

**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:

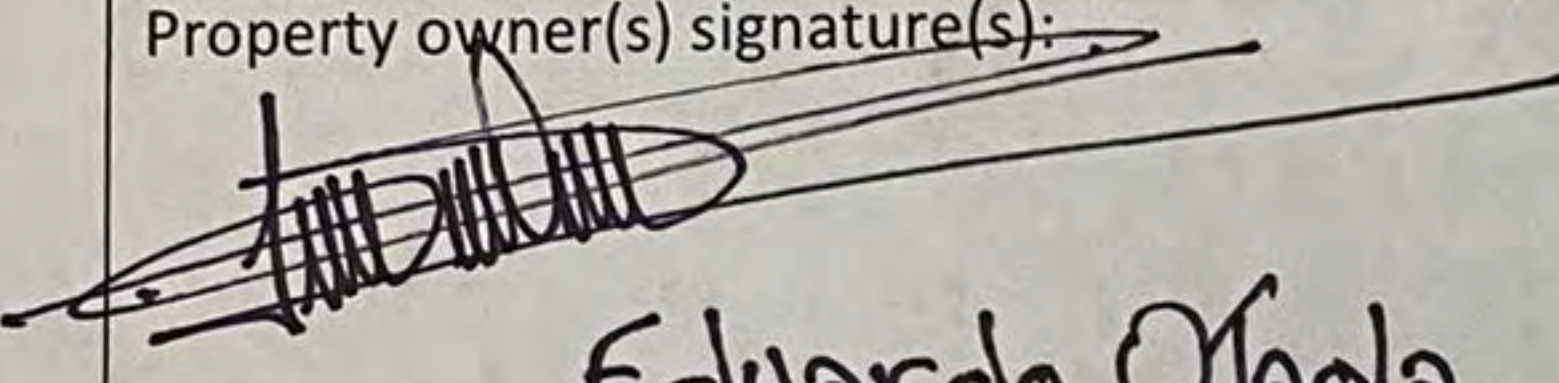
1. Submission of the following:
  - a. Warranty deed/tax record as proof of ownership for all properties considered as a part of the application request; or
  - b. Authorized as the applicant(s)/agent(s) identified herein to file this application and act on behalf of all current property owner(s) and 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

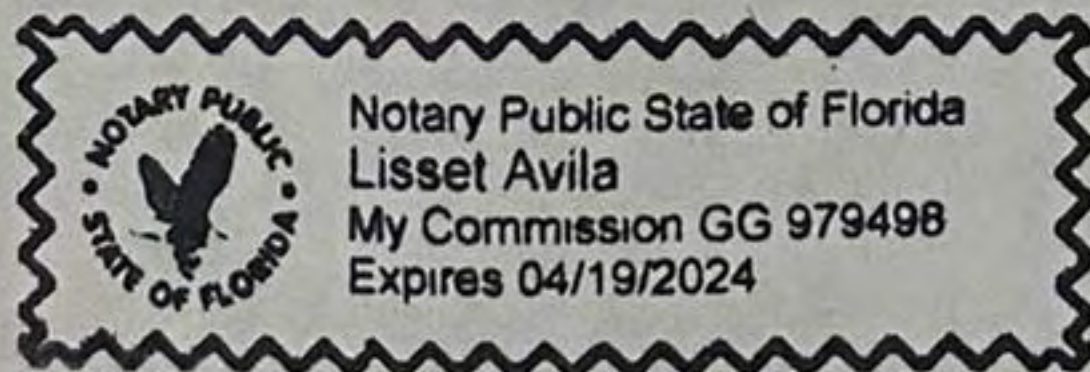
- 5. Failure to provide the information necessary pursuant to the established time frames included but not limited to application submittal, submission of revised documents, etc. for review by City Staff and the designated reviewing entity may cause application to be deferred without further review until 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):<br><br><u>Eduardo Otaola</u> | Property owner(s) print name:<br><br>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<br>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 9<sup>th</sup> 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**”)<sup>1</sup>.



<sup>1</sup> 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 garage<sup>2</sup> (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

<sup>2</sup> 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             |

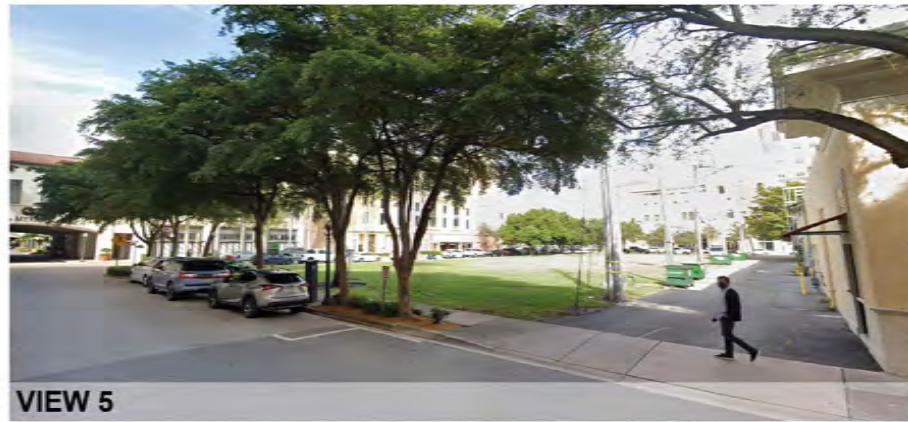
### LANDSCAPE

|       |                            |       |  |
|-------|----------------------------|-------|--|
| 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



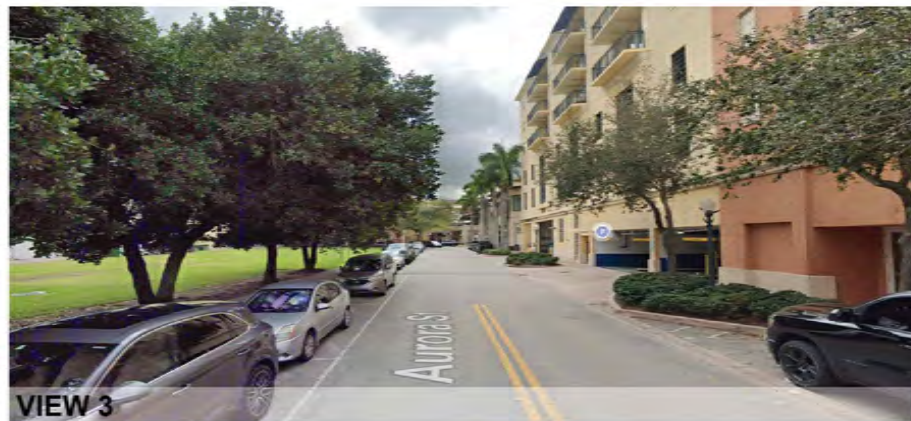
SUBJECT PROPERTY LOCATION



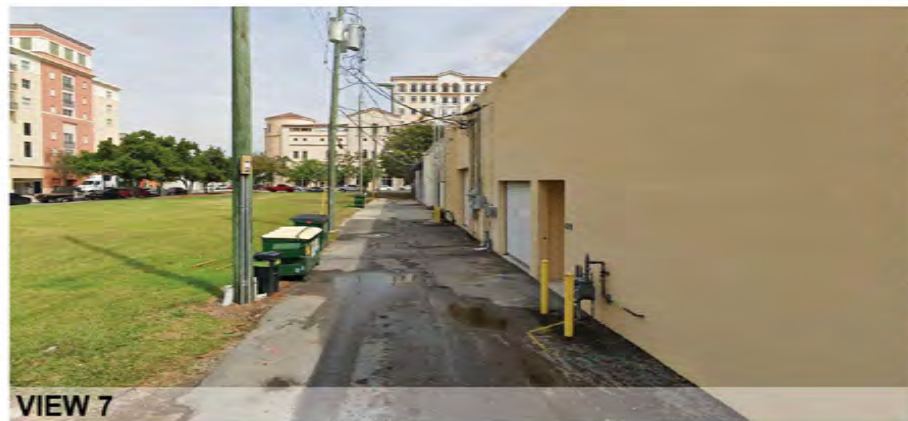
VIEW 2



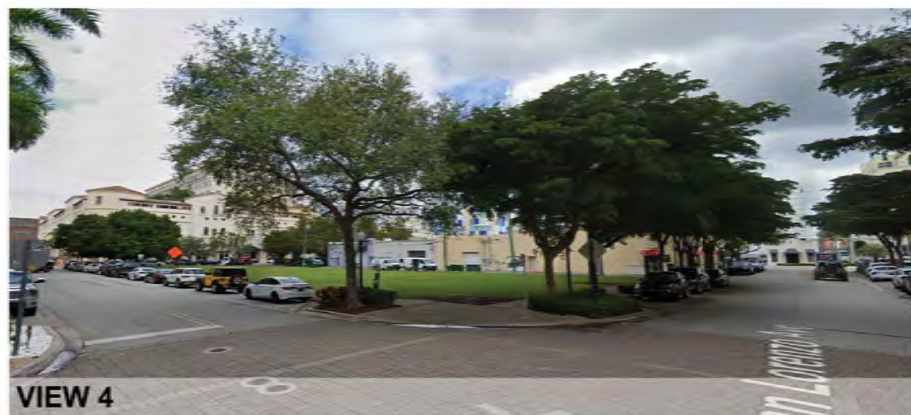
VIEW 6



VIEW 3



VIEW 7



VIEW 4

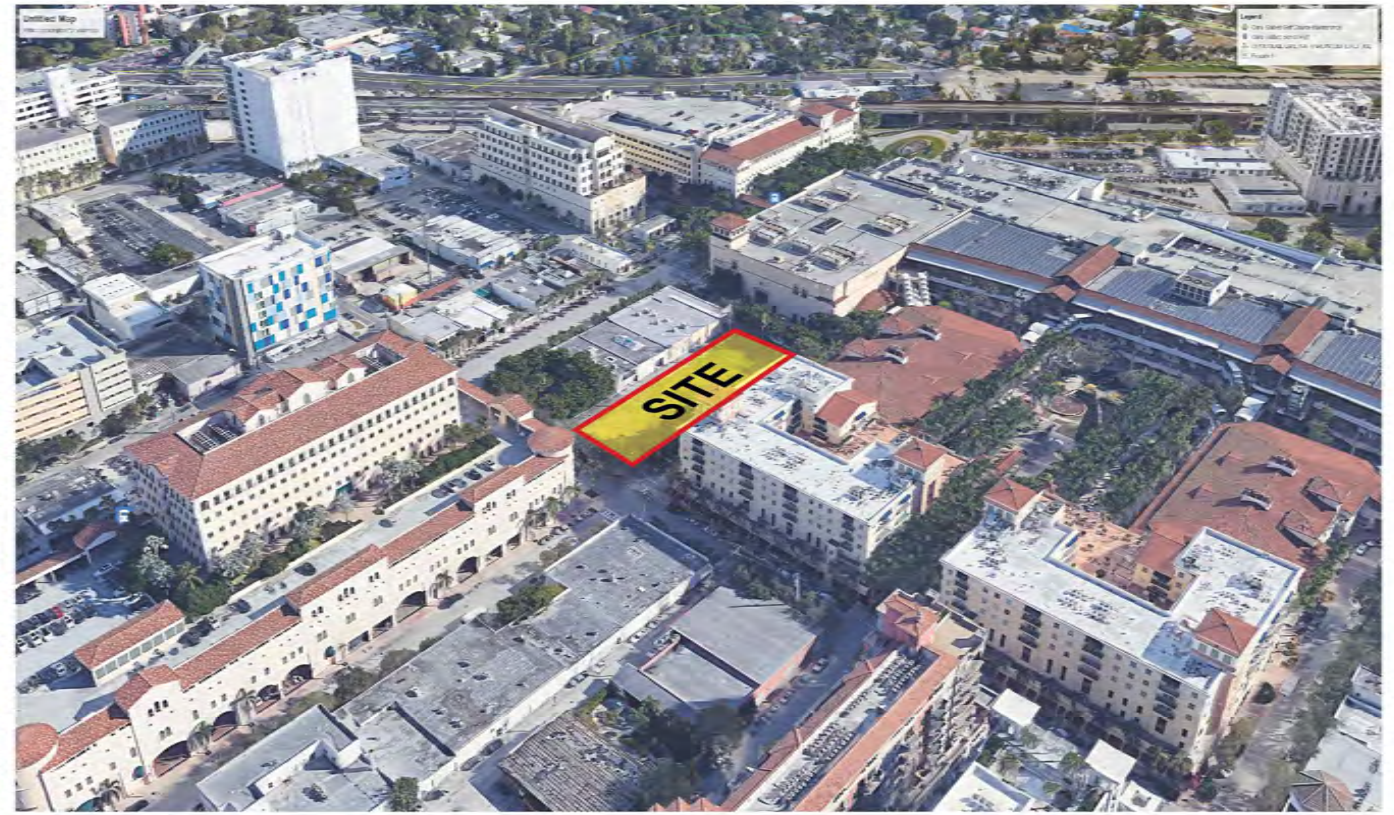


VIEW 8





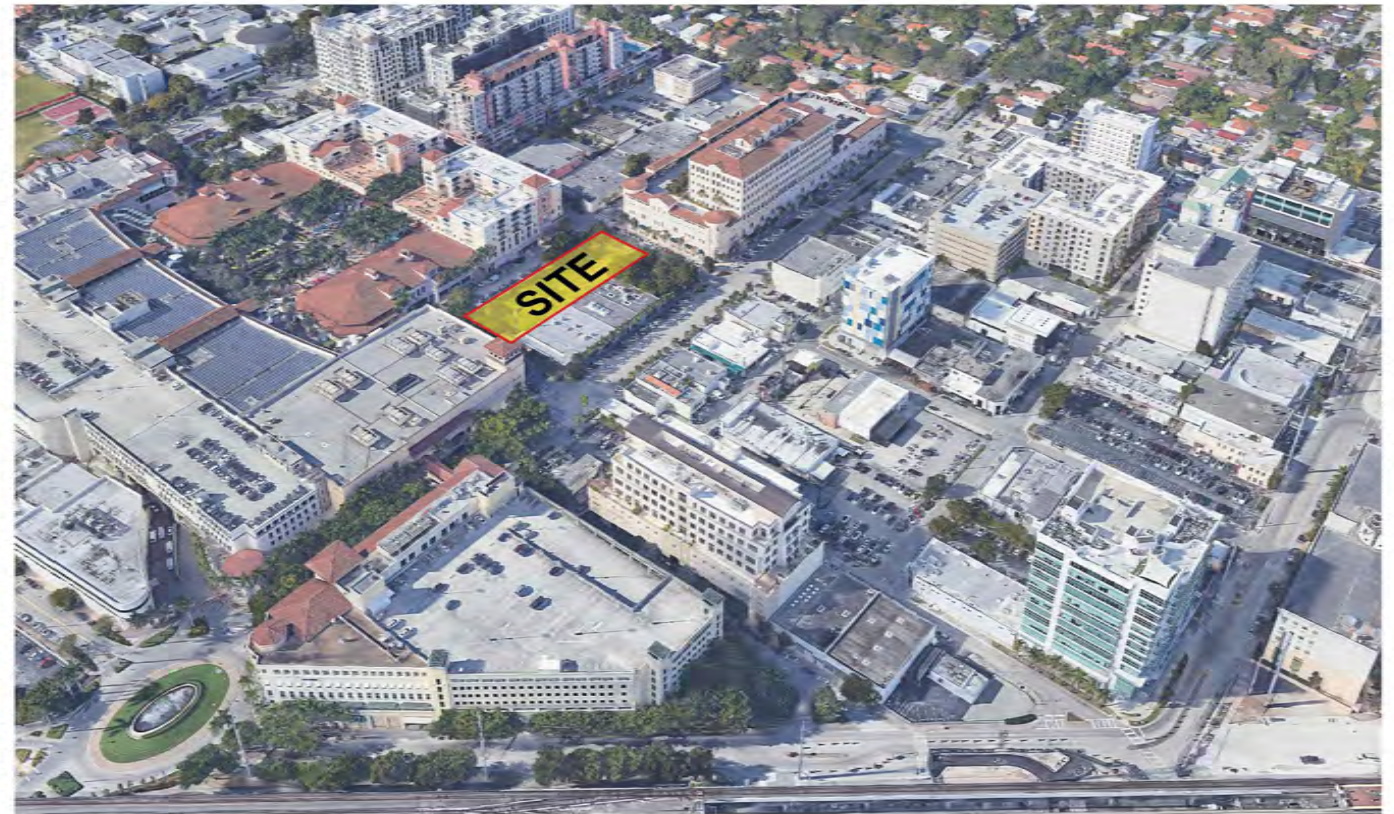
**AERIAL LOOKING NORTHEAST**



**AERIAL LOOKING SOUTHEAST**



**AERIAL LOOKING SOUTHWEST**



**AERIAL LOOKING NORTHWEST**

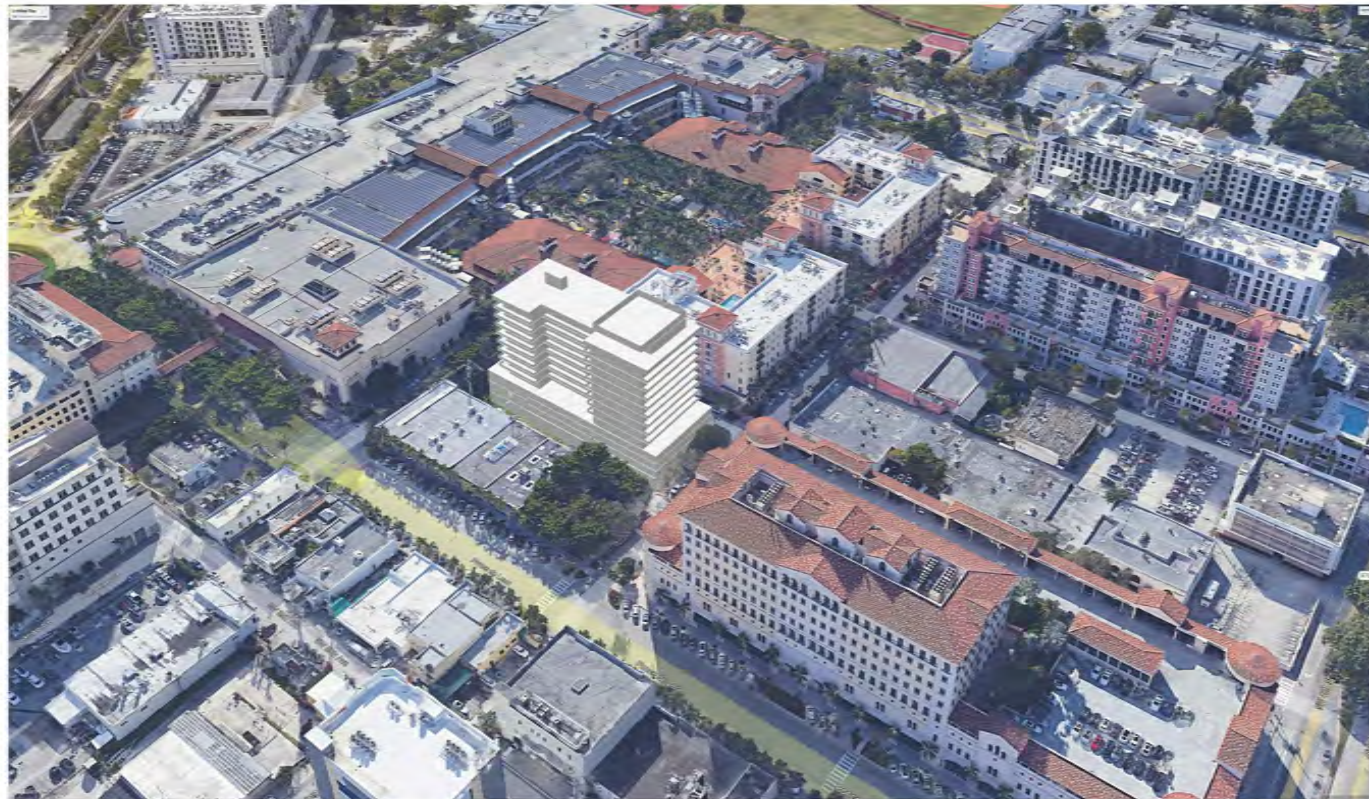




**AERIAL LOOKING NORTHEAST**



**AERIAL LOOKING SOUTHEAST**



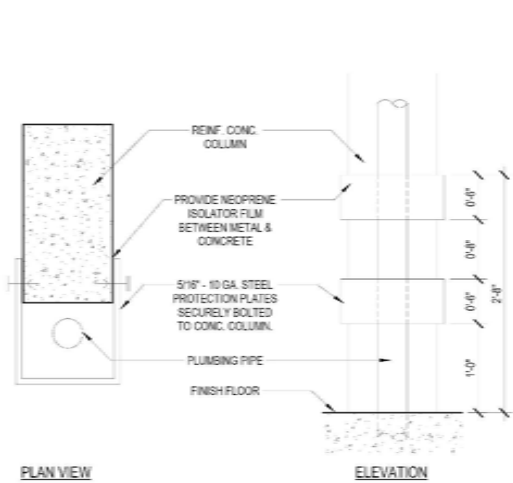
**AERIAL LOOKING SOUTHWEST**



**AERIAL LOOKING NORTHWEST**







**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 PAINTED WITH EXTERIOR GRADE PAINT. COLOR TO BE SELECTED BY ARCHITECT.

**TYPICAL STEEL PIPE PROTECTION**



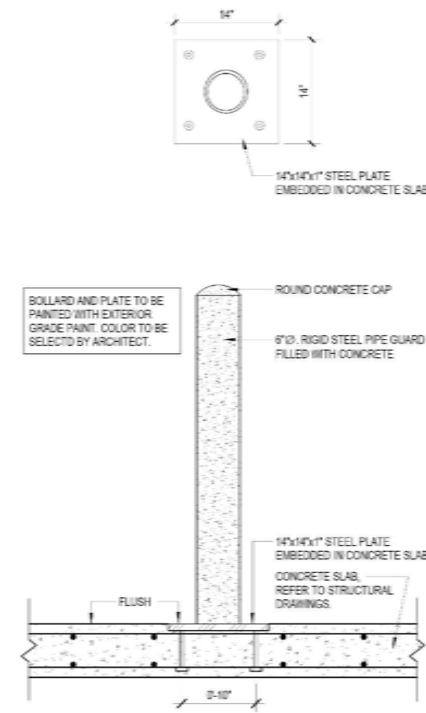
**CONVEX MIRRORS**



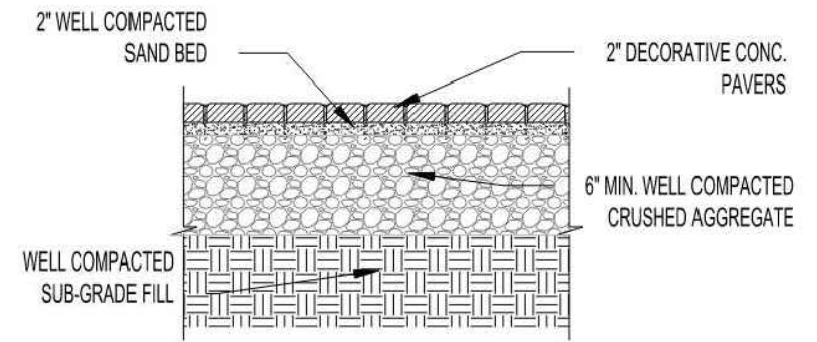
**TRAFFIC SIGN**



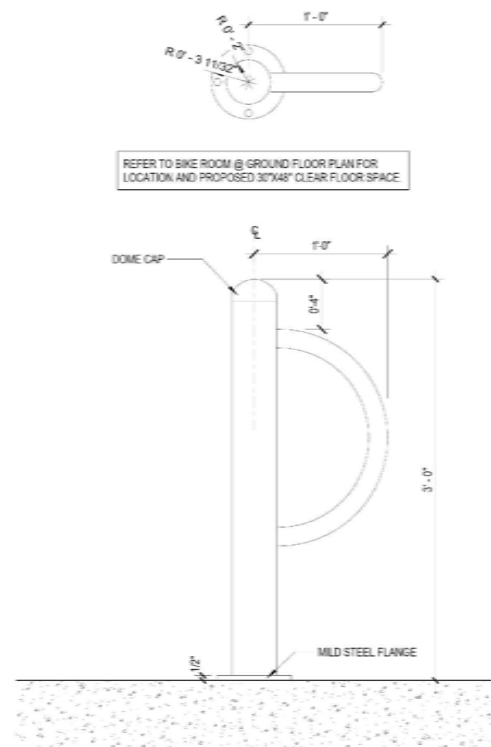
**SPEED HUMP**



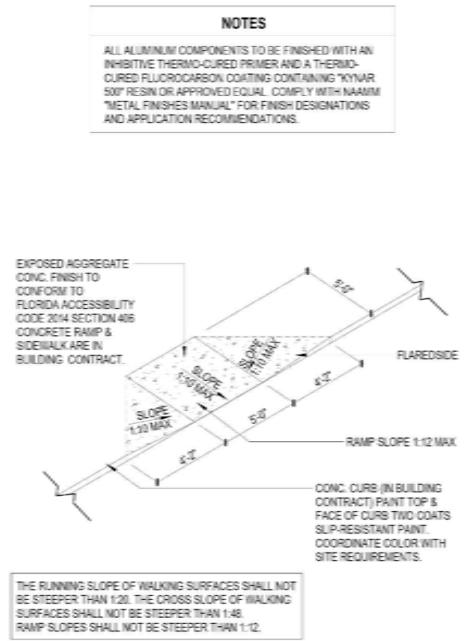
**TYPICAL BOLLARD AT ELEVATED SLABS**



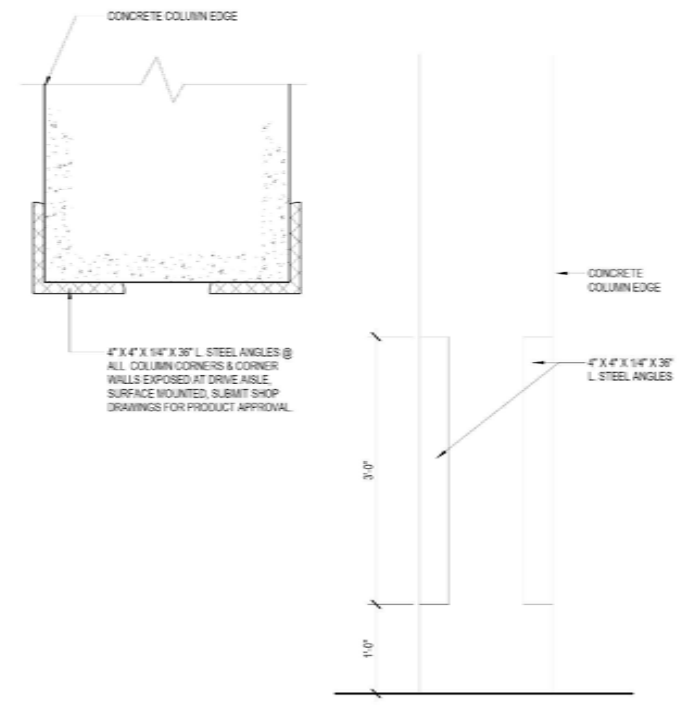
**PEDESTRIAN SAND-SET PAVERS**



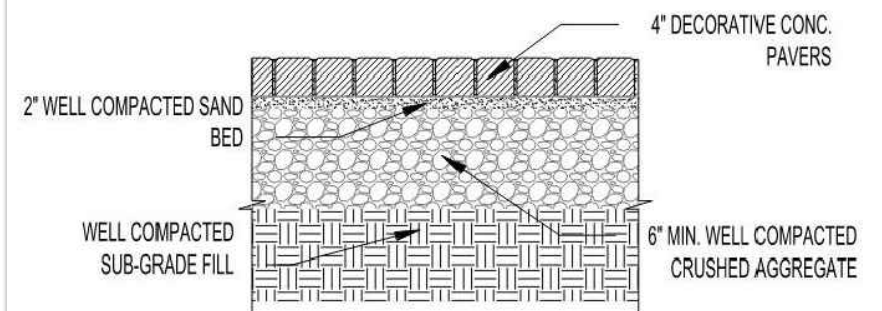
**TYPICAL FLOOR MOUNTED BICYCLE RACK DETAIL**



**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) 375-2000  
 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:**  
 03-4226-017-1400

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

**UTILITY COMPANIES:**  
 Florida Power & Light - 305-577-6100  
 AT&T - 786-489-5418  
 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.

# ALTA/NSPS Land Title Survey



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

**TITLE COMMITMENT PER FIRST AMERICAN TITLE INSURANCE COMPANY**  
 FILE NO. 362-535584 ISSUING OFFICE FILE NUMBER: HERRICK PARK HOTEL PARKWAY  
 COMMITMENT DATE: 21.01.2018 09:46:13

| SCHEDULE B-II EXCEPTIONS  |  |   |
|---|--|---|
| ITEM NO. 1<br>NOT A SURVEYING MATTER<br>NOT PLOTTABLE.  | ITEM NO. 10<br>EASEMENT<br>DEED BOOK 859, PG. 106<br>AFFECTS PROPERTY<br>NOT PLOTTABLE.  | ITEM NO. 14<br>EASEMENT FOR WATER<br>FACILITIES<br>BOOK 1340, PG. 2197<br>AFFECTS PROPERTY<br>BLANKET IN NATURE<br>NOT PLOTTABLE. |
| ITEM NO. 2<br>NOT A SURVEYING MATTER<br>NOT PLOTTABLE.  | ITEM NO. 11<br>DECLARATION<br>DEED BOOK 855, PG. 209<br>BLANKET IN NATURE<br>AS TO ORIGINAL PLAT -<br>P.R. 26, PG. 19  | ITEM NO. 15<br>TO BE REMOVED  |
| ITEM NO. 3<br>SUBJECT SHOWN ON PAGE 2<br>OF THIS ALTA SURVEY  | ITEM NO. 12<br>DECLARATION OF RESTRICTIVE<br>COVENANT<br>O.R.L. 1224, PG. 1111<br>AFFECTS PROPERTY<br>AS TO PERMIT FOR<br>ENCROACHMENT ONTO PUBLIC<br>RIGHT-OF-WAY<br>NOT PLOTTABLE. | ITEM NO. 16<br>NOT A SURVEYING MATTER<br>NOT PLOTTABLE.   |
| ITEM NO. 4<br>NOT A SURVEYING MATTER<br>NOT PLOTTABLE.  | ITEM NO. 13<br>DECLARATION OF RESTRICTIVE<br>COVENANT<br>O.R.L. 1226, PG. 488<br>AFFECTS PROPERTY<br>AS TO PERMIT FOR<br>ENCROACHMENT ONTO PUBLIC<br>RIGHT-OF-WAY<br>NOT PLOTTABLE.  |   |
| ITEM NO. 5<br>NOT A SURVEYING MATTER<br>NOT PLOTTABLE.  |  |   |
| ITEM NO. 6<br>NOT A SURVEYING MATTER<br>NOT PLOTTABLE.  |  |   |
| ITEM NO. 7<br>NOT A SURVEYING MATTER<br>NOT PLOTTABLE.  |  |   |
| ITEM NO. 8<br>NOT A SURVEYING MATTER<br>NOT PLOTTABLE.  |  |   |
| ITEM NO. 9<br>REVISED PLAT OF CORAL GABLES<br>INDUSTRIAL SECTION<br>P.R. 26, PG. 22<br>AFFECTS PROPERTY<br>BLANKET IN NATURE. |  |   |

**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**
- 1) 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.
  - 2) THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT SHOWN ON THIS SURVEY THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.
  - 3) LOCATION AND IDENTIFICATION OF UTILITIES, IF ANY ARE SHOWN IN ACCORDANCE WITH RECORDED PLAT.
  - 4) OWNERSHIP IS SUBJECT TO OPINION OF TITLE.
  - 5) TYPE OF SURVEY: ALTA/NSPS LAND TITLE SURVEY.
  - 6) LEGAL DESCRIPTION: FURNISHED BY CLIENT.
  - 7) THIS SURVEY IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
  - 8) 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.
  - 9) 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.
  - 10) THE SURVEYOR OF RECORD DOES NOT DETERMINE OWNERSHIP OF FENCES. MEASUREMENTS SHOWN HEREON DEPICT PHYSICAL LOCATION OF FENCE.
  - 11) WELL-IDENTIFIED FEATURES IN THIS SURVEY AND MAP HAVE BEEN MEASURED TO AN ESTIMATED HORIZONTAL POSITIONAL ACCURACY OF 1:10,000FT.
  - 12) 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.
  - 13) NO ATTEMPT HAS BEEN MADE TO LOCATE ANY FOUNDATION BENEATH THE SURFACE OF THE GROUND.
  - 14) 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.

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  
Digitally signed by Waldo F. Paez  
 DN: cn=Waldo F. Paez, o=Delta Mapping and Surveying, Inc., email=wpaez@deltamapping.com

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

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

THIS ITEM HAS BEEN ELECTRONICALLY SIGNED & SEALED BY WALDO F. PAEZ, DESIGN ON AUGUST 08, 2023 USING E-DESIGN SIGNATURE CONTROLLED BY QUENTRO.

DIGITALLY SIGNED PRINTED COPIES OF THIS DOCUMENTARY ARE NOT CONSIDERED VALID AND BEARS AND THE SIGNATURE MUST BE RECORDED ON ANY ELECTRONIC COPIES.

THE SEAL APPEARING ON THIS DOCUMENTARY WAS ACTIVATED BY WALDO F. PAEZ, DESIGN ON AUGUST 08, 2023.

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 FIVE DESIGNATED AS HANDICAPPED SPACES.

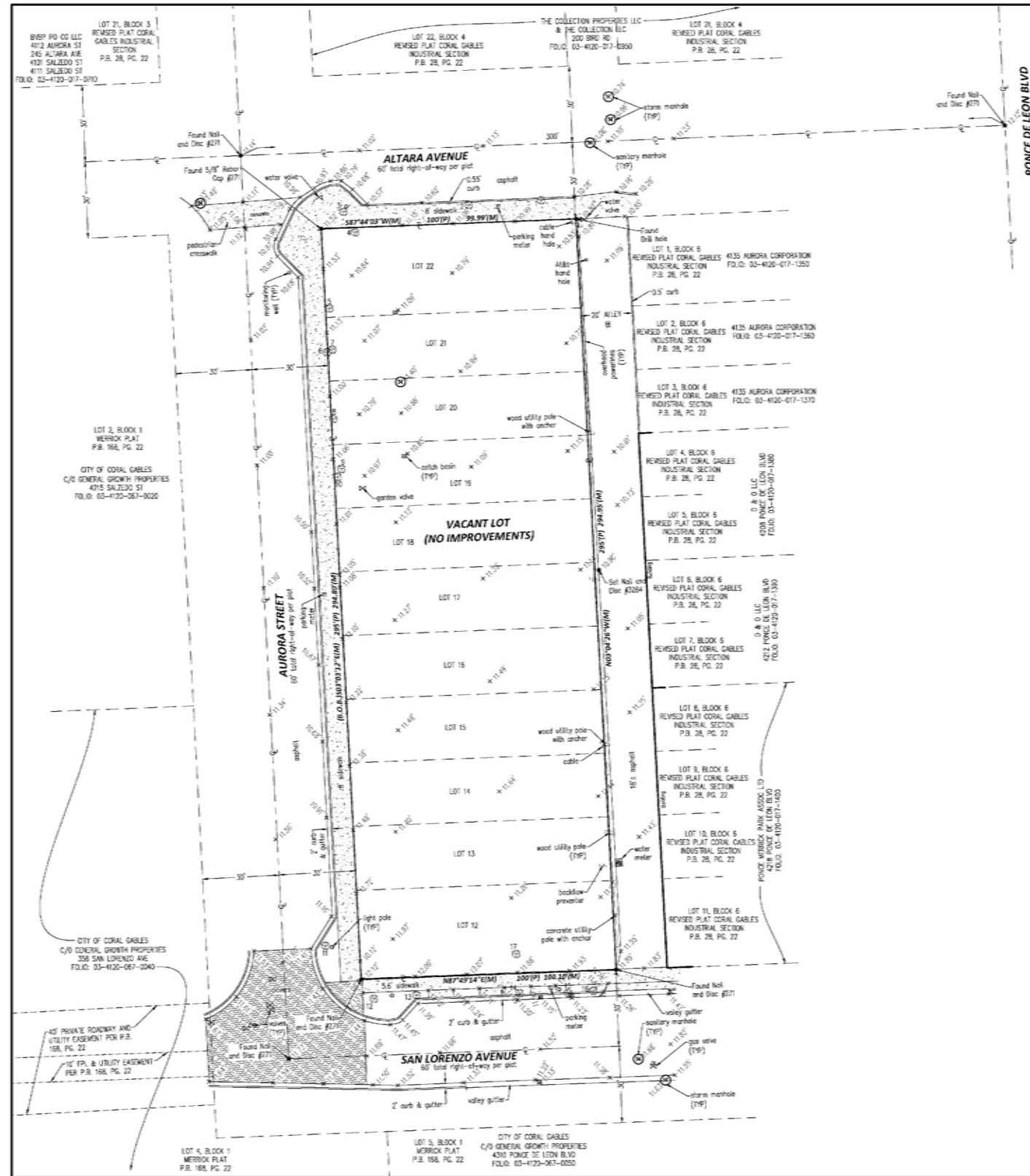
**Delta Mapping and Surveying, INC.**  
 13301 SW 132ND AVENUE MIAMI, FL 33186  
 SUITE 117 PHONE: (786) 429-1024

Surveyor  
 & Mapper

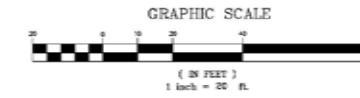
## ALTA/NSPS SURVEY

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

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



# 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                |
| [Symbol] | CENTERLINE            |
| [Symbol] | 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 TREE           | OLEA SATIVA            | 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 | SWietenia mahagoni     | 12     | 30     | 30     |
| 13 | WEST INDIAN MAHOGANY | SWietenia mahagoni     | 12     | 30     | 30     |
| 14 | WEST INDIAN MAHOGANY | SWietenia mahagoni     | 12     | 30     | 30     |
| 15 | WEST INDIAN MAHOGANY | SWietenia mahagoni     | 12     | 30     | 30     |
| 16 | WEST INDIAN MAHOGANY | SWietenia mahagoni     | 12     | 30     | 30     |
| 17 | ROYAL PALM           | ROSTKIEZIA REGIA       | 24     | 45     | 15     |

**ALTA/NSPS SURVEY**

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Delta Mapping and Surveying, INC  
13301 SW 132nd Avenue, Miami, FL 33186  
SOITE 117PHONE: (786) 459-1054

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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<br>10,000 SF   |
|  |   |  | PROPOSED / PROVIDED<br>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<br>Above 45' as per Article 2.<br>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<br>UP TO 25% INCREASE OF GROSS PERMITTED FAR PER SEC. 14-204.5(B)    | 29,500 SF   | x 0.875  | 25,812 SF  |
| <b>TOTAL</b>   |   |  | 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**<br>As per approved Shared Parking Analysis |  |
|  |   |  | 136 spaces provided onsite   |
|  |   |  | <b>Total Spaces = 136**</b>  |
| 9) BICYCLE STORAGE   | BICYCLE PARKING SPACES  |  | 1 bicycle space per four (4) residential units<br>1 bicycle space per twenty thousand (20,000) SF of non-residential use                             |
|  |   |  | (20) residential spaces<br>(1) non-residential space<br><b>21 total spaces</b>   |
| 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%)<br>(FAR) 110,656 SF (85.0%)  |
| 12) UNITS/ DENSITY   | NO DESITY LIMITATION PER DESIGN AND INN. DISTRICT OVERLAY SEC. 2-406 (B)(2)   |  | <b>80 Units Total/<br/>Total Density 117 Units/ Acre</b>   |
| 13) HEIGHT   | 120 ft. (10 Stories) – Design & Innovation District Overlay with Commission Approval  |  | 137.5 ft. (No limit on Stories) – w/ Proposed Text Amendment<br>24.5 ft. for rooftop amenity structure / up to 25 feet permitted with Text Amendment |
|  | 137.5 ft. (No limit on Stories) – w/ Proposed Text Amendment*<br>* Up to 25 add'l ft. for rooftop amenity structure 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.



