment lanes have a significant impact on μ . When it is more difficult for a patron to pull into the lane from the first position in the queue, seconds are lost from each transaction. This loss can be accounted for by **adding** seconds to the average transaction time to represent the turning factor. See Figure 4-10 for diagrams showing appropriate turning factors for design. If, for example, the design of a lane equipped with an insertion card reader requires a very difficult turn into the lane, and thus adds five seconds to the average transaction, the adjusted service rate is $3600/(8.3+5 = 13.3)$ seconds per transaction, or 271 vehicles

4241 Aurora Street Entry Gate Weighted Average Service Rates

A.M. Peak Hour

User Group	Volumes	Processing Time (Sec/Veh)	Total Time (Sec)
Proximity Card	20	6	120
Auto Spit Ticket	15	8	120
Total	35	-	240

A.M. Peak Hour Entry Gate Weighted Average Service Rate	6.857 sec/veh
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P.M. Peak Hour

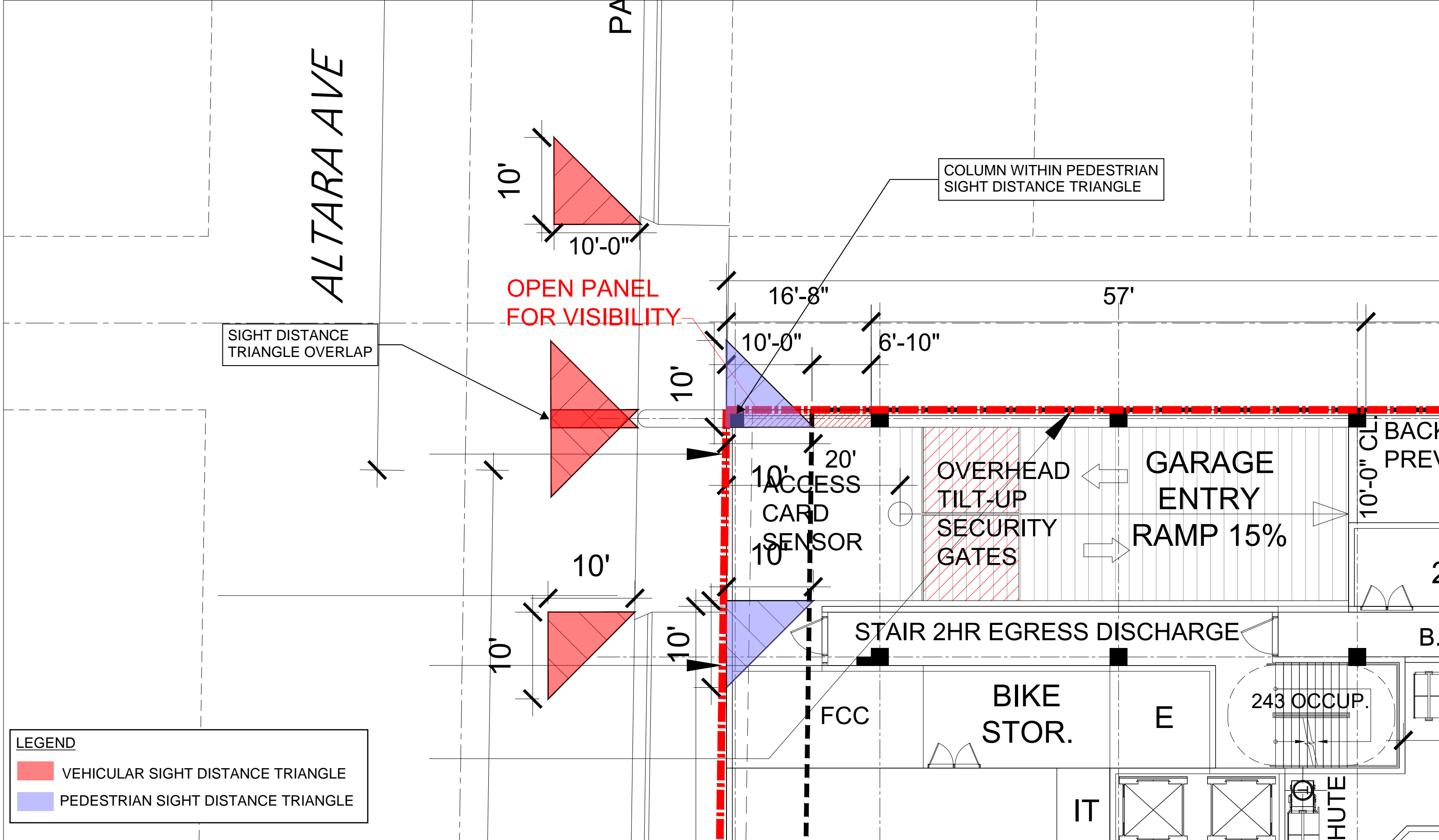
User Group	Inbound Volumes	Processing Time (Sec/Veh)	Total Time (Sec)
Proximity Card	18	6	108
Auto Spit Ticket	18	8	144
Total	36	-	252

P.M. Peak Hour Entry Gate Weighted Average Service Rate	7.000 sec/veh
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Appendix L