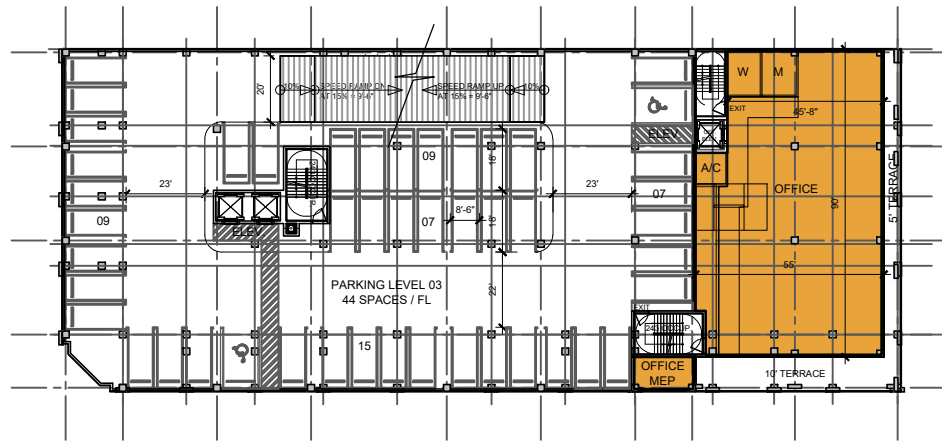
Article 5 - Table 1. Development Standards (Must comply with all references)

| 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:<br>a. Display windows or retail display area;<br>b. Landscaping; and/or<br>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.   |

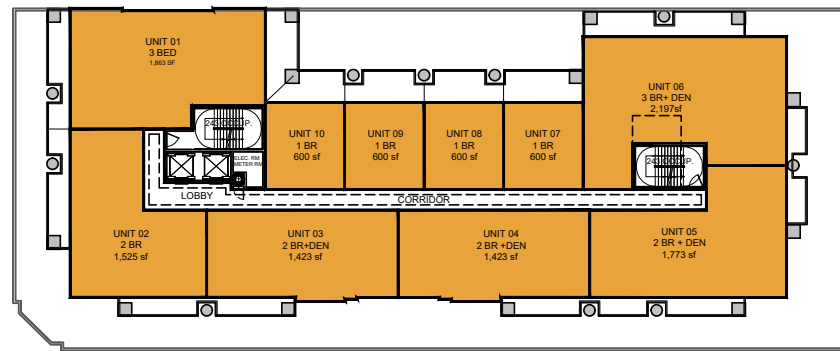
Article 5 - Table 2. Development Standards (Must comply with 8 references)

| 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. <b>Arcade located on west side (Aurora &amp; open space-San Lorenzo)</b>  |
| 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. <b>Oolite stone/ bronze paneling reveals, vertical colonades and bronze awning elements.</b>  |
| 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:<br>a. Driveway entrances minimum of ten (10%) percent of total paving surface. <b>All interior entry driveways to be surfaced with pavers.</b><br>b. Sidewalks. Minimum of twenty-five (25%) percent of total ground level paving surface. <b>All exterior sidewalk pavers to match aurora and Merrick Park master plan standards pavers/ poured concrete treatments.</b><br><b>All Poured concrete shall be Coral Gables Beige where applicable</b>   |
| 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:<br>a. Benches. <b>-(4) Benches to be provided in open space "Park"</b><br>b. Expanded sidewalk widths beyond the property line. <b>N-A</b><br>c. Freestanding information kiosk (no advertising shall be permitted) <b>N-A</b><br>d. Planter boxes. <b>A park/ open space is being introduced at the south of the project.</b><br>e. Refuse containers. <b>-Containers provided where applicable</b><br>f. Public art. <b>-Art by local approved artist to be provided as centerpiece of proposed park/ open space.</b><br>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- <b>N-A</b> |
| 11         | Yes (10)  | Pedestrian passthroughs/ paseos on properties contiguous to alleys and/or streets. | <b>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.</b>  |
| 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  |

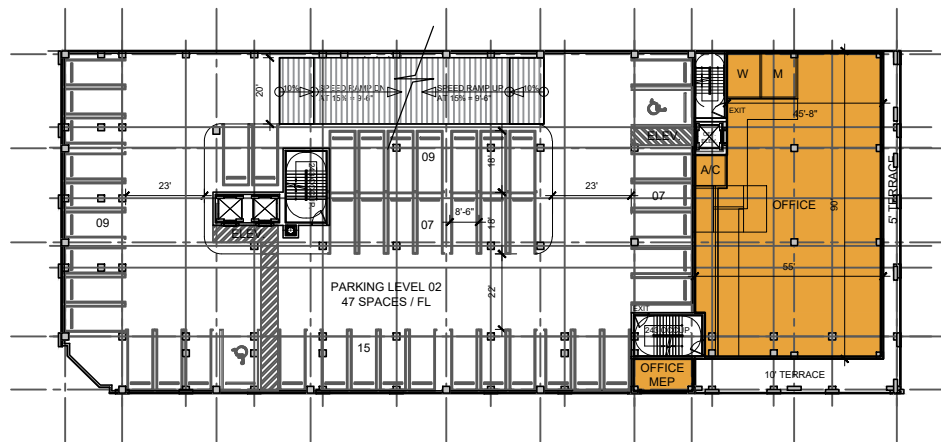




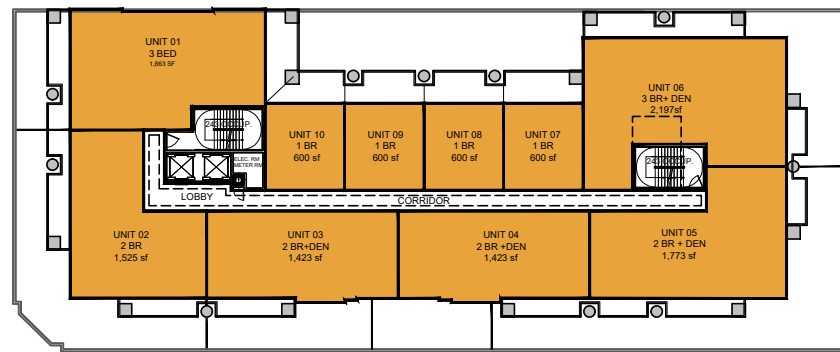
**LEVEL 03**  
4,364 sf  
**GARAGE AND OFFICE**



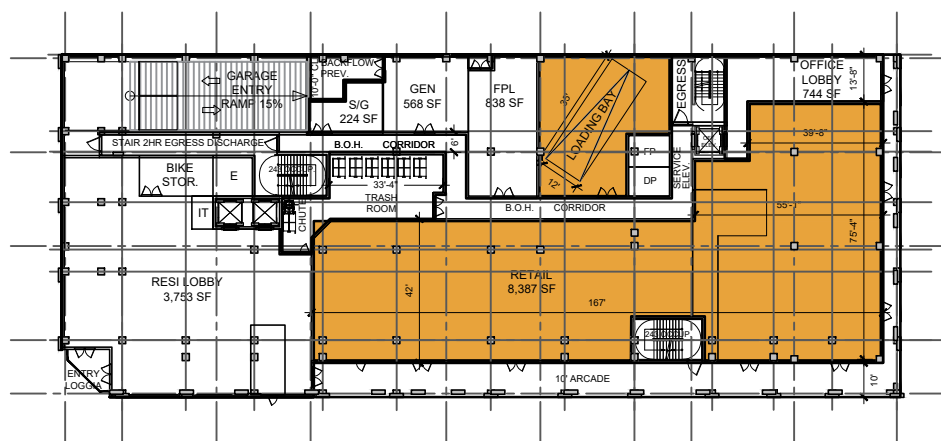
**LEVEL 06 - 12**  
13,385 sf x 7 = 80,310 sf  
**RESIDENTIAL**



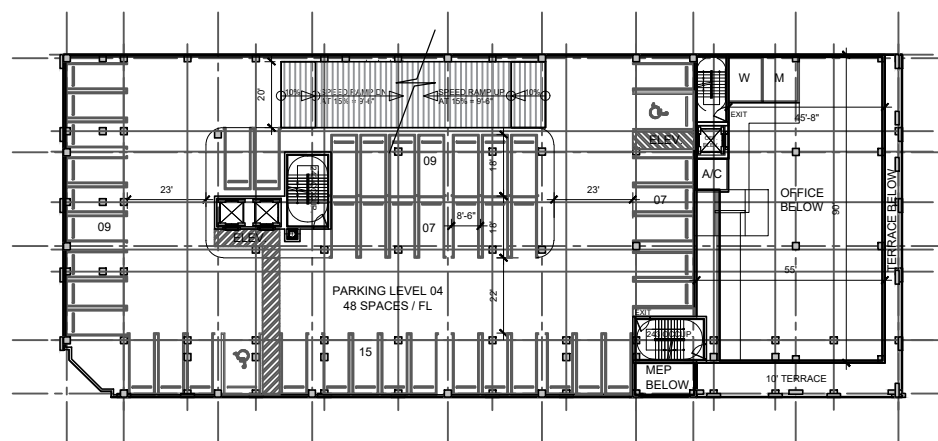
**LEVEL 02**  
4,664 sf  
**GARAGE AND OFFICE**



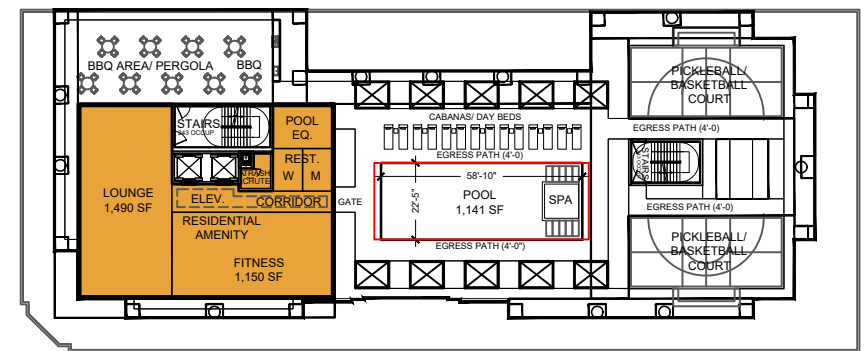
**LEVEL 05**  
13,385 sf  
**RESIDENTIAL AND OFFICE**



**GROUND LEVEL**  
9,378 sf  
**LOBBIES - OFFICE - RETAIL**

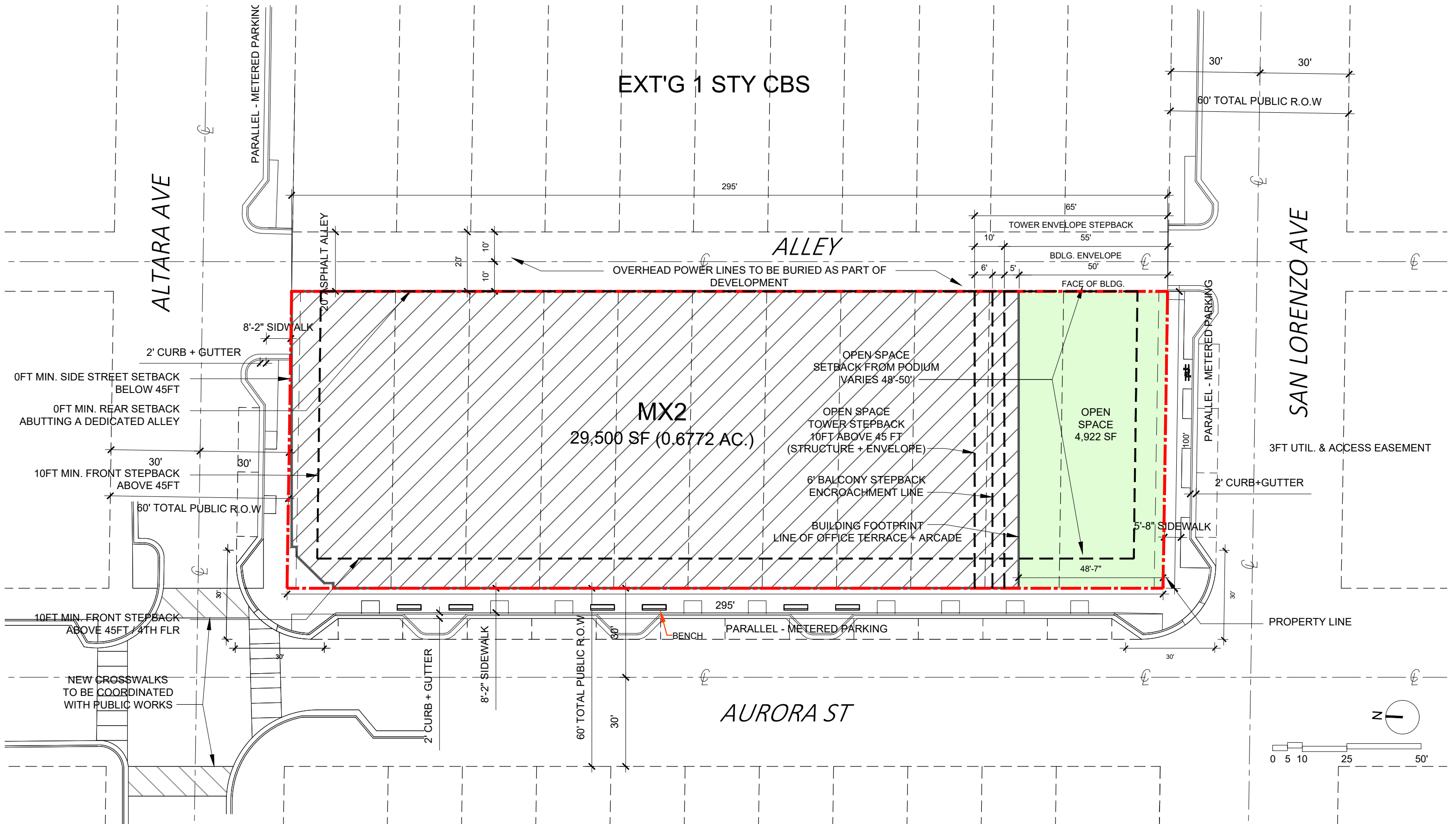


**LEVEL 04**  
0 sf  
**GARAGE AND OFFICE**



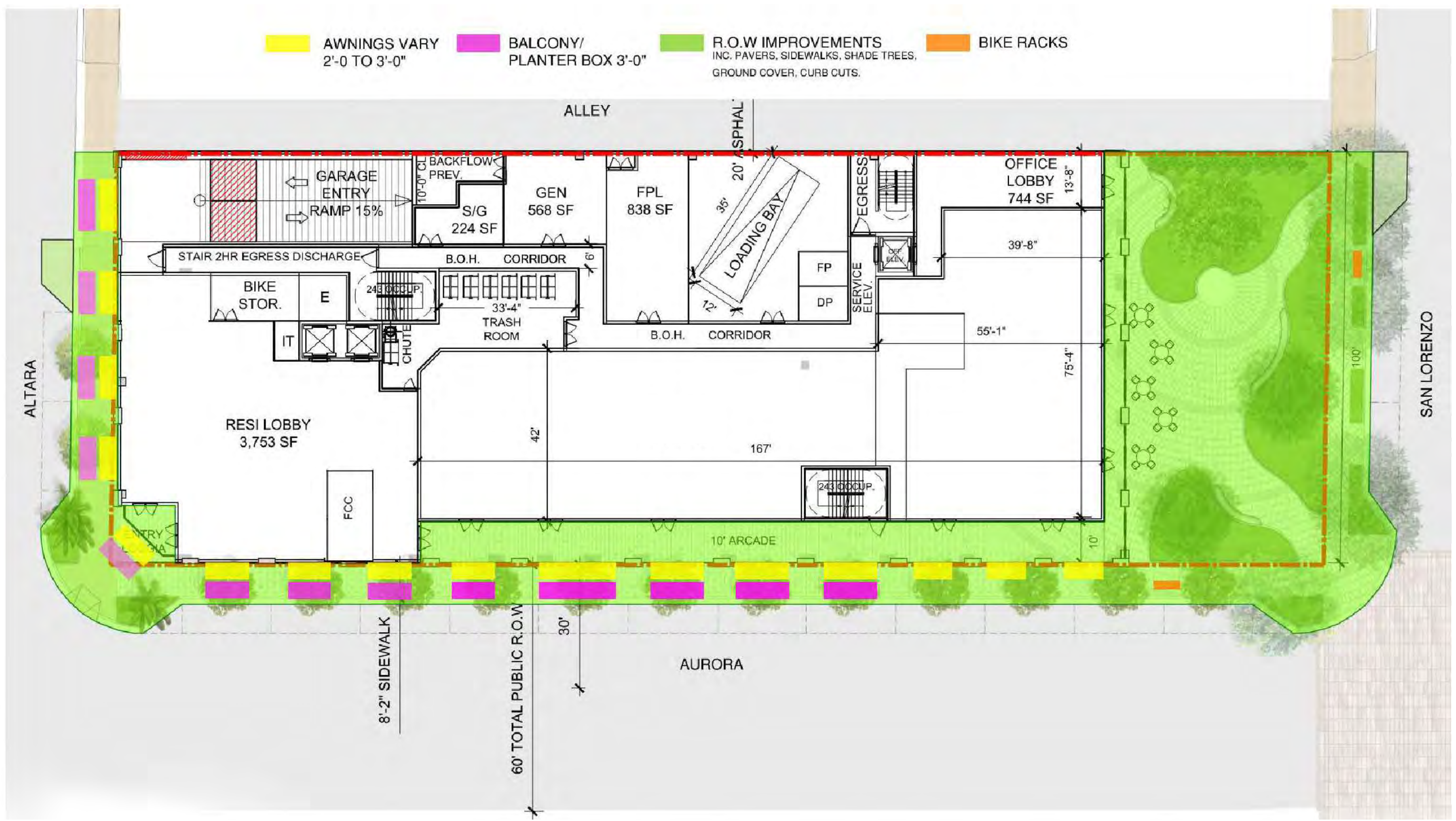
**LEVEL 13**  
3,576 sf  
**RESIDENTIAL AMENITY DECK**

| 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          |                 |                   |
| <b>TOTALS</b> |                    | <b>120,034 SF</b> | <b>9,028 SF</b> | <b>129,062 SF</b> |





- 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

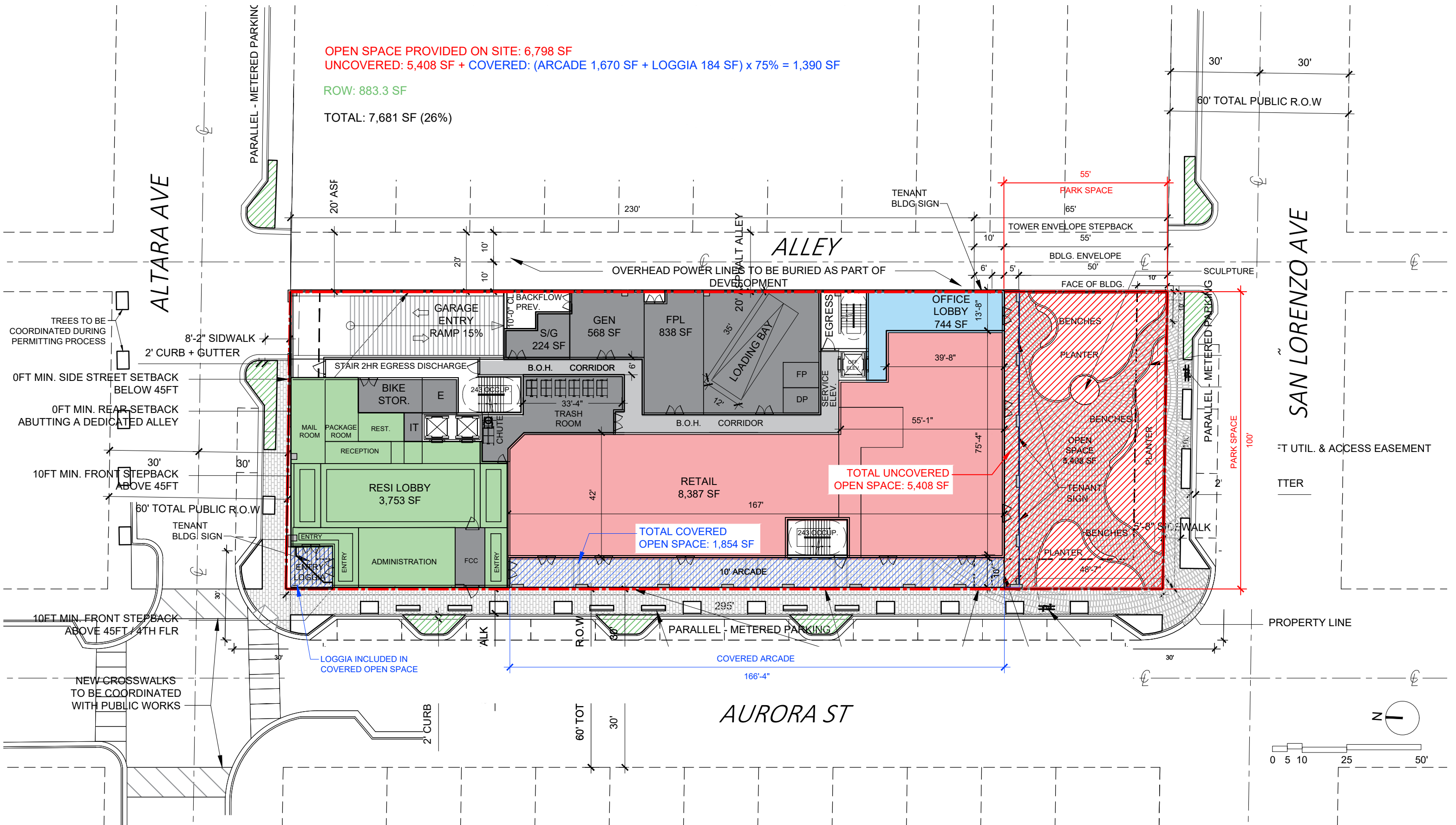


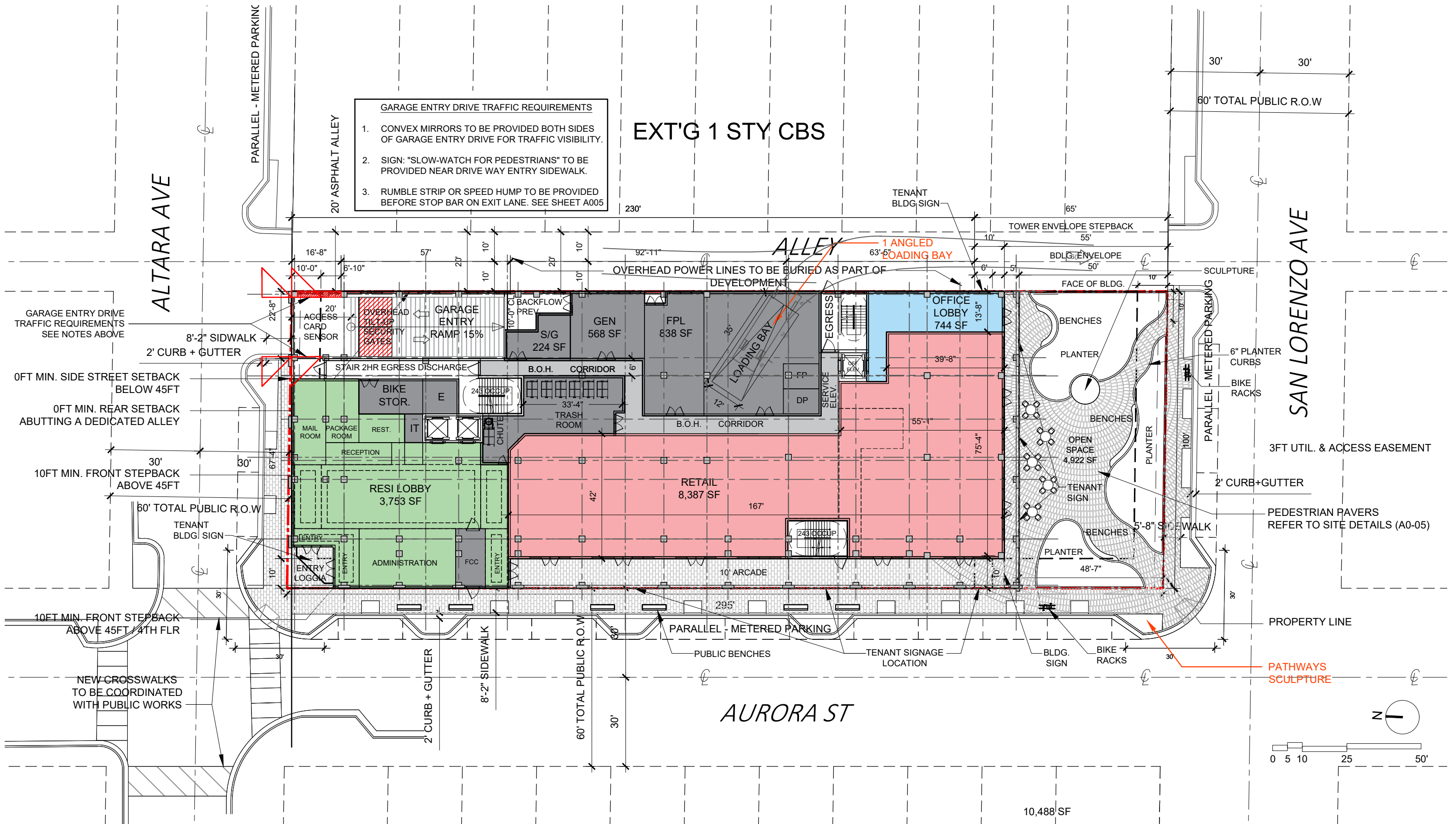


OPEN SPACE PROVIDED ON SITE: 6,798 SF  
 UNCOVERED: 5,408 SF + COVERED: (ARCADE 1,670 SF + LOGGIA 184 SF) x 75% = 1,390 SF

ROW: 883.3 SF

TOTAL: 7,681 SF (26%)

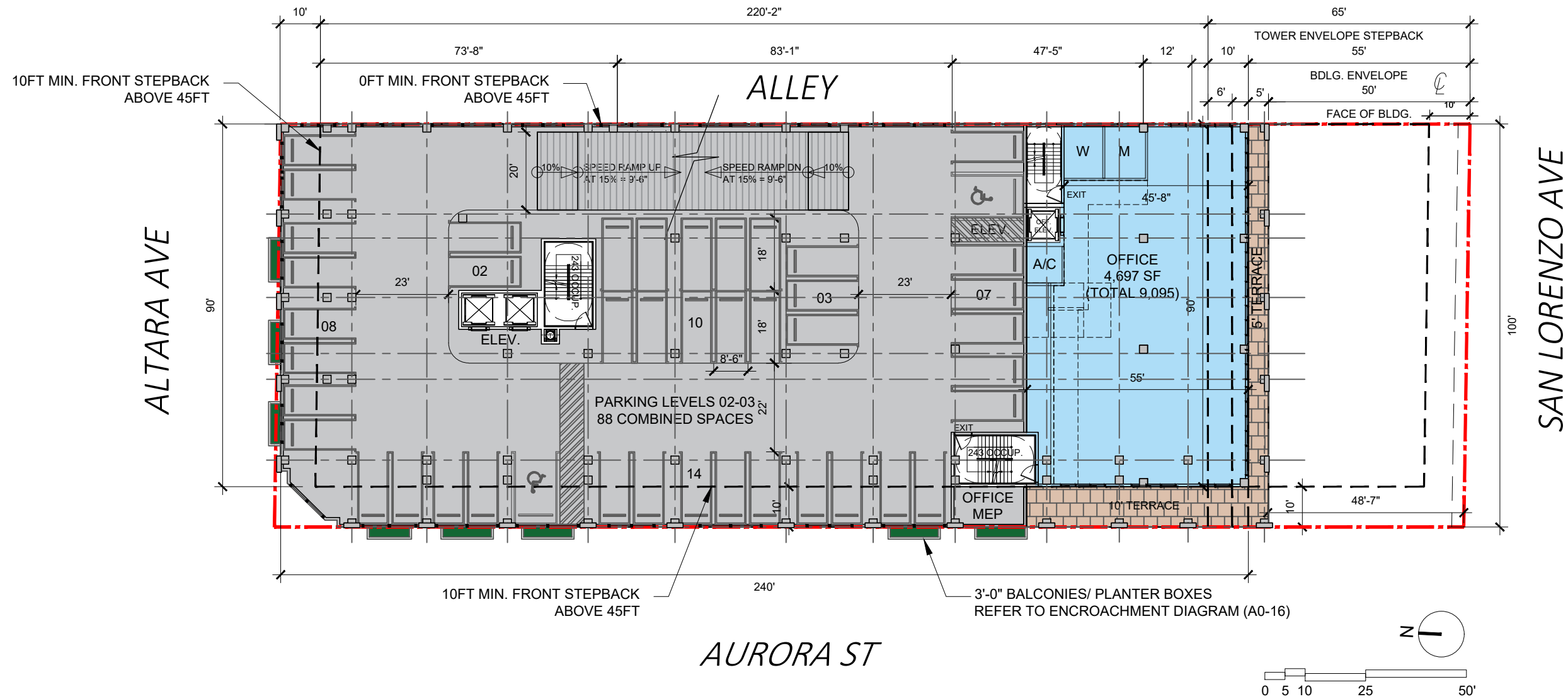


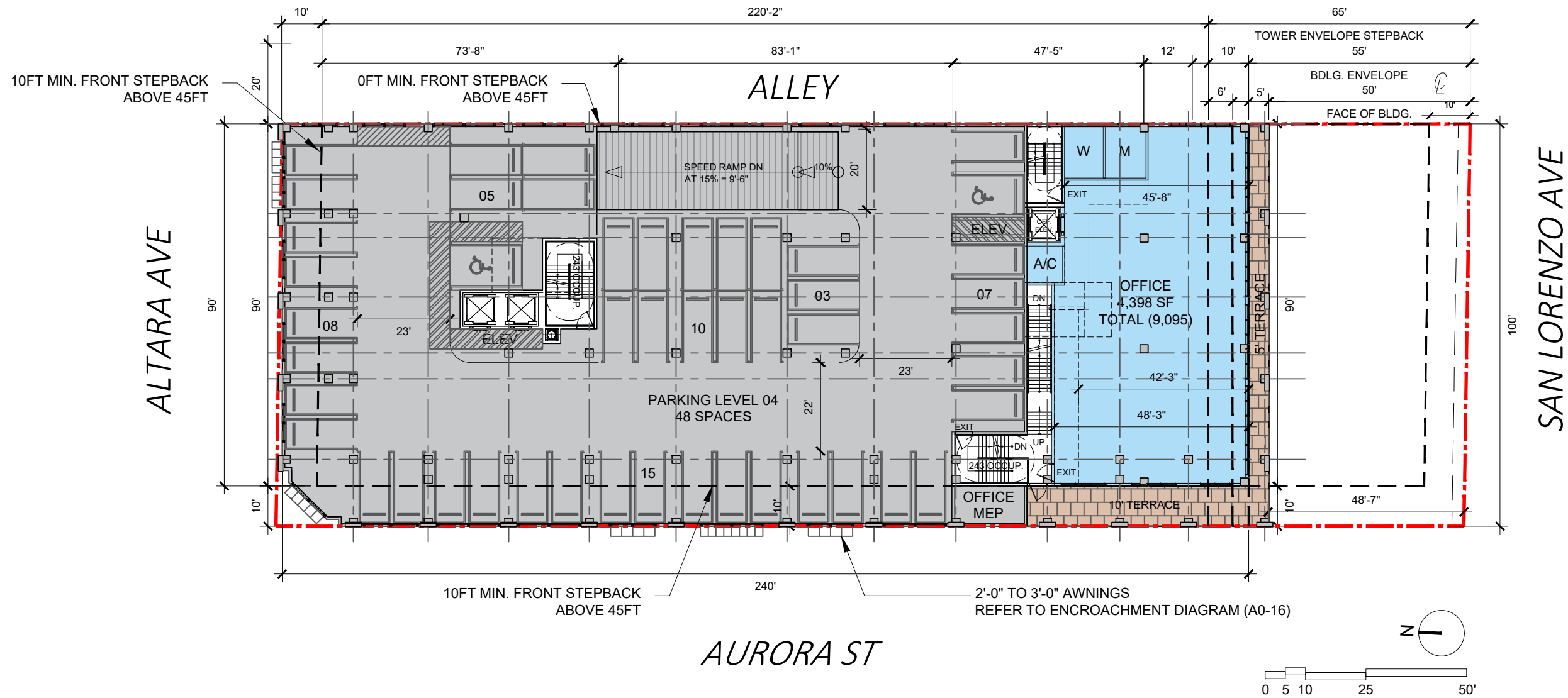


- GARAGE ENTRY DRIVE TRAFFIC REQUIREMENTS**
1. CONVEX MIRRORS TO BE PROVIDED BOTH SIDES OF GARAGE ENTRY DRIVE FOR TRAFFIC VISIBILITY.
  2. SIGN: "SLOW-WATCH FOR PEDESTRIANS" TO BE PROVIDED NEAR DRIVE WAY ENTRY SIDEWALK.
  3. RUMBLE STRIP OR SPEED HUMP TO BE PROVIDED BEFORE STOP BAR ON EXIT LANE. SEE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

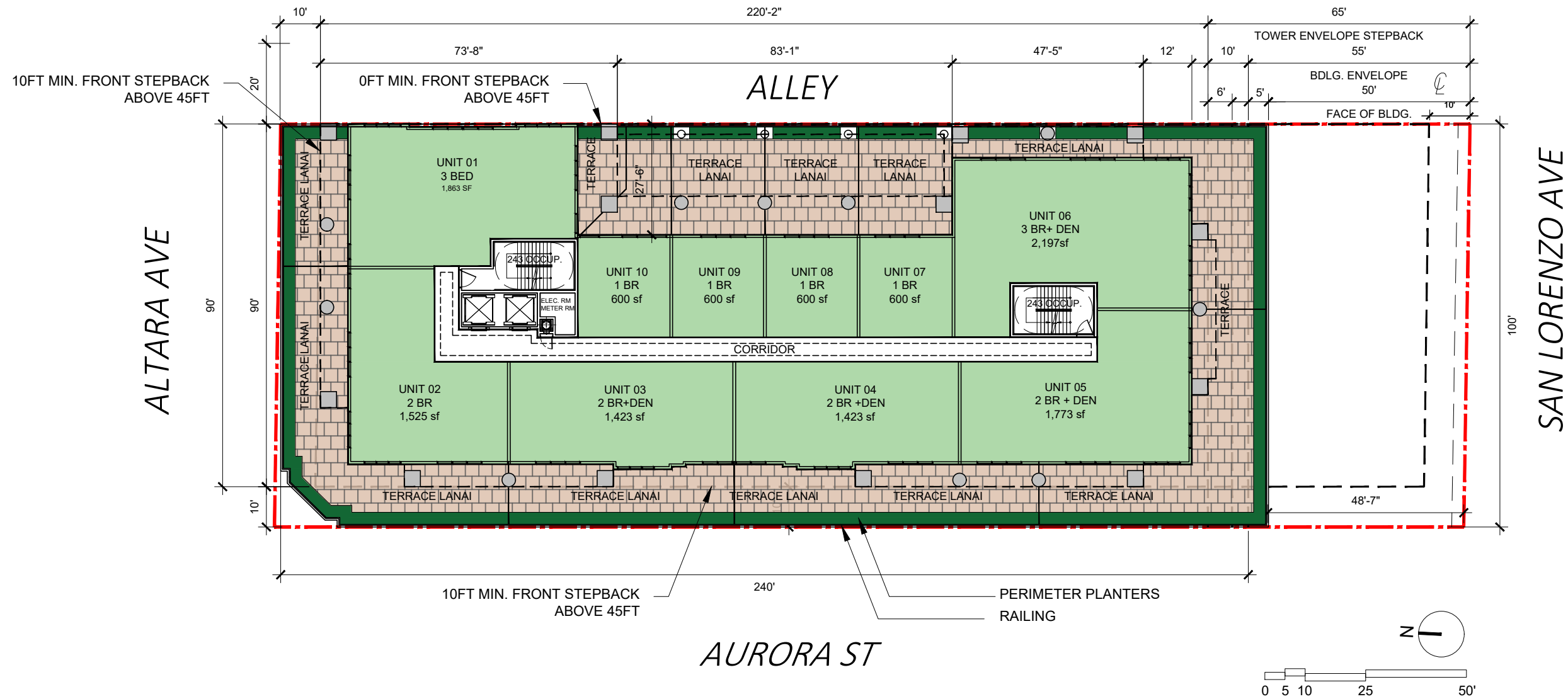
**EXT'G 1 STY CBS**

10,488 SF

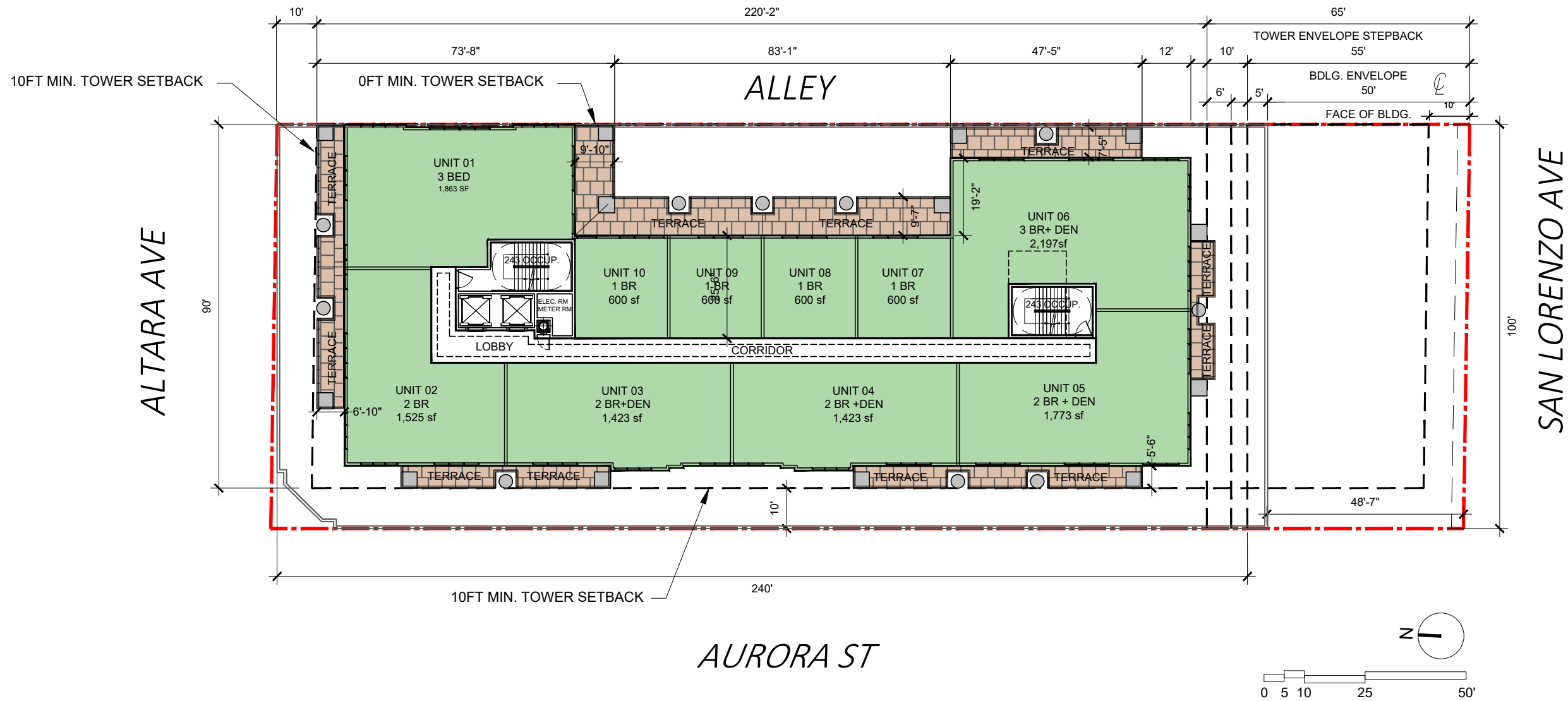




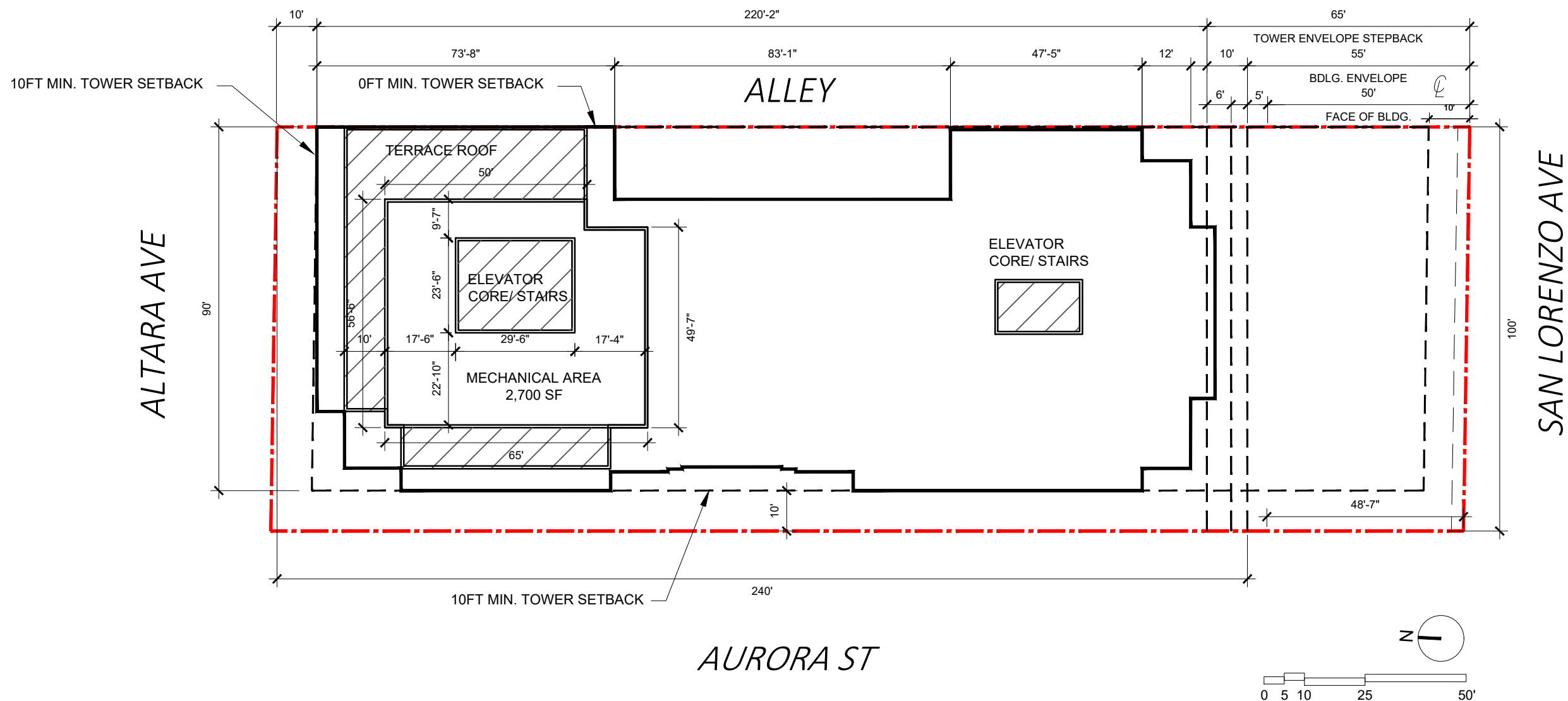


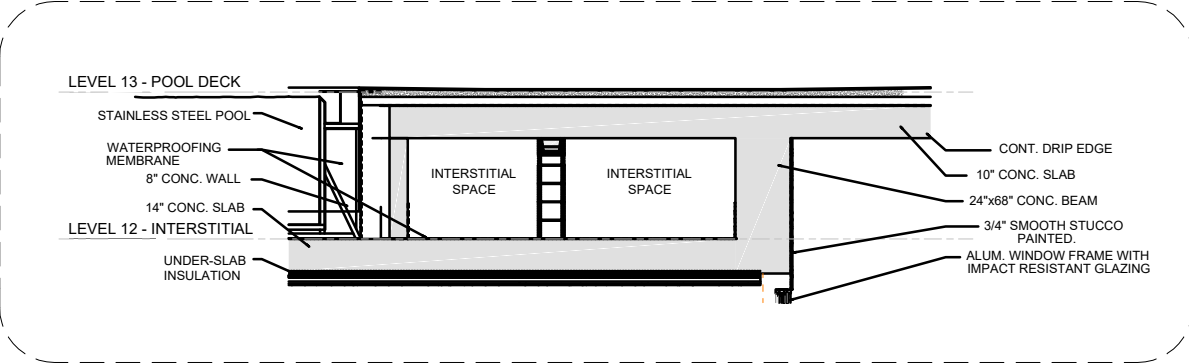




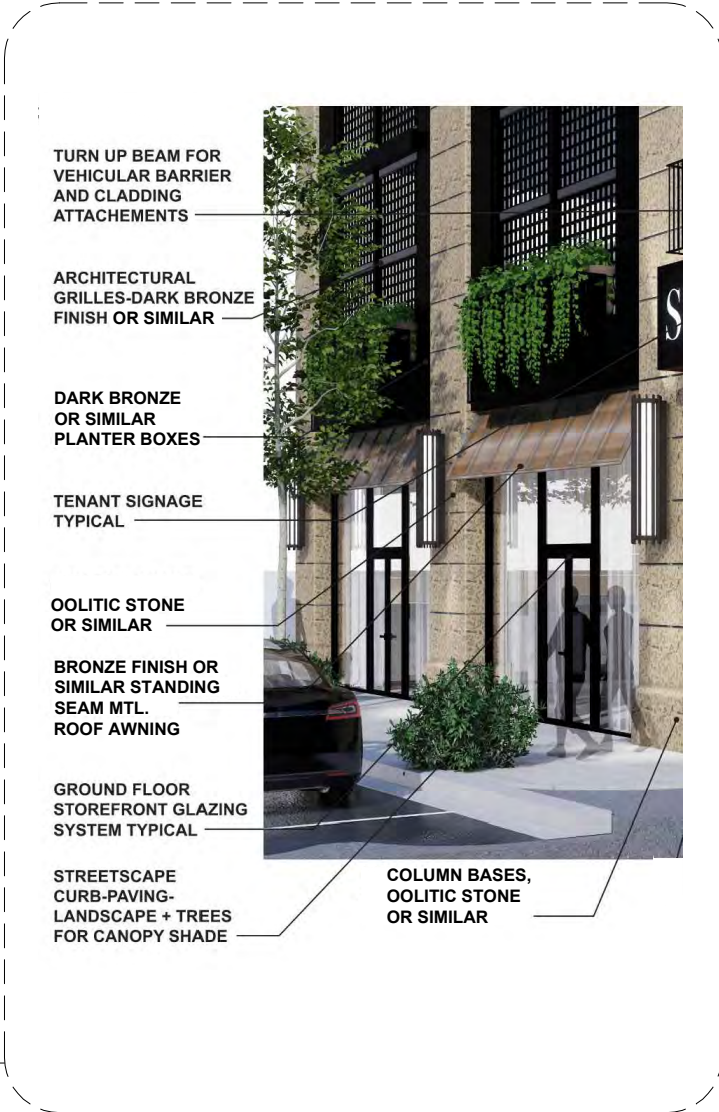
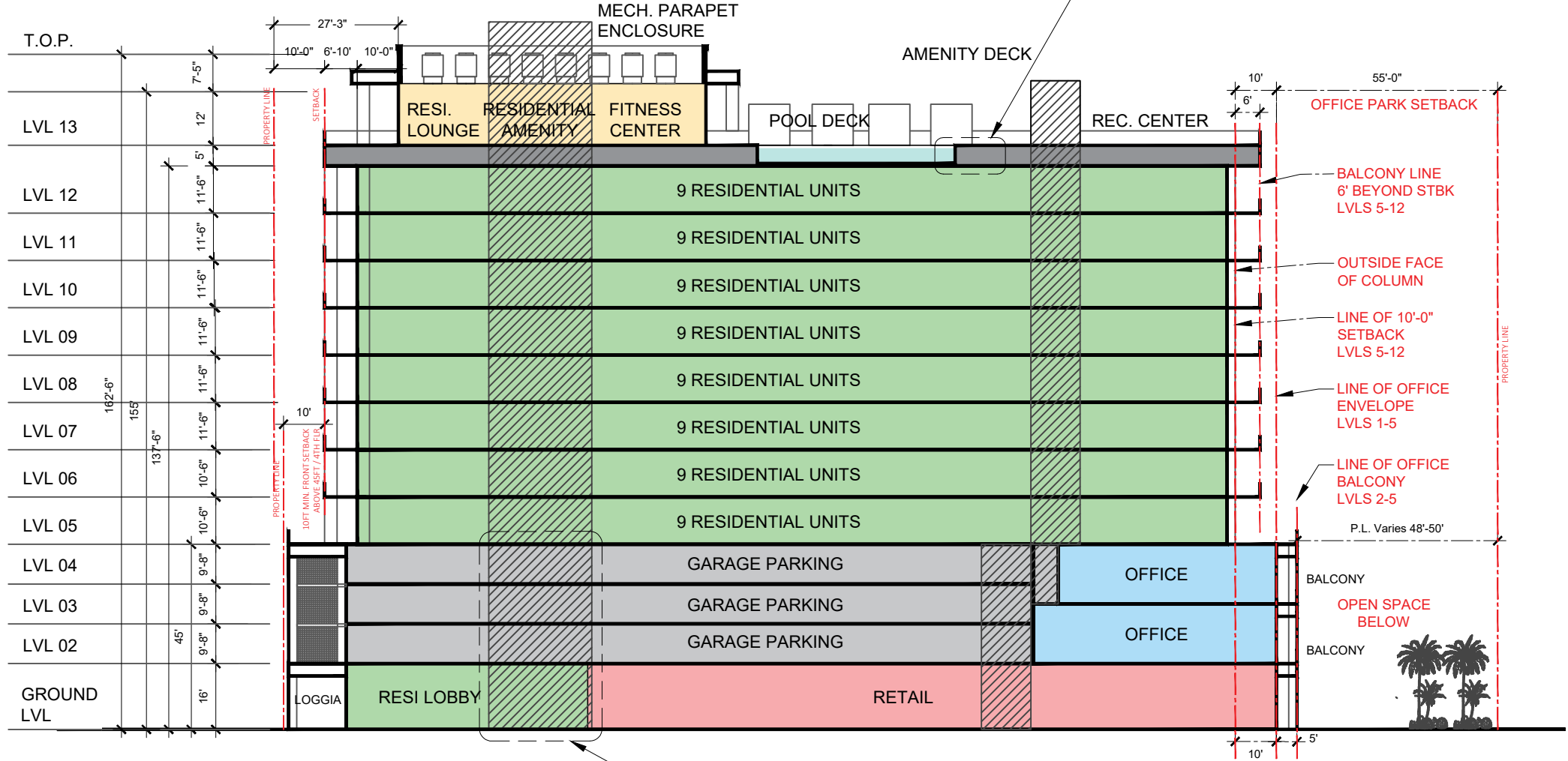






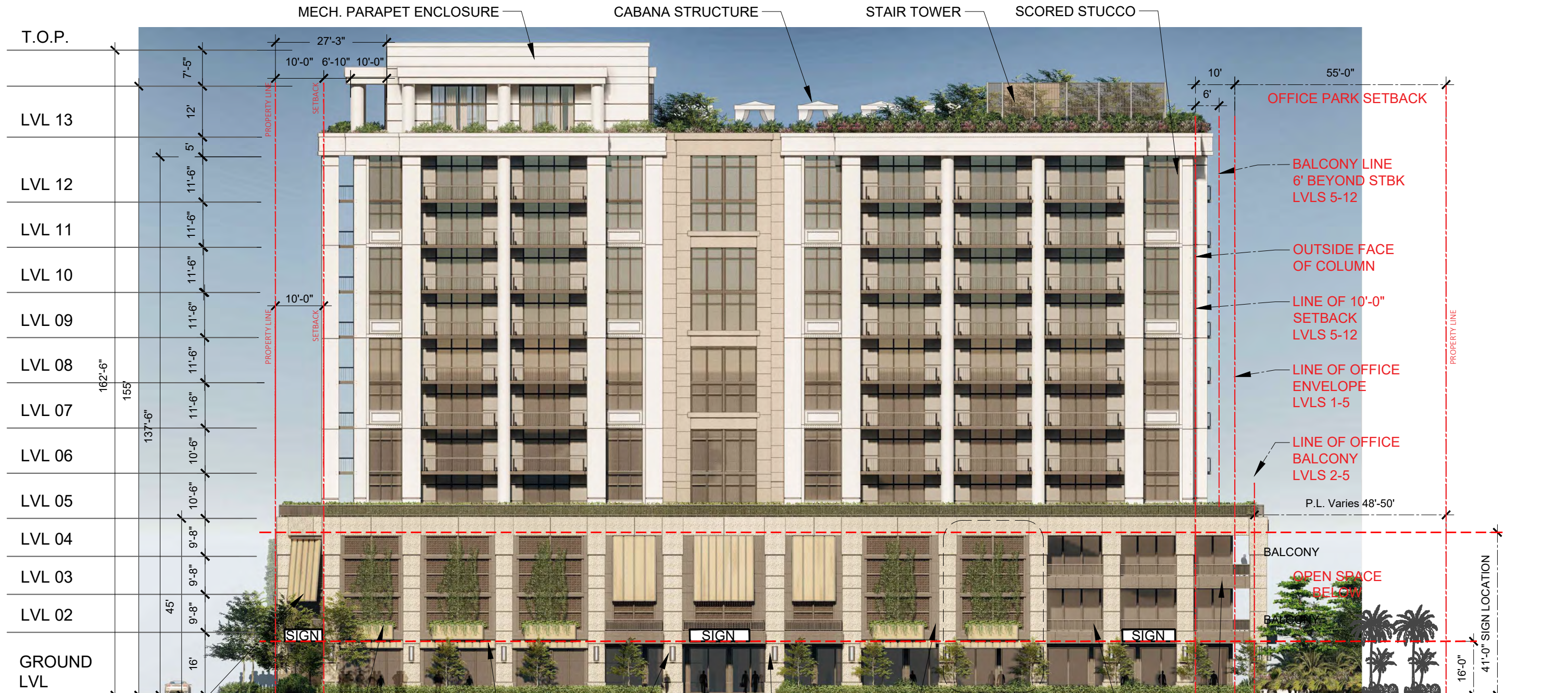


ENLARGED POOL DETAIL

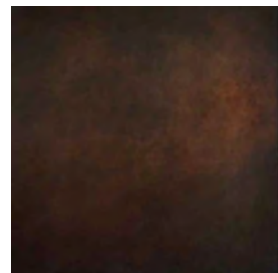


ENLARGED STOREFRONT/  
GRILLE DETAIL





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



BRONZE FINISH OR SIMILAR



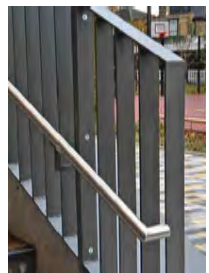
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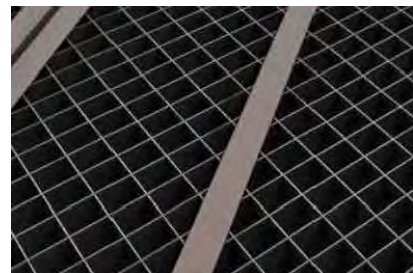
OOLITIC STONE OR SIMILAR



ARCHITECTURAL WALL SCONCES



FLAT BAR HANDRAIL



DECORATIVE PERFORATED METAL PANELING

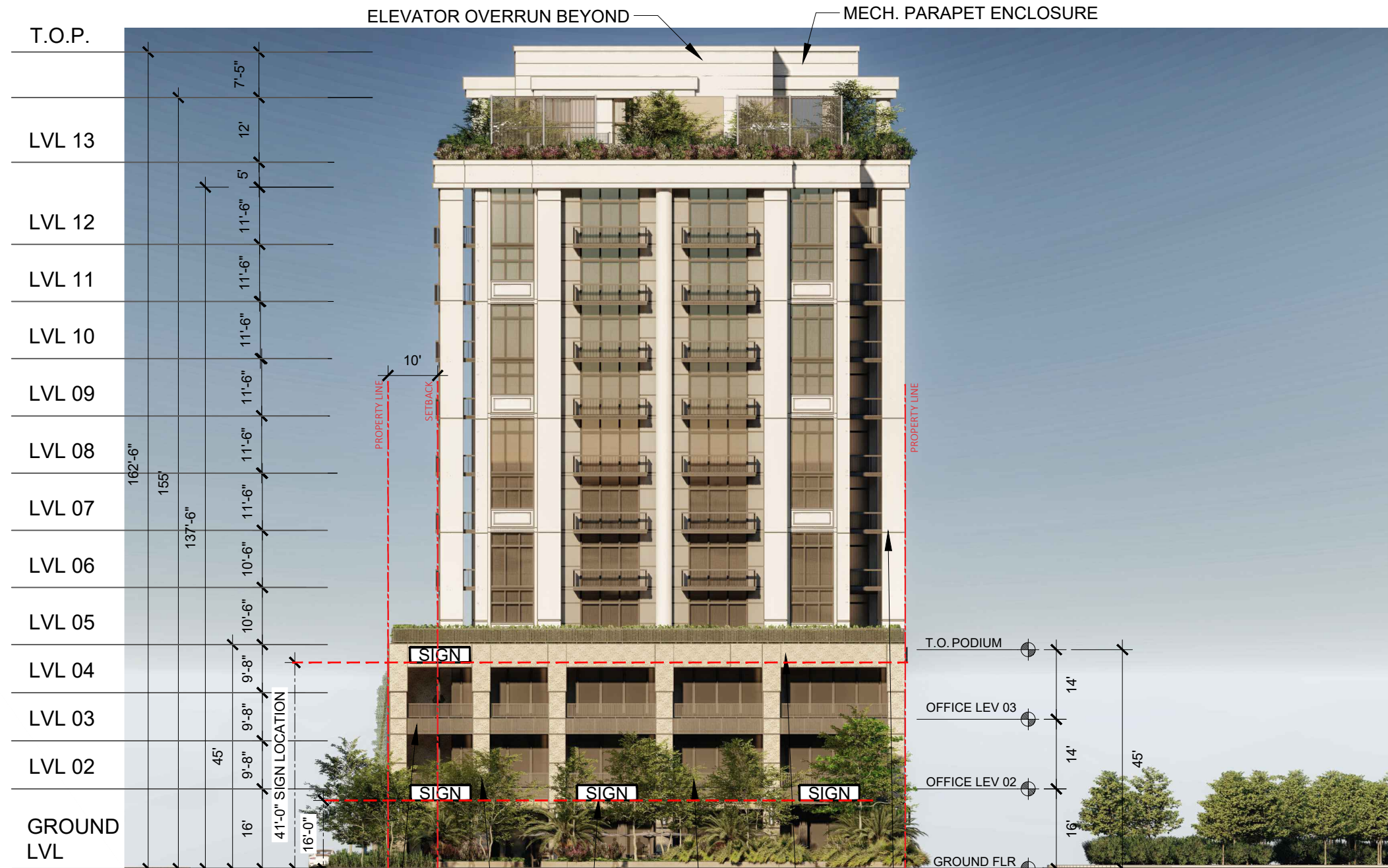


DECORATIVE STANDING SEAM AWNINGS + ROOF

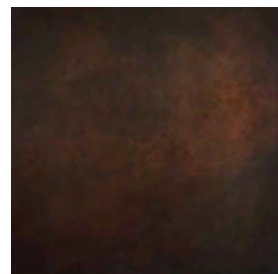


CABANA STRUCTURE





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



BRONZE FINISH OR SIMILAR



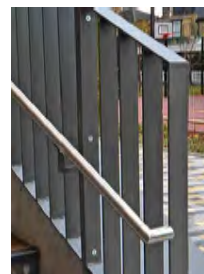
TEXTURED STUCCO OR SIMILAR



OOLITIC STONE OR SIMILAR



ARCHITECTURAL WALL SCONCES



FLAT BAR HANDRAIL



DECORATIVE PERFORATED METAL PANELING



DECORATIVE STANDING SEAM AWNINGS + ROOF

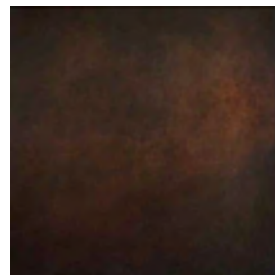


CABANA STRUCTURE





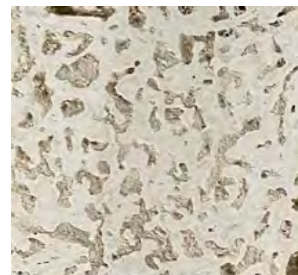
OOLITIC STONE BAND    LIGHT SCONCE    DECORATIVE BRONZE PANEL    DECORATIVE GRILLE



BRONZE FINISH OR SIMILAR



TEXTURED STUCCO OR SIMILAR



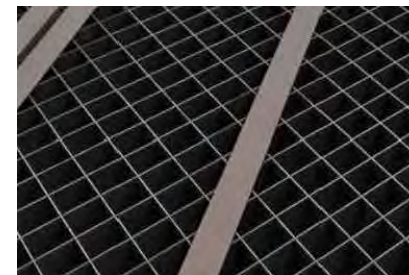
OOLITIC STONE OR SIMILAR



ARCHITECTURAL WALL SCONCES



FLAT BAR HANDRAIL



DECORATIVE PERFORATED METAL PANELING



DECORATIVE STANDING SEAM AWNINGS + ROOF

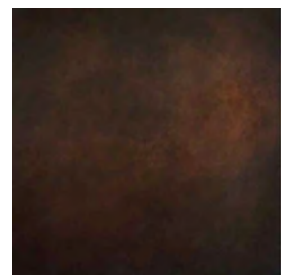
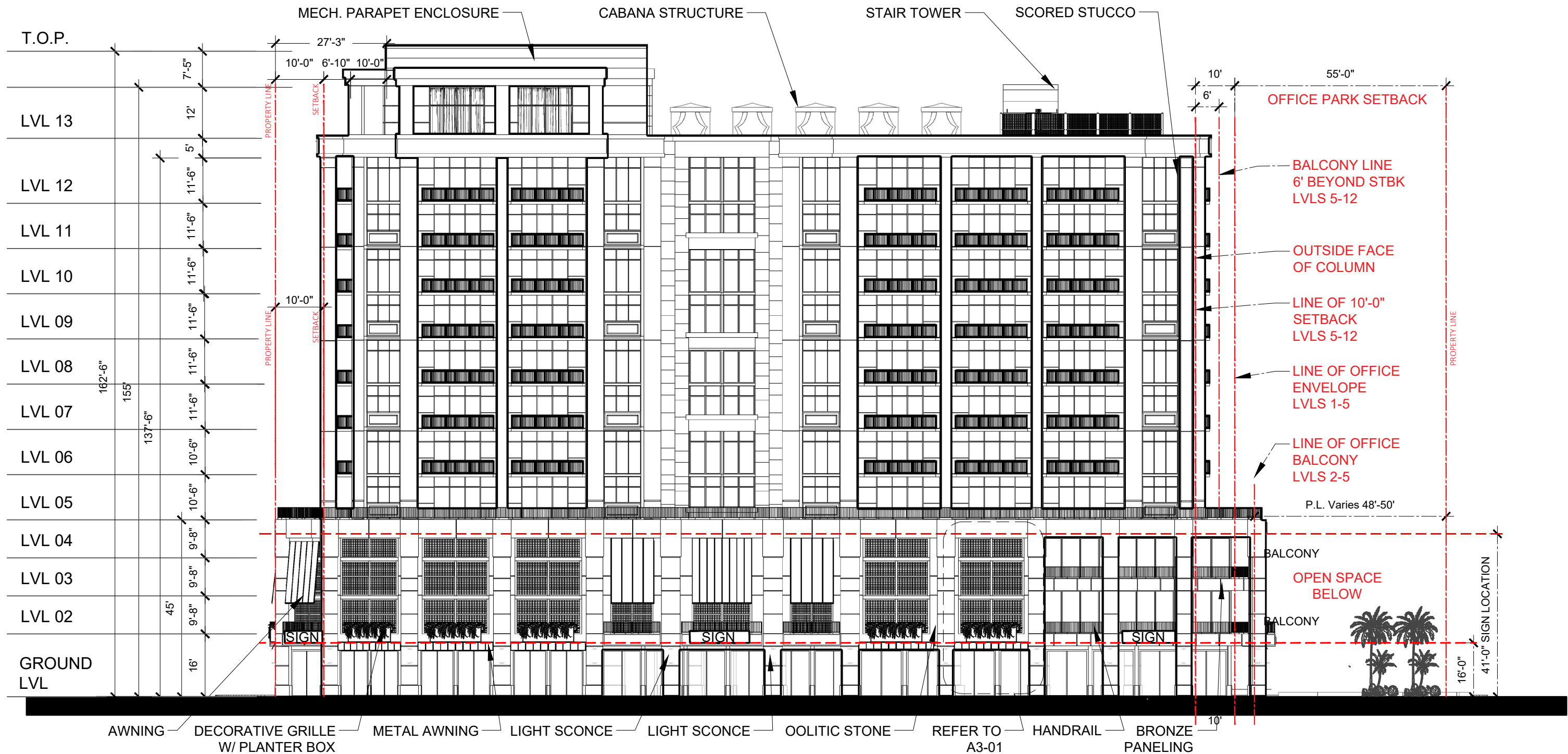


CABANA STRUCTURE





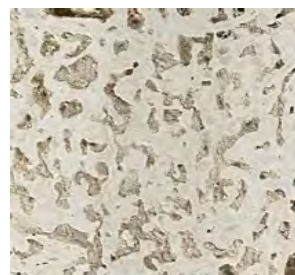




BRONZE FINISH OR SIMILAR



TEXTURED STUCCO OR SIMILAR



OOLITIC STONE OR SIMILAR



ARCHITECTURAL WALL SCONCES



FLAT BAR HANDRAIL



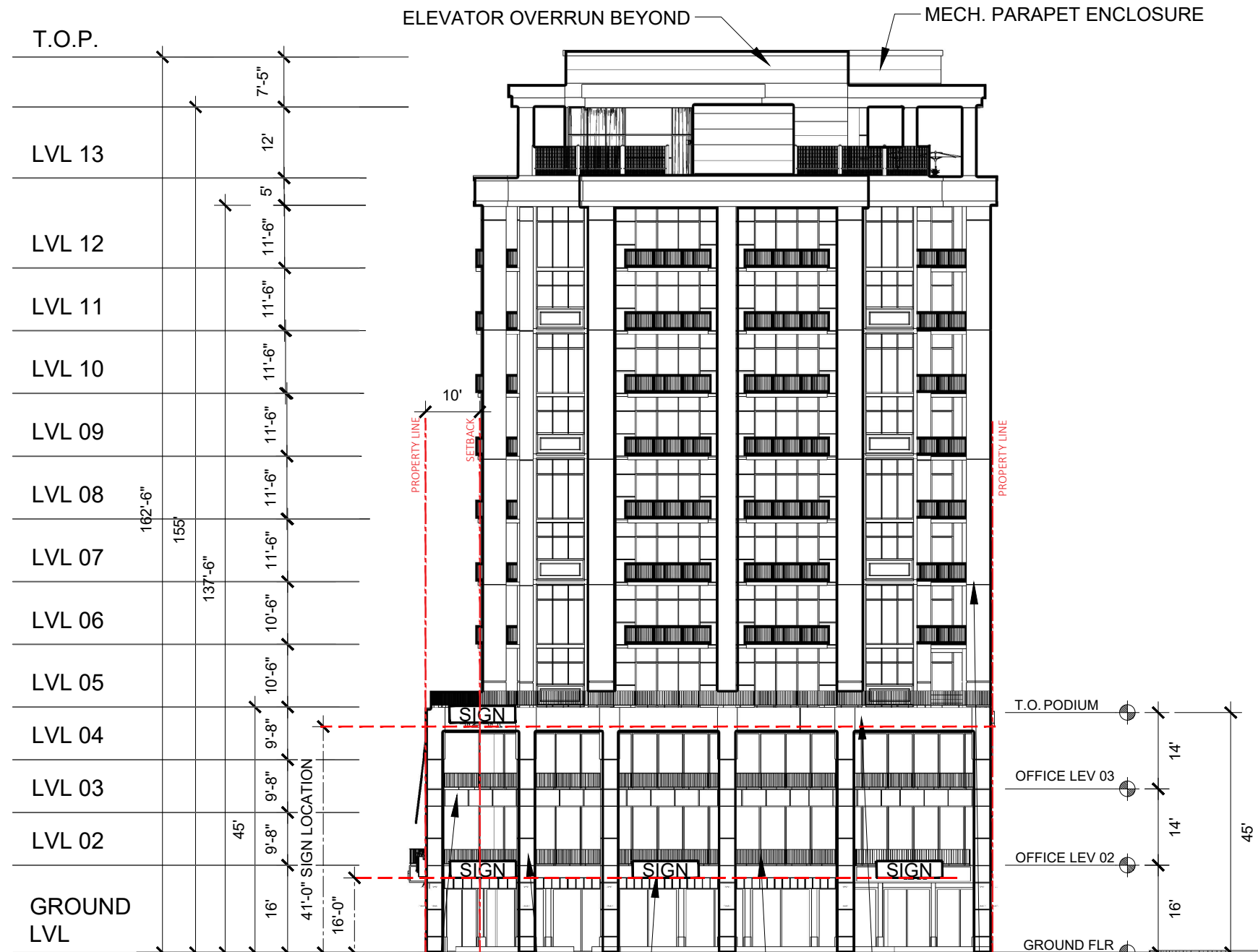
DECORATIVE PERFORATED METAL PANELING



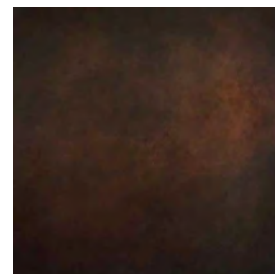
DECORATIVE STANDING SEAM AWNINGS + ROOF



CABANA STRUCTURE



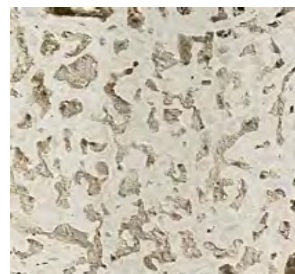
BRONZE PANELING OOLITIC STONE TENANT SIGNAGE RAILING OOLITIC STONE STUCCO W/ SCORELINES



BRONZE FINISH OR SIMILAR



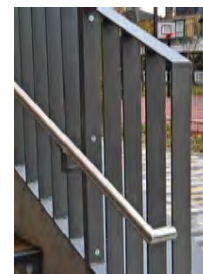
TEXTURED STUCCO OR SIMILAR



OOLITIC STONE OR SIMILAR



ARCHITECTURAL WALL SCONCES



FLAT BAR HANDRAIL



DECORATIVE PERFORATED METAL PANELING

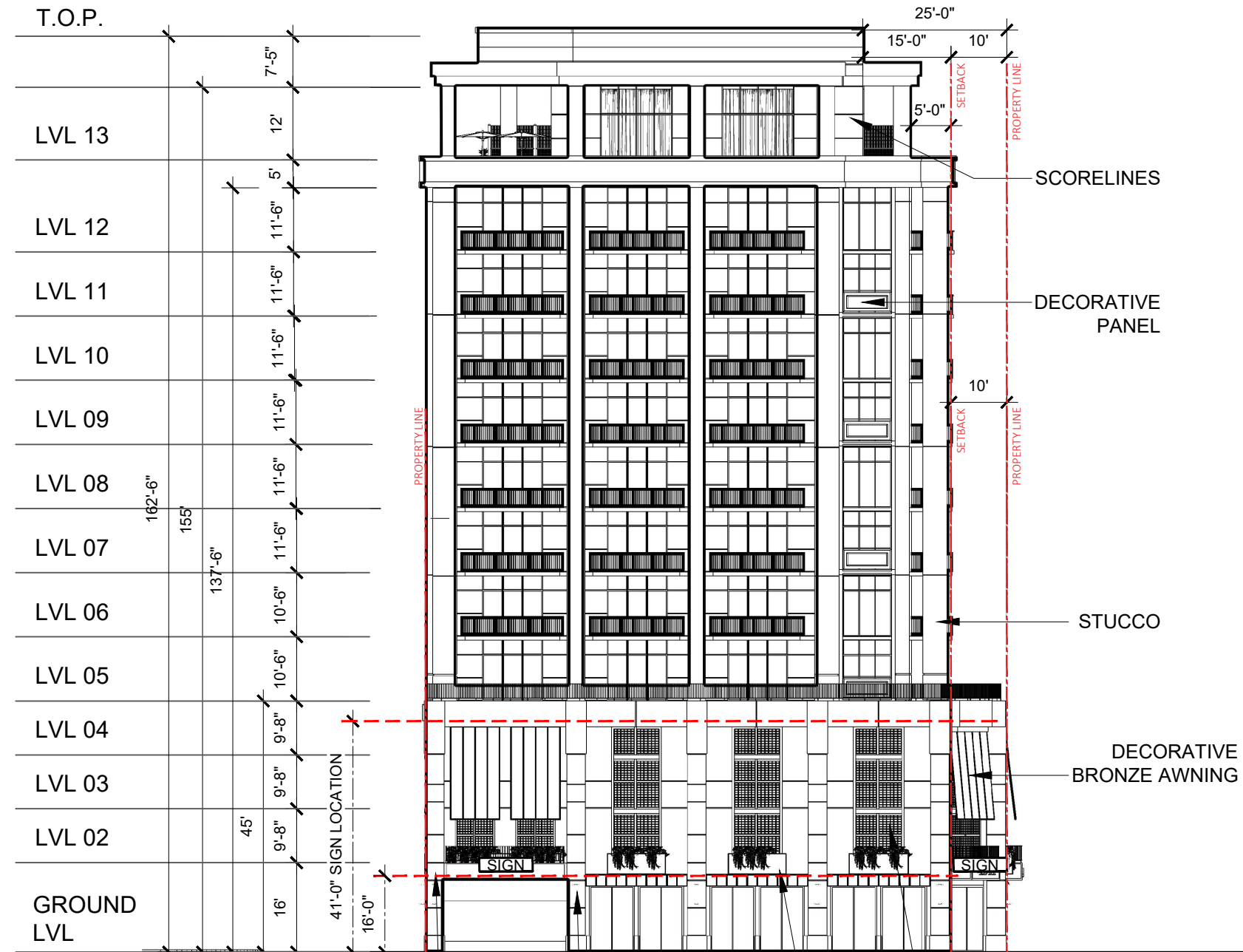


DECORATIVE STANDING SEAM AWNINGS + ROOF



CABANA STRUCTURE



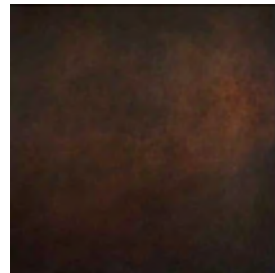


OOLITIC STONE BAND

LIGHT SCENCE

DECORATIVE BRONZE PANEL

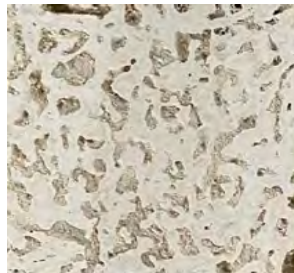
DECORATIVE GRILLE



BRONZE FINISH OR SIMILAR



TEXTURED STUCCO OR SIMILAR



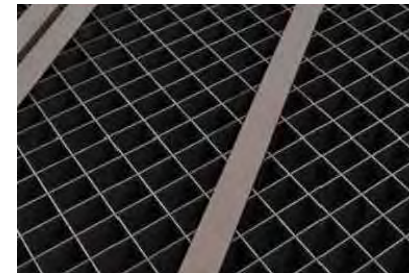
OOLITIC STONE OR SIMILAR



ARCHITECTURAL WALL SCNCES



FLAT BAR HANDRAIL



DECORATIVE PERFORATED METAL PANELING

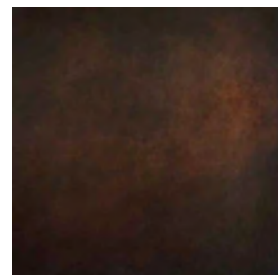
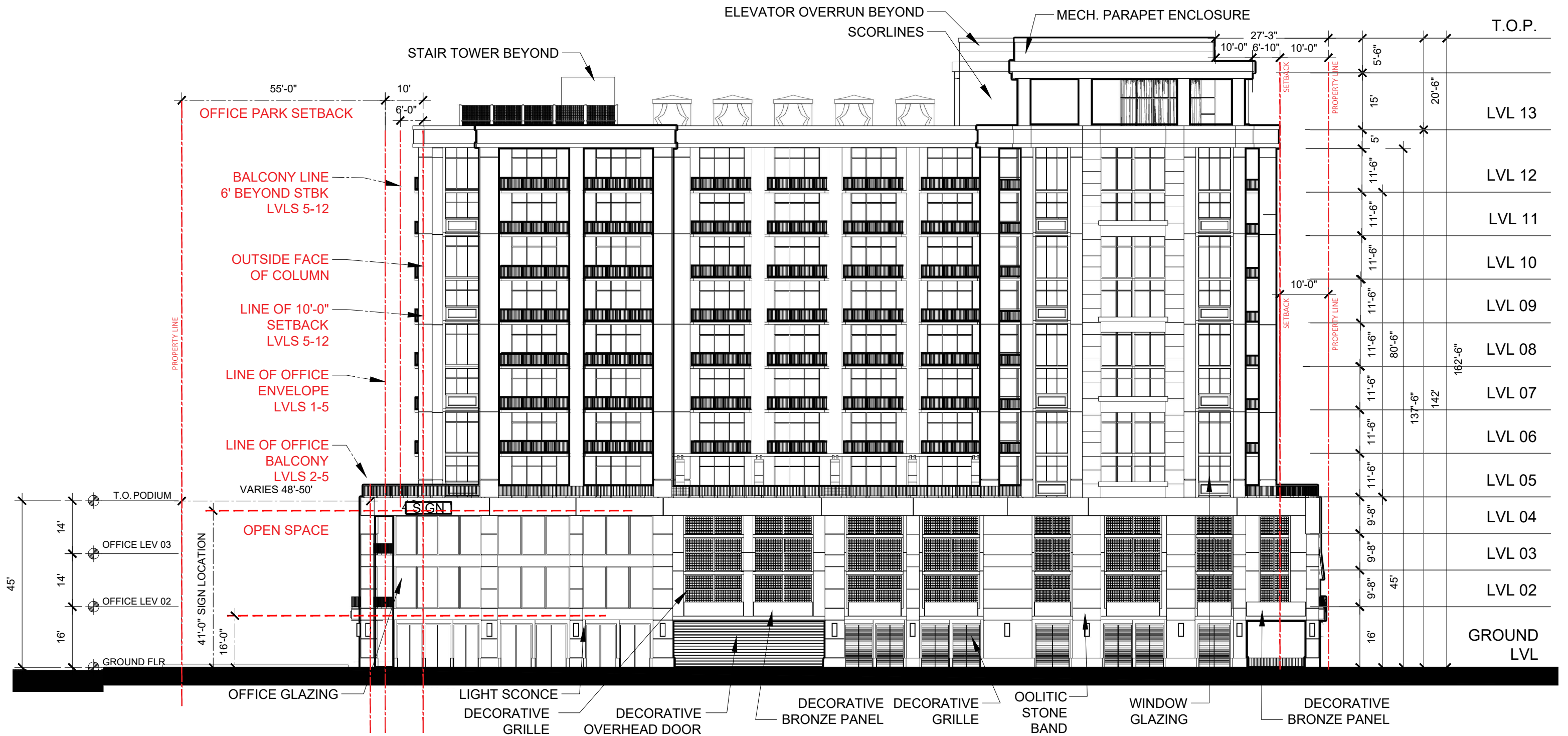


DECORATIVE STANDING SEAM AWNINGS + ROOF



CABANA STRUCTURE





BRONZE FINISH OR SIMILAR



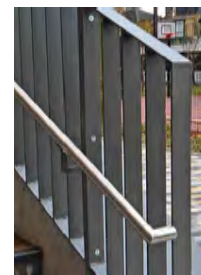
TEXTURED STUCCO OR SIMILAR



OOLITIC STONE OR SIMILAR



ARCHITECTURAL WALL SCONCES



FLAT BAR HANDRAIL



DECORATIVE PERFORATED METAL PANELING



DECORATIVE STANDING SEAM AWNINGS + ROOF



CABANA STRUCTURE









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

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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

VIEW OF OPEN SPACE ON  
CORNER OF AURORA AND SAN  
LORENZO

SCALE:

SEAL:

DATE:  
10/10/2023

**A5-02**





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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.

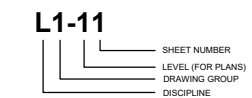
## PLANTING SPECIFICATIONS

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 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**



| <b>LANDSCAPE LEGEND</b> (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 |
| <b>TREES</b>   |            |               |   |
| A. Number of trees required per net lot acre,<br>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.):<br><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>                                   |
| <b>SHRUBS</b>  |            |               |   |
| 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>                                |

| <b>OPEN SPACE + R.O.W. IMPROVEMENTS CALCULATIONS</b> |                          |                 |  |
|--|--------------------------|-----------------|--|
| 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.<br>(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