Preliminary Sight Distance Analysis

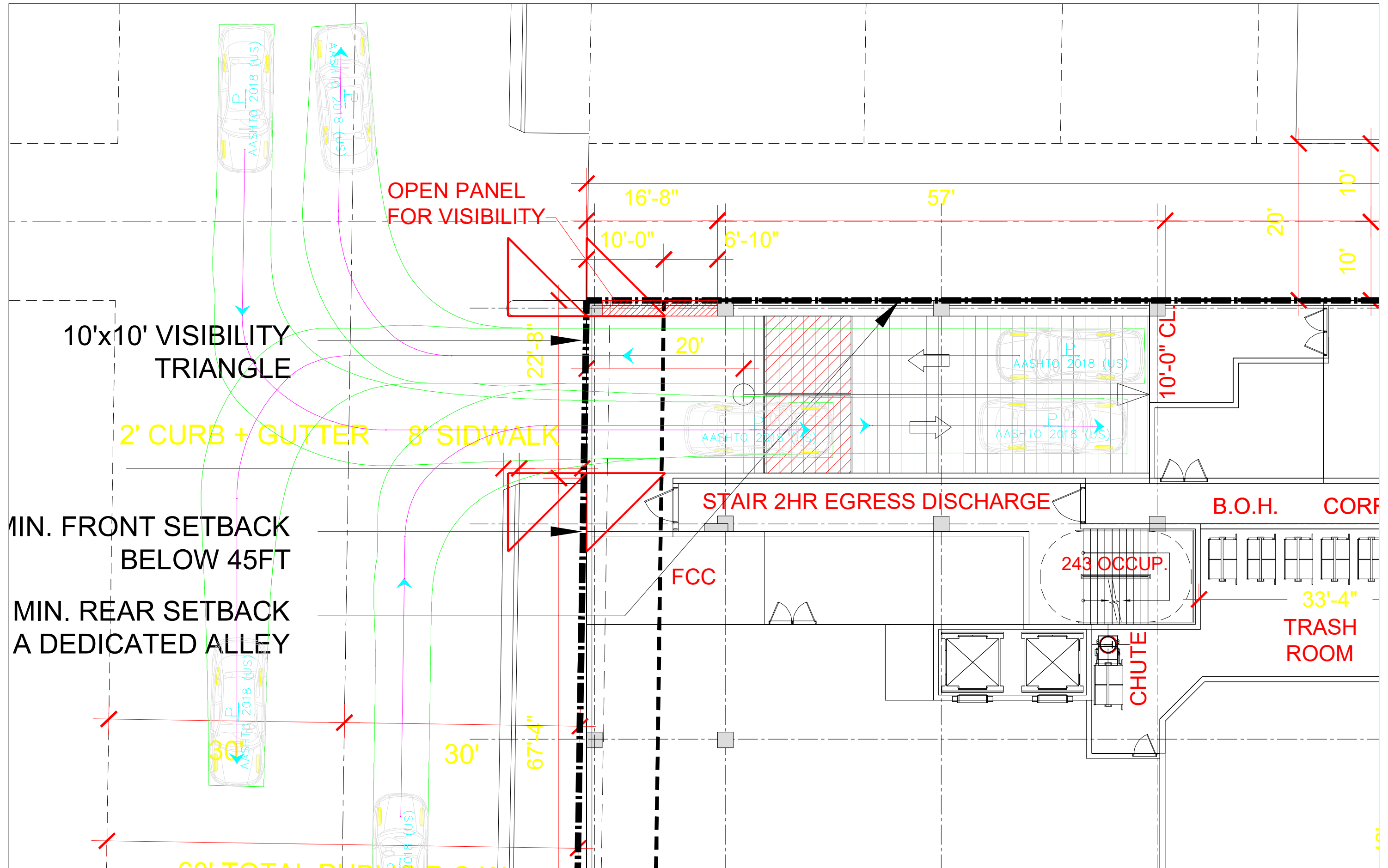
Preliminary Planning-Level Sight Distance Analysis