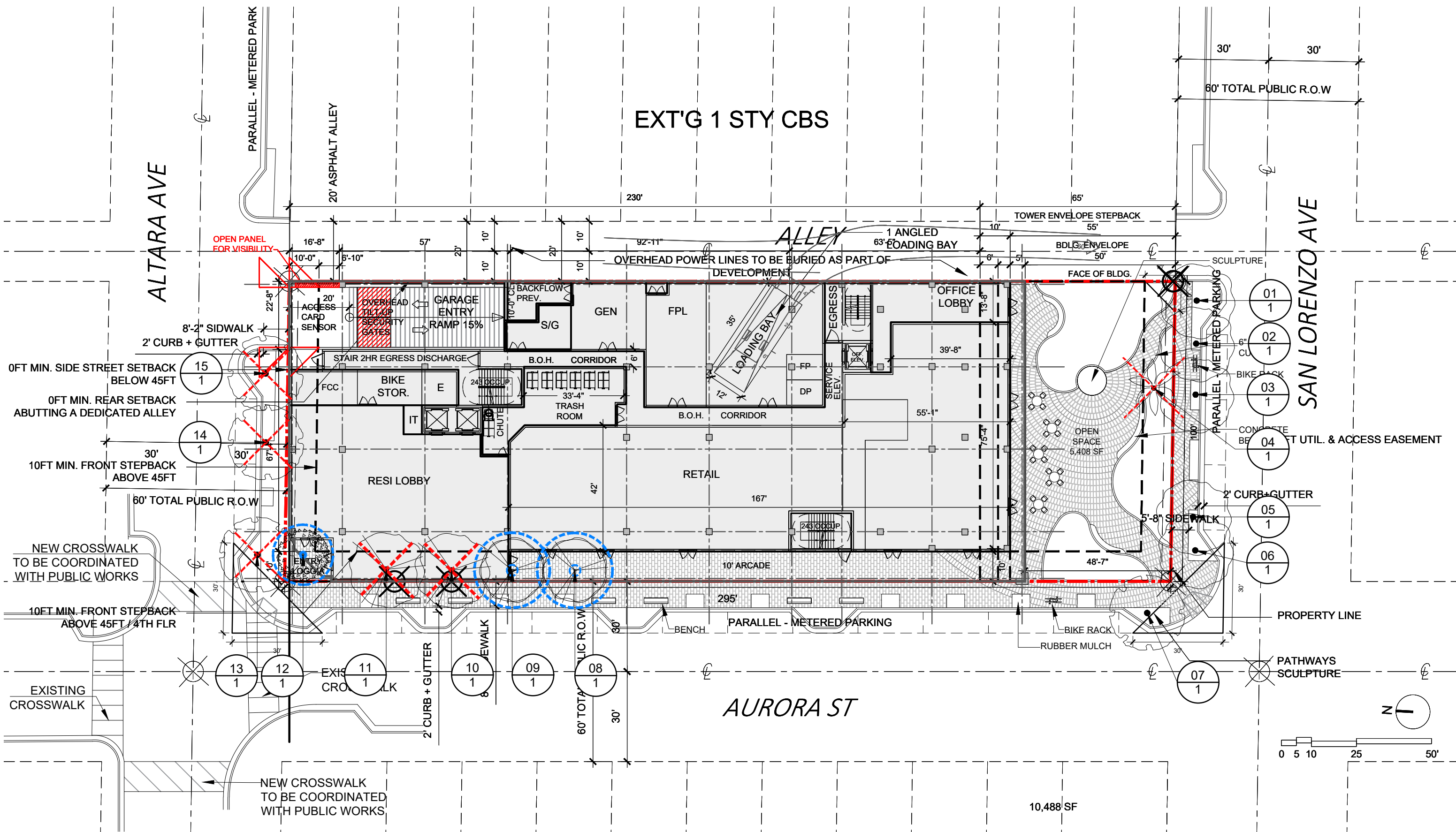


*FICUS MACROCARPA*  
GREEN ISLAND FICUS

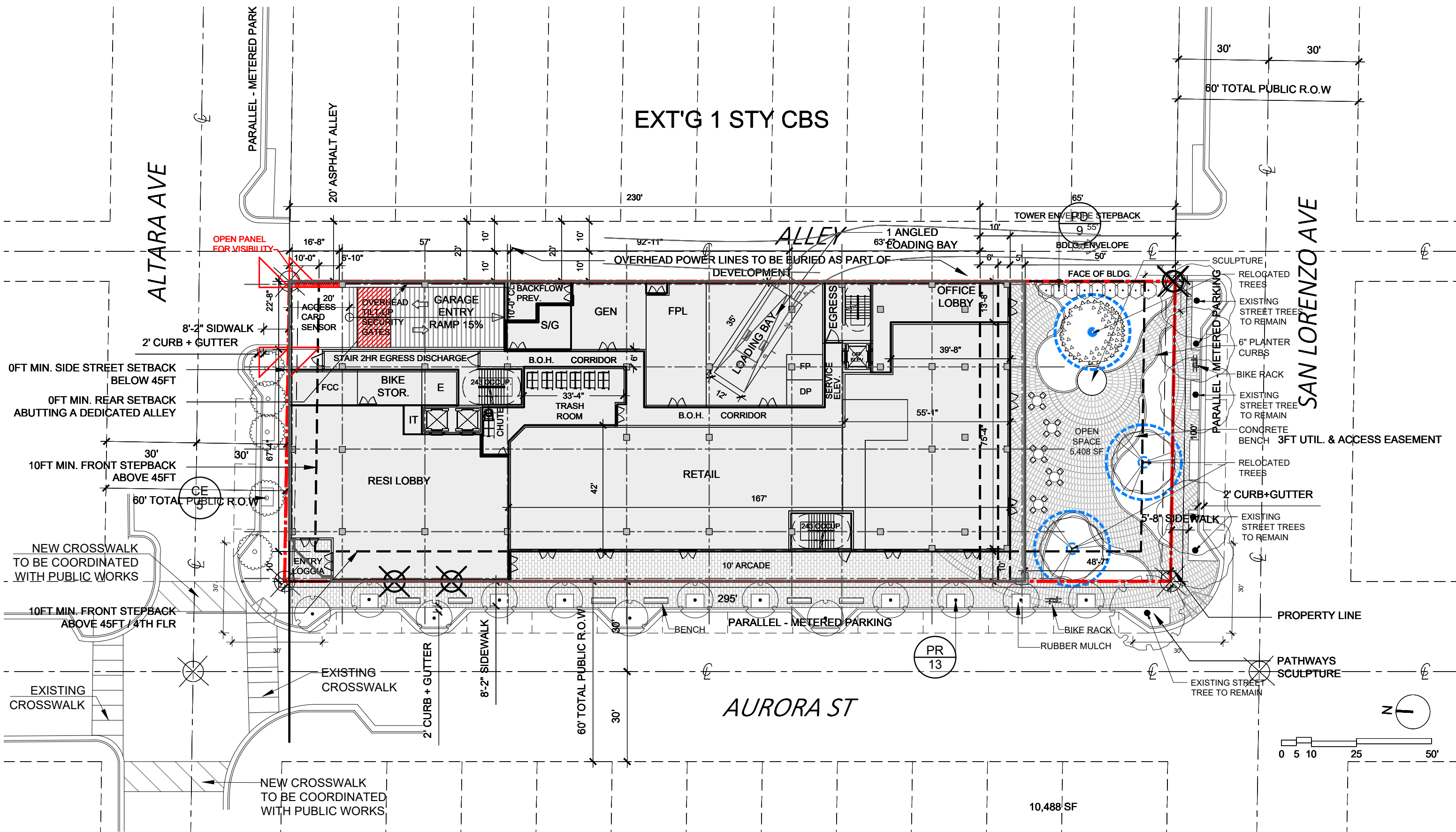


*LIRIOPE MUSCARI*  
LILY TURF

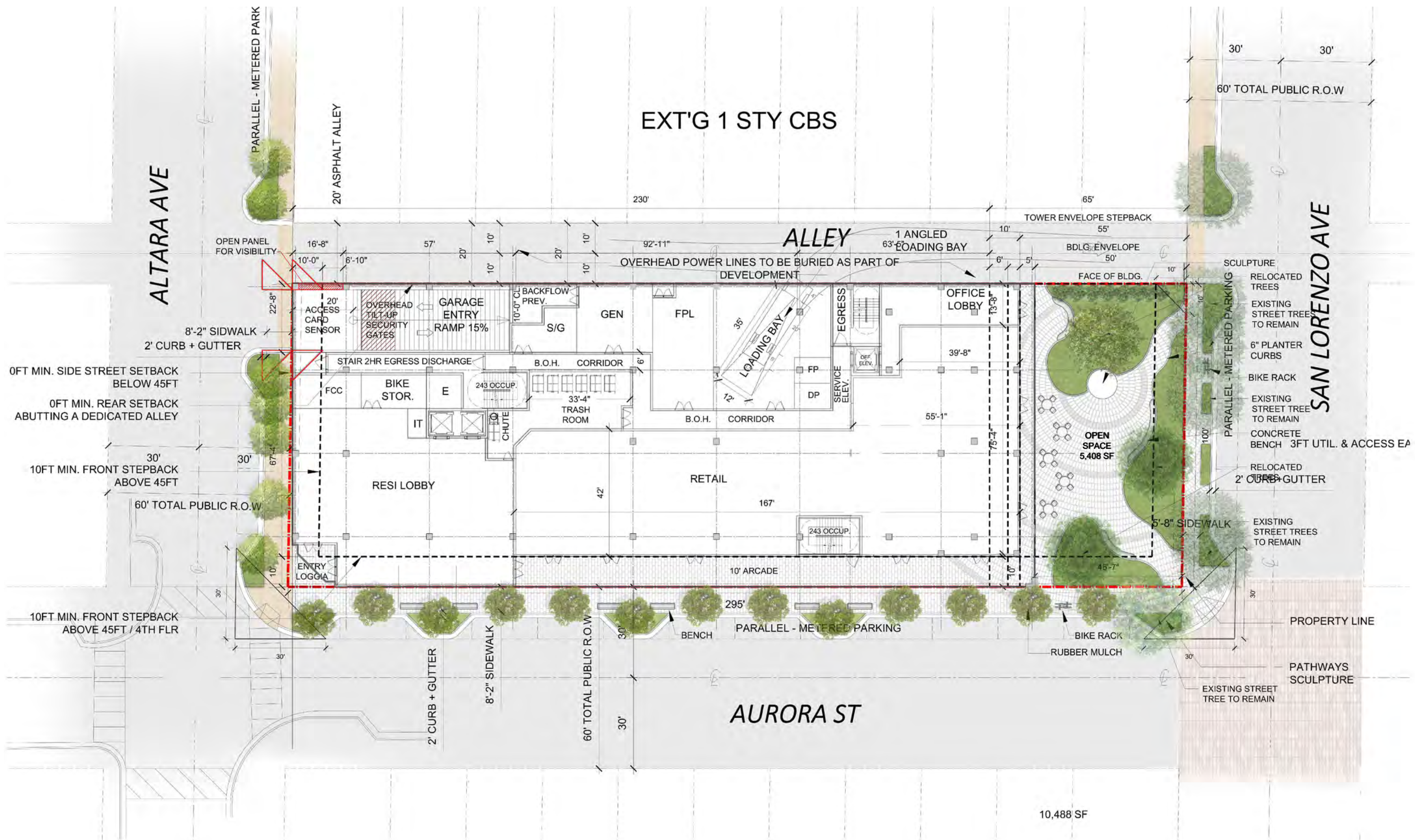




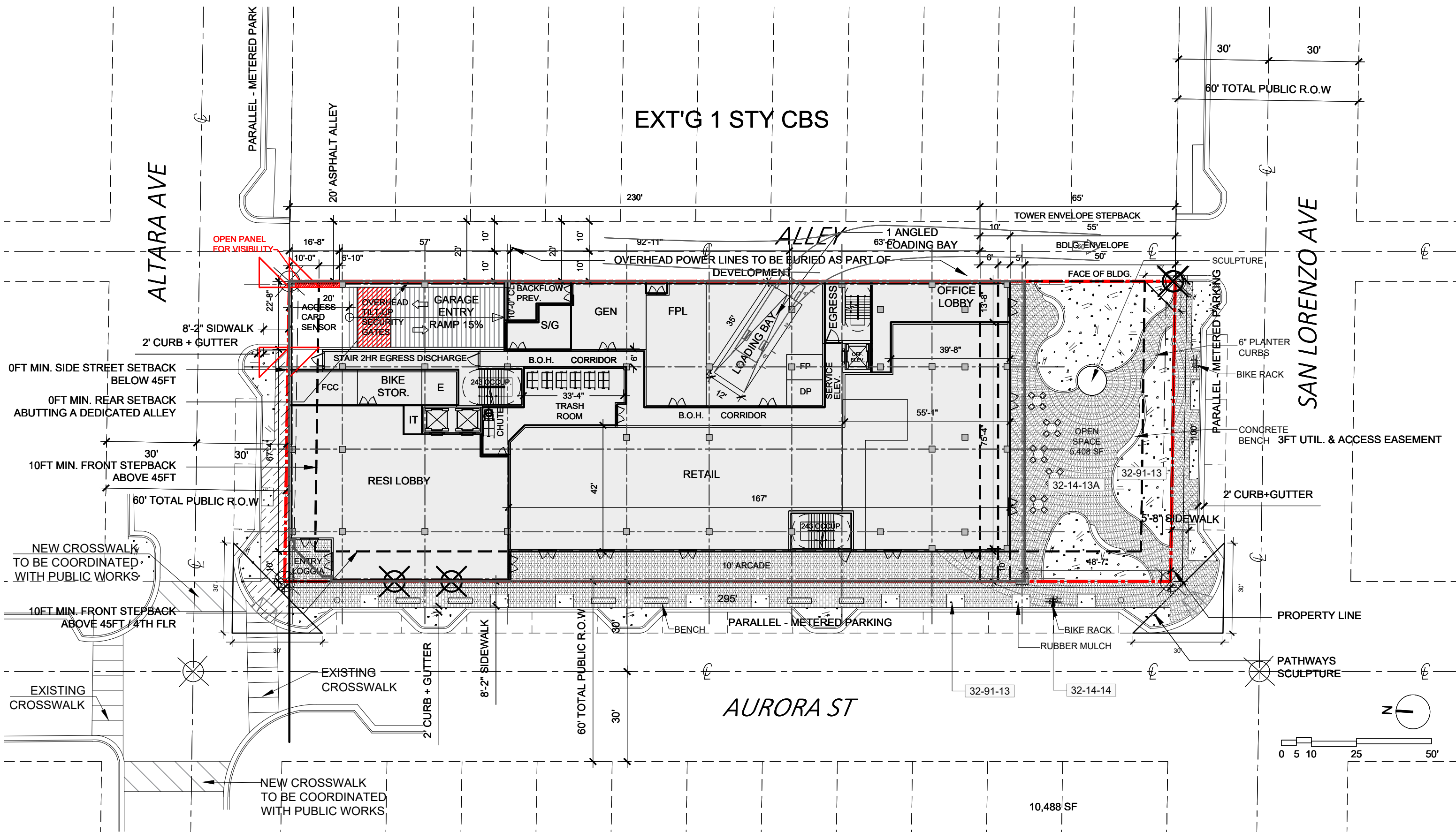




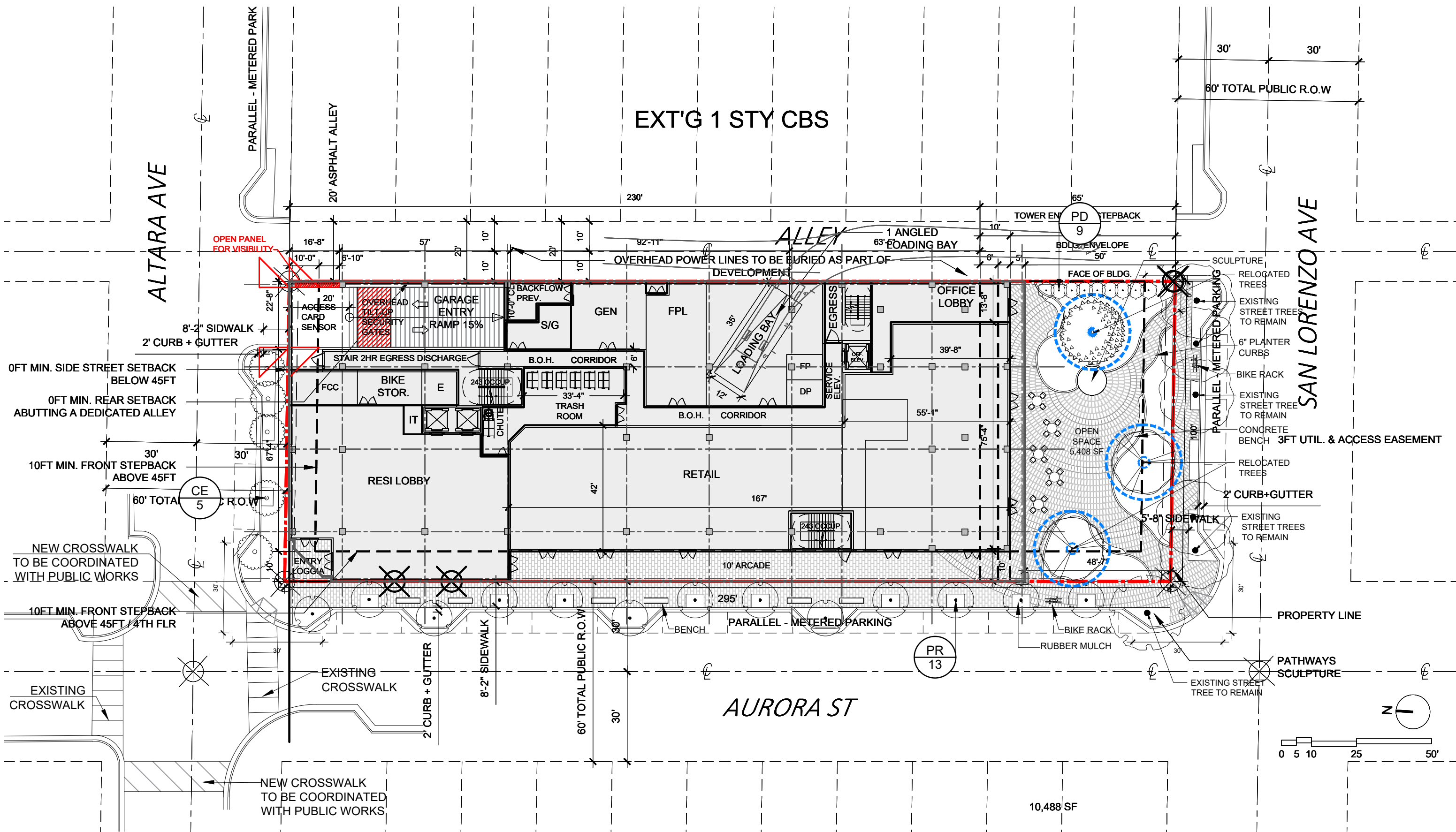




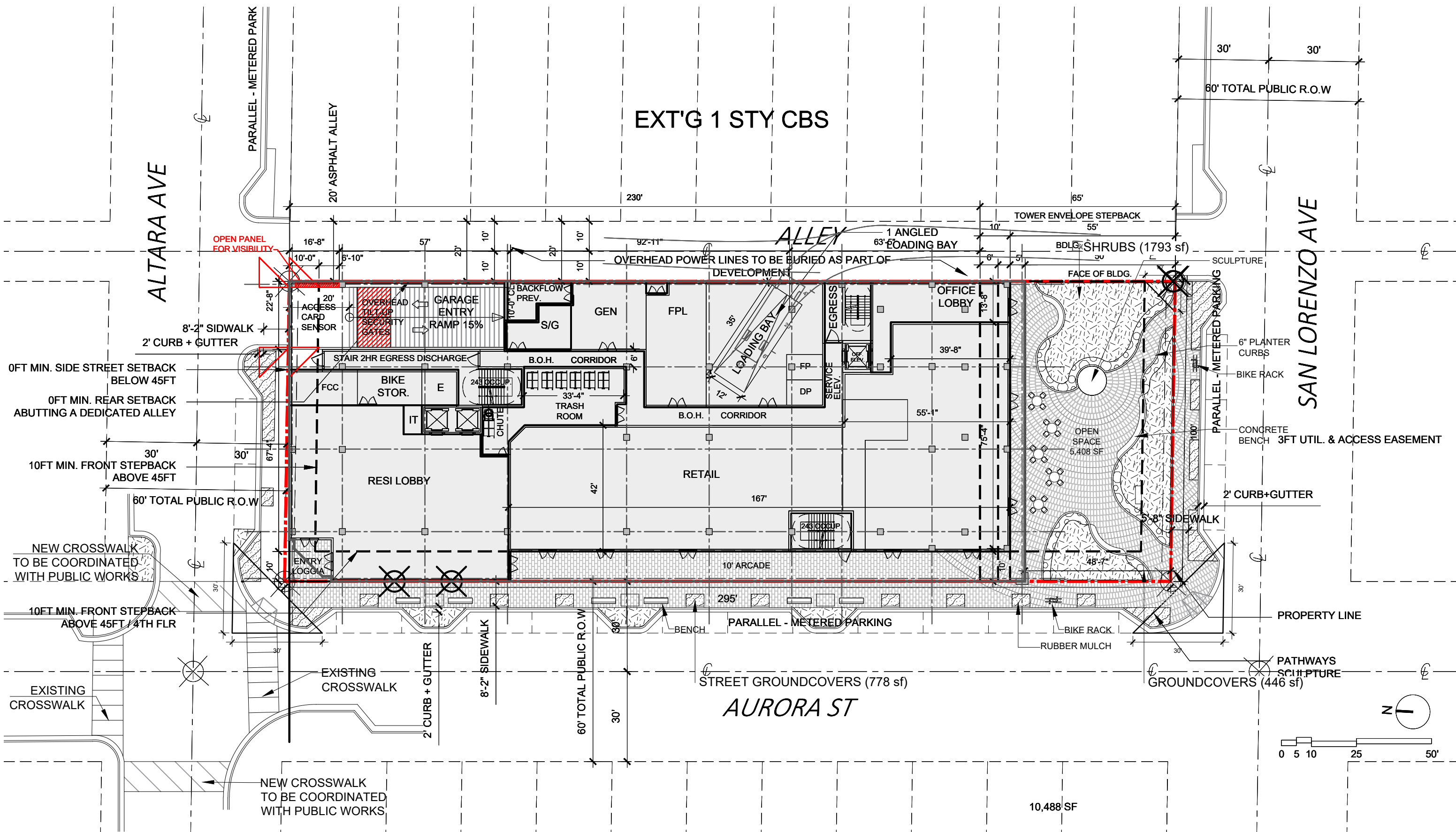




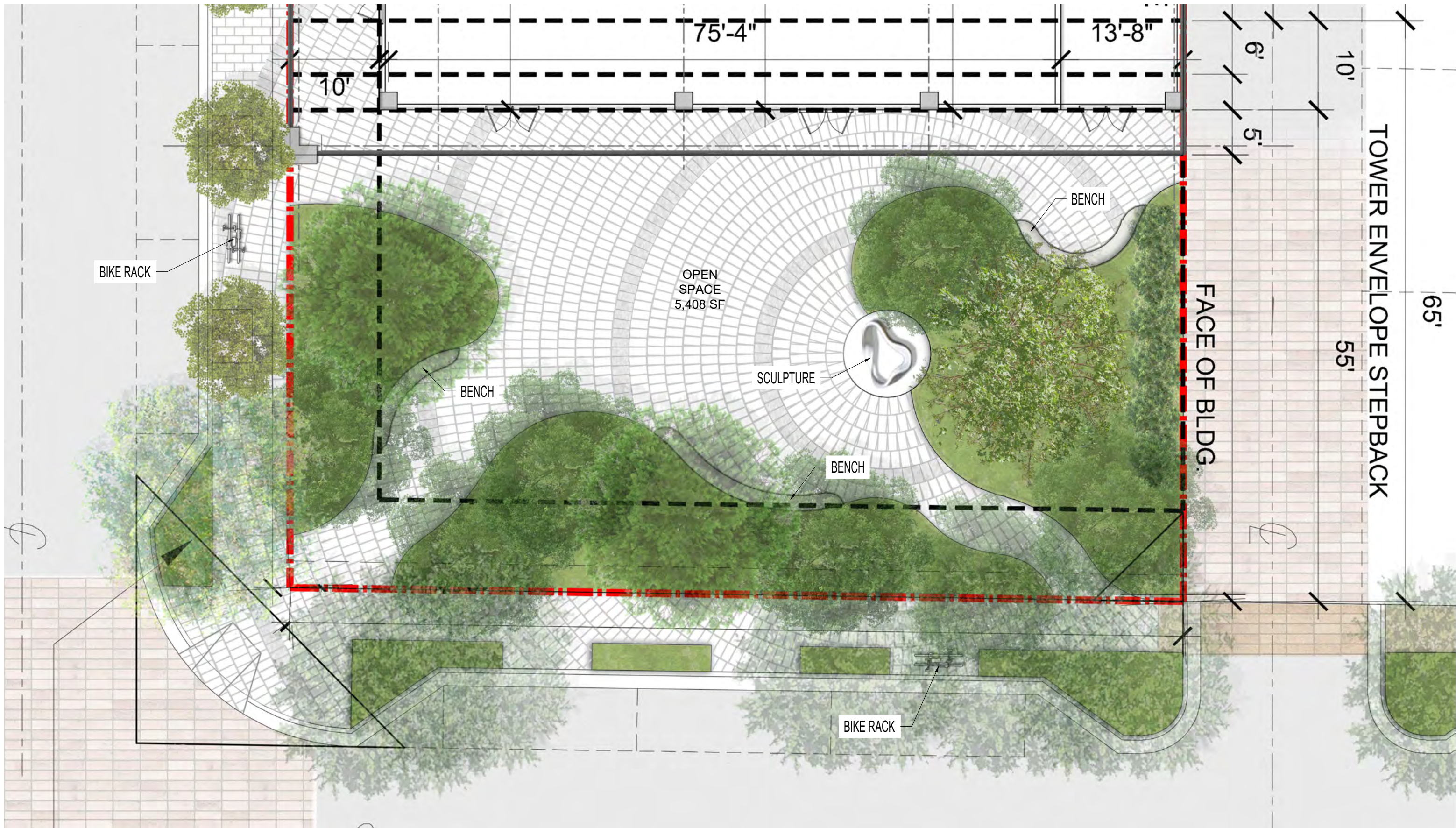












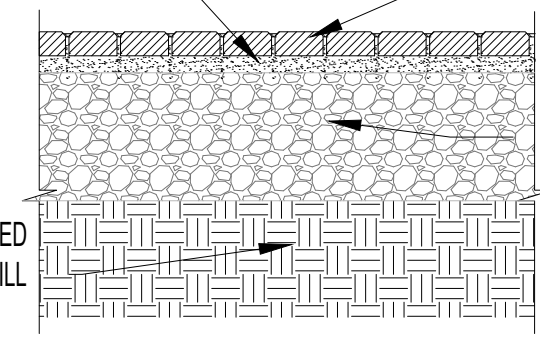


2" WELL COMPACTED SAND BED

2" DECORATIVE CONC. PAVERS

WELL COMPACTED SUB-GRADE FILL

6" MIN. WELL COMPACTED CRUSHED AGGREGATE



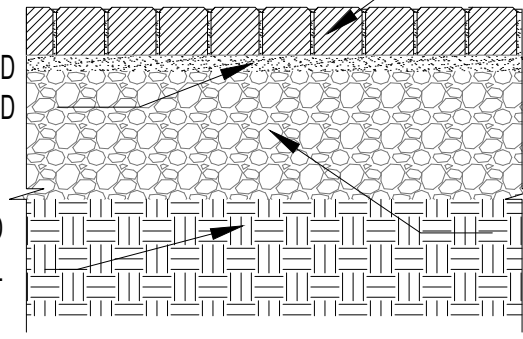
1 PEDESTRIAN SAND-SET PAVERS  
SCALE: 3/4"=1'-0"

2" WELL COMPACTED SAND BED

4" DECORATIVE CONC. PAVERS

WELL COMPACTED SUB-GRADE FILL

6" MIN. WELL COMPACTED CRUSHED AGGREGATE




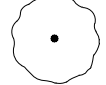


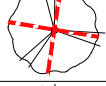
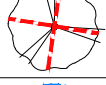

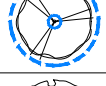
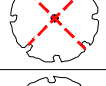

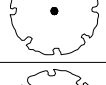

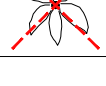


2 VEHICULAR SAND-SET PAVERS  
SCALE: 3/4"=1'-0"



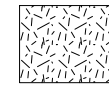




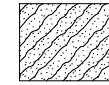
| TREE DISPOSITION SCHEDULE   |      |     |                        |                       |        |        |         |           |             |  |
|---|------|-----|------------------------|-----------------------|--------|--------|---------|-----------|-------------|--|
| TREES   | CODE | QTY | 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      |  |



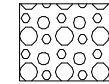
## SHRUBS & GROUNDCOVER SCHEDULE



**SHRUBS** 2,234 sf  
 zamia integrifolia/Coontie  
 -



**STREET GROUNDCOVERS** 905 sf  
 Ficus microcarpa/Green Island Ficus  
 -



**GROUNDCOVERS** 446 sf  
 Ficus macrocarpa/Green Island Ficus  
 Liriope muscari/ Lily Turf  
 -

## HARDSCAPE SCHEDULE

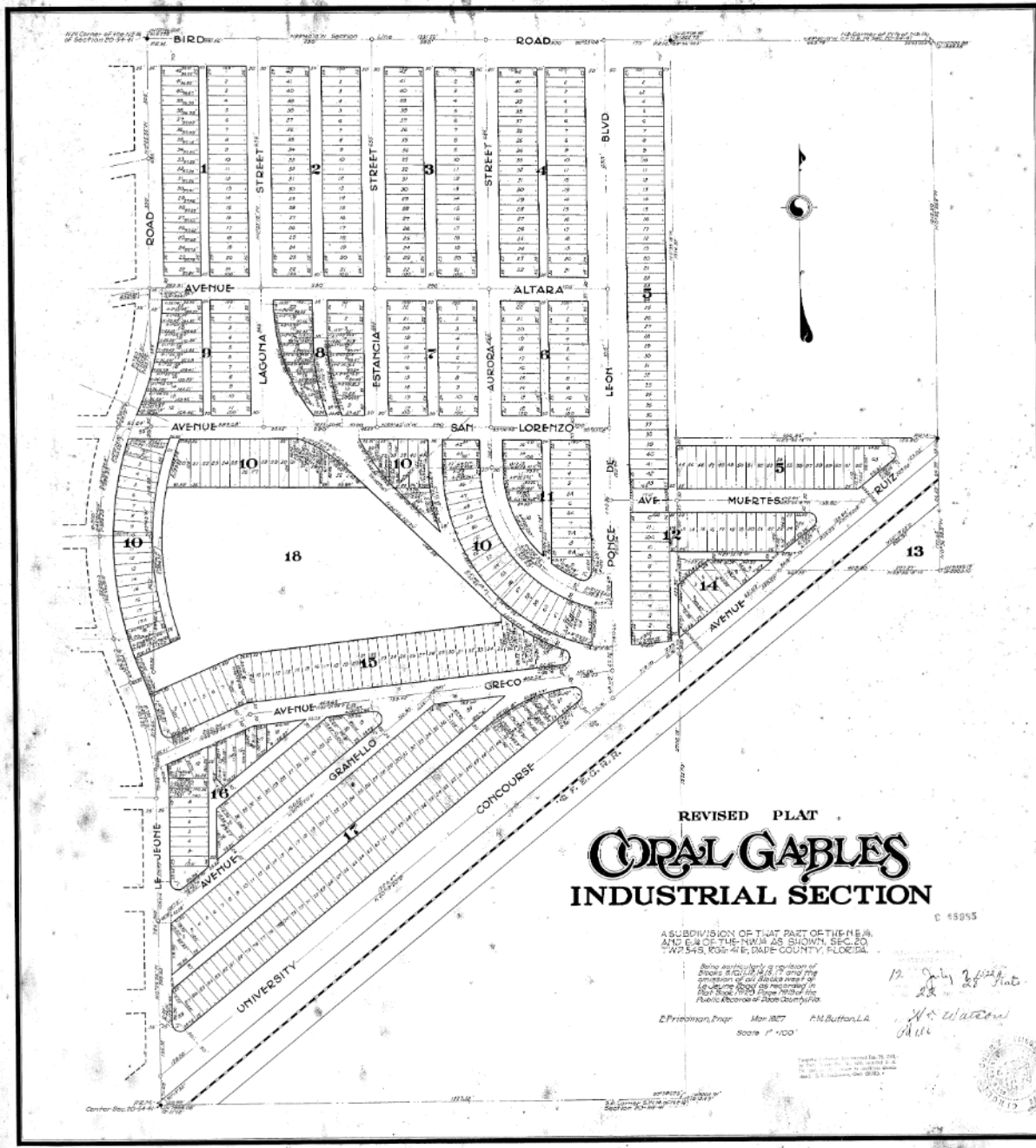
| 32 EXTERIOR IMPROVEMENTS |   |          |
|--------------------------|---|----------|
| SYMBOL                   | DESCRIPTION   | QTY      |
| 32-14-13A                | ITEM: Pedestrian Rated Unit Pavers - Granite & Marble<br>APPLICATION: Sidewalk corner & Open Space Plaza<br>TYPE: Smooth - Side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



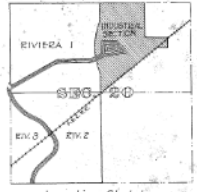
See Book 2733, Page 25  
for a Resolution Concerning  
This Plat  
E. P. Friedman, Clerk  
By: W. B. Jordan, Sec.

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 17871

SUBSCRIBED AND SWORN  
TO BEFORE ME this 11th day  
of March A.D. 1927  
at Coral Gables, Florida, this plat being  
filed for record in Public Office of Dade  
County, Florida, Book 2733, Page 25.

This plat was approved by resolution  
No. 112 passed and adopted by the  
City Commissioners of Coral Gables,  
Florida, this 1st day of June  
A.D. 1927.  
ATTEST: *[Signature]*  
City Clerk

APPROVED: *[Signature]*  
County Engineer of Dade County



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. 45 E., R. 35 E., DADE COUNTY, FLORIDA.

Being substantially a revision of  
Plats 2100, 2101, 2102 and 2103  
and the conditions of said Plats were the  
same as those shown on the  
Public Records of Dade County, Florida.

E. Friedman, Eng'r Mar. 1927 P.M. Buttons, L.S.  
Scale 1" = 100'

*[Handwritten signatures and notes]*

RECORDED: 1927  
INDEXED: 1927  
FILED: 1927  
*[Handwritten signatures]*







**City of Coral Gables**  
**Development Services Department**  
**Public School Concurrency**

|  |  |
|--|--|
| <b>Application Information</b>                           |  |
| Application Type:*                                       | Development Review Committee   |
| Application Sub-type:                                    |  |
| Application Name:*                                       | Please see   |
| Telephone number:*                                       | contact information below  |
| E-mail address: *  |  |
| Project address:*  |  |
| <b>Contact Information</b>                               |  |
| 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:                                 | <a href="mailto:Schoolconcurrency@coralgables.com">Schoolconcurrency@coralgables.com</a> |
| Local Government Application Number:                     | (OFFICE USE ONLY)  |
| <b>Property Details</b>                                  |  |
| Master Parcel/Folio Number:*(No dashes)                  | 0341200171410  |
| Additional Parcel/Folio Numbers: (Separate by a comma ,) |  |
| Total Acreage:*  | +/- 0.6773 acres   |
| Previous Use:  | Vacant   |
|  |  |
| <b>Total Number of Existing Units:</b>                   | 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:*                | <del>70</del> 80   |
| <b>Total Number of Units increased:*</b>                 | <del>70</del> 80   |

Owner/Architect/Contractor Name (Please circle one)

STATE OF FLORIDA

COUNTY OF MIAMI-DADE

*Jorge Navarro (Legal Representative for Owner)*

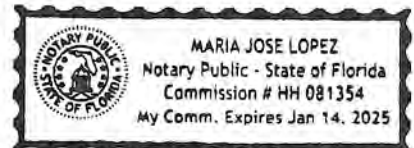
The foregoing was acknowledge before me this 9 day of Sept, 2022, by Jorge L. Navarro

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](http://www.coralgables.com).

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

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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](mailto: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**

| <b>Land Use</b>             | <b>Units</b> | <b>Parking Requirement</b> | <b>Total Parking</b> |
|-----------------------------|--------------|----------------------------|----------------------|
| 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                   |
| <b>Total Parking Spaces</b> |              |                            | <b>181</b>           |

## 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**, 3<sup>rd</sup> Edition. Supporting documentation from the ULI **Shared Parking**, 3<sup>rd</sup>



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   |
| <b>TOTAL REQUIRED</b>    |           | <b>181</b>                     |                           |                                      |                        |                 | <b>126</b>                                    |



## **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:

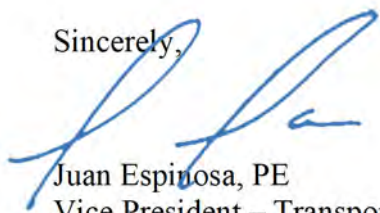
- Provide valet parking during peak demand times.
- Encourage businesses to implement commuter trip reduction programs for their employees.
- Provide information to residents, employees and visitors about transit, ridesharing and bicycle facility options.

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<br>(parking spaces/unit land use)           |           | Weekend<br>(parking spaces/unit land use) |           | Peak<br>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      |

(continued on next page)



FIGURE 2-2 (continued)

| Land use                                  | Weekday<br>(parking spaces/unit land use)            |                           | Weekend<br>(parking spaces/unit land use) |                           | Peak<br>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<br>(0-20 sq ft/key)       | scaled from<br>0 to 30                               | scaled from<br>0 to 2.0   | scaled from<br>0 to 20                    | scaled from<br>0 to 2.0   | scaled from<br>0 to 32      | ksf GLA  | 2,3    |
| Meeting/banquet<br>(20-50 sq ft/key)      | scaled from<br>30 to 20                              | scaled from<br>2 to 1.5   | scaled from<br>20 to 10                   | scaled from<br>2 to 1.5   | scaled from<br>32 to 21.5   | ksf GLA  | 2,3    |
| Meeting/banquet<br>(50-100 sq ft/key)     | scaled from<br>20 to 10                              | scaled from<br>1.5 to 1.0 | scaled from<br>10 to 5.5                  | scaled from<br>1.5 to 1.0 | scaled from<br>21.5 to 11.1 | ksf GLA  | 2,3    |
| Convention<br>(100-200 sq ft/key)         | scaled from<br>10 to 5.5                             | scaled from<br>1 to 0.5   | 5.50                                      | scaled from<br>1 to 0.5   | scaled from<br>11.1 to 6    | ksf GLA  | 2,3    |
| Convention<br>(>200 sq ft/key)            | use convention center but adjust for captive on site |                           |   |                           |                             |          | 2,3    |
| <b>Residential</b>                        |  |                           |   |                           |                             |          |        |
| 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    |
| <b>Senior housing</b>                     | 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<br>25,000-100,000 sq ft            | sliding scale between <25,000 and 100,000            |                           |   |                           | scaled from<br>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<br>100,000-500,000 sq ft           | sliding scale between 100,000 and 200,000            |                           |   |                           | scaled from<br>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      |
| <b>Open plan/<br/>high-density office</b> | 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 <sup>1</sup> | Notes |
|---|------|------|------|------|------|------|------|------|------|------|------|------|-----------------------|-------|
| <b>Retail</b>                                   |      |      |      |      |      |      |      |      |      |      |      |      |                       |       |
| 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/<br>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<br>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%                   |       |
| <b>Food and beverage</b>                        |      |      |      |      |      |      |      |      |      |      |      |      |                       |       |
| 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/<br>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%                  |       |
| <b>Entertainment and institutions</b>           |      |      |      |      |      |      |      |      |      |      |      |      |                       |       |
| Family entertainment<br>(weekdays) <sup>2</sup> | 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<br>(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/<br>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<br>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) <sup>2</sup>              | 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 <sup>1</sup> | Notes |
|---|---|------|------|------|------|------|------|------|------|------|------|------|-----------------------|-------|
| <b>Entertainment and institutions (continued)</b> |   |      |      |      |      |      |      |      |      |      |      |      |                       |       |
| Public park/<br>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<br>(weekdays) <sup>2</sup>        | 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<br>(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 <sup>3</sup>                 | 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 <sup>4</sup>                    | 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%                    |       |
| <b>Hotel and residential</b>                      |   |      |      |      |      |      |      |      |      |      |      |      |                       |       |
| 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<br>(<100 sq ft/key)           | 100%  | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100%                  |       |
| Convention<br>(>100 sq ft/key)                    | 75%   | 100% | 90%  | 55%  | 60%  | 50%  | 45%  | 75%  | 80%  | 85%  | 100% | 100% | 0%                    |       |
| Restaurant/meeting<br>employees                   | 100%  | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100%                  |       |
| Residential unreserved<br>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 <sup>1</sup> | Notes |
|-----------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------------------|-------|
| <b>Office</b>                     |      |      |      |      |      |      |      |      |      |      |      |      |                  |       |
| 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/<br>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.







FIGURE 2-5 Weekend Time-of-Day Adjustments

| Land use                                    |           | 6 a.m. | 7 a.m. | 8 a.m. | 9 a.m. | 10 a.m. | 11 a.m. | 12 p.m. | 1 p.m. | 2 p.m. | 3 p.m. | 4 p.m. | 5 p.m. | 6 p.m. | 7 p.m. | 8 p.m. | 9 p.m. | 10 p.m. | 11 p.m. | 12 a.m. |
|---|-----------|--------|--------|--------|--------|---------|---------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------|---------|---------|
| Retail typical                              | Visitors  | 1%     | 5%     | 30%    | 50%    | 70%     | 90%     | 95%     | 100%   | 100%   | 95%    | 90%    | 80%    | 75%    | 70%    | 65%    | 50%    | 30%     | 10%     | 0%      |
| December                                    | Visitors  | 1%     | 5%     | 10%    | 35%    | 60%     | 85%     | 100%    | 100%   | 100%   | 100%   | 90%    | 80%    | 65%    | 60%    | 55%    | 50%    | 35%     | 15%     | 1%      |
| Late December                               | Visitors  | 1%     | 5%     | 10%    | 20%    | 40%     | 60%     | 80%     | 95%    | 100%   | 100%   | 95%    | 85%    | 70%    | 60%    | 50%    | 30%    | 20%     | 10%     | 0%      |
| All   | Employees | 10%    | 15%    | 40%    | 75%    | 85%     | 95%     | 100%    | 100%   | 100%   | 100%   | 100%   | 95%    | 85%    | 80%    | 75%    | 65%    | 45%     | 15%     | 0%      |
| Supermarket/grocery                         | Visitors  | 10%    | 25%    | 50%    | 75%    | 95%     | 100%    | 100%    | 100%   | 100%   | 100%   | 100%   | 90%    | 50%    | 33%    | 25%    | 15%    | 5%      | 4%      | 3%      |
|   | Employees | 15%    | 35%    | 70%    | 85%    | 100%    | 100%    | 100%    | 100%   | 85%    | 75%    | 60%    | 55%    | 45%    | 40%    | 30%    | 20%    | 10%     | 10%     | 5%      |
| Pharmacy                                    | Visitors  | 8%     | 25%    | 50%    | 75%    | 95%     | 100%    | 100%    | 100%   | 100%   | 100%   | 100%   | 90%    | 50%    | 33%    | 25%    | 15%    | 5%      | 4%      | 3%      |
|   | Employees | 15%    | 35%    | 70%    | 85%    | 100%    | 100%    | 100%    | 100%   | 85%    | 75%    | 60%    | 55%    | 45%    | 40%    | 30%    | 20%    | 10%     | 10%     | 5%      |
| Discount stores/superstores                 | Visitors  | 10%    | 15%    | 20%    | 30%    | 45%     | 65%     | 85%     | 95%    | 100%   | 100%   | 100%   | 95%    | 80%    | 60%    | 45%    | 30%    | 10%     | 5%      | 1%      |
|   | Employees | 20%    | 25%    | 30%    | 40%    | 55%     | 75%     | 95%     | 100%   | 100%   | 100%   | 100%   | 90%    | 70%    | 55%    | 40%    | 20%    | 15%     | 0%      | 0%      |
| Home improvement stores/garden              | Visitors  | 15%    | 20%    | 35%    | 55%    | 60%     | 80%     | 95%     | 100%   | 95%    | 95%    | 80%    | 75%    | 80%    | 90%    | 70%    | 10%    | 0%      | 9%      | 0%      |
|   | Employees | 25%    | 30%    | 45%    | 65%    | 70%     | 90%     | 100%    | 100%   | 100%   | 100%   | 90%    | 85%    | 85%    | 90%    | 100%   | 80%    | 20%     | 0%      | 0%      |
| <b>Food and beverage</b>                    |           |        |        |        |        |         |         |         |        |        |        |        |        |        |        |        |        |         |         |         |
| Fine/casual dining                          | Visitors  | 0%     | 0%     | 0%     | 0%     | 0%      | 15%     | 50%     | 55%    | 45%    | 45%    | 60%    | 90%    | 95%    | 100%   | 90%    | 90%    | 90%     | 90%     | 50%     |
|   | Employees | 0%     | 20%    | 30%    | 60%    | 75%     | 75%     | 75%     | 75%    | 75%    | 75%    | 75%    | 100%   | 100%   | 100%   | 100%   | 100%   | 100%    | 85%     | 50%     |
| Family restaurant                           | Visitors  | 10%    | 25%    | 45%    | 70%    | 90%     | 90%     | 100%    | 85%    | 65%    | 40%    | 45%    | 60%    | 70%    | 70%    | 65%    | 30%    | 25%     | 15%     | 10%     |
|   | Employees | 50%    | 75%    | 90%    | 90%    | 100%    | 100%    | 100%    | 100%   | 100%   | 75%    | 75%    | 95%    | 95%    | 95%    | 80%    | 65%    | 65%     | 35%     | 0%      |
| Fast casual/fast food/food court/food halls | Visitors  | 5%     | 10%    | 20%    | 30%    | 55%     | 85%     | 100%    | 100%   | 90%    | 60%    | 55%    | 60%    | 85%    | 80%    | 50%    | 30%    | 20%     | 10%     | 5%      |
|   | Employees | 15%    | 20%    | 30%    | 40%    | 75%     | 100%    | 100%    | 100%   | 95%    | 70%    | 60%    | 70%    | 90%    | 90%    | 60%    | 40%    | 30%     | 20%     | 20%     |
| Bar/lounge/nightclub                        | Visitors  | 0%     | 0%     | 0%     | 0%     | 0%      | 0%      | 0%      | 0%     | 0%     | 0%     | 0%     | 0%     | 25%    | 50%    | 75%    | 100%   | 100%    | 100%    | 100%    |
|   | Employees | 0%     | 0%     | 0%     | 5%     | 5%      | 5%      | 5%      | 10%    | 10%    | 10%    | 20%    | 45%    | 70%    | 100%   | 100%   | 100%   | 100%    | 100%    | 100%    |
| <b>Entertainment</b>                        |           |        |        |        |        |         |         |         |        |        |        |        |        |        |        |        |        |         |         |         |
| Family entertainment                        | Visitors  | 0%     | 0%     | 0%     | 0%     | 25%     | 65%     | 85%     | 90%    | 95%    | 95%    | 90%    | 95%    | 100%   | 95%    | 90%    | 65%    | 10%     | 0%      | 0%      |
|   | Employees | 5%     | 5%     | 5%     | 25%    | 75%     | 100%    | 100%    | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 75%    | 10%     | 5%      | 5%      |
| Active entertainment                        | Visitors  | 0%     | 0%     | 0%     | 0%     | 25%     | 65%     | 85%     | 90%    | 95%    | 95%    | 90%    | 95%    | 100%   | 95%    | 90%    | 65%    | 10%     | 0%      | 0%      |
|   | Employees | 5%     | 5%     | 5%     | 25%    | 75%     | 100%    | 100%    | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 75%    | 10%     | 5%      | 5%      |
| Adult active entertainment                  | Visitors  | 0%     | 0%     | 0%     | 0%     | 0%      | 0%      | 0%      | 0%     | 0%     | 0%     | 0%     | 25%    | 50%    | 75%    | 100%   | 100%   | 100%    | 100%    | 100%    |
|   | Employees | 0%     | 0%     | 0%     | 5%     | 5%      | 5%      | 10%     | 10%    | 10%    | 20%    | 45%    | 70%    | 100%   | 100%   | 100%   | 100%   | 100%    | 100%    | 100%    |
| All movies typical                          | Visitors  | 0%     | 0%     | 0%     | 0%     | 0%      | 0%      | 20%     | 45%    | 55%    | 55%    | 60%    | 60%    | 80%    | 100%   | 100%   | 100%   | 100%    | 80%     | 50%     |
| Late December                               | Visitors  | 0%     | 0%     | 0%     | 0%     | 0%      | 0%      | 35%     | 60%    | 75%    | 80%    | 80%    | 80%    | 70%    | 80%    | 100%   | 100%   | 100%    | 85%     | 70%     |
| All   | Employees | 0%     | 0%     | 0%     | 0%     | 0%      | 0%      | 50%     | 60%    | 60%    | 75%    | 75%    | 100%   | 100%   | 100%   | 100%   | 100%   | 100%    | 70%     | 50%     |
| Live theater                                | Visitors  | 0%     | 0%     | 0%     | 1%     | 1%      | 1%      | 1%      | 17%    | 67%    | 67%    | 1%     | 1%     | 1%     | 25%    | 100%   | 100%   | 0%      | 0%      | 0%      |
|   | Employees | 0%     | 10%    | 10%    | 20%    | 20%     | 20%     | 30%     | 100%   | 100%   | 100%   | 30%    | 30%    | 100%   | 100%   | 100%   | 100%   | 30%     | 10%     | 5%      |
| Outdoor amphitheater                        | Visitors  | 0%     | 0%     | 0%     | 1%     | 1%      | 1%      | 1%      | 17%    | 67%    | 67%    | 1%     | 1%     | 1%     | 25%    | 100%   | 100%   | 0%      | 0%      | 0%      |
|   | Employees | 0%     | 10%    | 10%    | 20%    | 20%     | 20%     | 30%     | 100%   | 100%   | 100%   | 30%    | 30%    | 100%   | 100%   | 100%   | 100%   | 30%     | 10%     | 5%      |
| Public park/destination open space          | Visitors  | 0%     | 0%     | 0%     | 1%     | 30%     | 60%     | 75%     | 90%    | 97%    | 100%   | 98%    | 85%    | 70%    | 80%    | 100%   | 100%   | 100%    | 95%     | 10%     |
|   | Employees | 0%     | 0%     | 10%    | 25%    | 75%     | 100%    | 100%    | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 100%    | 90%     | 80%     |
| Museum/aquarium                             | Visitors  | 0%     | 0%     | 0%     | 0%     | 45%     | 65%     | 85%     | 95%    | 100%   | 95%    | 90%    | 85%    | 60%    | 30%    | 10%    | 0%     | 0%      | 0%      | 0%      |
|   | Employees | 5%     | 5%     | 5%     | 25%    | 75%     | 100%    | 100%    | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 100%    | 100%    | 100%    |
| Arena                                       | Visitors  | 0%     | 0%     | 0%     | 1%     | 1%      | 1%      | 1%      | 25%    | 95%    | 95%    | 81%    | 1%     | 1%     | 25%    | 100%   | 100%   | 0%      | 0%      | 0%      |
| No matinee                                  | Employees | 0%     | 10%    | 10%    | 20%    | 20%     | 20%     | 30%     | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 30%     | 10%     | 5%      |

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FIGURE 2-5 (continued)

| Land use                         |                      | 6 a.m. | 7 a.m. | 8 a.m. | 9 a.m. | 10 a.m. | 11 a.m. | 12 p.m. | 1 p.m. | 2 p.m. | 3 p.m. | 4 p.m. | 5 p.m. | 6 p.m. | 7 p.m. | 8 p.m. | 9 p.m. | 10 p.m. | 11 p.m. | 12 a.m. |
|----------------------------------|----------------------|--------|--------|--------|--------|---------|---------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------|---------|---------|
| <b>Entertainment (continued)</b> |                      |        |        |        |        |         |         |         |        |        |        |        |        |        |        |        |        |         |         |         |
| Pro football stadium             | Visitors             | 0%     | 0%     | 1%     | 1%     | 5%      | 5%      | 50%     | 100%   | 100%   | 85%    | 25%    | 0%     | 0%     | 0%     | 0%     | 0%     | 0%      | 0%      | 0%      |
| 8 p.m. start                     | Employees            | 0%     | 5%     | 10%    | 20%    | 30%     | 30%     | 100%    | 100%   | 100%   | 100%   | 25%    | 10%    | 5%     | 5%     | 0%     | 0%     | 0%      | 0%      | 0%      |
| Pro baseball stadium             | Visitors             | 0%     | 0%     | 0%     | 0%     | 0%      | 0%      | 0%      | 0%     | 0%     | 0%     | 0%     | 25%    | 50%    | 90%    | 100%   | 100%   | 100%    | 100%    | 0%      |
|                                  | Employees            | 0%     | 0%     | 0%     | 5%     | 5%      | 5%      | 5%      | 5%     | 5%     | 5%     | 20%    | 75%    | 75%    | 100%   | 100%   | 100%   | 100%    | 100%    | 100%    |
| Health club                      | Visitors             | 80%    | 45%    | 35%    | 50%    | 35%     | 50%     | 50%     | 30%    | 25%    | 30%    | 55%    | 100%   | 95%    | 60%    | 30%    | 10%    | 1%      | 1%      | 0%      |
|                                  | Employees            | 50%    | 50%    | 50%    | 50%    | 50%     | 50%     | 50%     | 50%    | 50%    | 50%    | 50%    | 75%    | 100%   | 100%   | 75%    | 50%    | 20%     | 20%     | 0%      |
| Public library                   | Visitors             | 0%     | 0%     | 0%     | 0%     | 100%    | 90%     | 80%     | 65%    | 50%    | 35%    | 11%    | 5%     | 5%     | 0%     | 0%     | 0%     | 0%      | 0%      | 0%      |
|                                  | Employees            | 0%     | 0%     | 10%    | 50%    | 100%    | 100%    | 100%    | 100%   | 100%   | 50%    | 10%    | 10%    | 10%    | 10%    | 0%     | 0%     | 0%      | 0%      | 0%      |
| Daycare center                   | Visitors             | 0%     | 2%     | 25%    | 75%    | 20%     | 20%     | 20%     | 20%    | 20%    | 20%    | 100%   | 50%    | 20%    | 5%     | 0%     | 0%     | 0%      | 0%      | 0%      |
|                                  | Employees            | 0%     | 50%    | 75%    | 90%    | 90%     | 90%     | 90%     | 90%    | 90%    | 100%   | 100%   | 100%   | 60%    | 40%    | 10%    | 0%     | 0%      | 0%      | 0%      |
| Convention center                | Visitors             | 0%     | 0%     | 50%    | 100%   | 100%    | 100%    | 100%    | 100%   | 100%   | 100%   | 100%   | 100%   | 50%    | 30%    | 30%    | 10%    | 0%      | 0%      | 0%      |
|                                  | Employees            | 5%     | 30%    | 33%    | 33%    | 100%    | 100%    | 100%    | 100%   | 100%   | 100%   | 90%    | 70%    | 40%    | 25%    | 20%    | 20%    | 5%      | 0%      | 0%      |
| <b>Hotel and residential</b>     |                      |        |        |        |        |         |         |         |        |        |        |        |        |        |        |        |        |         |         |         |
| Hotel-business                   | Visitors             | 95%    | 90%    | 80%    | 70%    | 60%     | 60%     | 55%     | 55%    | 60%    | 60%    | 65%    | 70%    | 75%    | 75%    | 80%    | 85%    | 95%     | 100%    | 100%    |
| Hotel-leisure                    | Visitors             | 95%    | 95%    | 90%    | 80%    | 70%     | 70%     | 65%     | 65%    | 70%    | 70%    | 75%    | 80%    | 85%    | 85%    | 90%    | 95%    | 95%     | 100%    | 100%    |
| Employee                         | Employees            | 10%    | 30%    | 100%   | 100%   | 100%    | 100%    | 100%    | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 100%    | 100%    | 5%      |
| Restaurant/lounge                | Visitors             | 0%     | 10%    | 30%    | 10%    | 10%     | 5%      | 100%    | 100%   | 33%    | 10%    | 10%    | 30%    | 55%    | 60%    | 70%    | 67%    | 60%     | 40%     | 30%     |
| Meeting/banquet (<100 sq ft/key) | Visitors             | 0%     | 0%     | 30%    | 60%    | 60%     | 60%     | 65%     | 65%    | 65%    | 65%    | 65%    | 100%   | 100%   | 100%   | 100%   | 100%   | 50%     | 0%      | 0%      |
| Convention (>100 sq ft/key)      | Visitors             | 0%     | 0%     | 50%    | 100%   | 100%    | 100%    | 100%    | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 50%    | 30%    | 30%     | 10%     | 0%      |
| Employee                         | Employees            | 10%    | 10%    | 60%    | 100%   | 100%    | 100%    | 100%    | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 100%    | 60%     | 10%     |
| Residential guest                | Visitors             | 0%     | 20%    | 20%    | 20%    | 20%     | 20%     | 20%     | 20%    | 20%    | 20%    | 20%    | 40%    | 60%    | 100%   | 100%   | 100%   | 100%    | 80%     | 50%     |
| Resident reserved                | Residents            | 100%   | 100%   | 100%   | 100%   | 100%    | 100%    | 100%    | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 100%   | 100%    | 100%    | 100%    |
| Residential suburban             | Residents            | 100%   | 95%    | 88%    | 80%    | 75%     | 70%     | 68%     | 65%    | 65%    | 68%    | 71%    | 74%    | 77%    | 80%    | 83%    | 86%    | 89%     | 92%     | 100%    |
| Residential urban                | Residents            | 90%    | 85%    | 80%    | 75%    | 70%     | 69%     | 68%     | 67%    | 66%    | 55%    | 60%    | 55%    | 50%    | 55%    | 65%    | 75%    | 85%     | 90%     | 100%    |
| Active senior housing            | Visitors             | 94%    | 98%    | 97%    | 95%    | 93%     | 94%     | 97%     | 99%    | 100%   | 100%   | 99%    | 98%    | 98%    | 98%    | 97%    | 95%    | 94%     | 98%     | 98%     |
|                                  | Employees            | 94%    | 98%    | 97%    | 95%    | 93%     | 94%     | 97%     | 99%    | 100%   | 100%   | 99%    | 98%    | 98%    | 98%    | 97%    | 95%    | 94%     | 98%     | 98%     |
| <b>Office</b>                    |                      |        |        |        |        |         |         |         |        |        |        |        |        |        |        |        |        |         |         |         |
| Office                           | Visitors             | 0%     | 20%    | 60%    | 80%    | 90%     | 100%    | 90%     | 80%    | 60%    | 40%    | 20%    | 10%    | 5%     | 0%     | 0%     | 0%     | 0%      | 0%      | 0%      |
|                                  | Employees unreserved | 0%     | 20%    | 60%    | 80%    | 90%     | 100%    | 90%     | 80%    | 60%    | 40%    | 20%    | 10%    | 5%     | 0%     | 0%     | 0%     | 0%      | 0%      | 0%      |
|                                  | Employees reserved   | 100%   |        |        |        |         |         |         |        |        |        |        |        |        |        |        |        |         |         |         |



# **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        | 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   |
| <b>Total</b>      |                      | 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        | 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        | 0%      | 0   |
| <b>Total</b>      |                      | 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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This item has been digitally signed and sealed by Elizabeth Perez, P.E. on **May 23, 2023** using a Digital Signature.

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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*, 11<sup>th</sup> 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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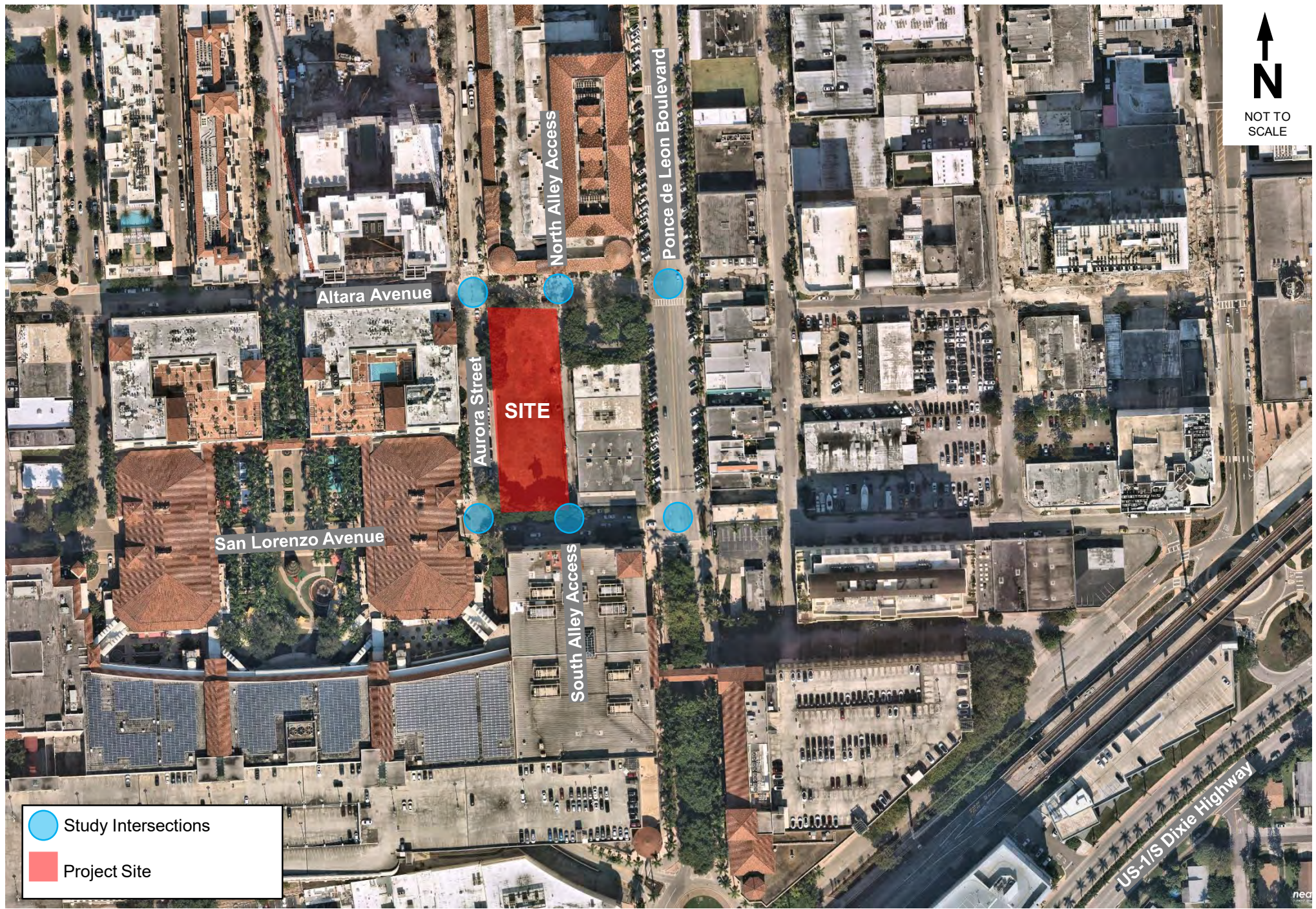


## INTRODUCTION

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

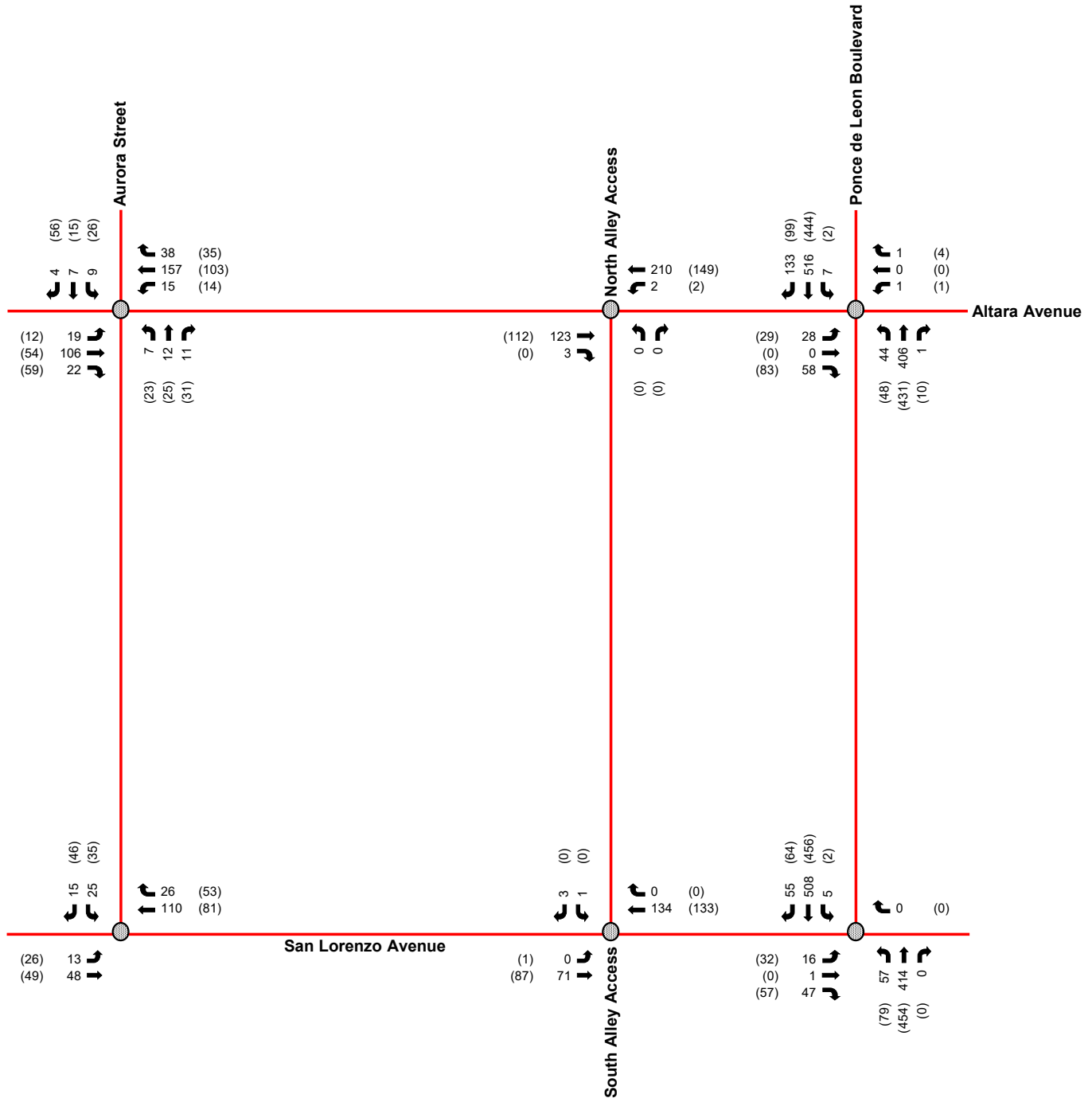


Figure 2  
Existing Peak Hour Traffic  
4241 Aurora Street  
Coral Gables, Florida

## 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 42<sup>nd</sup> Avenue
- Count station 871048 located on SR 976/Bird Road, west of SW 42<sup>nd</sup> 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 40<sup>th</sup> Street
- Count station 878264 located on SW 37<sup>th</sup> Avenue, north of US-1
- Count station 878409 located on SW 38<sup>th</sup> 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 R<sup>2</sup> 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.





## 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*, 11<sup>th</sup> 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 40<sup>th</sup> 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 40<sup>th</sup> 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 42<sup>nd</sup> 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*, 3<sup>rd</sup> 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*, 11<sup>th</sup> 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)<br>(222) | 72 dwelling units | 11<br>(15)         | 22<br>(13)         | 33<br>(28)             |
| Strip Retail Plaza [<40k]<br>(822)       | 8,296 square feet | 13<br>(16)         | 10<br>(14)         | 23<br>(30)             |
| Small Office Building<br>(712)           | 9,095 square feet | 11<br>(5)          | 2<br>(10)          | 13<br>(15)             |
| <b>Net New Vehicle Trips</b>             |                   | <b>35<br/>(36)</b> | <b>34<br/>(37)</b> | <b>69<br/>(73)</b>     |

### 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%                 |
| <b>Total</b>                        | <b>100%</b>         |

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



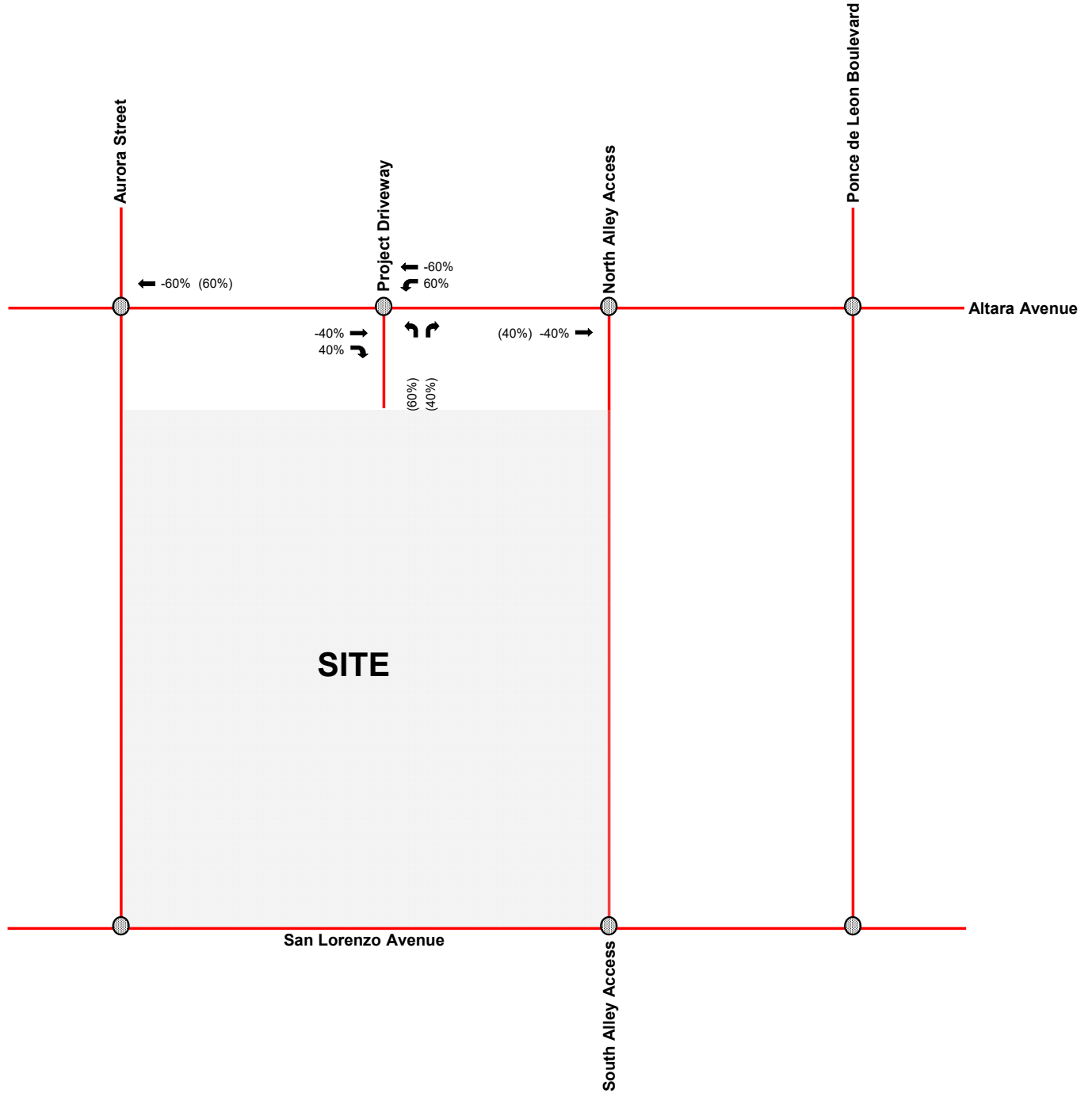




NOT TO SCALE

**Legend**



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







**Legend**

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

NOT TO SCALE

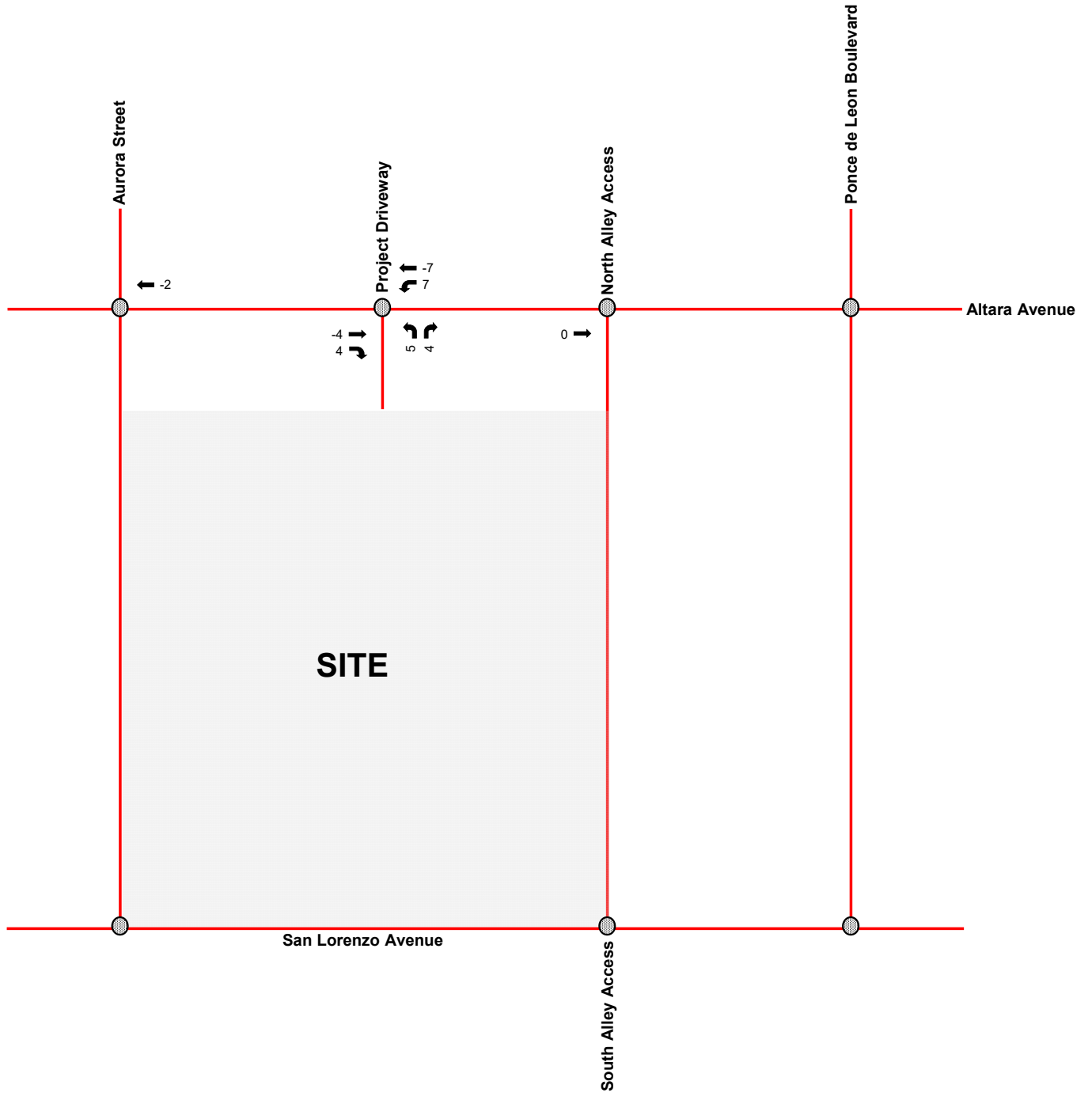


Figure 7  
P.M. Peak Hour Pass-by Trip Assignment  
4241 Aurora Street  
Coral Gables, Florida

## 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) 6<sup>th</sup> 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<br>(B)<br>[B]   | B<br>(B)<br>[B]     |
| Altara Avenue and North Alley Access   | One-Way Stop Controlled | (1)                                     | (2)<br>(2)<br>[(3)] | (2)<br>(2)<br>[(3)] | A<br>(A)<br>[(3)] | (3)                 |
| Altara Avenue and Ponce de Leon Boulevard                                    | Two-Way Stop Controlled | (1)                                     | B<br>(B)<br>[B]     | B<br>(B)<br>[B]     | (2)               | (2)                 |
| San Lorenzo Avenue and Aurora Street   | One-Way Stop Controlled | (1)                                     | (2)                 | (2)                 | (3)               | B<br>(B)<br>[B]     |
| San Lorenzo Avenue and South Alley Access                                    | One-Way Stop Controlled | (1)                                     | (2)                 | (2)                 | (3)               | B<br>(B)<br>[A]     |
| San Lorenzo Avenue and Ponce de Leon Boulevard                               | Signalized              | A/7.1 sec<br>(A/7.4 sec)<br>[A/7.6 sec] | C<br>(C)<br>[C]     | (3)<br>(A)<br>[D]   | A<br>(A)<br>[A]   | A<br>(A)<br>[A]     |
| Altara Avenue and Project Driveway <sup>(6)</sup>                            | One-Way Stop Controlled | (5)<br>(5)<br>[(1)]                     | (4)<br>(4)<br>[(2)] | (4)<br>(4)<br>[(2)] | (4)<br>(4)<br>[B] | (4)<br>(4)<br>[(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 6<sup>th</sup> 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<br>(B)<br>[B]                                 | B<br>(B)<br>[B]  |
| Altara Avenue and North Alley Access   | One-Way Stop Controlled | (1)  | (2)<br>( <sup>(2)</sup> )<br>[( <sup>(3)</sup> )]                | (2)<br>( <sup>(2)</sup> )<br>[( <sup>(3)</sup> )]                | A<br>(A)<br>[( <sup>(3)</sup> )]                | (3)  |
| Altara Avenue and Ponce de Leon Boulevard                                    | Two-Way Stop Controlled | (1)  | B<br>(B)<br>[B]  | B<br>(B)<br>[B]  | (2)   | (2)  |
| San Lorenzo Avenue and Aurora Street   | One-Way Stop Controlled | (1)  | (2)  | (2)  | (3)   | B<br>(B)<br>[B]  |
| San Lorenzo Avenue and South Alley Access                                    | One-Way Stop Controlled | (1)  | (2)  | (2)  | (3)   | A<br>(A)<br>[A]  |
| San Lorenzo Avenue and Ponce de Leon Boulevard                               | Signalized              | A/7.4 sec<br>(A/8.6 sec)<br>[A/8.6 sec]                          | C<br>(C)<br>[C]  | ( <sup>(3)</sup> )<br>(D)<br>[D]                                 | A<br>(A)<br>[A]                                 | A<br>(A)<br>[A]  |
| Altara Avenue and Project Driveway <sup>(6)</sup>                            | One-Way Stop Controlled | ( <sup>(5)</sup> )<br>( <sup>(5)</sup> )<br>[( <sup>(1)</sup> )] | ( <sup>(4)</sup> )<br>( <sup>(4)</sup> )<br>[( <sup>(2)</sup> )] | ( <sup>(4)</sup> )<br>( <sup>(4)</sup> )<br>[( <sup>(2)</sup> )] | ( <sup>(4)</sup> )<br>( <sup>(4)</sup> )<br>[B] | ( <sup>(4)</sup> )<br>( <sup>(4)</sup> )<br>[( <sup>(3)</sup> )] |

- 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 6<sup>th</sup> 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 95<sup>th</sup> percentile vehicle queue lengths under existing, future background, and future total traffic conditions. The 95<sup>th</sup> 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 <sup>th</sup> Percentile Queue (ft) <sup>(1)</sup> | Existing Storage Length (ft) | Turn Lane Sufficient? |
| San Lorenzo Avenue and Ponce de Leon Boulevard                                      | Northbound Left-Turn | <25<br>(<25)<br>[<25]                                 | 65                           | Yes<br>(Yes)<br>[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 <sup>th</sup> Percentile Queue (ft) <sup>(1)</sup> | Existing Storage Length (ft) | Turn Lane Sufficient? |
| San Lorenzo Avenue and Ponce de Leon Boulevard                                      | Northbound Left-Turn | 26<br>(27)<br>[27]                                    | 65                           | Yes<br>(Yes)<br>[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<br>(C)<br>[C] | A<br>(A)<br>[A] | E<br>(E)<br>[E] |
|  |                                     | SB        | C<br>(C)<br>[C] | A<br>(A)<br>[A] | E<br>(E)<br>[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<br>(C)<br>[C] | A<br>(A)<br>[A] | E<br>(E)<br>[E] |
|  |                                     | SB        | C<br>(C)<br>[C] | A<br>(A)<br>[A] | E<br>(E)<br>[E] |

### ENTRY GATE QUEUE ANALYSIS

A 95<sup>th</sup> 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 3<sup>rd</sup> 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 <sup>th</sup> Percentile Queue Including Service Position |
| Garage Entry Gate                              | 35<br>(36)             | 0.114<br>(0.117)                | < 1 vehicle<br>(< 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

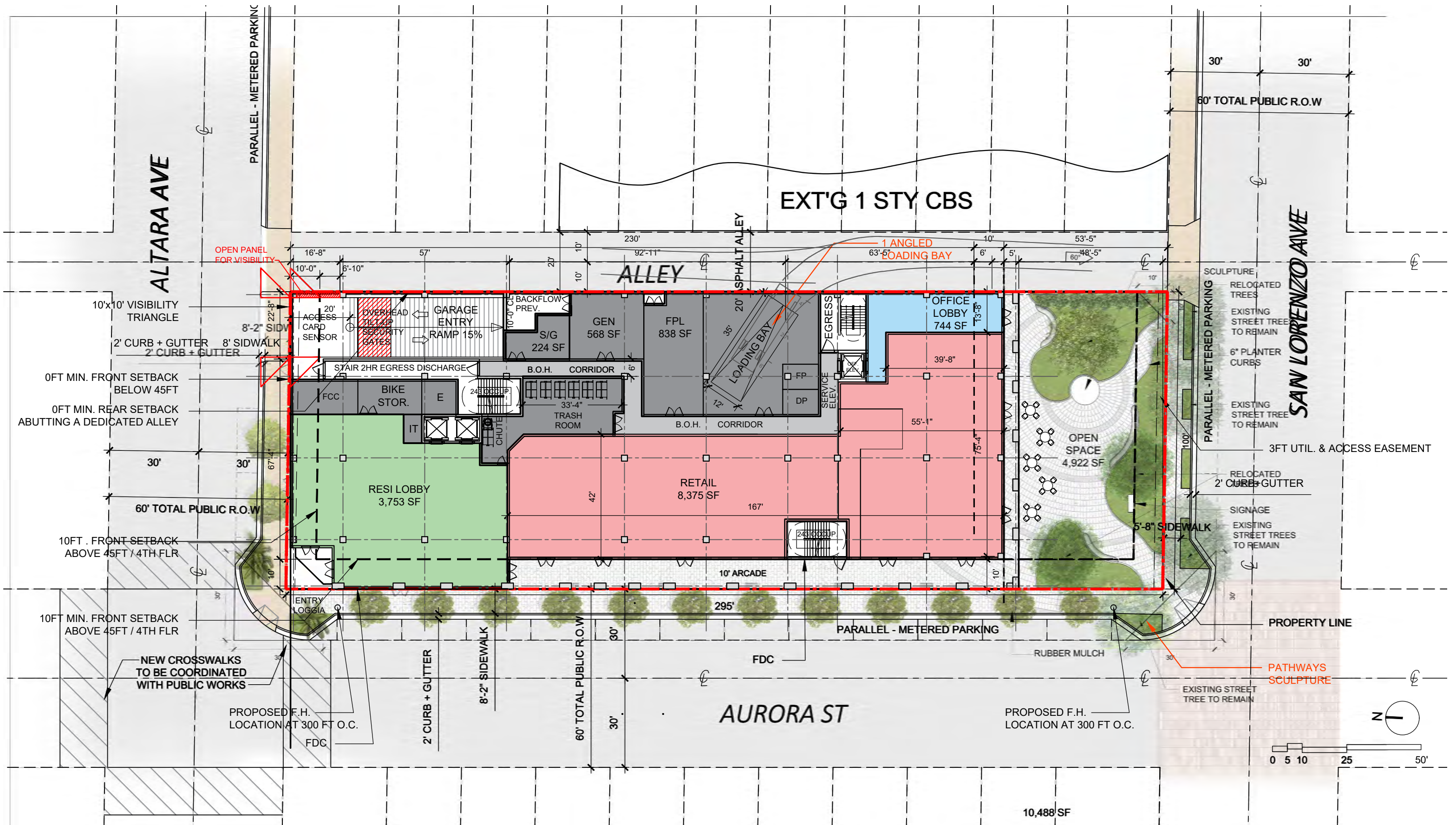
one-way southbound. Note that formalizing the existing alley as one-way southbound may require Miami-Dade County review and approval.

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



**ARQUITECTONICA**

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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*, 11<sup>th</sup> 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 40<sup>th</sup> 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 40<sup>th</sup> 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 42<sup>nd</sup> 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*, 3<sup>rd</sup> 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*, 11<sup>th</sup> 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 6<sup>th</sup> 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 95<sup>th</sup> 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 95<sup>th</sup> 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.



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

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.

**Attachment A**  
Conceptual Site Plan





**Attachment B**  
Transit Service Data



Search a route...



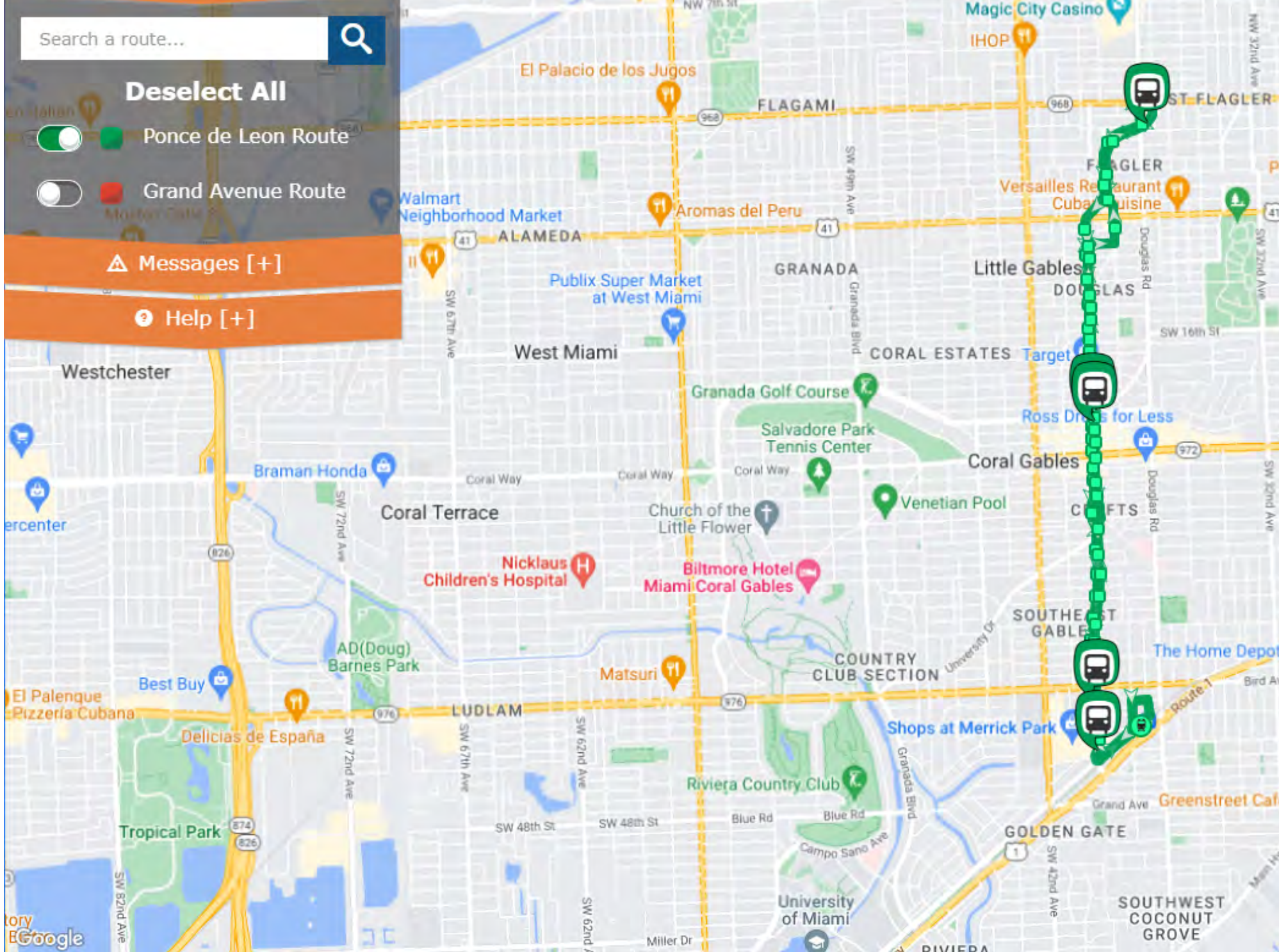
### Deselect All

Ponce de Leon Route

Grand Avenue Route

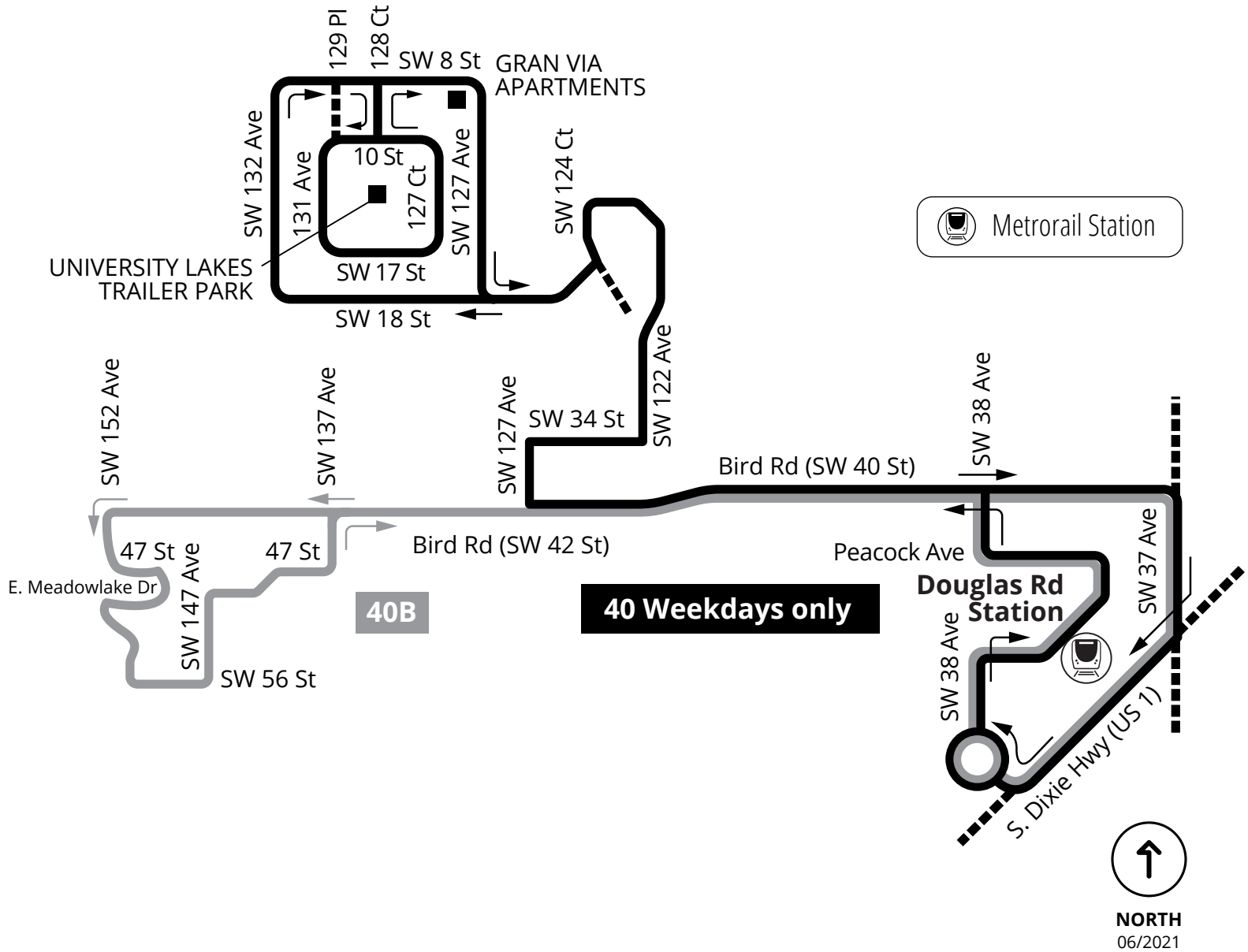
Messages [+]

Help [+]





# 40/40B



@GoMiamiDade



GO Miami-Dade Transit







WEEKDAYS / DIAS LABORABLES / JOU LASEMÈN

| EASTBOUND<br>RUMBO ESTE / DIREKSYON IS    | MORNING<br>MAÑANA / MATEN |                  |               |                           |       |       |       |       |                  |               |                           |       |       |       | AFTERNOON AND EVENING<br>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      |               | MORNING<br>MAÑANA / MATEN |       |       |       |       |                  |               |                           | PM    |       |       |   |       |       |       |                               | 10 – 20 min |       | EVENING<br>NOCHE / CHAK ASWÈ |               |       |      |      |             |      |                              |      |      |      |      |      |      |      |      |      |      |      |      |      |       |       |      |      |      |       |      |       |
|   |                           | FROM<br>DESDE/DE | TO<br>HASTA/A |                           |       |       |       |       |                  |               |                           |       |       |       |   |       |       |       |                               |             |       |                              |               |       |      |      |             |      |                              |      |      |      |      |      |      |      |      |      |      |      |      |      |       |       |      |      |      |       |      |       |
| 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<br>RUMBO OESTE / DIREKSYON IWES | MORNING<br>MAÑANA / MATEN |                  |               |                           |       |       |       |       | 10 – 20 min      |               | MORNING<br>MAÑANA / MATEN |       |       |       |   |       |       |       | AFTERNOON<br>TARDE / APREMIDI |             |       |                              |               |       |      |      | 10 – 20 min |      | EVENING<br>NOCHE / CHAK ASWÈ |      |      |      |      |      |      |      |      |      |      |      |      |      |       |       |      |      |      |       |      |       |
|   |                           |                  |               |                           |       |       |       |       | FROM<br>DESDE/DE | TO<br>HASTA/A |                           |       |       |       |   |       |       |       |                               |             |       | FROM<br>DESDE/DE             | TO<br>HASTA/A |       |      |      |             |      |                              |      |      |      |      |      |      |      |      |      |      |      |      |      |       |       |      |      |      |       |      |       |
| 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 yo apwoksimatif. / Vre le bis yo ap rivwe oswa deplase ka varye selon kondisyon sikilasyon sou wout yo.



SATURDAY / SÁBADO / SAMDI



| EASTBOUND<br>RUMBO ESTE / DIREKSYON IS   | MORNING<br>MAÑANA / MATEN  |      |      |      |       |       |       | AM    | PM    | AFTERNOON AND EVENING<br>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<br>RUMBO OESTE / DIREKSYON IWES  | MORNING<br>MAÑANA / MATEN  |      |      |      |       |       |       | AM    | PM    | AFTERNOON AND EVENING<br>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  |
| 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

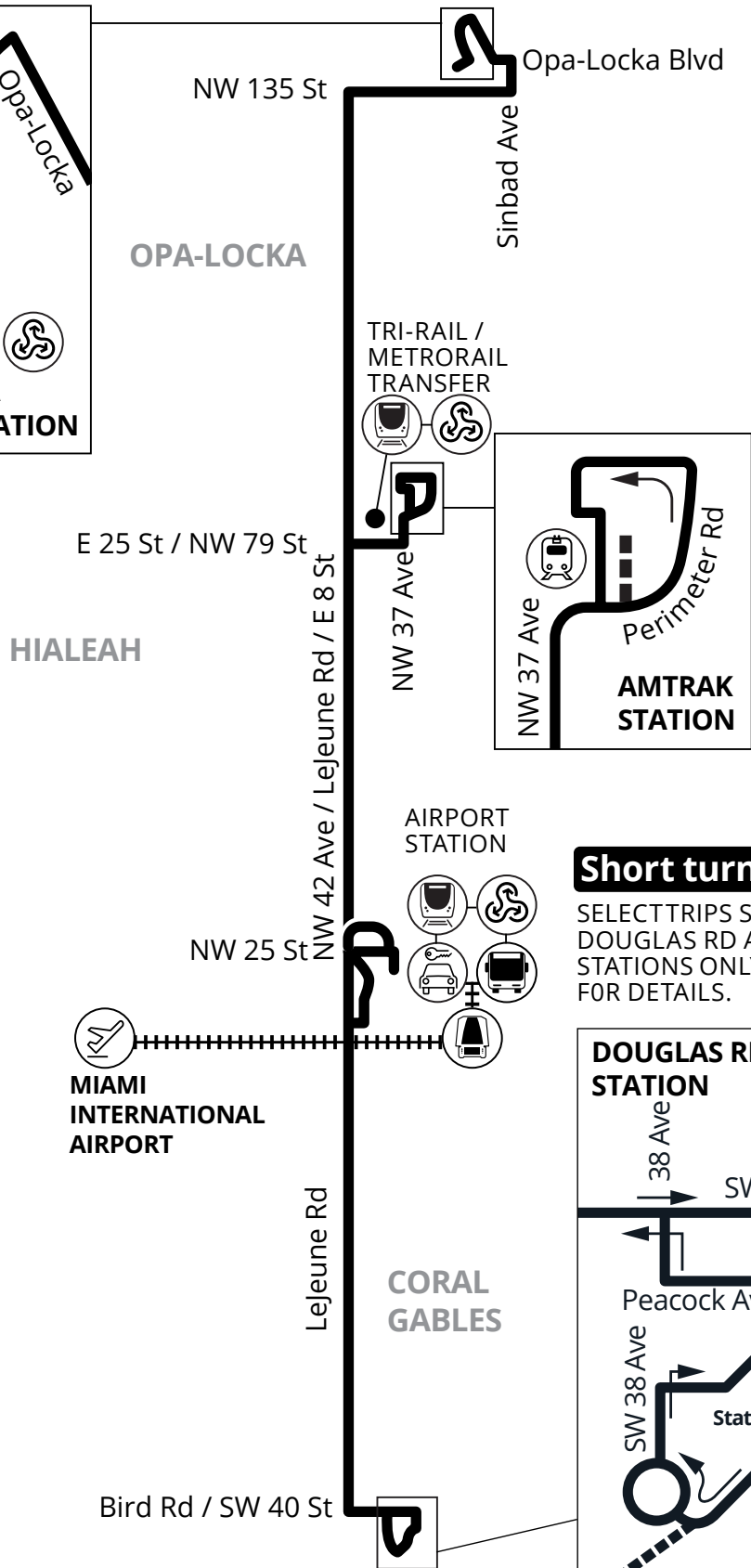
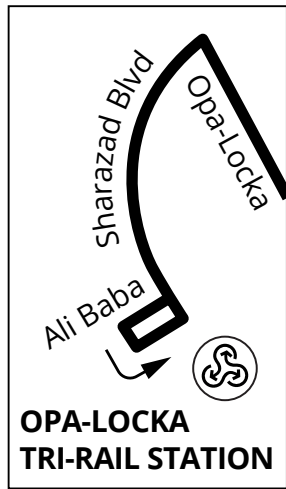
| EASTBOUND<br>RUMBO ESTE / DIREKSYON IS   | MORNING<br>MAÑANA / MATEN |       |      |      |       |       |       | AM    | PM    | AFTERNOON AND EVENING<br>TARDE Y NOCHE / APREMIDI AK ASWÈ |      |      |      |      |      |      |      |       |       |
|--|---------------------------|-------|------|------|-------|-------|-------|-------|-------|---|------|------|------|------|------|------|------|-------|-------|
|  | 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<br>RUMBO OESTE / DIREKSYON IWES  | MORNING<br>MAÑANA / MATEN |       |      |      |       |       |       | AM    | PM    | AFTERNOON AND EVENING<br>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.