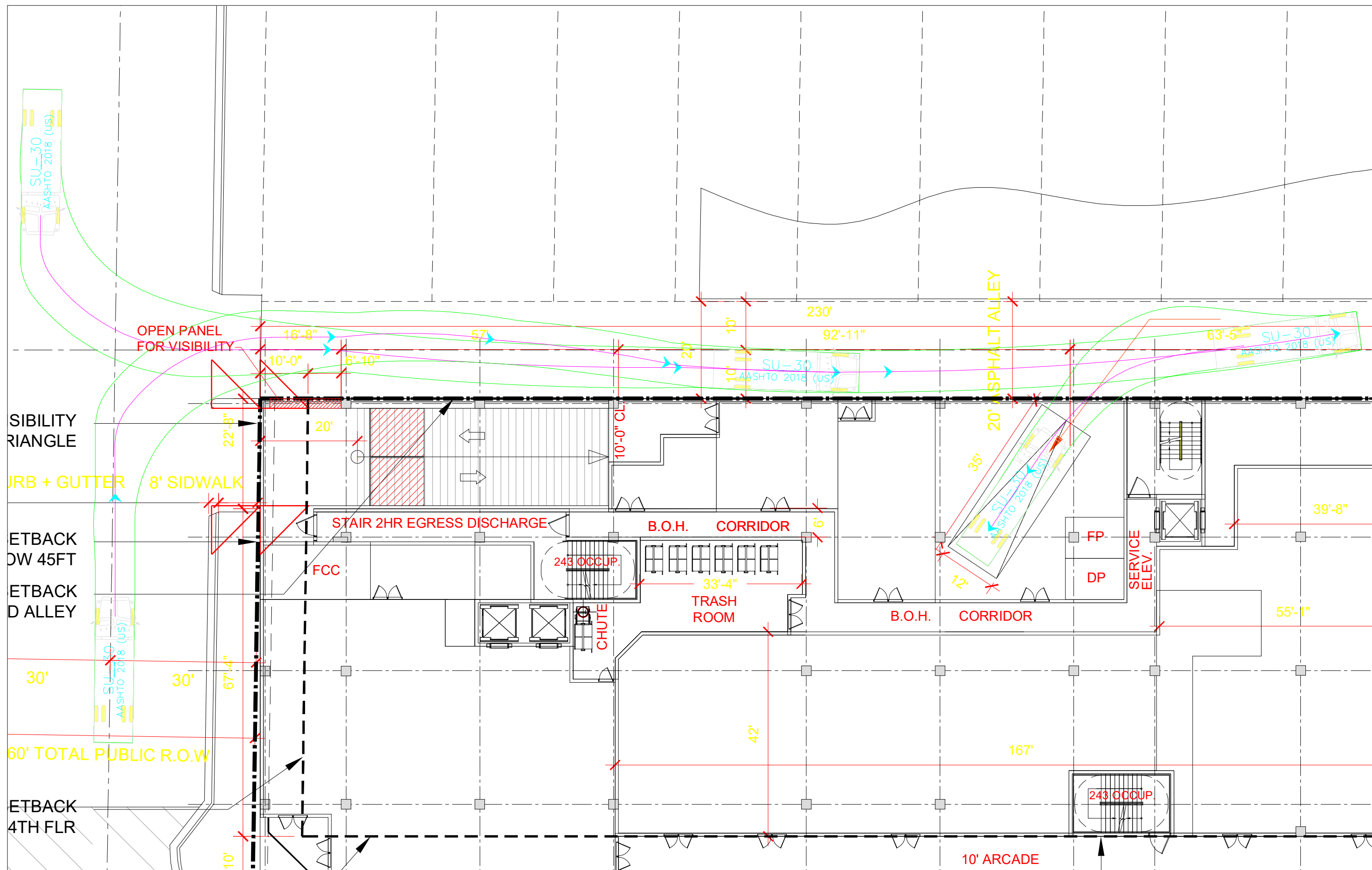
Appendix M

Maneuverability Analysis

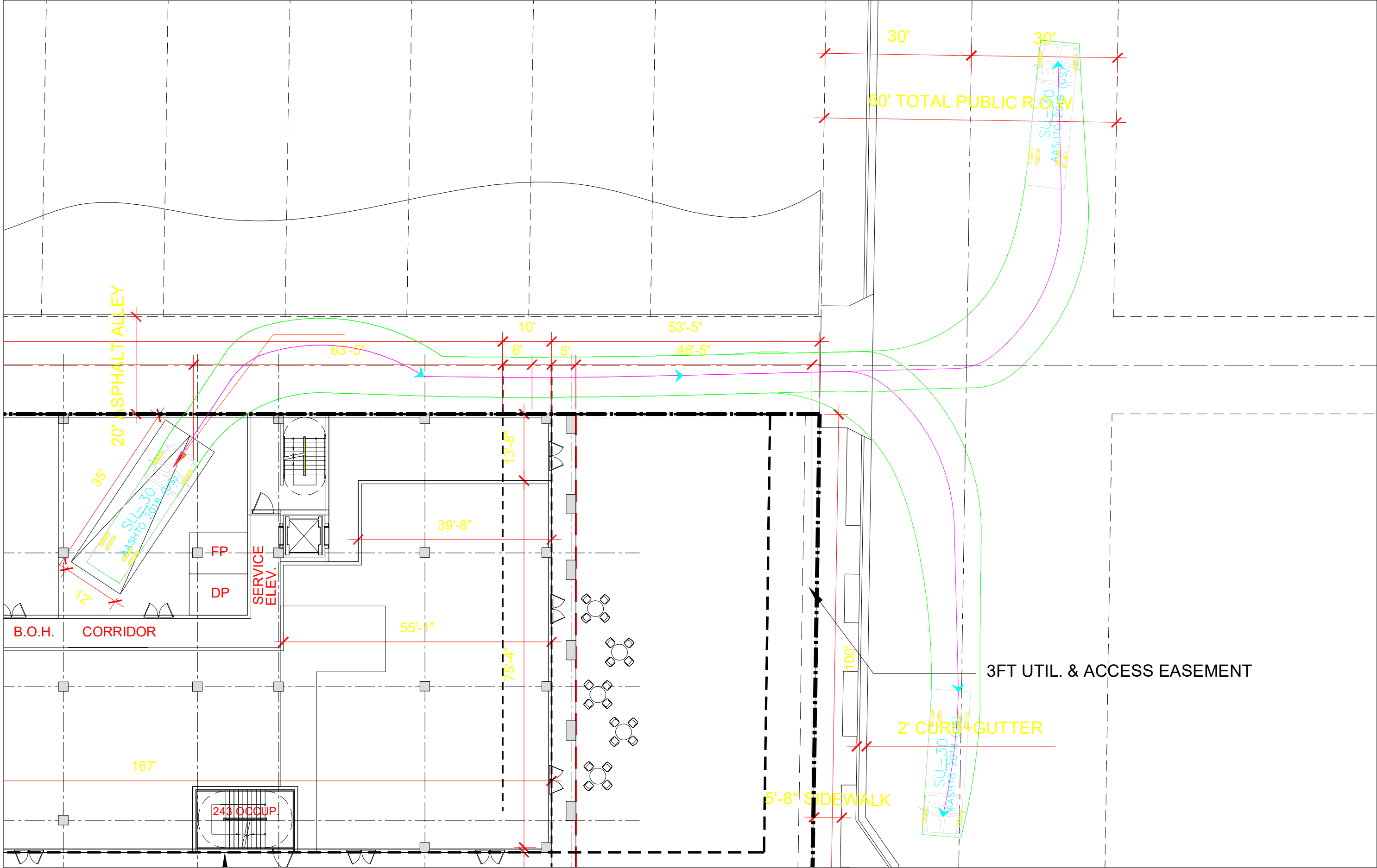
Maneuverability Analysis - Ground Floor - Passenger Vehicle



Maneuverability Analysis - Ground Floor - Ingress Loading Vehicle



Maneuverability Analysis - Ground Floor - Egress Loading Vehicle



CITY OF CORAL GABLES

- MEMORANDUM -

TO: Eduardo I. Otaola
DEVELOPER

DATE: June 1, 2023

FROM: Mairelys Gensler, P.E.
TRANSPORTATION ENGINEER

SUBJECT: Constellation Real Estate, LLC

Proposed Development: Constellation Real Estate – Mixed-Use Development

Contents of Development: 70 dwelling units, 8,296 SF of retail, 9,976 SF of office and a 3-level parking garage

Proposed Location: 4241 Aurora St, Coral Gables, Florida

Resolution

The City of Coral Gables Public Works Department reviewed the information, comments provided by the consultants, and revised traffic study. Based on the City’s review, the traffic study for the proposed development at 4241 Aurora St meets the requirements stated within City of Coral Gables *Ordinance 2018-09* and applicable TIS Standards.

Based on the traffic study’s findings, the traffic impacts associated to the proposed development of Constellation Real Estate concluded that the intersections will maintain conditions that are similar to the baseline conditions presented in future no-build conditions and all anticipated queues are expected to be accommodated within the site without extending onto the public right-of-way. As a result, the proposed development of Constellation Real Estate is not expected to have a negative impact in the surrounding roadway network.

The preliminary planning-level pedestrian sight distance analysis determined that a conflict exists with the sight-distance triangle and a structural column on the east side of the proposed driveway. However, the Traffic Impact Study had no recommendations for this conflict.

The preliminary planning-level vehicular sight distance analysis determined that the proximity between the proposed driveway and the existing two-way alley creates conflicts and sight distance issues between the anticipated vehicular movements. Therefore, it is recommended that the alley be modified to operate as one-way southbound. Note that formalizing the alley as one-way southbound will require Miami-Dade County review and approval. This item should be addressed before the project can move forward.

Should there be any changes or questions, please contact the Project Manager, Mairelys Gensler at mgensler@coralgables.com.

September 9, 2022

Warren Adams, Director
Historical Resources & Cultural Arts
City of Coral Gables
2327 Salzedo Street
Coral Gables, FL 33134

RE: Coral Gables Mixed Use Office / Art in Public Places Statement / Property located at 4241 Aurora Street in Coral Gables, Florida (the “City”) (Miami Dade County Folio No. 03-4120-017-1410)

Dear Mr. Adams,

On behalf of 4241 Aurora, LLC (the “**Applicant**”), please accept this as our Art in Public Places Statement regarding the requirements for the property located at 4241 Aurora Street in Coral Gables, Florida (the “**Property**”). Pursuant to Section 9-103 of the Coral Gables Zoning Code, the Applicant will be requesting approval of a waiver to permit the acquisition and incorporation of artwork to be incorporated into the proposed development at the Property.

As always, should you have any questions or require additional information, please contact me at (305) 579-0821.

Sincerely,

GREENBERG TRAUIG



Jorge L. Navarro, Esq.

ACTIVE 681963437v1

This Instrument Prepared by
After Recording Return To:

Kimberly Lehtman
Brookfield Properties
350 N. Orleans St., Suite 300
Chicago, IL 60654

Property Appraisers Parcel Identification
Folio Number: 03-4120-017-1410

SPACE ABOVE THIS LINE FOR RECORDING DATA

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED, is made this 26th day of January, 2022, by **MERRICK PARK HOTEL, LLC**, a Delaware limited liability company, whose address is c/o Brookfield Properties, 350 North Orleans St., Suite 300, Chicago, Illinois 60654 ("Grantor") to **4241 Aurora, LLC** a Florida limited liability company, whose address is 4225 Ponce de Leon Blvd, Coral Gables, Florida 33146 ("Grantee").

WITNESSETH: That the Grantor, for and in consideration of the sum of Ten and 00/100's (\$10.00) Dollars and other good and valuable consideration, receipt whereof is hereby acknowledged, hereby remises, releases and conveys unto Grantee all right, fee simple title and interest in and to the following described land situate, lying, and being in Miami-Dade County, State of Florida, viz (the "Property"):

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF.

TOGETHER WITH all easements, tenements, hereditaments and appurtenances belonging to the Property.

TOGETHER WITH all improvements and fixtures located on the Property.

This conveyance is made subject to all of the Permitted Exceptions described in Exhibit "B" attached hereto and made a part hereof but this reference shall not serve to reimpose the same.

TO HAVE AND TO HOLD, the same in fee simple forever.

Grantor covenants that, except as described above, the property is free of any encumbrance made by Grantor, and Grantor specially warrants the title to the property, and will defend it against the lawful claims and demands of all persons whomsoever claiming by, through or under Grantor, but against none other.

[signature page to follow]

In Witness Whereof, Grantor has set its hand as of the date first set forth above.

Signed in the presence of:

GRANTOR:

MERRICK PARK HOTEL, LLC,
a Delaware limited liability company

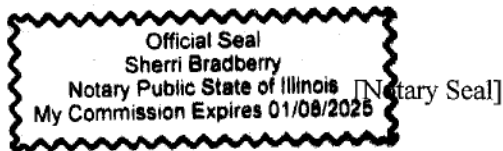
[Signature]
Print Name: Kimberly Lehman

By: Marjorie Zessar
Marjorie Zessar,
Authorized Signatory

David F Pursel
Print Name: David F. Pursel

STATE OF ILLINOIS
COUNTY OF COOK

The foregoing instrument was acknowledged before me by means of physical presence or online notarization, this January 21, 2022, by Marjorie Zessar, as Authorized Signatory of Merrick Park Hotel, LLC, who is personally known to me or has produced _____ as identification.



Sherri Bradberry
Print Name: Sherri Bradberry
Notary Public - State of Illinois
Commission No.: 519838
My Commission Expires: 1/8/2025

EXHIBIT "A"

(Legal Description)

Lots 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, and 22, in Block 6, Revised Plat Coral Gables Industrial Section, according to the Plat thereof, as recorded in Plat Book 28, at Page 22, of the Public Records of Miami-Dade County, Florida.

EXHIBIT "B"

(Permitted Exceptions)

1. Acts of Purchaser, and those claiming by, through and under Purchaser.
 2. General and special taxes and assessments not yet due and payable.
 3. Zoning, building, land use, and other governmental and quasi-governmental laws, codes and regulations.
 4. Plat of Revised Plat Coral Gables Industrial Section, recorded in Plat Book 28, Page 22 of the Public Records of Miami-Dade County, Florida.
 5. Easement in favor of South Atlantic Telephone & Telegraph Company, a corporation of the State of Florida, recorded in Deed Book 839, Page 106, of the Public Records of Miami-Dade County, Florida.
 6. Dedication by Coral Gables, Inc., a corporation organized and existing under the laws of the State of Florida, recorded in Deed Book 955, Page 209, of the Public Records of Miami-Dade County, Florida.
 7. Declaration of Restrictive Covenant by Lila N. Dickerson recorded in Official Records Book 12261, Page 1131, of the Public Records of Miami-Dade County, Florida.
 8. Declaration of Restrictive Covenant by Lila N. Dickerson recorded in Official Records Book 13520, Page 4088, of the Public Records of Miami-Dade County, Florida.
 9. Agreement for Water Facilities between Miami-Dade County and Merrick Park Hotel, LLC recorded June 29, 2020 in Book 31988, Page 2197, of the Public Records of Miami-Dade County, Florida.
-

Jorge Navarro	(305)579-0821 333 SE 2nd Avenue, Miami, FL 33131	4241 Aurora, LLC	8950 SW 74th Court, Suite 1808, Miami, FL 33156	(305)377-8333	01/25/2023	n/a	Mixed use entitlement for Property located at 4241 Aurora Street, Coral Gables.	
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Devon Vickers	(305)579-0827 333 SE 2nd Avenue, Ste. 41 , Miami, FL 33131	4241 Aurora, LLC	8950 SW 74th Court, Suite 1808, Miami, FL 33156	(305)377-8333	05/19/2023	n/a	Mixed use entitlement for Property located at 4241 Aurora Street, Coral Gables	
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rdr miami | public hearing notification services

certified lists of property owners within a specific radius + radius maps + mailing labels + mailouts + notice of public hearing site posting
rdrmiami.com | diana@rdrmiami.com | 305.498.1614

February 13, 2023

City of Coral Gables
405 Biltmore Way
Coral Gables, Florida 33134

Re: Property owners within 1,000 feet of:

SUBJECT: 4241 Aurora Street, Coral Gables, FL 33146

FOLIO NUMBER: 03-4120-017-1410

This is to certify that the attached ownership list, map and mailing labels are a complete and accurate representation of the real estate property and property owners within 1,000 feet radius of the external boundaries of the subject property listed above, including the subject property. This reflects the most current records on file in the Miami-Dade County Property Appraisers' Office.

Per Section 15-102: Should the radius extend beyond the City limits, notice shall be mailed outside of the City limits only to addresses that are known by reference to the latest ad valorem tax record that are within a five hundred (500) foot radius of the property that is the subject of the application.