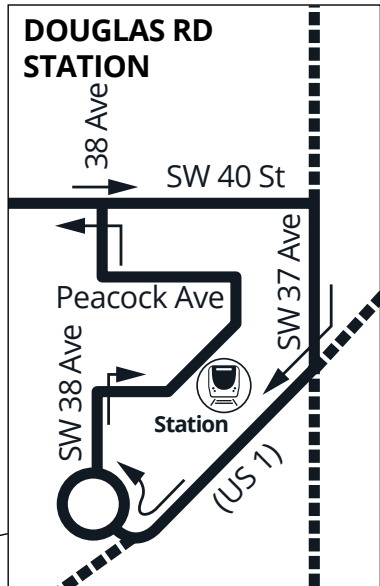
# 42



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

### Short turn

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



**NORTH**  
06/2021



**GO Miami-Dade Transit**













WEEKDAYS / DIAS LABORABLES / LA SEMÈN

| NORTHBOUND<br>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 | 5:23                     | 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 |       |
|  | SW 42 Ave & Candia Ave         | 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 & Miracle Mile     | 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<br>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     | 4:47                     | 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 | -    | -    | -    | -     | -     | -     |       |
|  | E 8 Ave & 49 St Hialeah        | 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 37 Ave Amtrak Station       | 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<br>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<br>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<br>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<br>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.



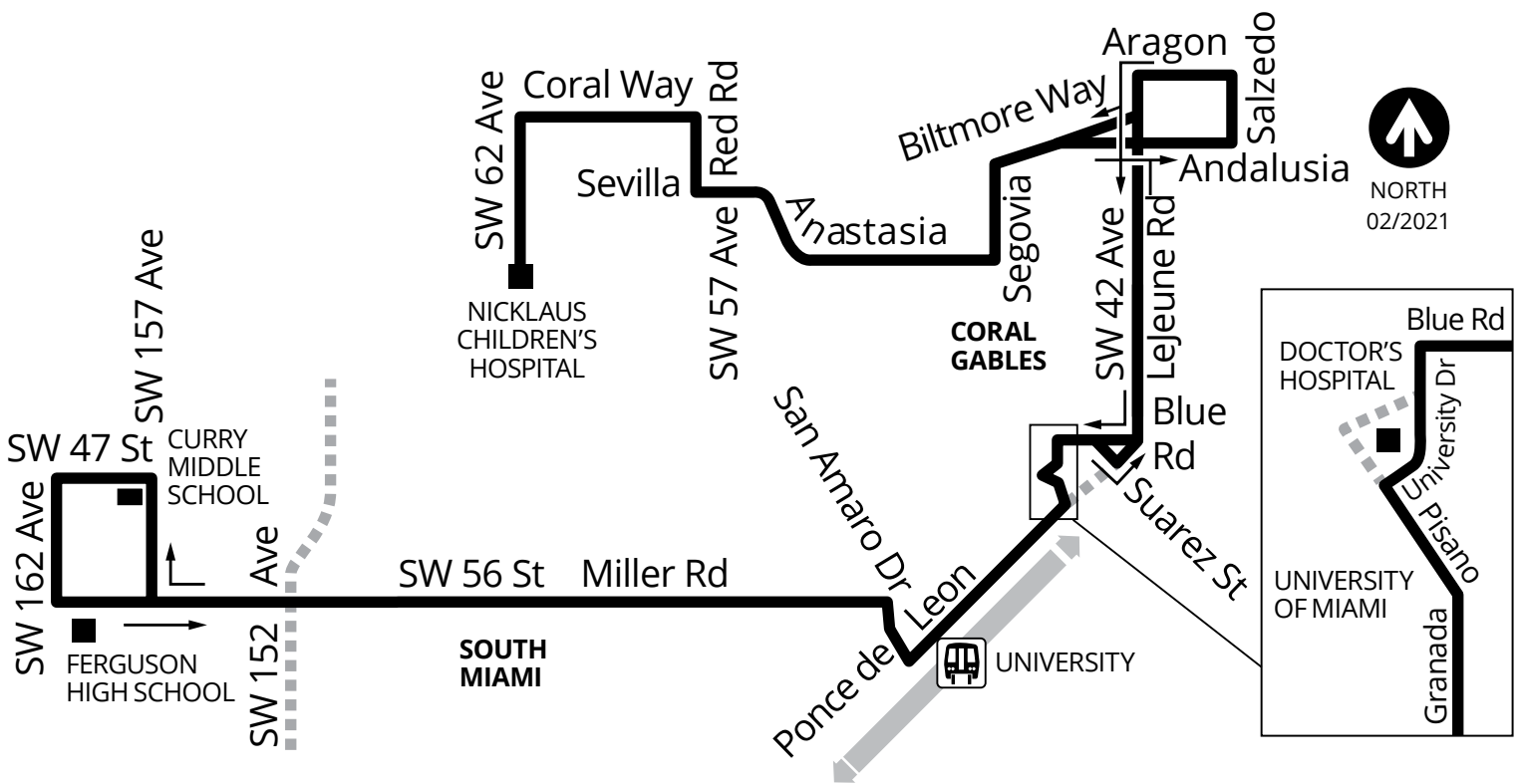



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 GO Miami-Dade Transit  
 miamidade.gov/transit
  311 or 305.468.5900 TTY/Fla Relay: 711





# 56



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GO Miami-Dade Transit





WEEKDAYS / DIAS LABORABLES / LASEMÈN

| WESTBOUND<br>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<br>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 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.



@GoMiamiDade



GO Miami-Dade Transit



miamidade.gov/transit



311 or 305.468.5900 TTY/Fla Relay: 711



# 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            |
| ▼ Carooled:   | 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.

\*\*\*\*\*

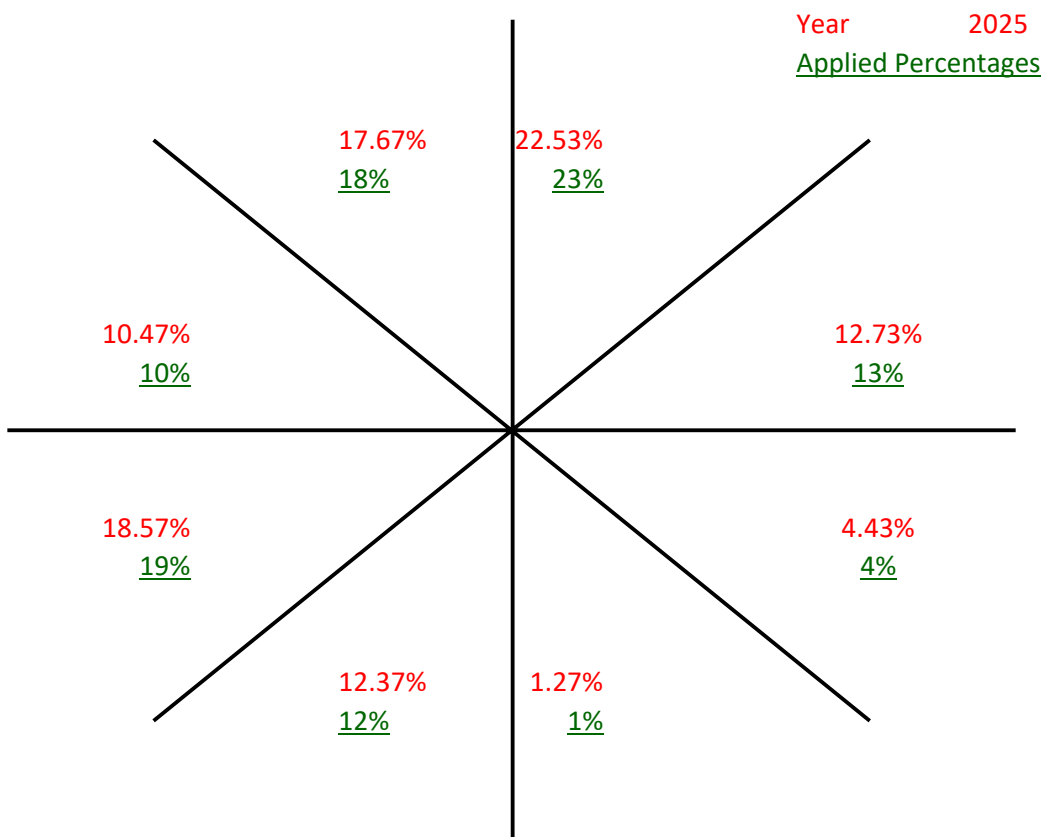
A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling error and the margin of error may be treated as zero.



# 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   |             |

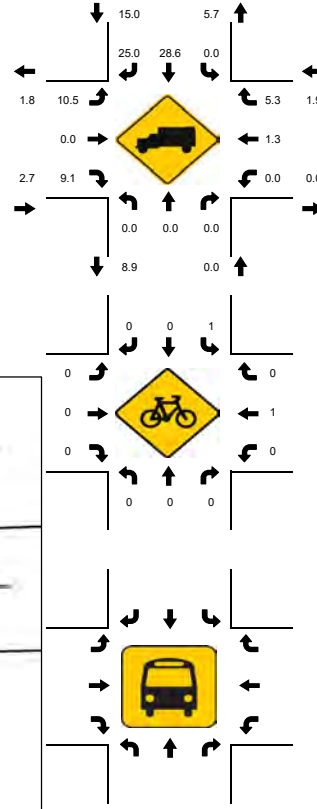
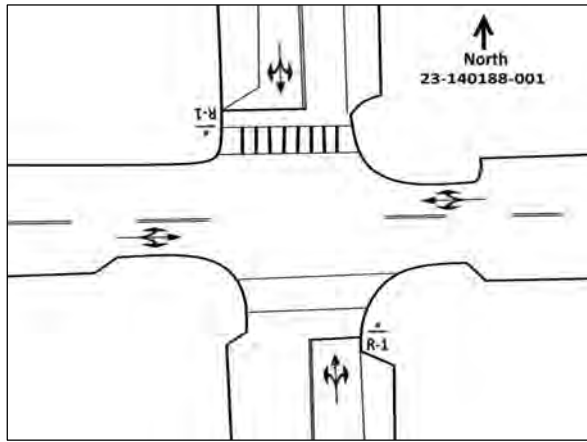
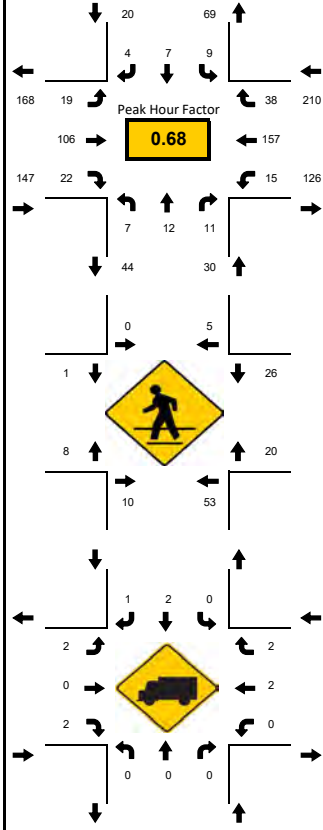
# Appendix C

## Traffic Data



# Turning Movement Counts

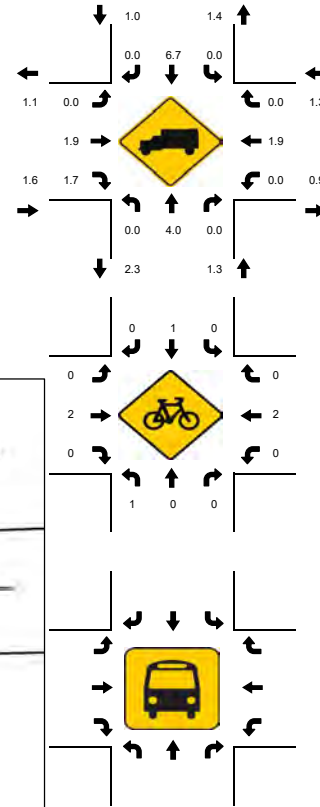
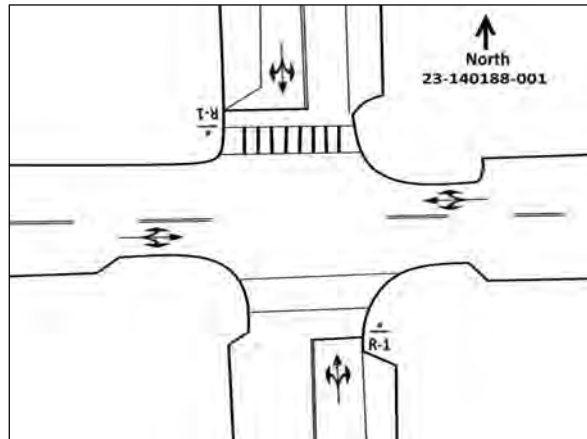
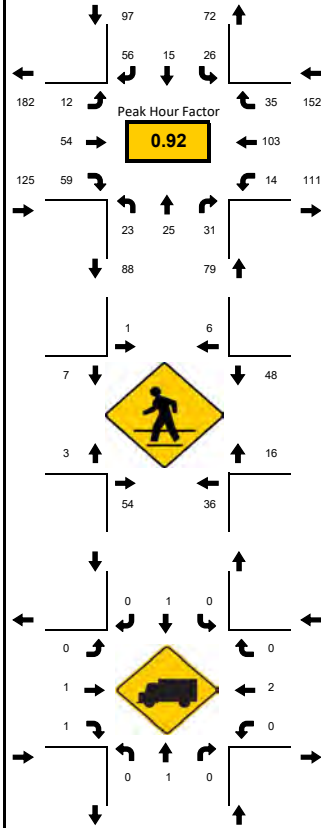
Peak-Hour: 07:00 AM - 08:00 AM  
 Peak 15-Minute: 07:00 AM - 07:15 AM



| 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           |
| <b>Peak 15-Min Flowrates</b>     | <b>Northbound</b>    |      |     |   |    | <b>Southbound</b>    |      |     |   |    | <b>Eastbound</b>     |      |     |   |    | <b>Westbound</b>     |      |     |   |    | <b>Total</b> |              |
| 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                    |                      |      |     |   |    |                      |      |     |   |    |                      |      |     |   |    |                      |      |     |   |    |              |              |

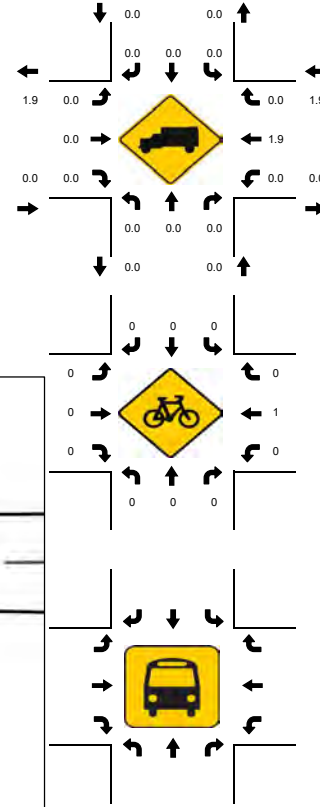
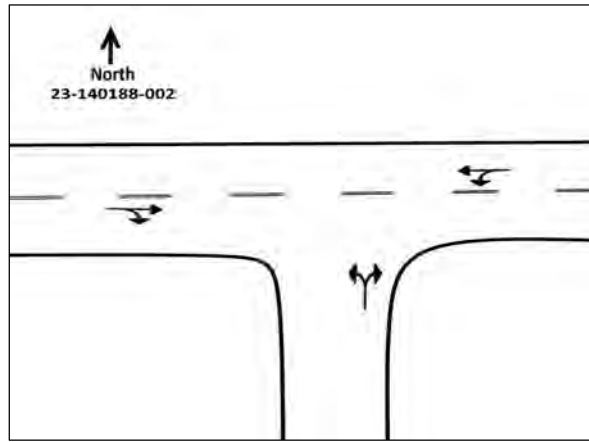
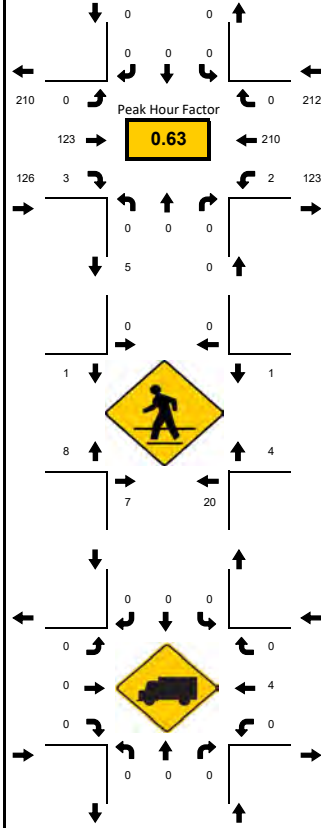


Peak-Hour: 05:00 PM - 06:00 PM  
 Peak 15-Minute: 05:00 PM - 05:15 PM



| 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          |
| <b>Peak 15-Min Flowrates</b>     | <b>Northbound</b>    |      |     |   |    | <b>Southbound</b>    |      |     |   |    | <b>Eastbound</b>     |      |     |   |    | <b>Westbound</b>     |      |     |   |    | <b>Total</b> |              |
| 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                    |                      |      |     |   |    |                      |      |     |   |    |                      |      |     |   |    |                      |      |     |   |    |              |              |

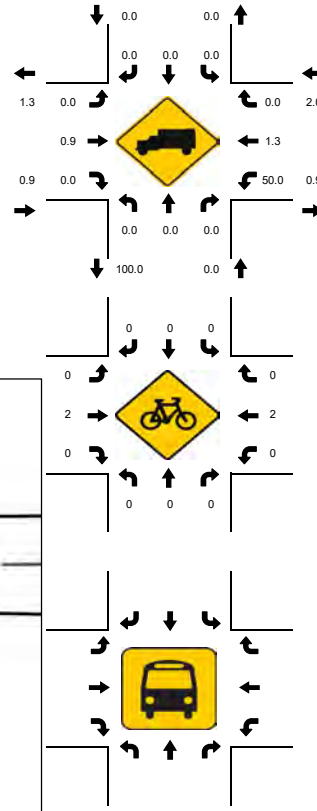
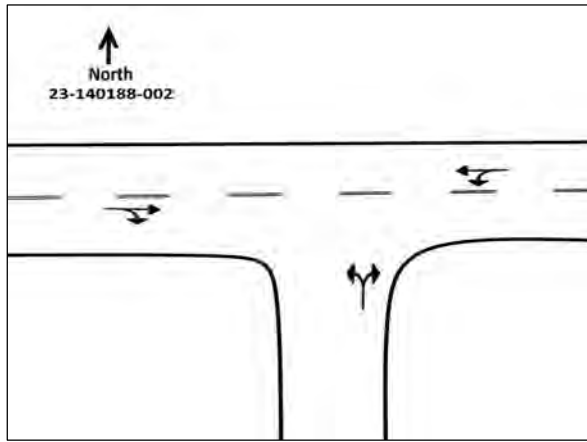
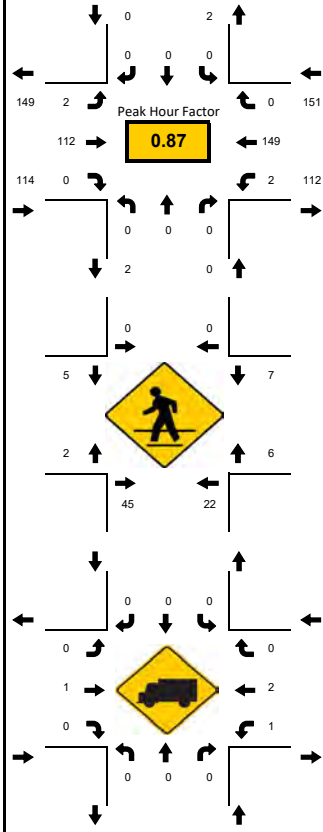
Peak-Hour: 07:00 AM - 08:00 AM  
 Peak 15-Minute: 07:00 AM - 07:15 AM



| 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           |
| <b>Peak 15-Min Flowrates</b>     | <b>Northbound</b>             |      |     |   |    | <b>Southbound</b>             |      |     |   |    | <b>Eastbound</b>     |      |     |   |    | <b>Westbound</b>     |      |     |   |    | <b>Total</b> |              |
| 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

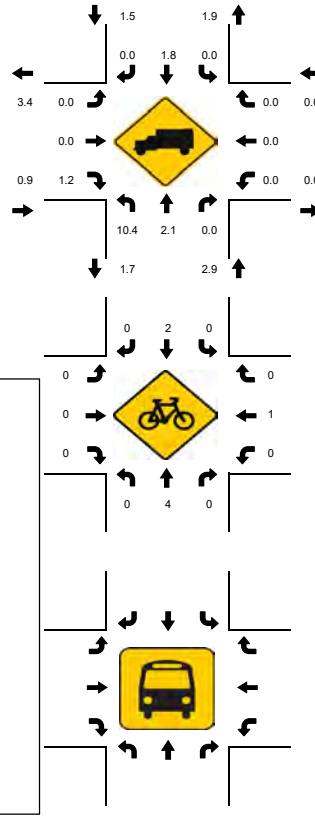
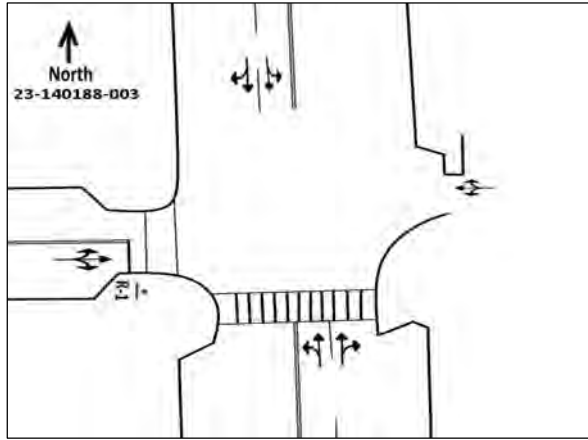
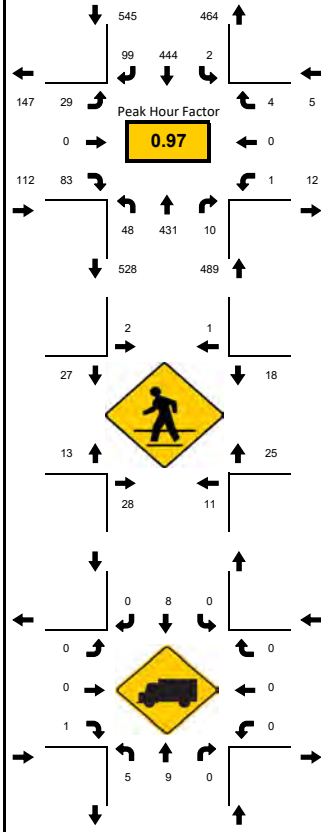


| 15-Min Count Period Beginning At | North Alley Access Northbound |      |     |   |    | North Alley Access Southbound |      |     |   |    | Altara Ave Eastbound |      |     |   |    | Altara Ave Westbound |      |     |   |    | Total        | Hourly Total |
|----------------------------------|-------------------------------|------|-----|---|----|-------------------------------|------|-----|---|----|----------------------|------|-----|---|----|----------------------|------|-----|---|----|--------------|--------------|
|                                  | 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           |
| <b>Peak 15-Min Flowrates</b>     | <b>Northbound</b>             |      |     |   |    | <b>Southbound</b>             |      |     |   |    | <b>Eastbound</b>     |      |     |   |    | <b>Westbound</b>     |      |     |   |    | <b>Total</b> |              |
| 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                    |                               |      |     |   |    |                               |      |     |   |    |                      |      |     |   |    |                      |      |     |   |    |              |              |



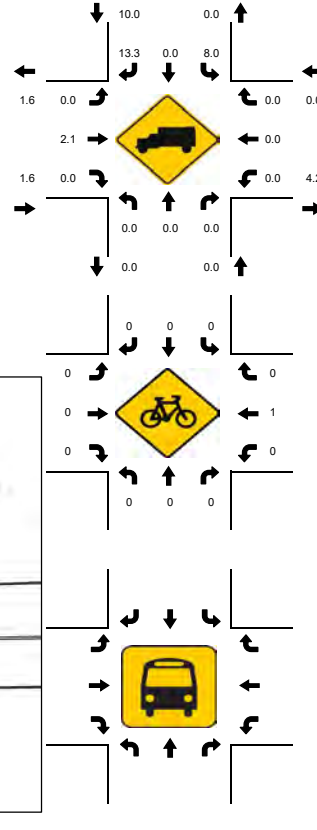
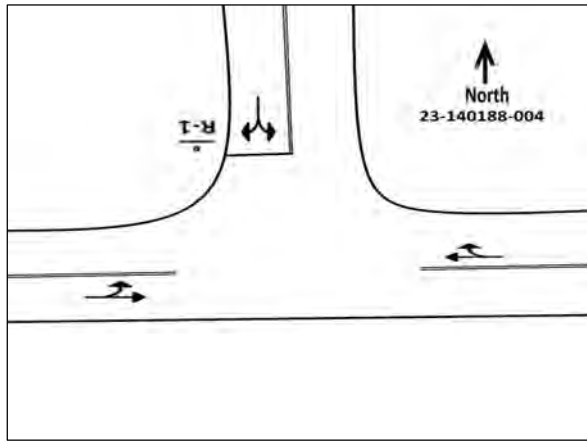
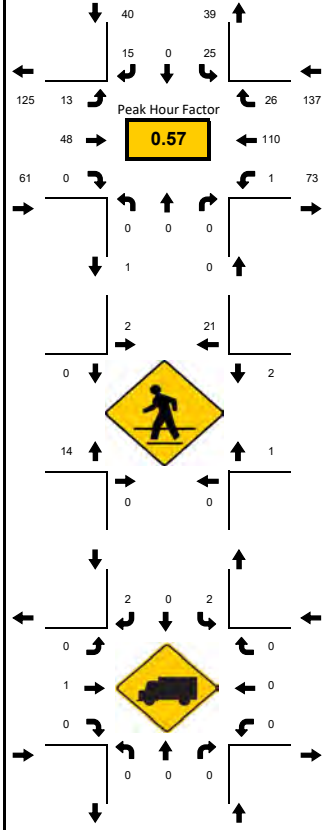


Peak-Hour: 04:30 PM - 05:30 PM  
 Peak 15-Minute: 05:00 PM - 05:15 PM



| 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          |
| <b>Peak 15-Min Flowrates</b>     | <b>Northbound</b>        |      |     |   |    | <b>Southbound</b>        |      |     |   |    | <b>Eastbound</b>     |      |     |   |    | <b>Westbound</b>     |      |     |   |    | <b>Total</b> |              |
| 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                    |                          |      |     |   |    |                          |      |     |   |    |                      |      |     |   |    |                      |      |     |   |    |              |              |

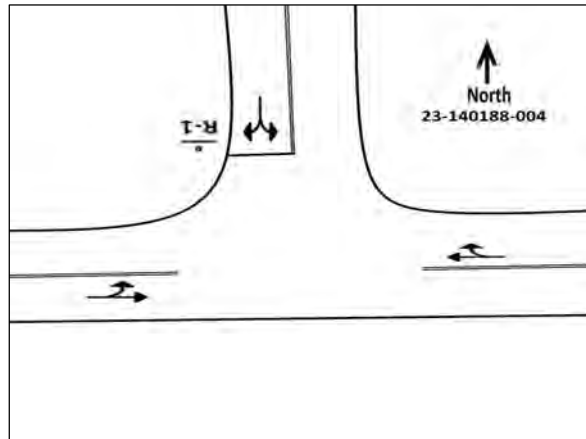
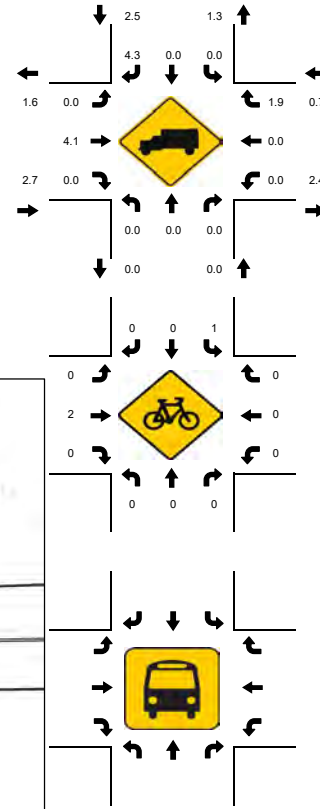
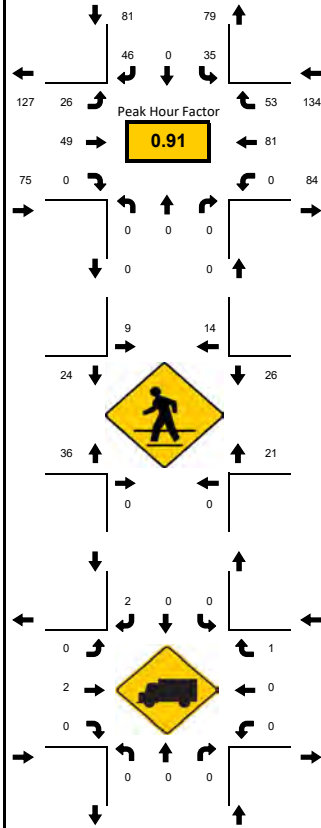
Peak-Hour: 07:00 AM - 08:00 AM  
 Peak 15-Minute: 07:00 AM - 07:15 AM



| 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 | 0  | 3                         | 23   | 0   | 0 | 0  | 0                         | 29   | 5   | 1 | 0  | 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 | 0  | 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 | 0  | 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           |
| <b>Peak 15-Min Flowrates</b>     | <b>Northbound</b>    |      |     |   |    | <b>Southbound</b>    |      |     |   |    | <b>Eastbound</b>          |      |     |   |    | <b>Westbound</b>          |      |     |   |    | <b>Total</b> |              |
| All Vehicles                     | 0                    | 0    | 0   | 0 | 0  | 32                   | 0    | 24  | 4 | 0  | 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                    |                      |      |     |   |    |                      |      |     |   |    |                           |      |     |   |    |                           |      |     |   |    |              |              |

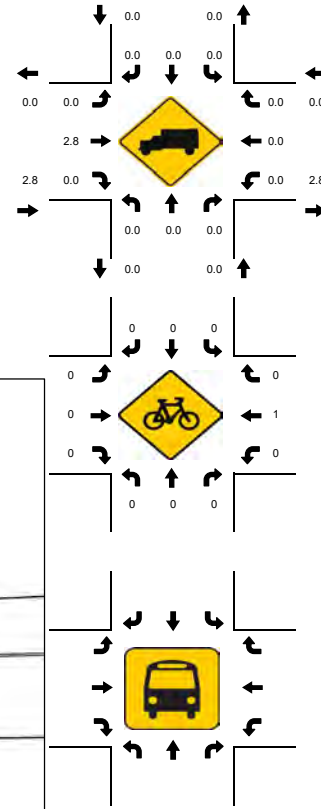
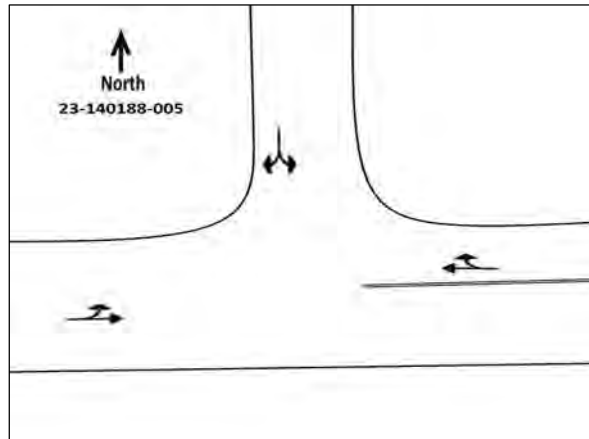
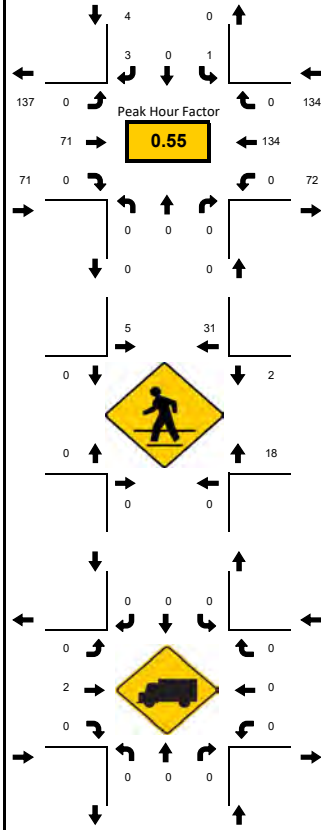


Peak-Hour: 05:00 PM - 06:00 PM  
 Peak 15-Minute: 05:45 PM - 06:00 PM



| 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           |
| <b>Peak 15-Min Flowrates</b>     | <b>Northbound</b>    |      |     |   |    | <b>Southbound</b>    |      |     |   |    | <b>Eastbound</b>          |      |     |   |    | <b>Westbound</b>          |      |     |   |    | <b>Total</b> |              |
| 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                    |                      |      |     |   |    |                      |      |     |   |    |                           |      |     |   |    |                           |      |     |   |    |              |              |

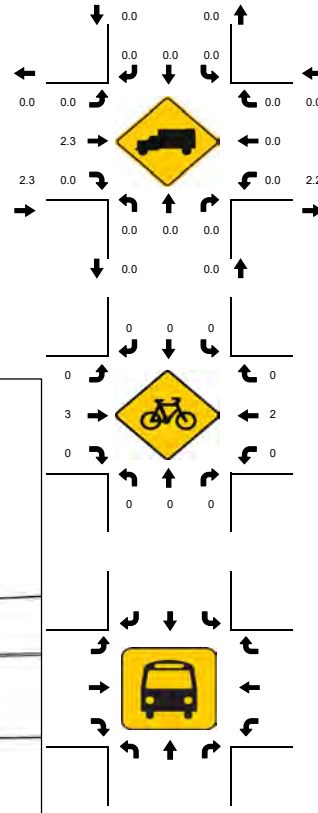
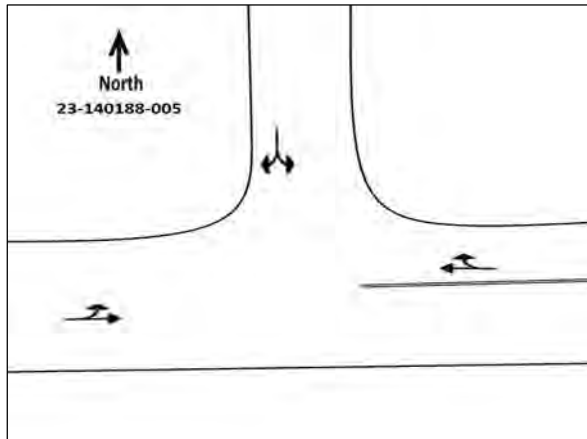
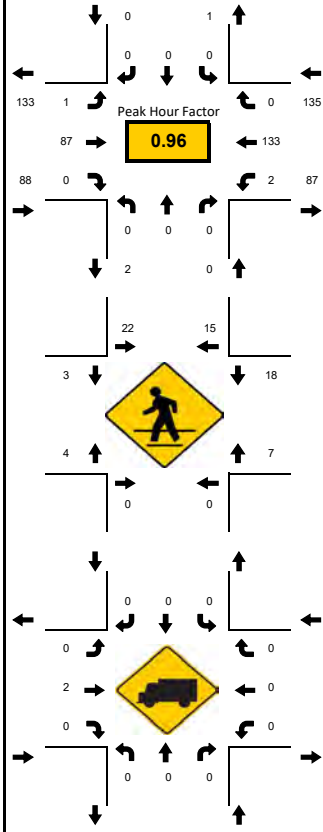
Peak-Hour: 07:00 AM - 08:00 AM  
 Peak 15-Minute: 07:00 AM - 07:15 AM



| 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           |
| <b>Peak 15-Min Flowrates</b>     | <b>Northbound</b>             |      |     |   |    | <b>Southbound</b>             |      |     |   |    | <b>Eastbound</b>          |      |     |   |    | <b>Westbound</b>          |      |     |   |    | <b>Total</b> |              |
| 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

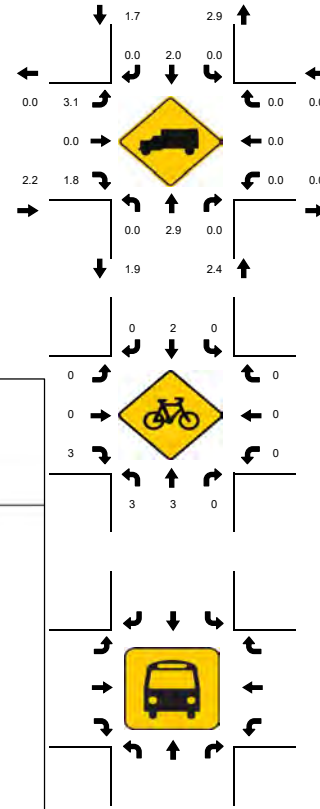
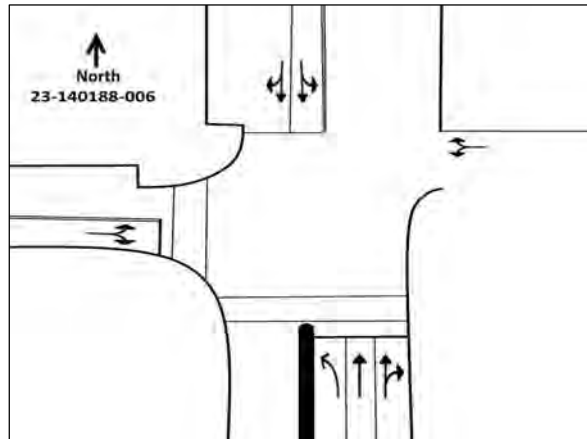
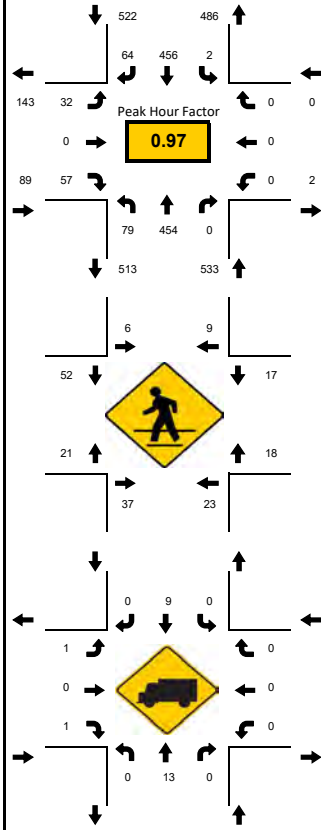


| 15-Min Count Period Beginning At | South Alley Access Northbound |      |     |   |    | South Alley Access Southbound |      |     |   |    | San Lorenzo Ave Eastbound |      |     |   |    | San Lorenzo Ave Westbound |      |     |   |    | Total        | Hourly Total |
|----------------------------------|-------------------------------|------|-----|---|----|-------------------------------|------|-----|---|----|---------------------------|------|-----|---|----|---------------------------|------|-----|---|----|--------------|--------------|
|                                  | 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           |
| <b>Peak 15-Min Flowrates</b>     | <b>Northbound</b>             |      |     |   |    | <b>Southbound</b>             |      |     |   |    | <b>Eastbound</b>          |      |     |   |    | <b>Westbound</b>          |      |     |   |    | <b>Total</b> |              |
| 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          |
| <b>Peak 15-Min Flowrates</b>     | <b>Left</b>              | <b>Thru</b> | <b>Rgt</b> | <b>U</b> | <b>R*</b> | <b>Left</b>              | <b>Thru</b> | <b>Rgt</b> | <b>U</b> | <b>R*</b> | <b>Left</b>               | <b>Thru</b> | <b>Rgt</b> | <b>U</b> | <b>R*</b> | <b>Left</b>               | <b>Thru</b> | <b>Rgt</b> | <b>U</b> | <b>R*</b> | <b>Total</b> |              |
| 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<br>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)<br>Ponce<br>NL<br><br>(Actuated)         | Dwell     | G/<G  | G    | R  | R  |           |    | DW  |    |                             |
|  | C         | (2+6) | G/<Y | G  | R  | R         |    | DW  |    |                             |
|  | l         |       |      |    |    |           |    |     |    |                             |
|  | e         |       |      |    |    |           |    |     |    |                             |
|  | a         |       |      |    |    |           |    |     |    |                             |
| r  |           |       |      |    |    |           |    |     |    |                             |
|  | t         |       |      |    |    |           |    |     |    |                             |
|  | o         |       |      |    |    |           |    |     |    |                             |
|  | Dwell     |       |      |    |    |           |    |     |    |                             |
|  | C         |       |      |    |    |           |    |     |    |                             |
|  | l         |       |      |    |    |           |    |     |    |                             |
|  | e         |       |      |    |    |           |    |     |    |                             |
|  | a         |       |      |    |    |           |    |     |    |                             |
| r  |           |       |      |    |    |           |    |     |    |                             |
|  | t         |       |      |    |    |           |    |     |    |                             |
|  | o         |       |      |    |    |           |    |     |    |                             |
| (2+6)<br>Ponce<br>NS<br><br>(Recall)           | Dwell     | G     | G    | G  | R  |           |    | DW  |    |                             |
|  | C         | (4+8) | Y    | Y  | Y  | R         |    | DW  |    |                             |
|  | l         |       |      |    |    |           |    |     |    |                             |
|  | e         |       |      |    |    |           |    |     |    |                             |
|  | a         |       |      |    |    |           |    |     |    |                             |
| r  |           |       |      |    |    |           |    |     |    |                             |
|  | t         |       |      |    |    |           |    |     |    |                             |
|  | o         |       |      |    |    |           |    |     |    |                             |
|  | Dwell     |       |      |    |    |           |    |     |    |                             |
|  | C         |       |      |    |    |           |    |     |    |                             |
|  | l         |       |      |    |    |           |    |     |    |                             |
|  | e         |       |      |    |    |           |    |     |    |                             |
|  | a         |       |      |    |    |           |    |     |    |                             |
| r  |           |       |      |    |    |           |    |     |    |                             |
|  | t         |       |      |    |    |           |    |     |    |                             |
|  | o         |       |      |    |    |           |    |     |    |                             |
| (8)<br>Av. Sn. Lorenzo<br>EB<br><br>(Actuated) | Dwell     | R     | R    | R  | G  |           |    | W/F |    |                             |
|  | C         | (2+6) | R    | R  | R  | Y         |    | DW  |    |                             |
|  | l         |       |      |    |    |           |    |     |    |                             |
|  | e         |       |      |    |    |           |    |     |    |                             |
|  | a         |       |      |    |    |           |    |     |    |                             |
| r  |           |       |      |    |    |           |    |     |    |                             |
|  | t         |       |      |    |    |           |    |     |    |                             |
|  | o         |       |      |    |    |           |    |     |    |                             |