The MDCPS Office of the Superintendent, the Principal of the MDCPS physically located within the notice area, the District 6 School Board Member, the School Board Chair and Vice Chair have been added to the list and mailing labels as per City of Coral Gables Res. 2020-245, if applicable.

Per Ordinance 2023-02, Section 15-102: All required mail notice will be sent to the property address and the mailing address per the Miami-Dade Country Property Appraisers website. If the address is the same for both, then only one notice must be sent.

Sincerely,

Diana B. Rio

Total number of property owners without repetition: **864, including 5 international* ****

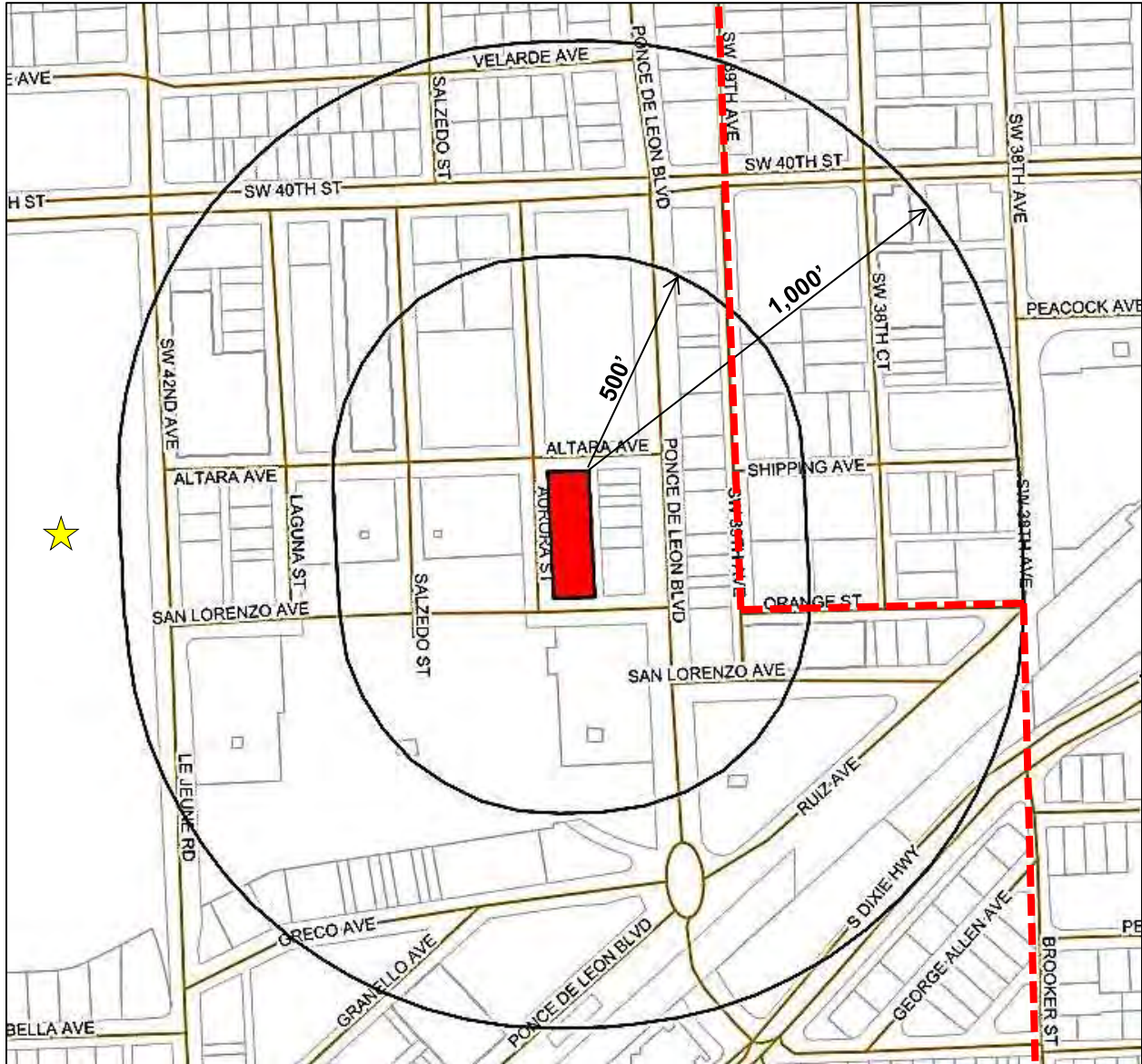
**Includes the MDCPS Office of the Superintendent, the Principal of the MDCPS physically located within the notice area, the District 6 School Board Member, the School Board Chair and Vice Chair have been added to the list and mailing labels as per City of Coral Gables Res. 2020-245.*

***Properties outside of the City of Coral Gables boundaries were found within a 500' radius.*

Rio Development Resources, LLC ("RDR") has used its best efforts in collecting the information published in this report and the findings contained in the report are based solely and exclusively on information provided by you and information gathered from public records and that local government. By acceptance of this report, you agree to hold RDR harmless and indemnify RDR from any and all losses, damages, liabilities and expenses which can be claimed against RDR caused by or related to this report.



1,000' RADIUS MAP (N.T.S.)



SUBJECT: 4241 Aurora Street, Coral Gables, FL 33146

FOLIO NUMBER: 03-4120-017-1410

LEGEND, IF APPLICABLE:

CITY OF CORAL GABLES BOUNDARY

MDCPS



City of Coral Gables
Development Services Department

Affidavit Attesting to Public Notice of Zoning Application

Property Owner or Authorized Representative: Diana Rio

Property Address and Folio Number(s):

SUBJECT: 4241 Aurora Street, Coral Gables, FL 33146

FOLIO NUMBER: 03-4120-017-1410

I, as property owner or Authorized Representative of the above described property attest that on (date) N/A, I sent by U.S. Mail to each person on the list of names and addresses attached a true copy of the attached notice letter. I further attest that I have complied with the requirements of Resolution No. 2020-245 and Resolution No. 2020-265 (requiring additional notice to Miami-Dade County Public Schools "MDCPS") as indicated below:

X This application required notice to be sent to MDCPS and I have complied with the additional notice requirements in Resolutions No. 2020-245 and 2020-265.

 This application did not require notice to be sent to MDCPS.

I HEREBY CERTIFY that all information contained in this Affidavit is true and accurate. Under penalty of perjury, I declare that I have read the foregoing document and that the facts stated in it are true. Further, I acknowledge that I am subject to the City's False Claims Ordinance (Ch. 39, City of Coral Gables Code).