Flashing Operation

FY FY FY FR

## Miami-Dade County Public Works Department

|                       |                   |   |             |              |  |
|-----------------------|-------------------|---|-------------|--------------|--|
| Drawn<br>H. Hernandez | Date<br>8/26/2002 | Ponce de Leon Blvd & Avenue San Lorenzo |             |              |  |
| Checked<br>           | Date<br>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> |    |   |    |    |     |     |
|-------|-------------|---|---|-------------------|----|---|--------------------|----|----|----------------|----|----|------------------|---|-----|--------------|----|---|---------------|------------|----|---|----|----|-----|-----|
|       | Phase Bank  |   |   |                   |    |   |                    |    |    |                |    |    |                  |   |     |              |    |   |               |            |    |   |    |    |     |     |
|       | 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

| <b>Permitted Phases</b> |                 |
|-------------------------|-----------------|
|                         | <b>12345678</b> |
| 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<br>TOD Schedule | Plan | Cycle | Green Time |          |        |        |        |          |        |          | Ring Offset | Offset |
|-------------------------|------|-------|------------|----------|--------|--------|--------|----------|--------|----------|-------------|--------|
|                         |      |       | 1<br>NBL   | 2<br>SBT | 3<br>- | 4<br>- | 5<br>- | 6<br>NBT | 7<br>- | 8<br>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)<br>Ponce<br>NL<br><br>(Actuated)         | Dwell                           | G/<G | G | R  | R  |           |    | DW  |    |                             |
|  | (2+6)                           | G/<Y | G | R  | R  |           |    | DW  |    |                             |
|  | C<br>l<br>e<br>a<br>r<br>t<br>o |      |   |    |    |           |    |     |    |                             |
| (2+6)<br>Ponce<br>NS<br><br>(Recall)           | Dwell                           | G    | G | G  | R  |           |    | DW  |    |                             |
|  | (4+8)                           | Y    | Y | Y  | R  |           |    | DW  |    |                             |
|  | C<br>l<br>e<br>a<br>r<br>t<br>o |      |   |    |    |           |    |     |    |                             |
| (8)<br>Av. Sn. Lorenzo<br>EB<br><br>(Actuated) | Dwell                           | R    | R | R  | G  |           |    | W/F |    |                             |
|  | (2+8)                           | R    | R | R  | Y  |           |    | DW  |    |                             |
|  | C<br>l<br>e<br>a<br>r<br>t<br>o |      |   |    |    |           |    |     |    |                             |

Page 1 of 1

## Miami-Dade County Public Works Department

|                       |                   |   |             |              |      |
|-----------------------|-------------------|---|-------------|--------------|------|
| Drawn<br>H. Hernandez | Date<br>8/26/2002 | Ponce de Leon Blvd & Avenue San Lorenzo |             |              |      |
| Checked<br>           | Date<br>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%        | -             | -            |
| <b>Total</b>   |  | <b>-2.36%</b>             | <b>64.61%</b> | <b>-0.40%</b> | <b>3.46%</b> | <b>-2.61%</b>                  | <b>64.79%</b> | <b>-0.38%</b> | <b>3.37%</b> | <b>-2.36%</b>                           | <b>58.78%</b> | <b>-0.23%</b> | <b>1.02%</b> |



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     |

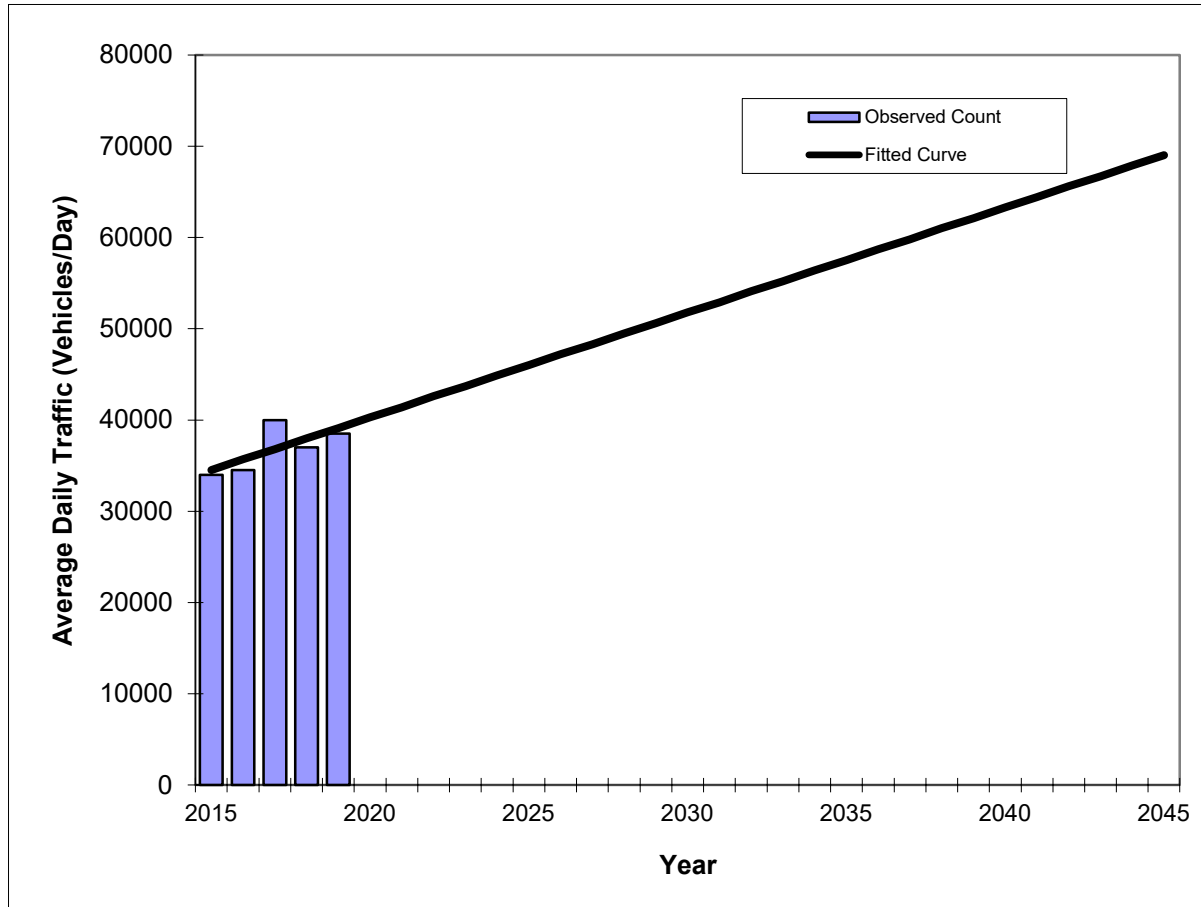
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*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**

|                   |                  |
|-------------------|------------------|
| <b>County:</b>    | Miami-Dade (87)  |
| <b>Station #:</b> | 0082             |
| <b>Highway:</b>   | 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 |

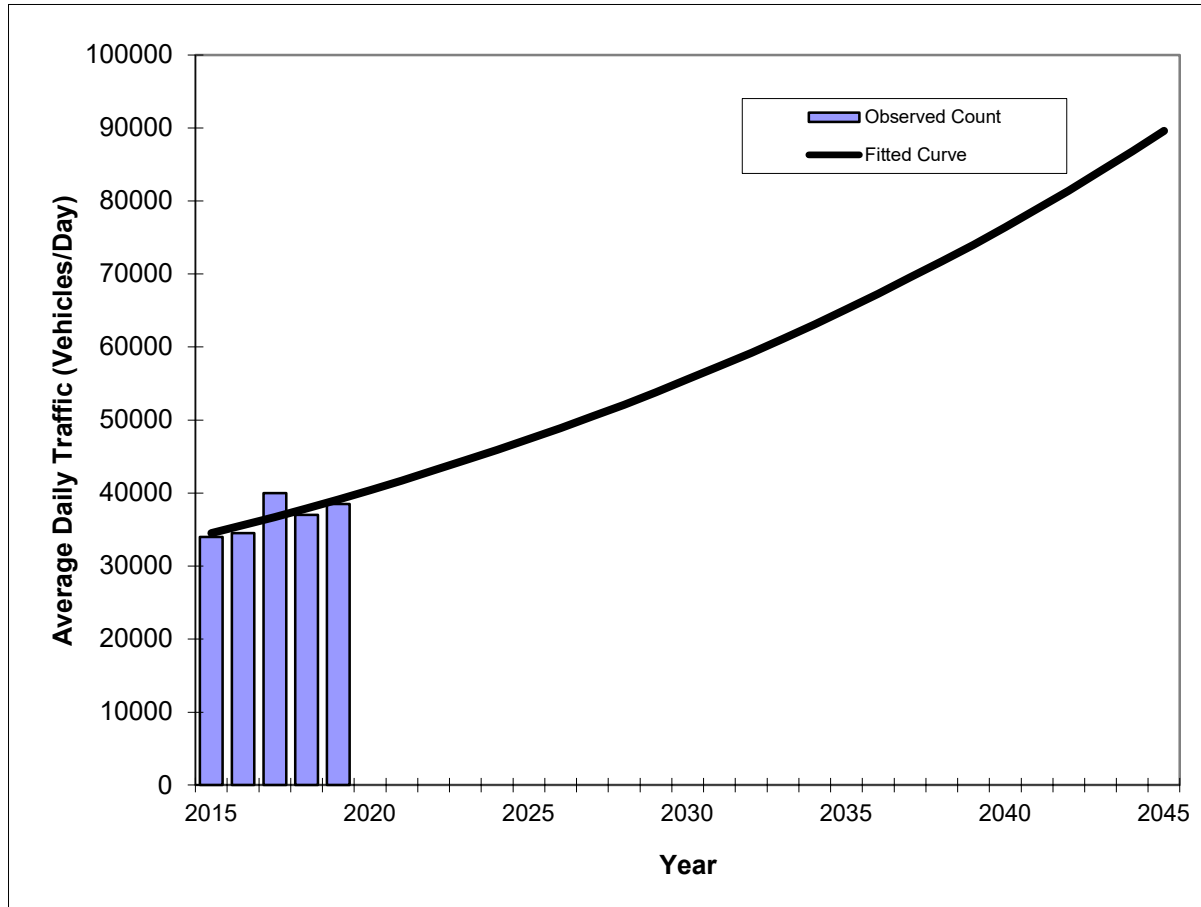
**Straight Line Growth Option**

\*Axle-Adjusted

## Traffic Trends

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

|                   |                  |
|-------------------|------------------|
| <b>County:</b>    | Miami-Dade (87)  |
| <b>Station #:</b> | 0082             |
| <b>Highway:</b>   | 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 |
| <b>Exponential Growth Option</b>        |           |

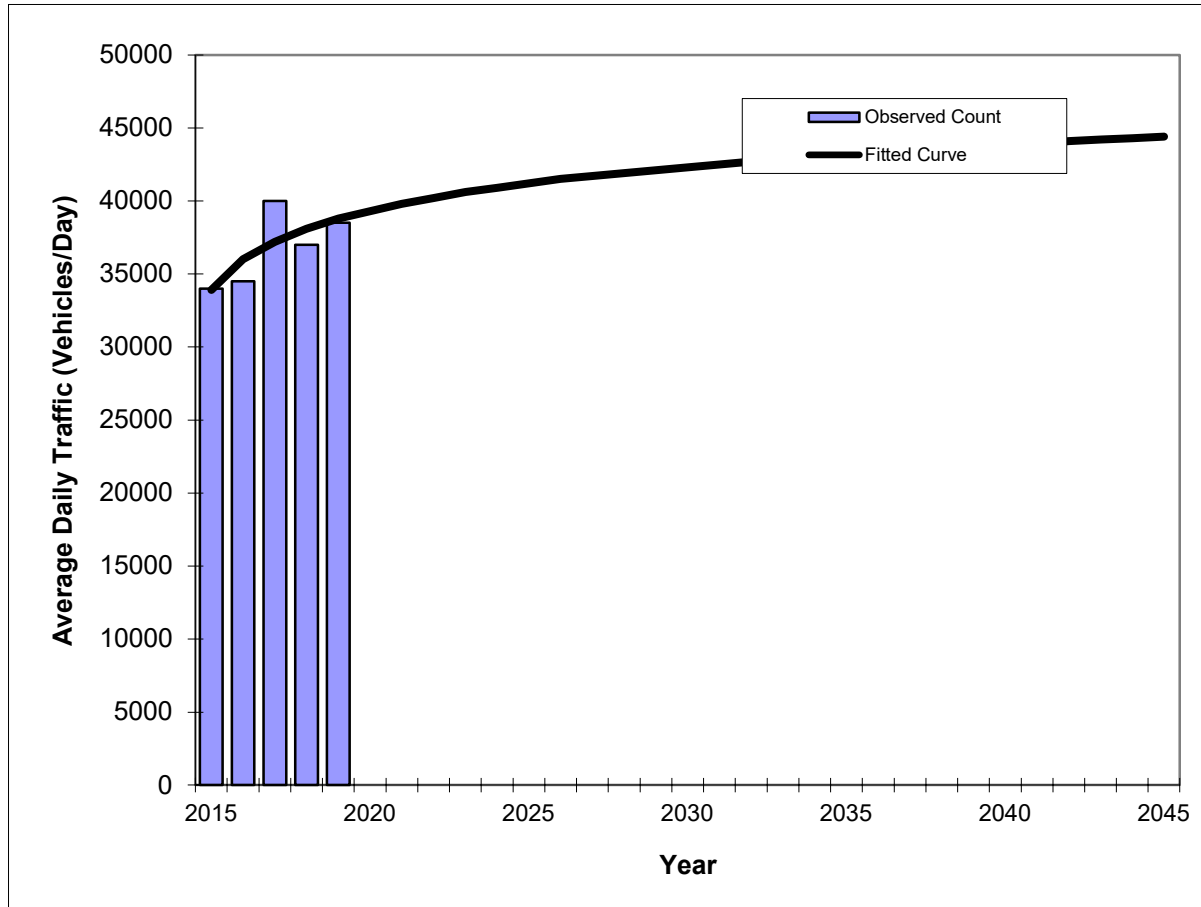
\*Axle-Adjusted



## Traffic Trends

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

|                   |                  |
|-------------------|------------------|
| <b>County:</b>    | Miami-Dade (87)  |
| <b>Station #:</b> | 0082             |
| <b>Highway:</b>   | 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   |

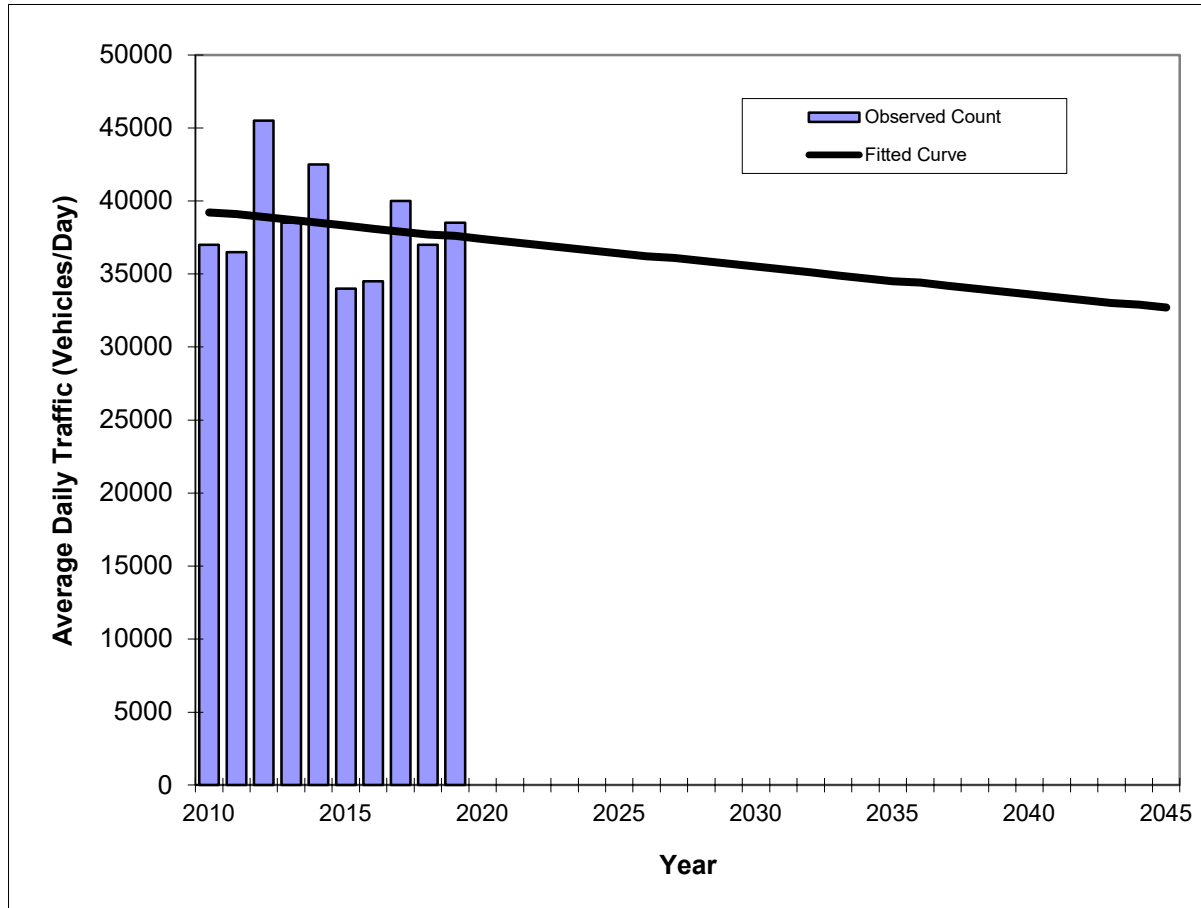
|   |           |
|---|-----------|
| Trend R-squared:                          | 57.31%    |
| Compounded Annual Historic Growth Rate:   | 3.43%     |
| Printed:                                  | 28-Apr-23 |
| <b>Decaying Exponential Growth Option</b> |           |

\*Axle-Adjusted

## Traffic Trends

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

|                   |                  |
|-------------------|------------------|
| <b>County:</b>    | Miami-Dade (87)  |
| <b>Station #:</b> | 0082             |
| <b>Highway:</b>   | 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   |

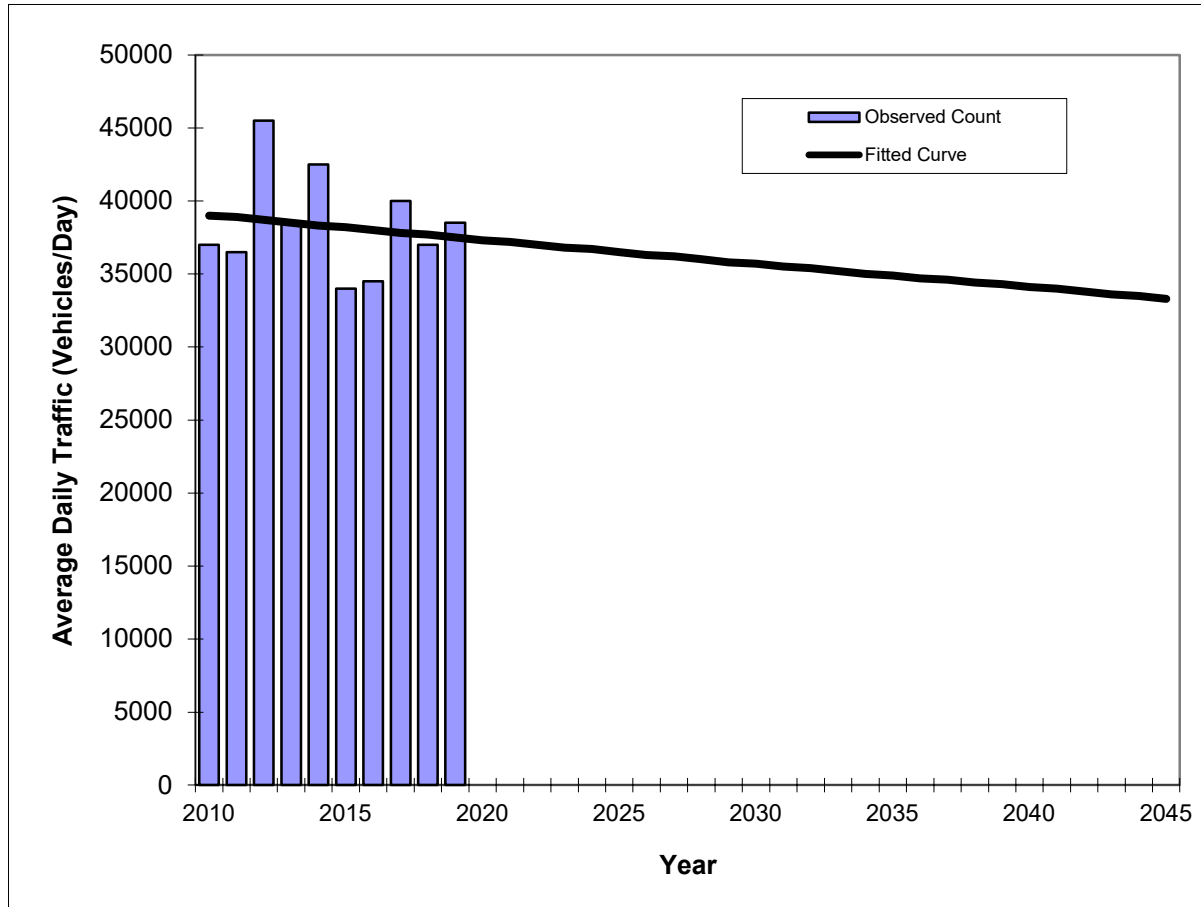
|                                    |           |
|------------------------------------|-----------|
| Trend R-squared:                   | 2.60%     |
| Trend Annual Historic Growth Rate: | -0.45%    |
| Printed:                           | 28-Apr-23 |
| <b>Straight Line Growth Option</b> |           |

\*Axle-Adjusted

## Traffic Trends

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

|                   |                  |
|-------------------|------------------|
| <b>County:</b>    | Miami-Dade (87)  |
| <b>Station #:</b> | 0082             |
| <b>Highway:</b>   | 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 |
| <b>Exponential Growth Option</b>        |           |

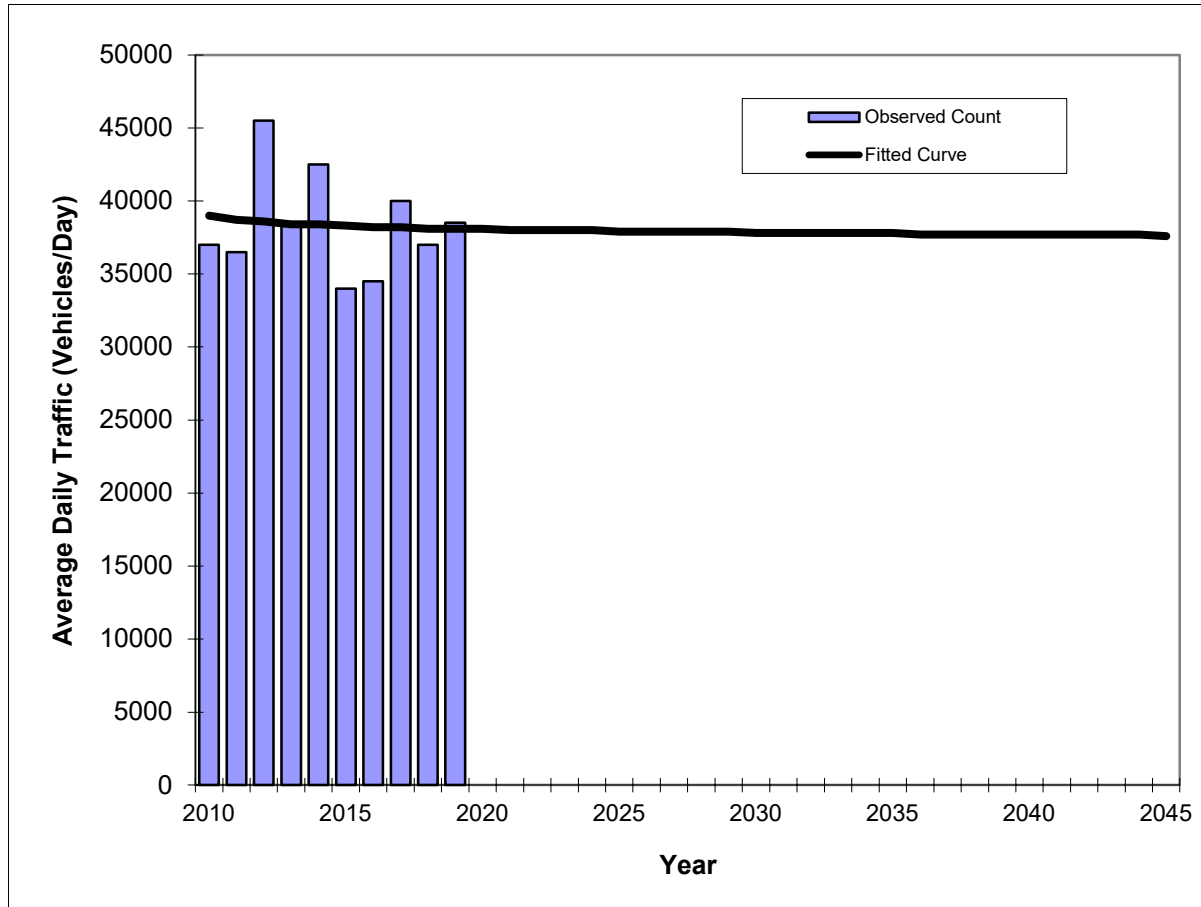
\*Axle-Adjusted



## Traffic Trends

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

|                   |                  |
|-------------------|------------------|
| <b>County:</b>    | Miami-Dade (87)  |
| <b>Station #:</b> | 0082             |
| <b>Highway:</b>   | 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 |
| <b>Decaying Exponential Growth Option</b> |           |

\*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     |

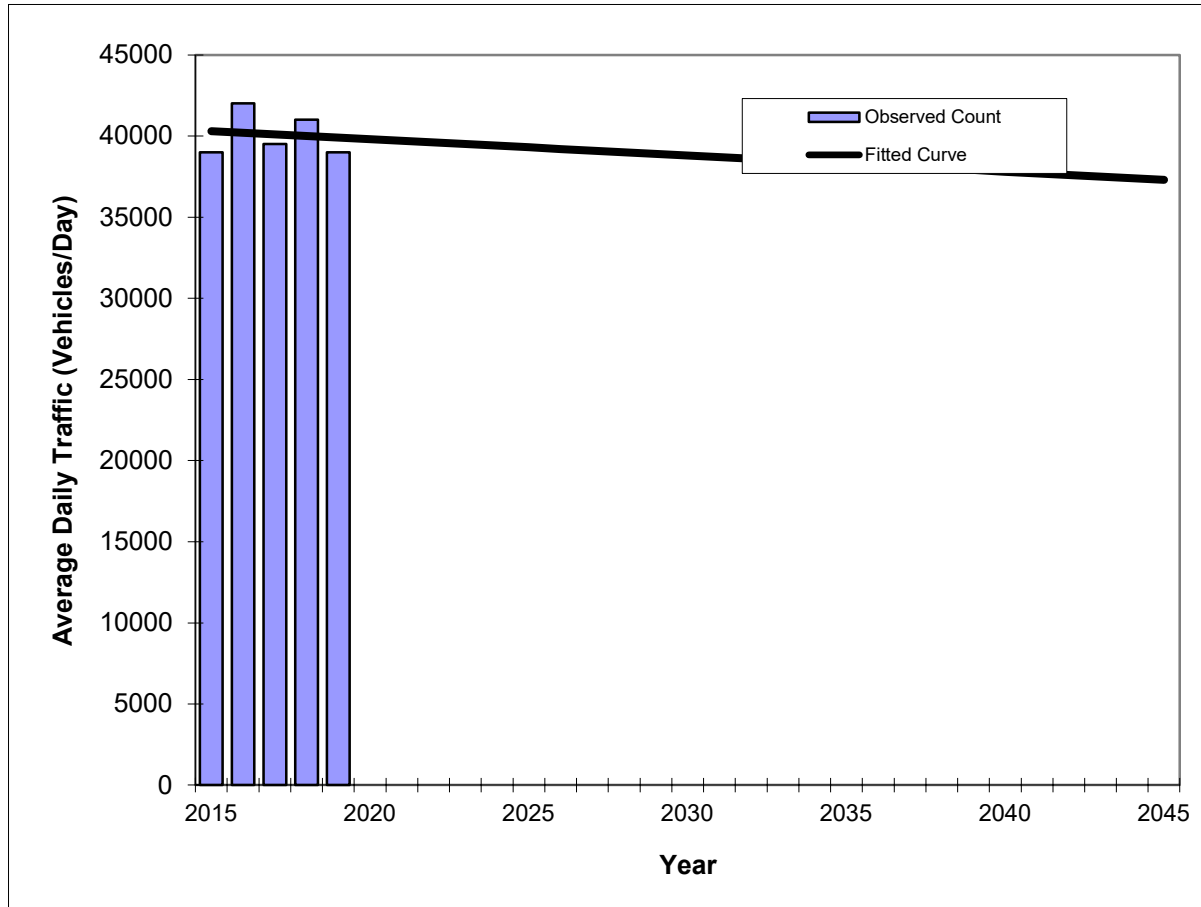
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*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**

|                   |                  |
|-------------------|------------------|
| <b>County:</b>    | Miami-Dade (87)  |
| <b>Station #:</b> | 1048             |
| <b>Highway:</b>   | 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 |
| <b>Straight Line Growth Option</b> |           |

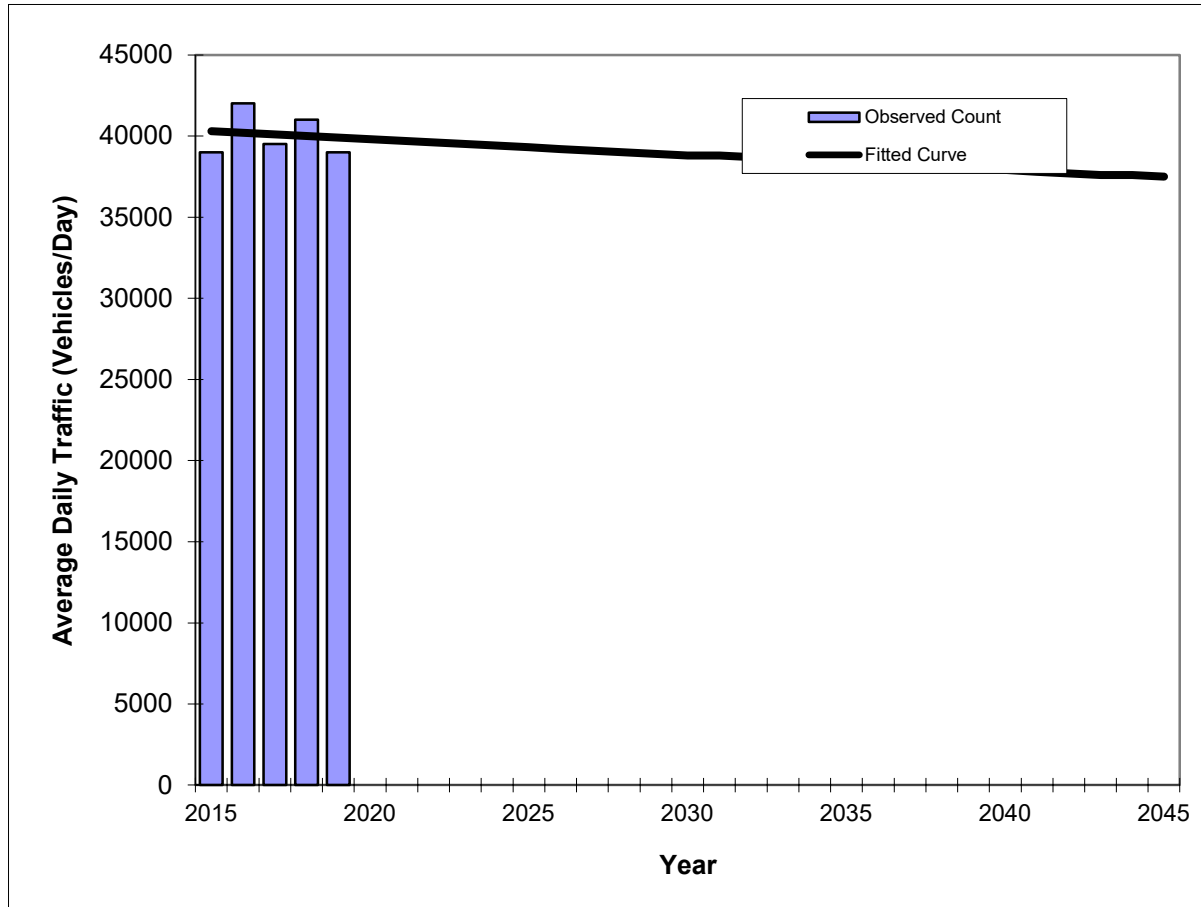
\*Axle-Adjusted



## Traffic Trends

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

|                   |                  |
|-------------------|------------------|
| <b>County:</b>    | Miami-Dade (87)  |
| <b>Station #:</b> | 1048             |
| <b>Highway:</b>   | 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   |

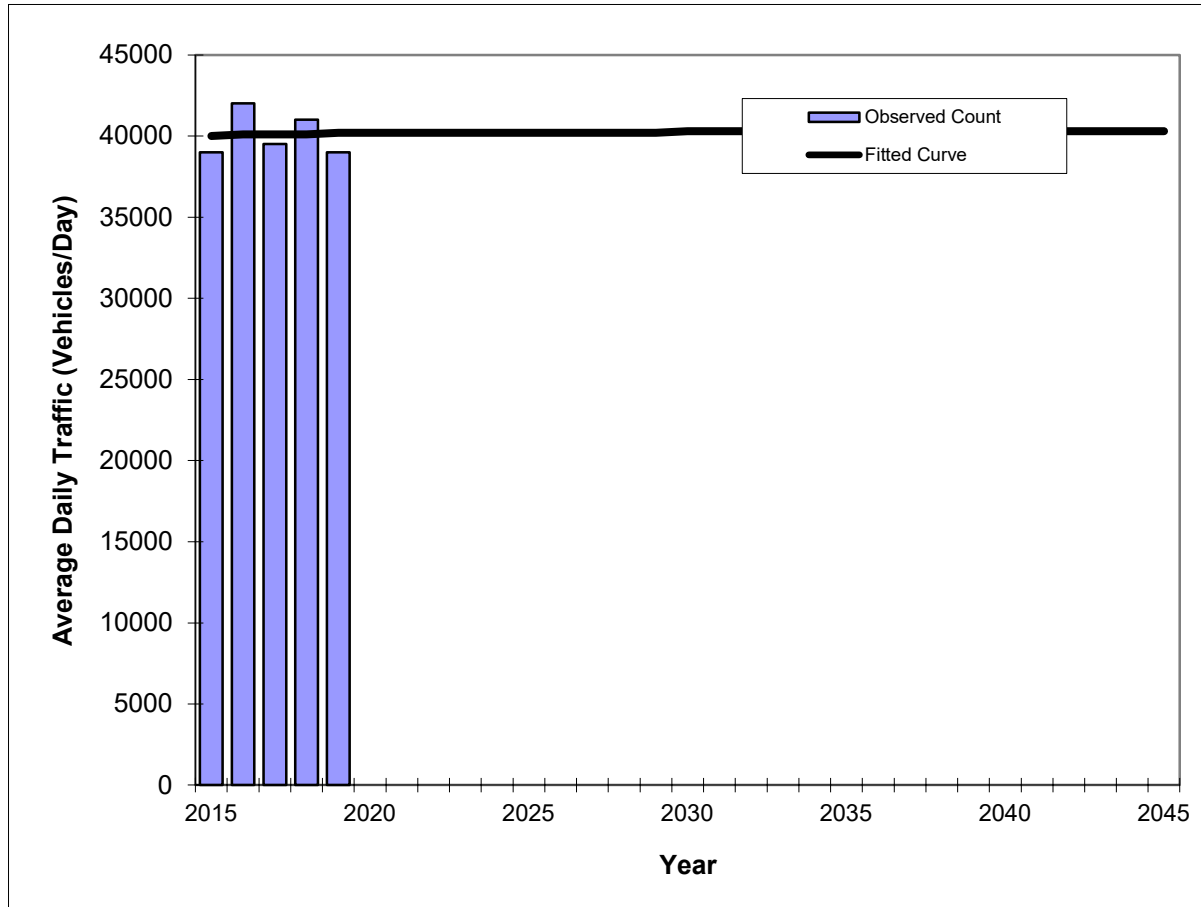
|   |           |
|---|-----------|
| Trend R-squared:                        | 1.32%     |
| Compounded Annual Historic Growth Rate: | -0.25%    |
| Printed:                                | 28-Apr-23 |
| <b>Exponential Growth Option</b>        |           |

\*Axle-Adjusted

## Traffic Trends

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

|                   |                  |
|-------------------|------------------|
| <b>County:</b>    | Miami-Dade (87)  |
| <b>Station #:</b> | 1048             |
| <b>Highway:</b>   | 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   |

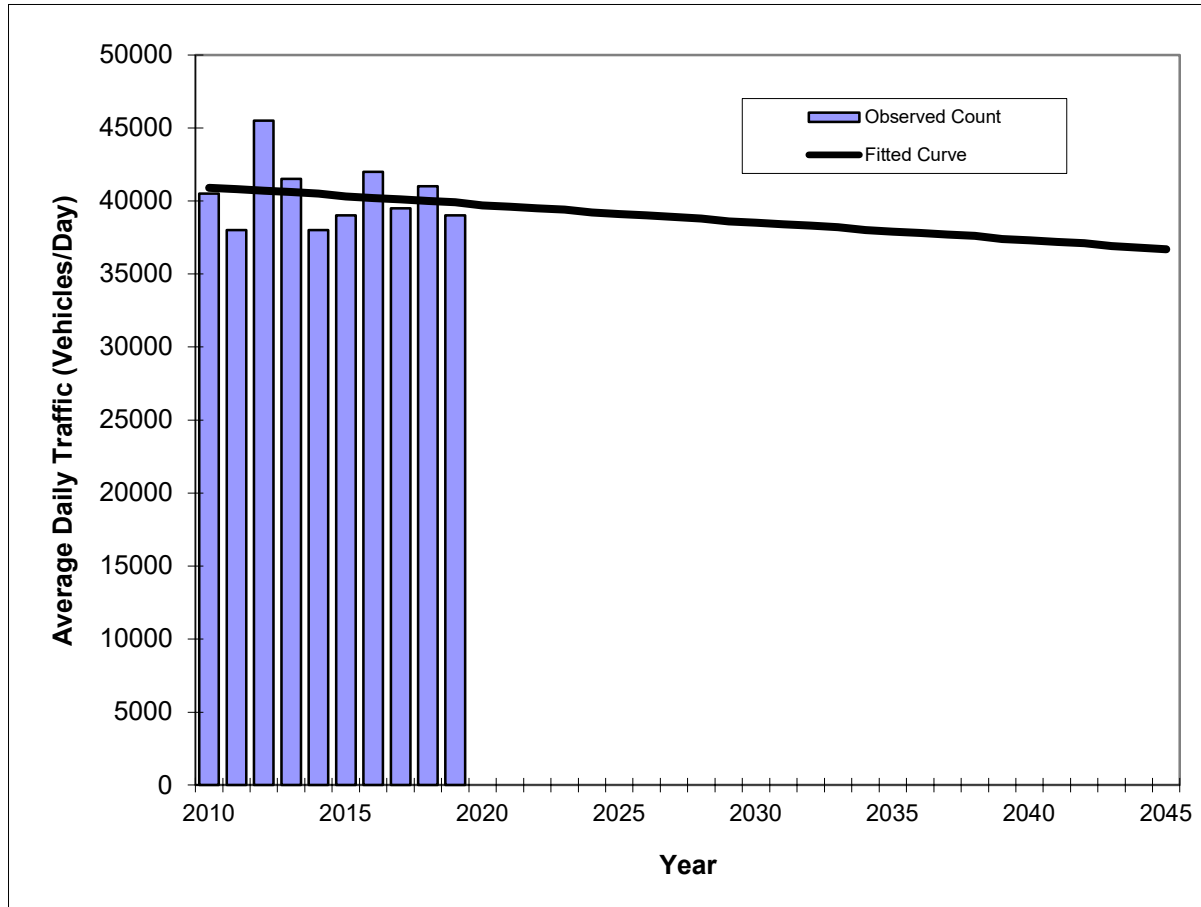
|   |           |
|---|-----------|
| Trend R-squared:                          | 0.16%     |
| Compounded Annual Historic Growth Rate:   | 0.12%     |
| Printed:                                  | 28-Apr-23 |
| <b>Decaying Exponential Growth Option</b> |           |

\*Axle-Adjusted

## Traffic Trends

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

|                   |                  |
|-------------------|------------------|
| <b>County:</b>    | Miami-Dade (87)  |
| <b>Station #:</b> | 1048             |
| <b>Highway:</b>   | 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 |
| <b>Straight Line Growth Option</b> |           |

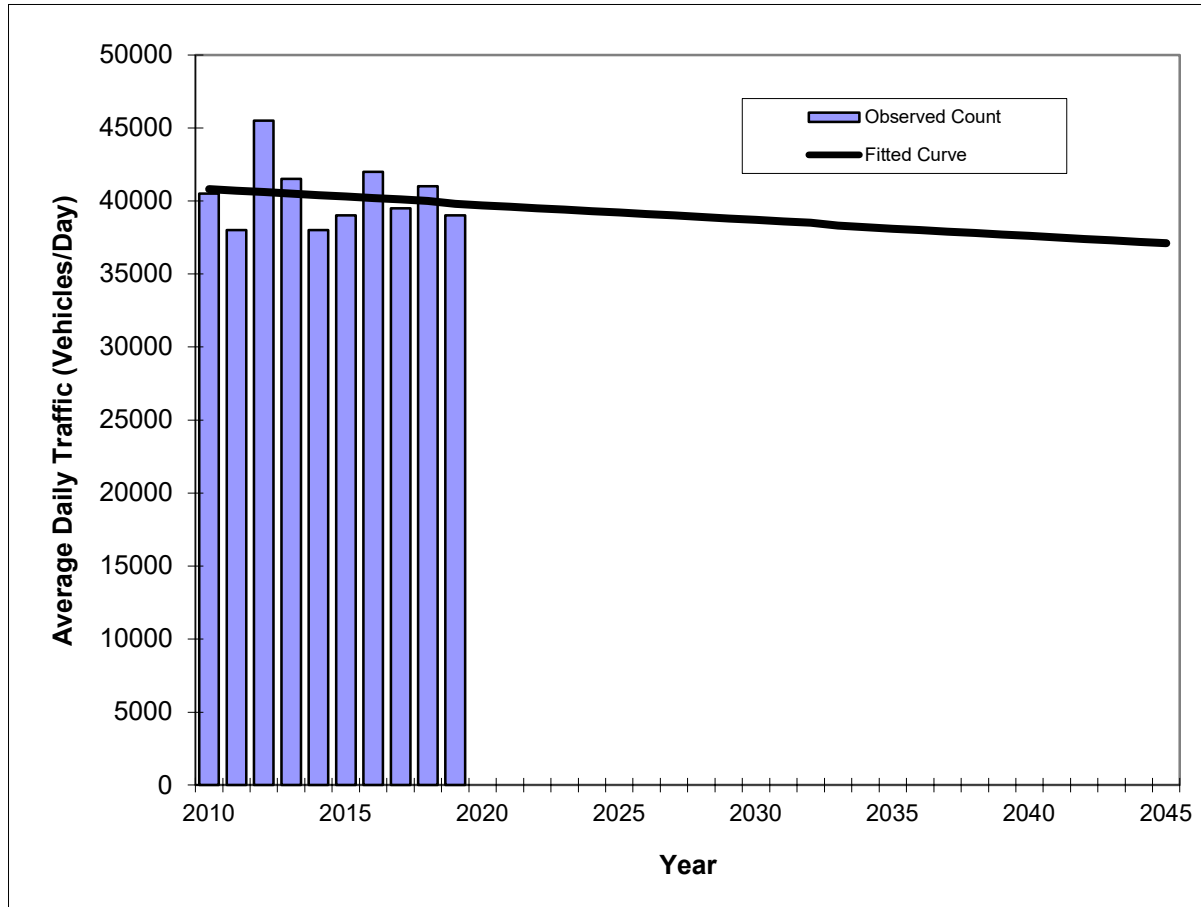
\*Axle-Adjusted



## Traffic Trends

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

|                   |                  |
|-------------------|------------------|
| <b>County:</b>    | Miami-Dade (87)  |
| <b>Station #:</b> | 1048             |
| <b>Highway:</b>   | 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   |