Affiant's Printed Name: Diana Rio

Affiant's Signature: [Signature] Date: 2/14/2023

Notary Public Affirmation

SWORN AND SUBSCRIBED before me, this 14th day of February, 20 23 personally appeared Diana Rio, being personally known to me (Y) or having produced as identification _____, and who being fully sworn and cautioned, states that the foregoing is true and correct to the best of his/her knowledge and belief.

Signature of Notary: [Signature]

Print Name: Mabel Rio

Notary Public Stamp:

My Commission Expires: 12-15-23



Mabel Rio
Comm. # GG939791
Expires: Dec. 15, 2023
Bonded Thru Aaron Notary



City of Coral Gables
Development Services Department

Affidavit Attesting to Public Notice of Zoning Application

Property Owner or Authorized Representative:

4241 Aurora, LLC

Property Address and Folio Number(s):

4241 Aurora Street, Coral Gables, FL 33146 Folio No. 03-4120-017-1410

I, as property owner or Authorized Representative of the above described property attest that on (date) 9-7-2023, I sent by U.S. Mail to each person on the list of names and addresses attached a true copy of the attached notice letter.

I further attest that I have complied with the requirements of Resolution No. 2020-245 and Resolution No. 2020-265 (requiring additional notice to Miami-Dade County Public Schools "MDCPS") as indicated below:

This application required notice to be sent to MDCPS and I have complied with the additional notice requirements in Resolutions No. 2020-245 and 2020-265 .

This application did not require notice to be sent to MDCPS.

I HEREBY CERTIFY that all information contained in this Affidavit is true and accurate. Under penalty of perjury, I declare that I have read the foregoing document and that the facts stated in it are true. Further, I acknowledge that I am subject to the City's False Claims Ordinance (Ch. 39, City of Coral Gables Code).

Affiant's Printed Name: Jorge L. Navarro

Affiant's Signature: [Signature] Date: 9-7-2023

Notary Public Affirmation

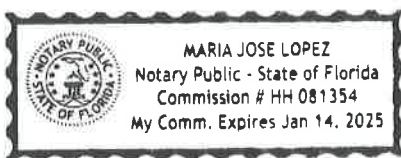
SWORN AND SUBSCRIBED before me, this 7th day of September, 20 23, personally appeared Jorge L. Navarro, being personally known to me () or having produced as identification _____, and who being fully sworn and cautioned, states that the foregoing is true and correct to the best of his/her knowledge and belief.

Signature of Notary: [Signature]

Print Name: Maria Jose Lopez

Notary Public Stamp:

My Commission Expires:





City of Coral Gables
Development Services Department

Affidavit Attesting to Notice Posting of Zoning Application

Property Owner or Authorized Representative:

4241 Aurora, LLC

Property Address and Folio Number(s):

4241 Aurora Street, Coral Gables, FL 33146 Folio No. 03-4120-017-1410

I, as property owner or Authorized Representative of the above-described property attest that on (date) 9-8-2023, I posted notice pursuant to Zoning Code Section 15-102.

I further attest that I have complied with the requirements of Administrative Order No. 2022-03, *Uniform Notices Required to be Posted by Applicant*, as indicated below:

- Notice posted on a wooden stake on each street side of the property.
- For frontages 200+ feet, two equally spaced signs posted on each qualifying street side.
- Site conditions prevented the erection of wooden stakes, and therefore the notice was neatly and prominently posted using clear tape on an existing structure or by such other means as would provide reasonable notice to passersby.

I HEREBY CERTIFY that all information contained in this Affidavit is true and accurate. Under penalty of perjury, I declare that I have read the foregoing document and that the facts stated in it are true. Further, I acknowledge that I am subject to the City's False Claims Ordinance (Ch. 39, City of Coral Gables Code).

Affiant's Printed Name: Jorge L. Navarro

Affiant's Signature: [Signature] Date: 9-8-2023

Notary Public Affirmation

SWORN AND SUBSCRIBED before me, this 8th day of September, 20 23, personally appeared Jorge L. Navarro, being personally known to me () or having produced as identification _____, and who being fully sworn and cautioned, states that the foregoing is true and correct to the best of his/her knowledge and belief.

Signature of Notary: [Signature]

Print Name: Maria Jose Lopez

Notary Public Stamp:



My Commission Expires:

CITY OF CORAL GABLES, FLORIDA

RESOLUTION NO. 2017-157

A RESOLUTION OF THE CITY COMMISSION OF CORAL GABLES, FLORIDA GRANTING SITE PLAN APPROVAL PURSUANT TO ZONING CODE ARTICLE 3, "DEVELOPMENT REVIEW," DIVISION 4, "CONDITIONAL USES," SECTION 3-402, "GENERAL PROCEDURES FOR CONDITIONAL USES," FOR AN AMENDMENT TO THE VILLAGE OF MERRICK PARK SITE PLAN FOR THE DEVELOPMENT PROJECT REFERRED TO AS "MERRICK PARK HOTEL" ON THE PROPERTY LEGALLY DESCRIBED AS LOTS 12-22, BLOCK 6, INDUSTRIAL SECTION (4241 AURORA STREET), CORAL GABLES, FLORIDA; INCLUDING REQUIRED CONDITIONS AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, an Application was submitted requesting approval for conditional use with site plan review in order to amend the Village of Merrick Park site plan by adding the project referred to as the "Merrick Park Hotel" for the property legally described Lots 12-22, Block 6, Industrial Section (4241 Aurora Street), Coral Gables, Florida; and

WHEREAS, after notice of public hearing duly published and courtesy notification of all property owners of record within one-thousand (1,000) feet, a public hearing was held before the Planning and Zoning Board of the City of Coral Gables on May 10, 2017 at which hearing all interested persons were afforded the opportunity to be heard; and

WHEREAS, at the Planning and Zoning Board's May 10, 2017 meeting, the Board recommended approval of the proposed conditional use (vote: 6-0) subject to conditions of approval; and

WHEREAS, after notice of public hearing duly published, a public hearing was held before the City Commission on July 11, 2017, at which hearing this item was presented and all interested persons were afforded the opportunity to be heard; and

WHEREAS, public hearings have been completed as indicated herein by the Coral Gables City Commission in consideration of a request for conditional use with site plan review as required by the Zoning Code, and including careful consideration of written and oral comments by members of the public;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF CORAL GABLES THAT:

SECTION 1. The foregoing "WHEREAS" clauses are hereby ratified and confirmed as being true and correct and are hereby made a specific part of the Resolution upon adoption hereof.

SECTION 2. The proposed conditional use with site plan review amending the Village of Merrick Park site plan by adding the project referred to as the “Merrick Park Hotel” for the property legally described Lots 12-22, Block 6, Industrial Section (4241 Aurora Street), Coral Gables, Florida shall be and is hereby approved subject to all of the following conditions:

1. Application/supporting documentation. Construction of the proposed project shall be in substantial conformance with the following, with revisions as needed for compliance with outstanding code requirements stated in the Staff Report:
 - a. Applicant’s Submittal Package dated 04.25.17 prepared by Nichols, Brosch, Wurst, Wolfe & Associates, Inc.
 - b. Initial Application submittal as amended via the City review process and all representations proffered by the Applicant’s representatives as a part of the review of the Application at public hearings.
2. Restrictive covenant. Within 30 days of approval, the property owner, its successors or assigns shall submit a draft restrictive covenant for City Attorney review/approval outlining all conditions of approval as approved by the City Commission. Failure to submit the covenant within the specified time frame shall render the approval void unless said time frame for submittal of the covenant is extended by the City Attorney after good cause as to why the time frame should be extended. It is recognized that the requirements contained in the restrictive covenant constitute regulatory conditions of approval and shall survive as regulatory conditions of approval even if the restrictive covenant is later found to be void or unenforceable.
3. Prior to the issuance of a City Building Permit for the project, the Applicant shall satisfy the following conditions:
 - a. Ownership of the land shall be transferred to the City of Coral Gables in order to incorporate the proposed development into the previously approved site plan for the Village of Merrick Park which is owned by the City of Coral Gables. As a part of the transfer of ownership a lease shall be prepared that limits the use to the hotel, subject to review and approval by the City Attorney.
 - b. Encroachments.
 - 1) The Applicant shall execute a restrictive covenant prepared by the City Attorney, which shall run with the title of the land, agreeing to provide public liability insurance coverage for the encroachment in the minimum limits required by the City, and naming the City as an additional insured under the policy.
 - 2) An executed copy of the restrictive covenant, together with certificates of required insurance, shall be presented to the Building Official.
 - 3) Encroachments must be designed to comply with the Florida Building Code Section 3202, “Encroachments” and approved by the Directors of Public Works and Planning and Zoning.
 - 4) Provide the Building Official with evidence, as in his opinion is reasonable, showing that all encroachments have been approved by the Florida Department of Transportation and Miami-Dade County.
 - c. Submit a parking management plan approved by the Director of Parking.
 - d. Comply with all City requirements for Art in Public Places. The Applicant’s compliance with all requirements of the Art in Public Places program shall be coordinated by the Historical Resources and Cultural Arts Director.
 - e. Incorporate landscape elements and pedestrian lighting into the alleyway.
 - f. Modify tree/palm species for street trees to accommodate Public Works traffic site visibility triangles in planting bump outs where the alleyway exits to the streets, subject to review and approval by Public Works.

- g. Incorporate more extensive landscape on the pool deck, subject to review and approval by Public Works.
 - h. Enhance streetscape connection between valet drop-off and parking garage entrance across the street, subject to review and approval by Public Works.
 - i. On-street parking. Payment shall be provided by Applicant, its successors or assigns according to established City requirements for the loss of any on-street parking spaces as a result of the project.
 - j. Submit plans providing landscaping, public realm and streetscape improvements in accordance with the City of Coral Gables streetscape master plan, subject to review and approval by the Directors of Public Works, Public Service and Planning and Zoning.
 - k. Based on proposed sewer flow, sanitary sewer system may require improvement. Gravity lines are currently out of capacity. Any improvements deemed necessary are the sole responsibility of the Applicant, its successors or assigns and shall be completed subject to review and approval by the Director of Public Works.
 - l. Existing drainage system abutting the property shall be subject to assessment. Any improvements deemed necessary shall be completed by the Applicant, its successors or assigns and prior to TCO, subject to review and approval by the Director of Public Works.
 - m. Construction Staging. A construction staging plan shall be submitted to the City. A checklist of requirements shall be provided upon request. Construction phasing/staging shall maintain pedestrian and vehicular access and circulation around the development site.
 - n. Construction information/contact. Provide written notice a minimum of seventy-two (72) hours to all properties within five hundred (500) feet of the project, providing a specific liaison/contact person for the project including the contact name, contact telephone number and email, to allow communication between adjacent neighbors or interested parties of construction activities, project status, potential concerns, etc. Complete street/alley closure shall be prohibited.
 - o. Traffic Improvements. All proposed traffic flow modifications including street design, width, sight triangles, cross walks, diverters, etc. shall require written conceptual approval of Miami-Dade County and the City Public Works Department prior to the issuance of the first City permit for vertical construction. If any components of the proposed modifications are not approved, the traffic study shall be revised and additional community involvement may be required.
4. Prior to the issuance of any Temporary Certificate of Occupancy (TCO) for the project, the Applicant shall complete the following, subject to review and approval by the Directors of Public Works, Public Service and Planning and Zoning:
- a. Install lighting in the ROW. It shall be LED, 3500k, Coral Gables pole with acorn fixture. The top shall not be clear in an effort to reduce lighting pollution.
 - b. Provide garbage and recycling receptacles in ROW.
 - c. Install bike parking in the ROW.
 - d. Right-of-way and public realm improvements. Installation of all right-of-way improvements and all landscaping, public realm and streetscape improvements identified on the Applicant's approved plans. Any changes to and departures from the right-of-way and public realm improvements identified on the Applicant's approved plans and associated detail plans and specifications via the permitting process shall be subject to review and approval by Directors of Public Works, Landscape Services, Planning and Parking.
 - e. Provide a tree root ball anchoring system such as Platypus or equal system for trees/palms in the pool deck planters.

5. Update traffic study one (1) year after Temporary Certificate of Occupancy is issued. If any recommendations for mitigation are proposed, they shall be reviewed and approved by the Director of Public Works and implemented by the Applicant, its successors or assigns within six (6) months.
6. Parking study. Complete a parking study one (1) year after the issuance of a Final Certificate of Occupancy and if it is determined that additional parking is required then the Applicant shall provide compensation to the City, subject to review and approval by the Director of Parking.
7. LEED. Within two (2) years of the issuance of a Final Certificate of Occupancy the building must achieve LEED Silver or equivalent certification.

SECTION 3. That the applicant shall further be required to comply with all applicable zoning regulations and any changes to the application herein granted shall be in conformance with the requirements of Zoning Code Section 3-410, "Changes to conditional use approvals."

SECTION 4. This development permit by the City of Coral Gables does not in any way create any right on the part of an applicant to obtain a permit from a county, state or federal agency. Likewise, this development permit does not create any liability on the part of the City of Coral Gables for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a county, state or federal agency, or if the applicant undertakes actions that result in a violation of county, state or federal law. In addition, as a condition of this approval, all county, state and federal permits must be obtained before commencement of the development.

SECTION 5. That this Resolution shall become effective upon the date of its passage and adoption herein.

PASSED AND ADOPTED THIS ELEVENTH DAY OF JULY, A.D., 2017.
 (Moved: Quesada / Seconded: Mena)
 (Yeas: Keon, Lago, Mena, Quesada, Valdés-Fauli)
 (Unanimous: 5-0 Vote)
 (Agenda Item: F-6)

APPROVED:

 RAUL VALDÉS-FAULI
 MAYOR

ATTEST:


 WALTER J. FOEMAN
 CITY CLERK

APPROVED AS TO FORM
 AND LEGAL SUFFICIENCY:

 CRAIG E. LEEN
 CITY ATTORNEY

CONTACT INFORMATION

PROPERTY OWNER:

4241 Aurora LLC
8950 SW 74 Court, Suite 1808, Miami, Florida 33156

APPLICANT:

4241 Aurora LLC c/o Eduardo Otaola
8950 SW 74 Court, Suite 1808, Miami, Florida 33156

AGENT:

Jorge L. Navarro (Legal Representative)
333 SE 2 Avenue, Suite 4400, Miami, Florida 33131
navarrojo@gtlaw.com and vickersd@gtlaw.com

Project Information Meeting



Applicant:	4241 Aurora, LLC
Application:	Transfer of Development Rights, Remote Parking & Mixed Use Site Plan Approval
Property:	4241 Aurora Street, Coral Gables, Florida 33146
Neighborhood Meeting – Date/Time/Location:	Tuesday, June 27, 2023 at 7:30 p.m. Eclético Restaurant 320 San Lorenzo Avenue, #1315, Coral Gables, FL 33146

Dear Neighbor:

On behalf 4241 Aurora, LLC, the Applicant, we cordially invite you to a public meeting to obtain information regarding the 4241 Aurora Project. The 4241 Aurora Project is a mixed use development that consists of ground floor retail, upper level office and residential units, and public open space.

The project information meeting will be held on Tuesday, June 27, at 7:30 p.m., at the Eclético Restaurant located at 320 San Lorenzo Avenue, #1315, in Coral Gables, Florida. Kindly RSVP by contacting Susana Gutierrez at 305 579 7814 or via email at Susana.Gutierrez@gtlaw.com. We thank you for the opportunity to speak with you and look forward to meeting you.

4241 Aurora Street 6/27/2023 Neighborhood Meeting

The neighborhood meeting took place at Eclético Restaurant (320 San Lorenzo Avenue), which is conveniently located across the street from the proposed development site for the project. Notice of the Neighborhood Meeting was provided by U.S. Mail to property owners within 1,000 feet of the proposed mixed use development located at 4241 Aurora Street in the City of Coral Gables, Florida (the “**Project**”).

There were approximately 12-15 local residents and business owners in attendance throughout the entirety of the Neighborhood Meeting. A sign-in sheet was provided at the meeting, but not all attendees signed in.

The project architect, Raymond Fort introduced himself and provided a detailed narrative of the proposed site plan and mixture of uses proposed for the Project. Mr. Fort walked the neighbors through different elements of the Project, including the proposed site plan, parking levels/remote parking, and provided public open space/park improvements. Mr. Fort presented various visuals of the proposed Project, including floorplans, elevations and renderings that reflected the proposed architectural and design features for the Project. Throughout the presentation, various neighbors posed questions regarding the following topics:

- Type of Residential (Condominium vs. Rental) and Price Range
- Remote Parking Location
- Proposed Type of Park
- Proposed Height and Ordinance
- Trip Generation for Existing Development versus Proposed Development
- Construction Timeline in relation to nearby developments & Potential Street Closures

Various members of the team including Mr. Navarro (Legal Representative), Mr. Fort and Mr. Boschetti (Owner Representative) addressed each of these items and provide additional information relating to these questions. The meeting ended at approximately 8:30pm.

CITY OF CORAL GABLES

APPEAL BEFORE THE BOARD OF ARCHITECTS SPECIAL MASTER

Applicant/Appellant (Property Owner): 4241 Aurora LLC c/o Jorge L. Navarro
Project Address: 4241 Aurora Street

ORDER ON APPEAL OF DECISION OF THE BOARD OF ARCHITECTS

THIS CAUSE came on for a quasi-judicial public hearing before the Board of Architects Special Master on May 31, 2023. The Special Master has considered the testimony and evidence presented on the record and the argument of the parties and enters the following findings of fact, conclusions of law, and order:

FINDINGS OF FACT

On February 9th, 2023, the Board of Architects (hereinafter referred to as "BOA") rejected Applicant's plans as presented (BOA No. BOAR-22-10-0419) for the development of a mixed-use project at 4241 Aurora Street. The Appellant, 4241 Aurora LLC c/o Jorge L. Navarro (Legal Representative), appealed that rejection and a Board of Architects Special Master hearing was scheduled ("Appeal").

The hearing was held in the Commission Chambers, 405 Biltmore Way, Coral Gables, Florida on May 31, 2023 at 1:00pm. Mr Navarro, along with representatives from 4241 Aurora LLC, the City Architect, and the City Attorney's Office were in attendance.

The meeting was held as a de novo quasi-judicial hearings. The proceedings of the quasi-judicial hearing were recognized. Competent substantial evidence was presented by the Appellant.

CONCLUSIONS OF LAW

The Special Master's review and determination is based on the competent substantial evidence presented at the hearing and follows the essential requirements of law. The review of the Final Design was based on the standards in Section 5-100 and 5-200 of the Coral Gables Zoning Code.

THEREFORE, BASED ON THE FOREGOING, IT IS ORDERED that:

1. The project meets the requirements of section 5-202 of the City's Zoning Code as required for the Section 2-406. Design & Innovation District Overlay.
2. The project satisfies the requirements under Section 5-201 of the City's Zoning Code for level 1 and level 2 Mediterranean bonus.
3. The decision of the Board of Architects is reversed and the project is approved with level 2 Mediterranean bonus.
4. This approval is conditioned on the submittal and City Architect's approval of the East elevation and roof plans which were not submitted at the time of the hearing.

DONE AND ORDERED this 31st day of May, 2023.



Aramis Alvarez
Special Master