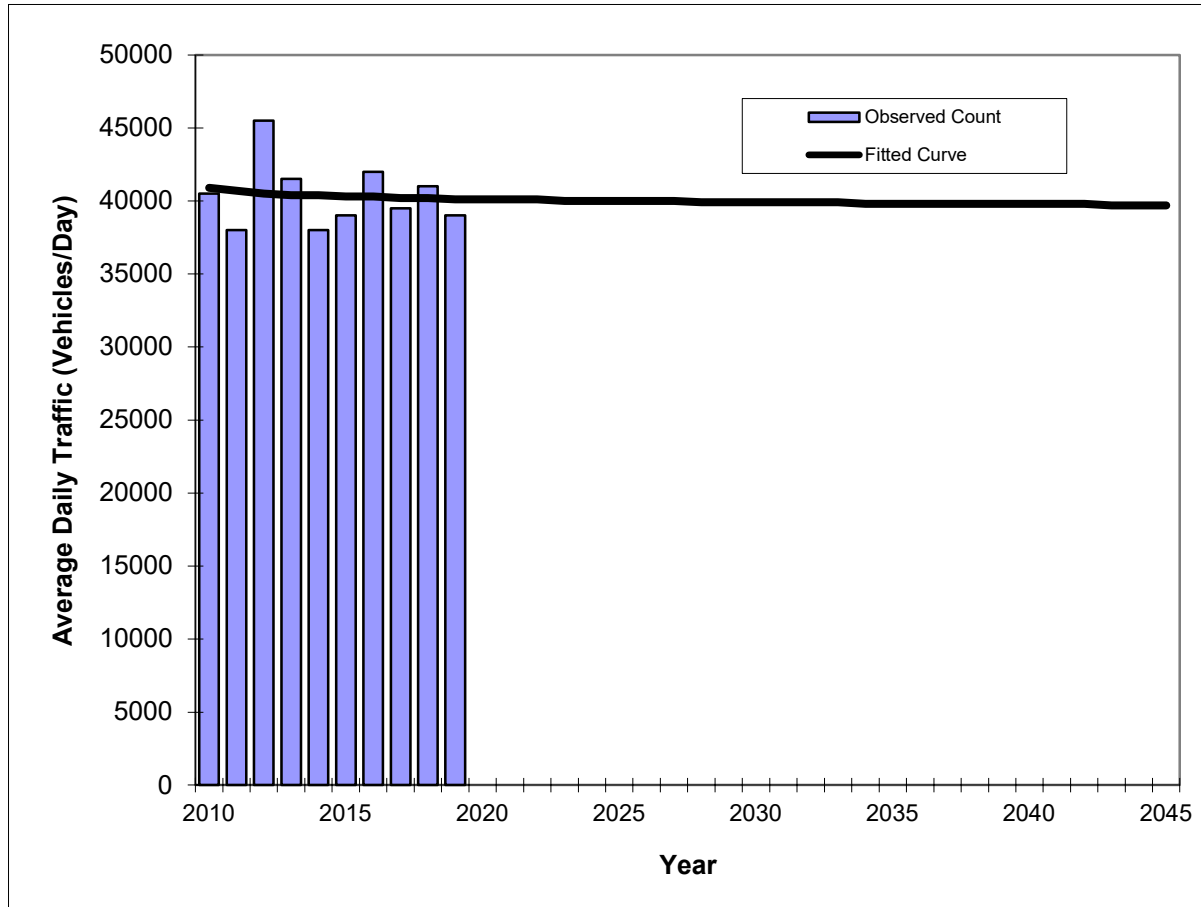
|   |           |
|---|-----------|
| Trend R-squared:                        | 2.30%     |
| Compounded Annual Historic Growth Rate: | -0.28%    |
| Printed:                                | 28-Apr-23 |
| <b>Exponential Growth Option</b>        |           |

\*Axle-Adjusted

## Traffic Trends

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

|                   |                  |
|-------------------|------------------|
| <b>County:</b>    | Miami-Dade (87)  |
| <b>Station #:</b> | 1048             |
| <b>Highway:</b>   | 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 |
| <b>Decaying Exponential Growth Option</b> |           |

\*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

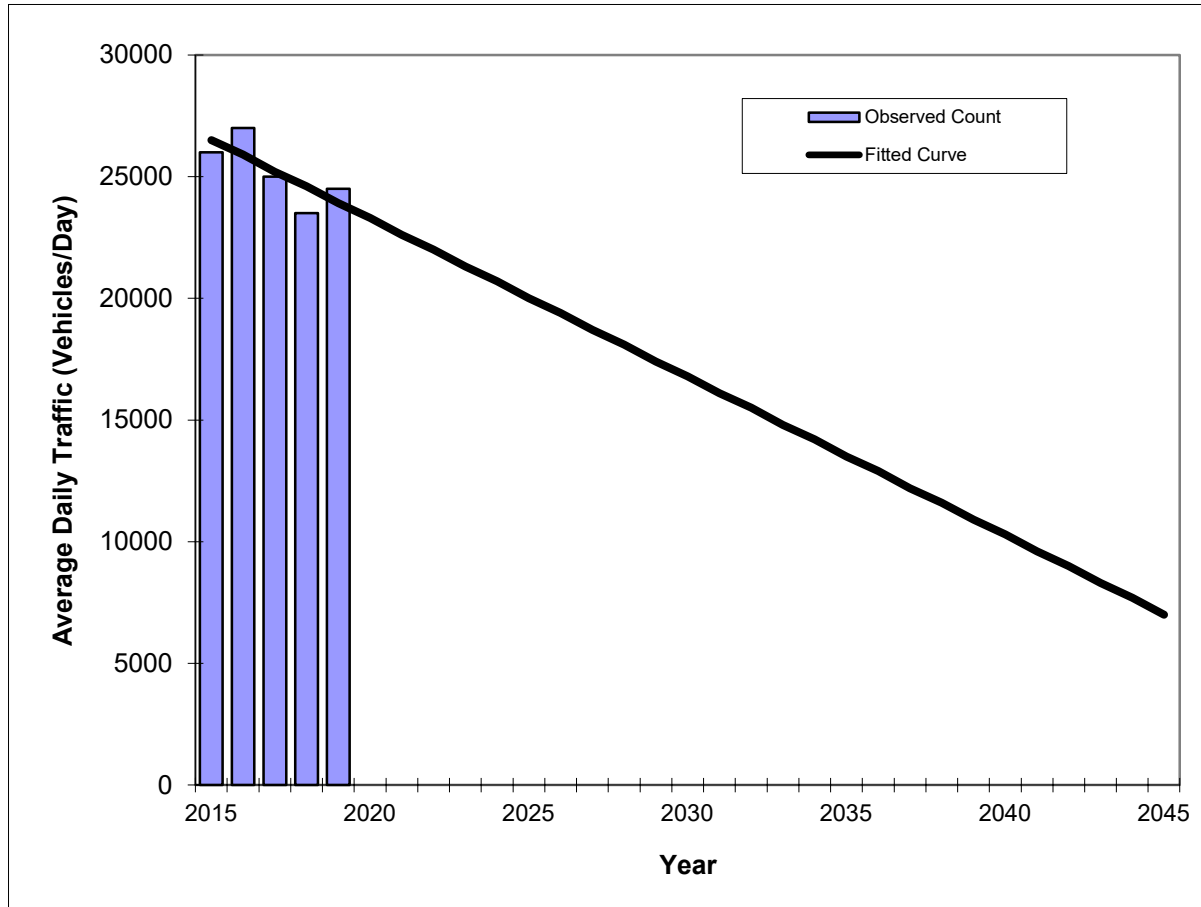
\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



## Traffic Trends

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

|                   |                     |
|-------------------|---------------------|
| <b>County:</b>    | Miami-Dade (87)     |
| <b>Station #:</b> | 1053                |
| <b>Highway:</b>   | 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 |

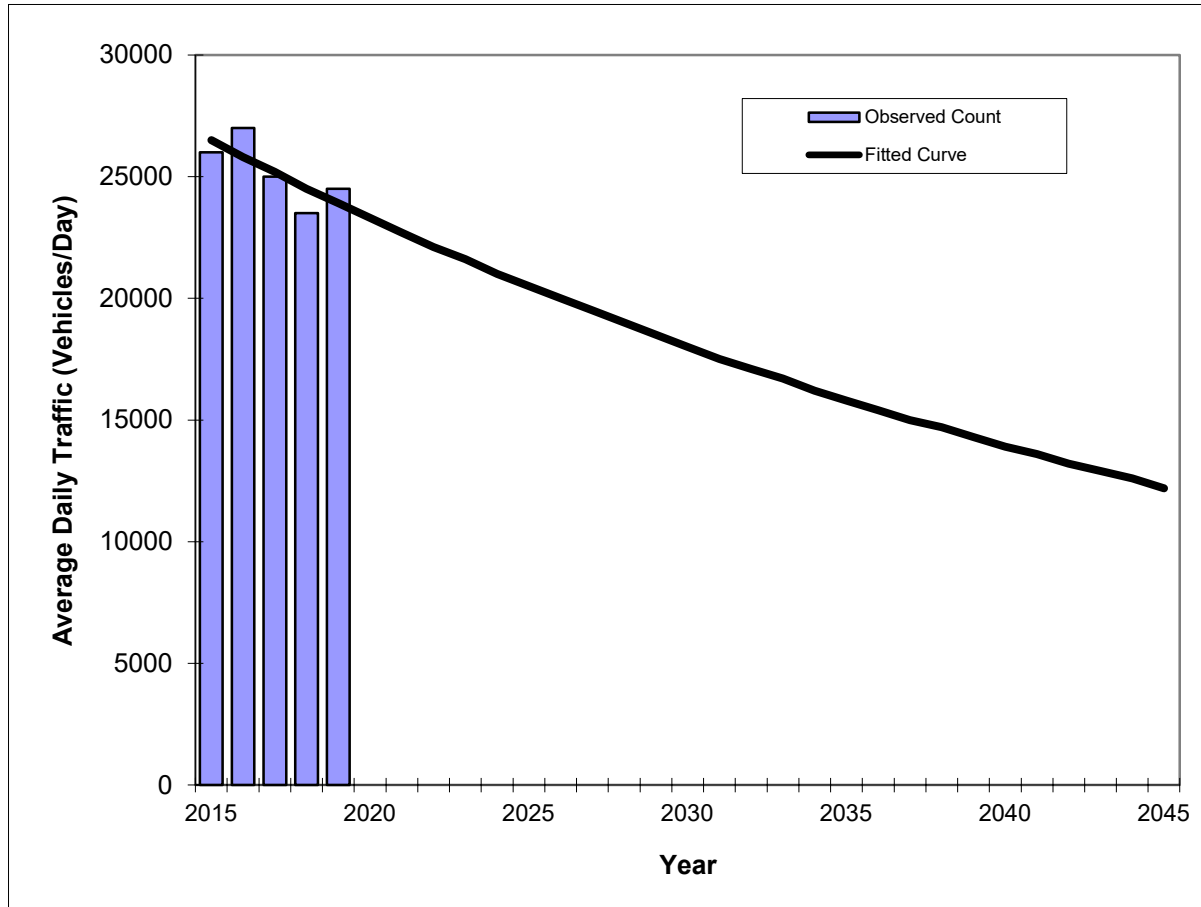
**Straight Line Growth Option**

\*Axle-Adjusted

## Traffic Trends

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

|                   |                     |
|-------------------|---------------------|
| <b>County:</b>    | Miami-Dade (87)     |
| <b>Station #:</b> | 1053                |
| <b>Highway:</b>   | 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 |

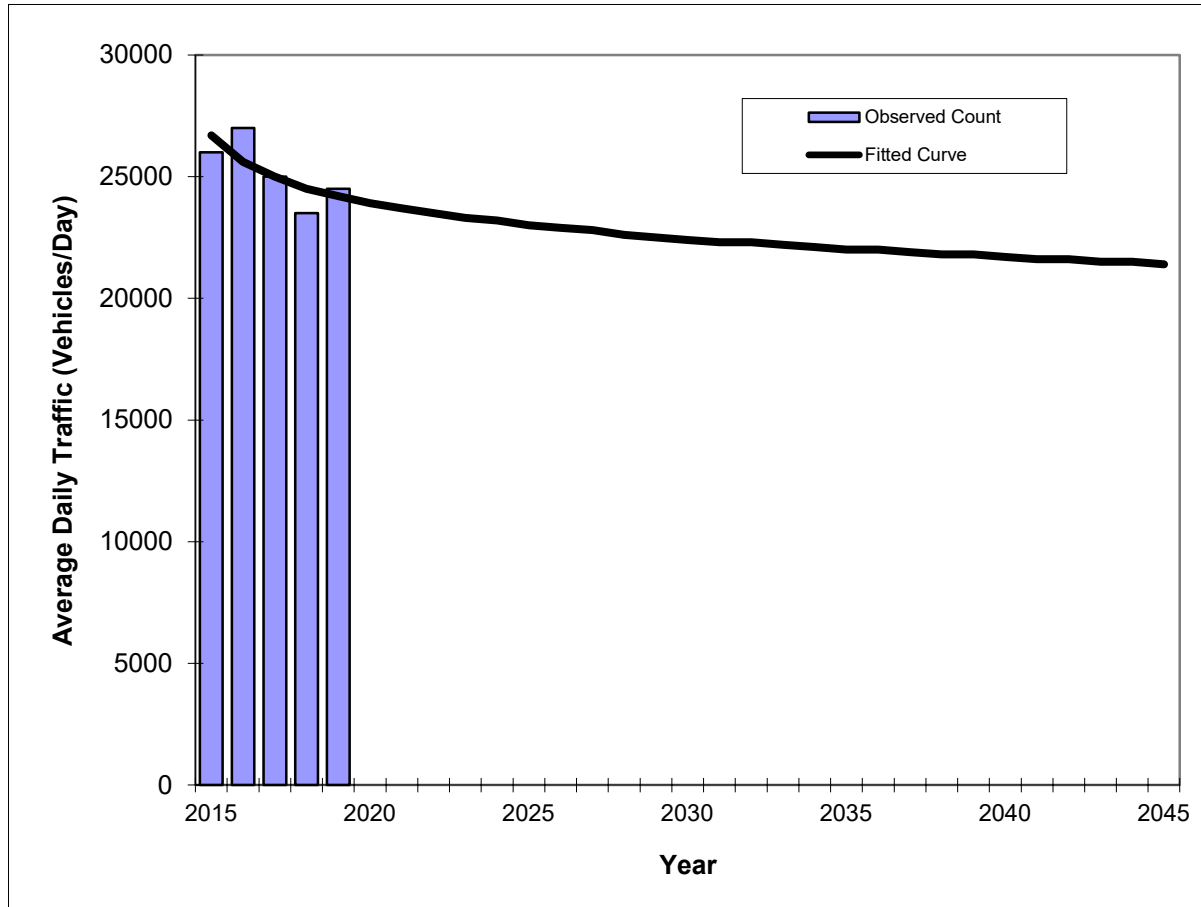
**Exponential Growth Option**

\*Axle-Adjusted

## Traffic Trends

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

|                   |                     |
|-------------------|---------------------|
| <b>County:</b>    | Miami-Dade (87)     |
| <b>Station #:</b> | 1053                |
| <b>Highway:</b>   | 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 |
| <b>Decaying Exponential Growth Option</b> |           |

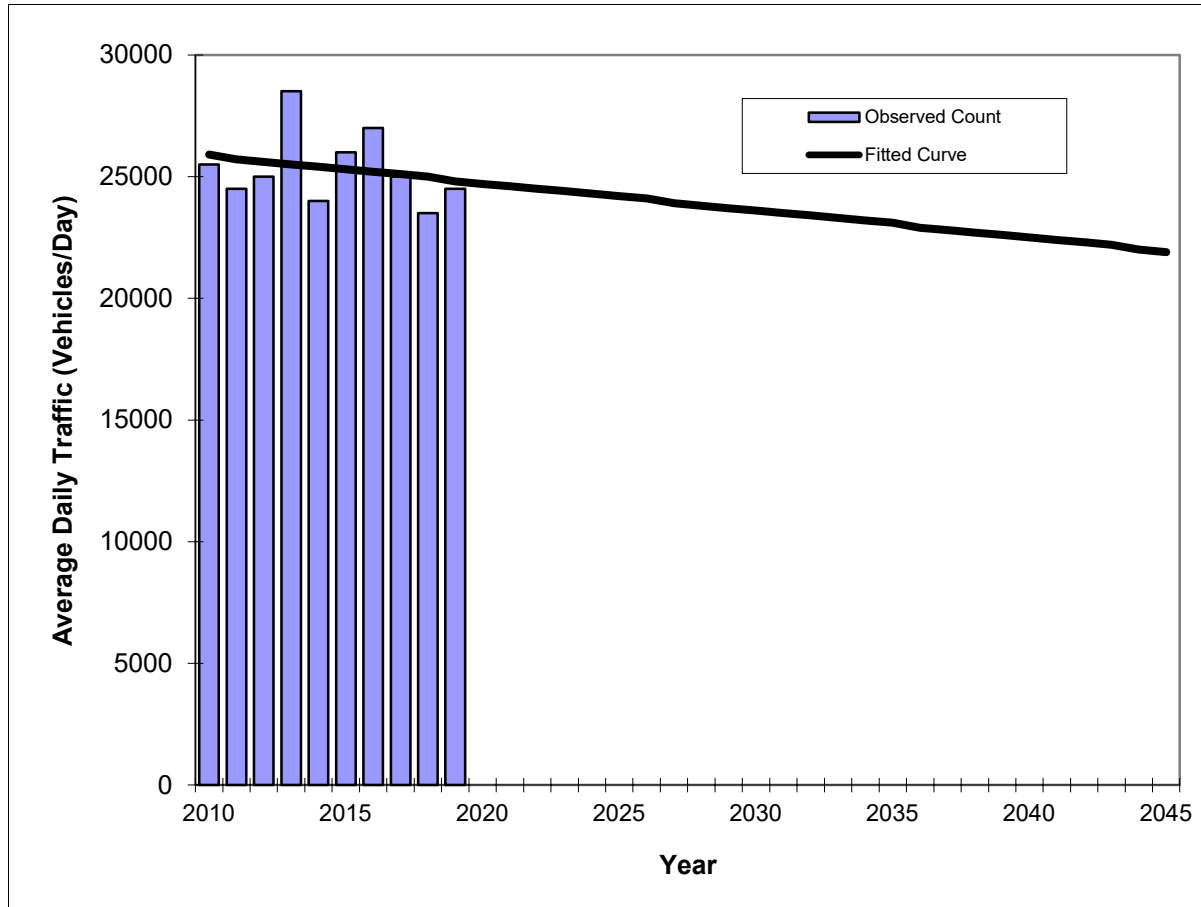
\*Axle-Adjusted



## Traffic Trends

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

|                   |                     |
|-------------------|---------------------|
| <b>County:</b>    | Miami-Dade (87)     |
| <b>Station #:</b> | 1053                |
| <b>Highway:</b>   | 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   |

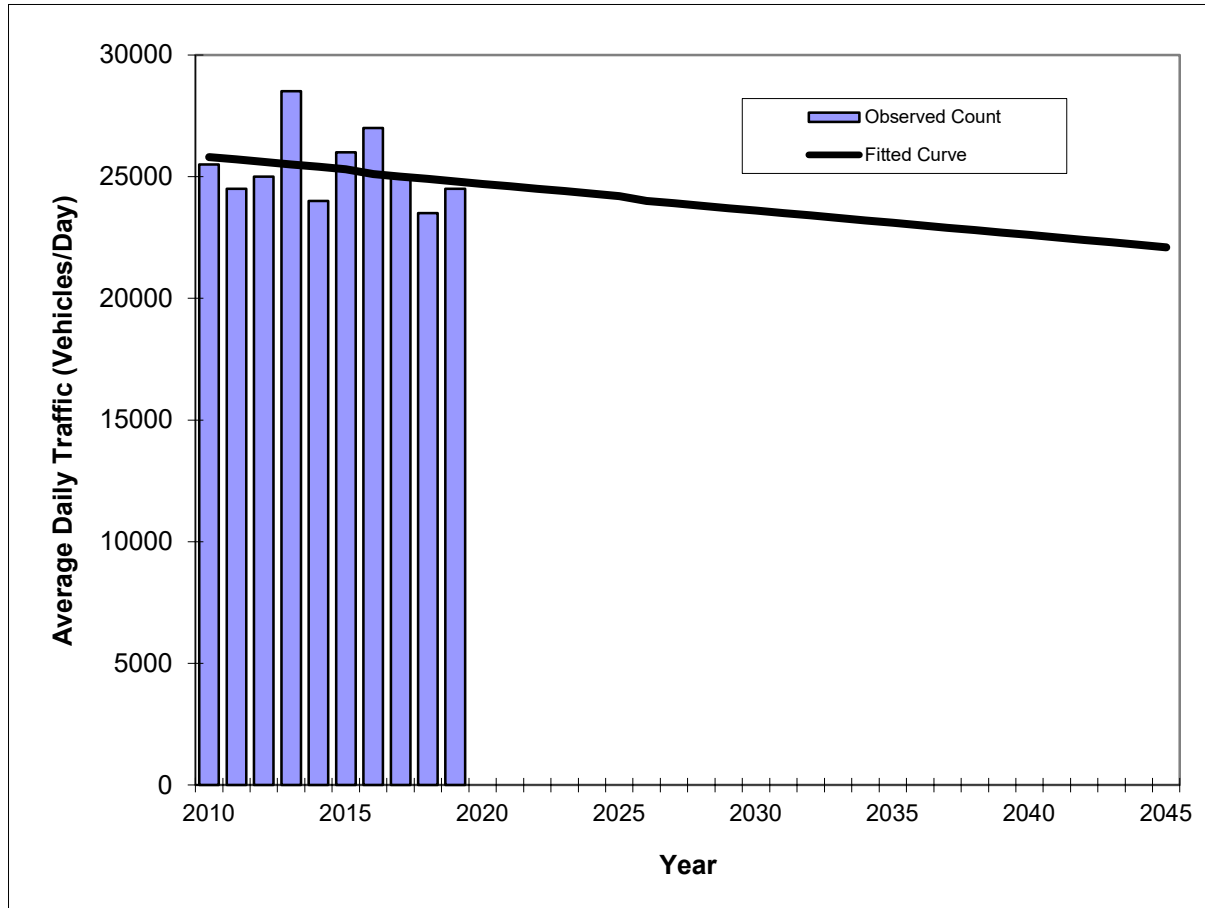
|                                    |           |
|------------------------------------|-----------|
| Trend R-squared:                   | 5.18%     |
| Trend Annual Historic Growth Rate: | -0.47%    |
| Printed:                           | 28-Apr-23 |
| <b>Straight Line Growth Option</b> |           |

\*Axle-Adjusted

## Traffic Trends

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

|                   |                     |
|-------------------|---------------------|
| <b>County:</b>    | Miami-Dade (87)     |
| <b>Station #:</b> | 1053                |
| <b>Highway:</b>   | 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   |

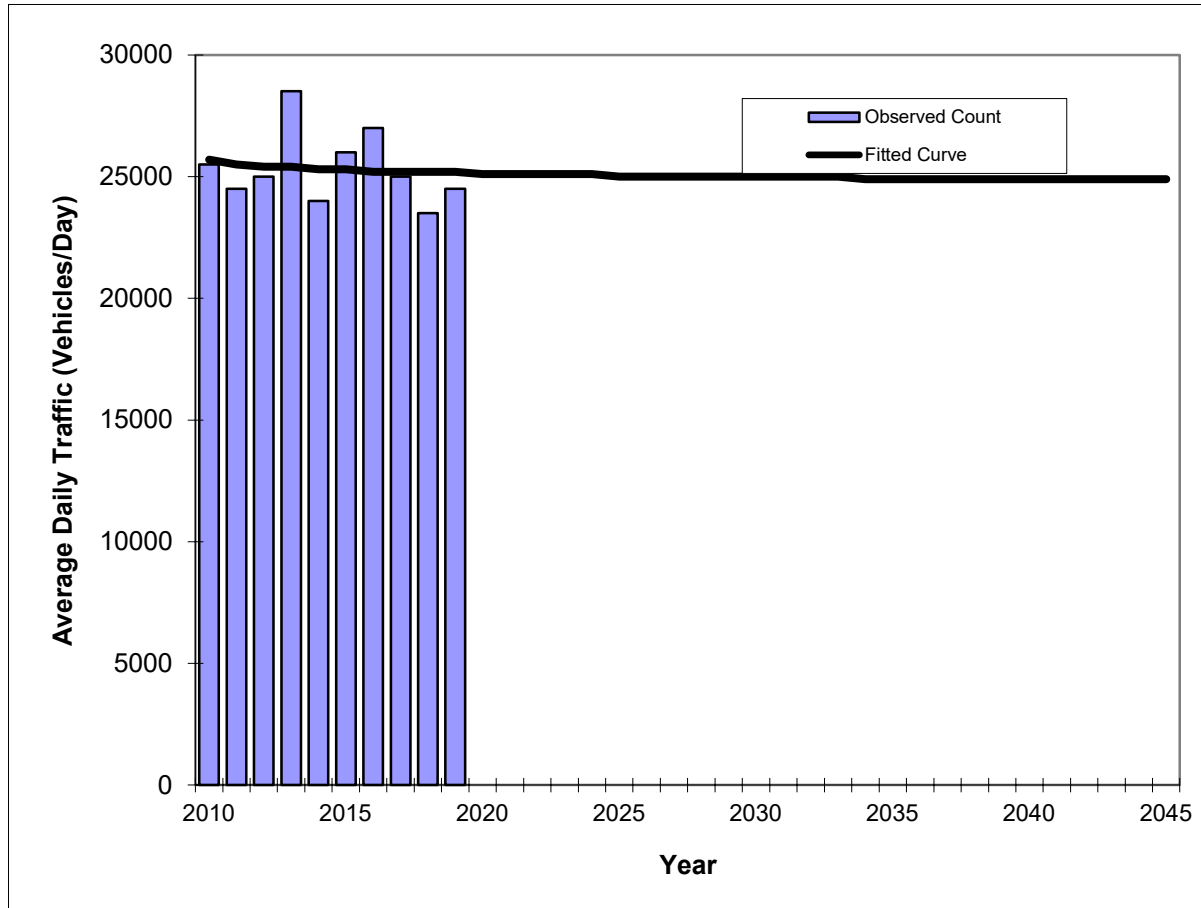
|   |           |
|---|-----------|
| Trend R-squared:                        | 5.48%     |
| Compounded Annual Historic Growth Rate: | -0.44%    |
| Printed:                                | 28-Apr-23 |
| <b>Exponential Growth Option</b>        |           |

\*Axle-Adjusted

## Traffic Trends

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

|                   |                     |
|-------------------|---------------------|
| <b>County:</b>    | Miami-Dade (87)     |
| <b>Station #:</b> | 1053                |
| <b>Highway:</b>   | 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 |
| <b>Decaying Exponential Growth Option</b> |           |

\*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 |

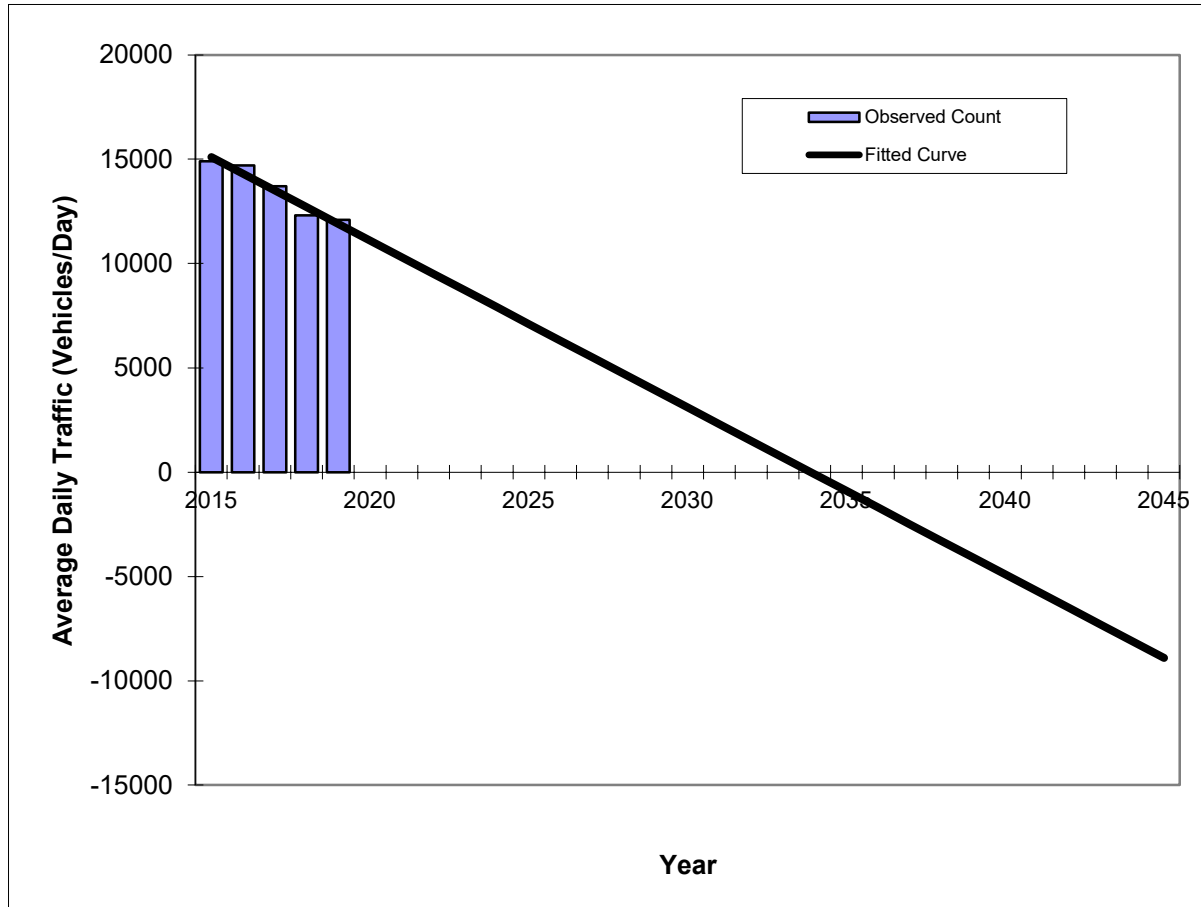
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*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**

|                   |                         |
|-------------------|-------------------------|
| <b>County:</b>    | Miami-Dade (87)         |
| <b>Station #:</b> | 8139                    |
| <b>Highway:</b>   | 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 |

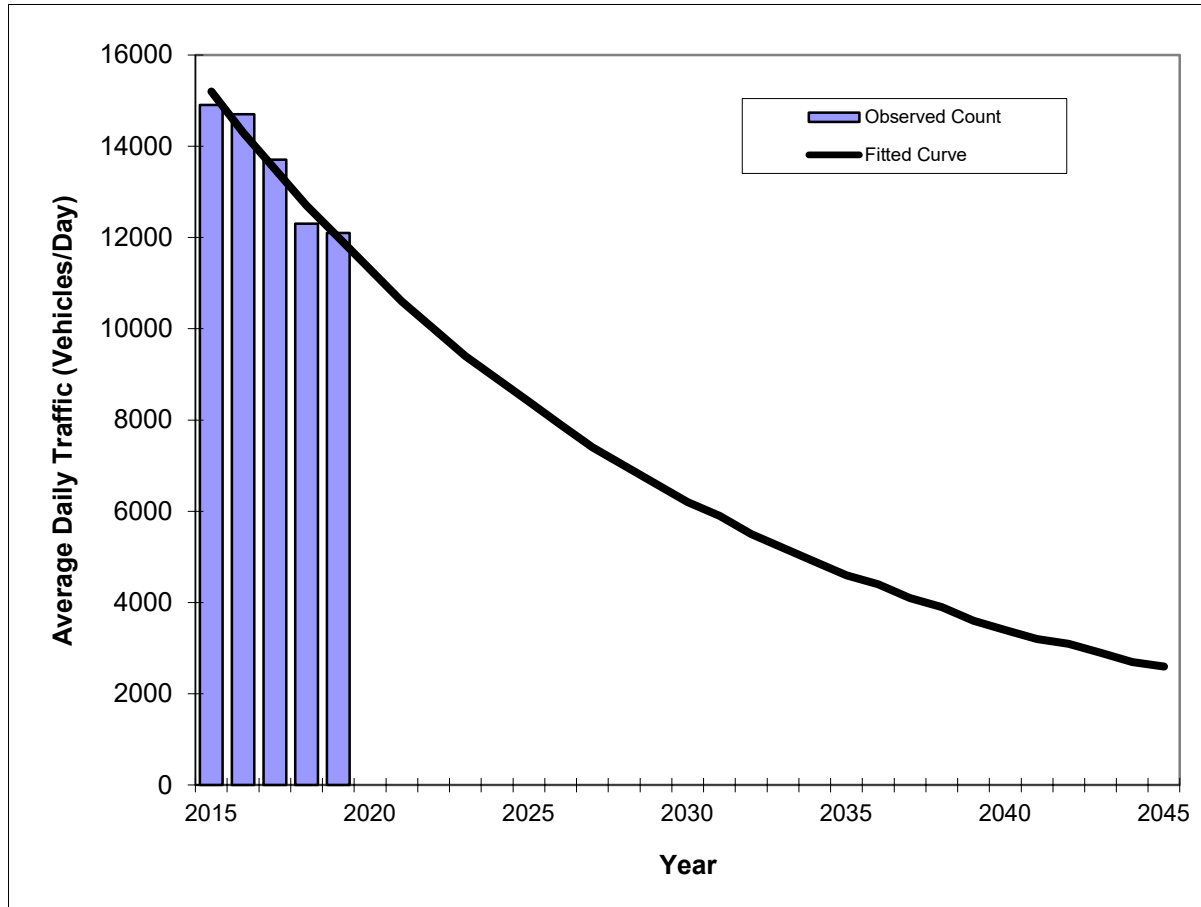
**Straight Line Growth Option**

\*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 |
| <b>Exponential Growth Option</b>        |           |

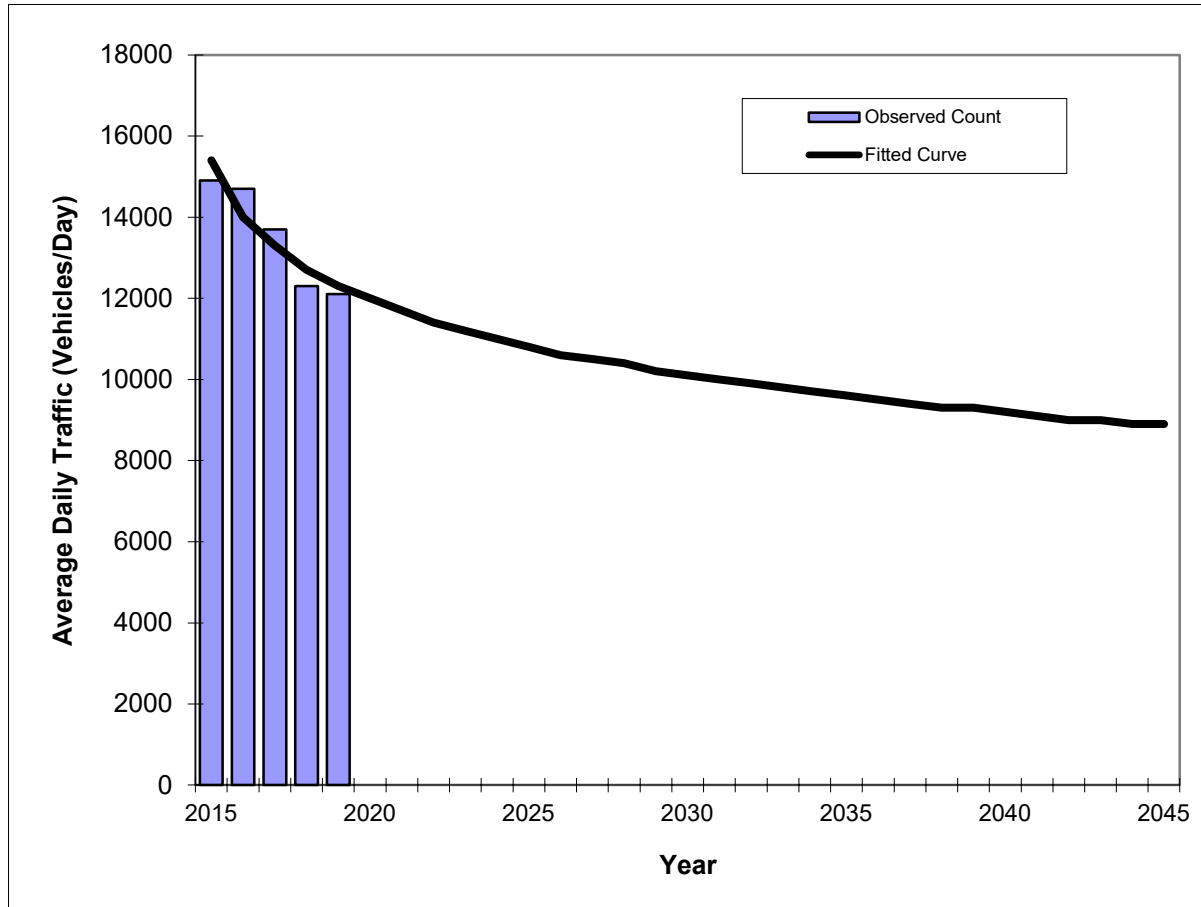
\*Axle-Adjusted



## Traffic Trends

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

|                   |                         |
|-------------------|-------------------------|
| <b>County:</b>    | Miami-Dade (87)         |
| <b>Station #:</b> | 8139                    |
| <b>Highway:</b>   | 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 |
| <b>Decaying Exponential Growth Option</b> |           |

\*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 |

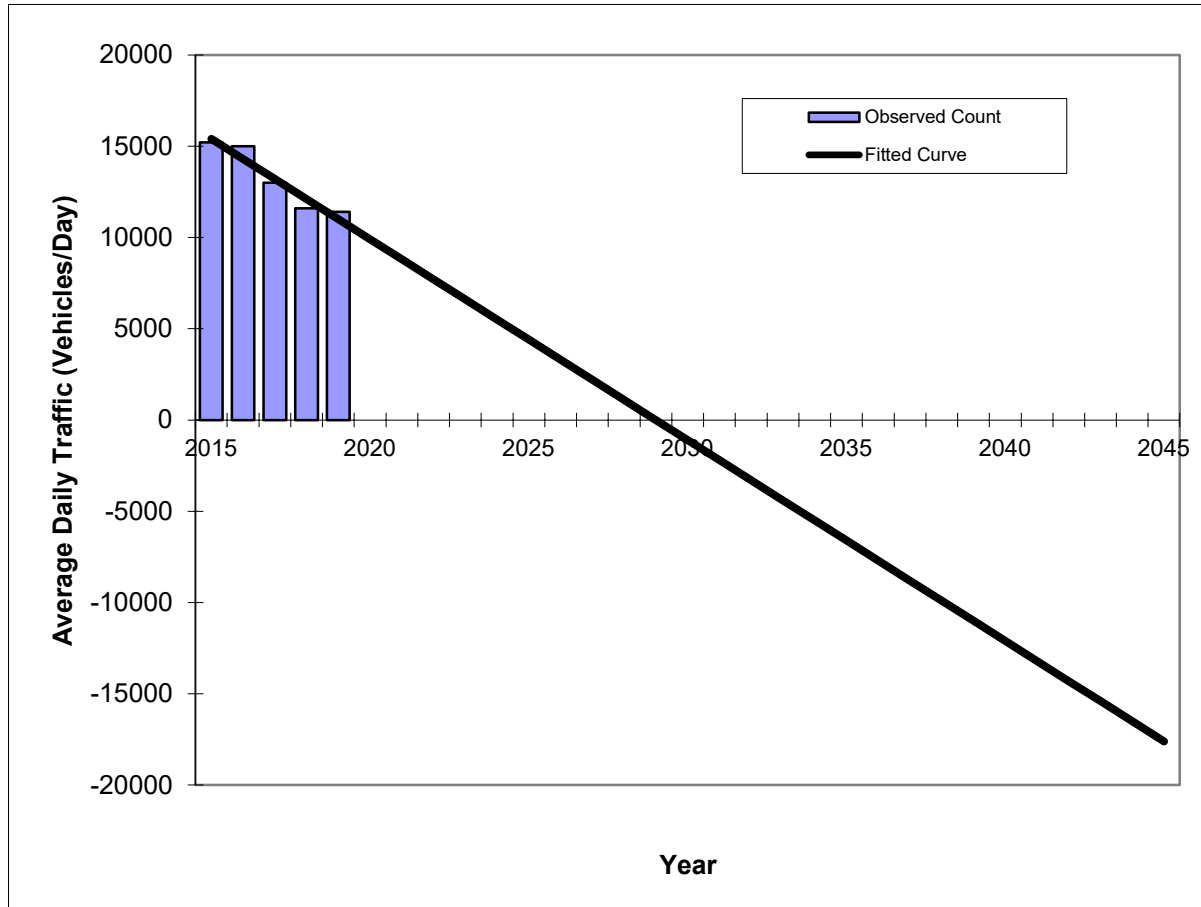
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

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

## Traffic Trends

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

|                   |                 |
|-------------------|-----------------|
| <b>County:</b>    | Miami-Dade (87) |
| <b>Station #:</b> | 8264            |
| <b>Highway:</b>   | 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**

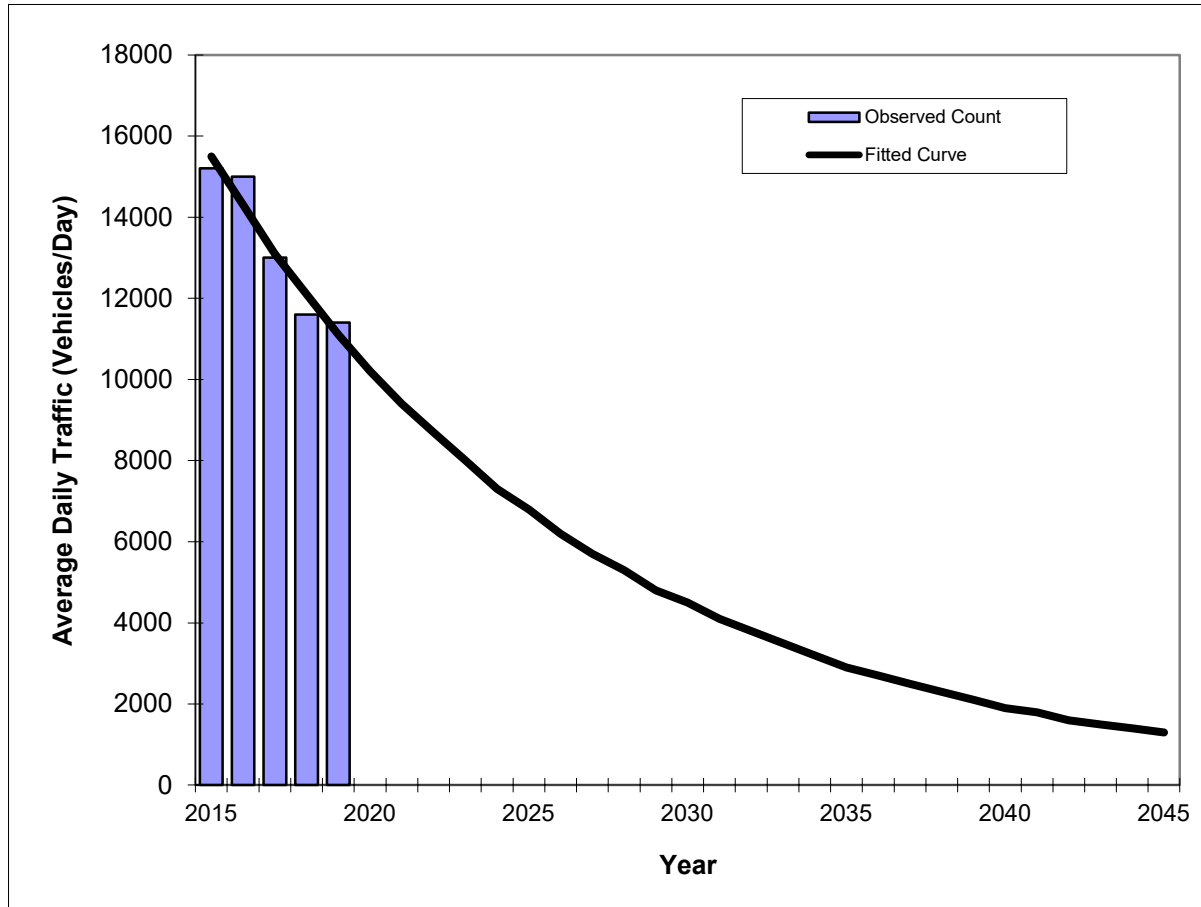
\*Axle-Adjusted



## Traffic Trends

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

|                   |                 |
|-------------------|-----------------|
| <b>County:</b>    | Miami-Dade (87) |
| <b>Station #:</b> | 8264            |
| <b>Highway:</b>   | 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

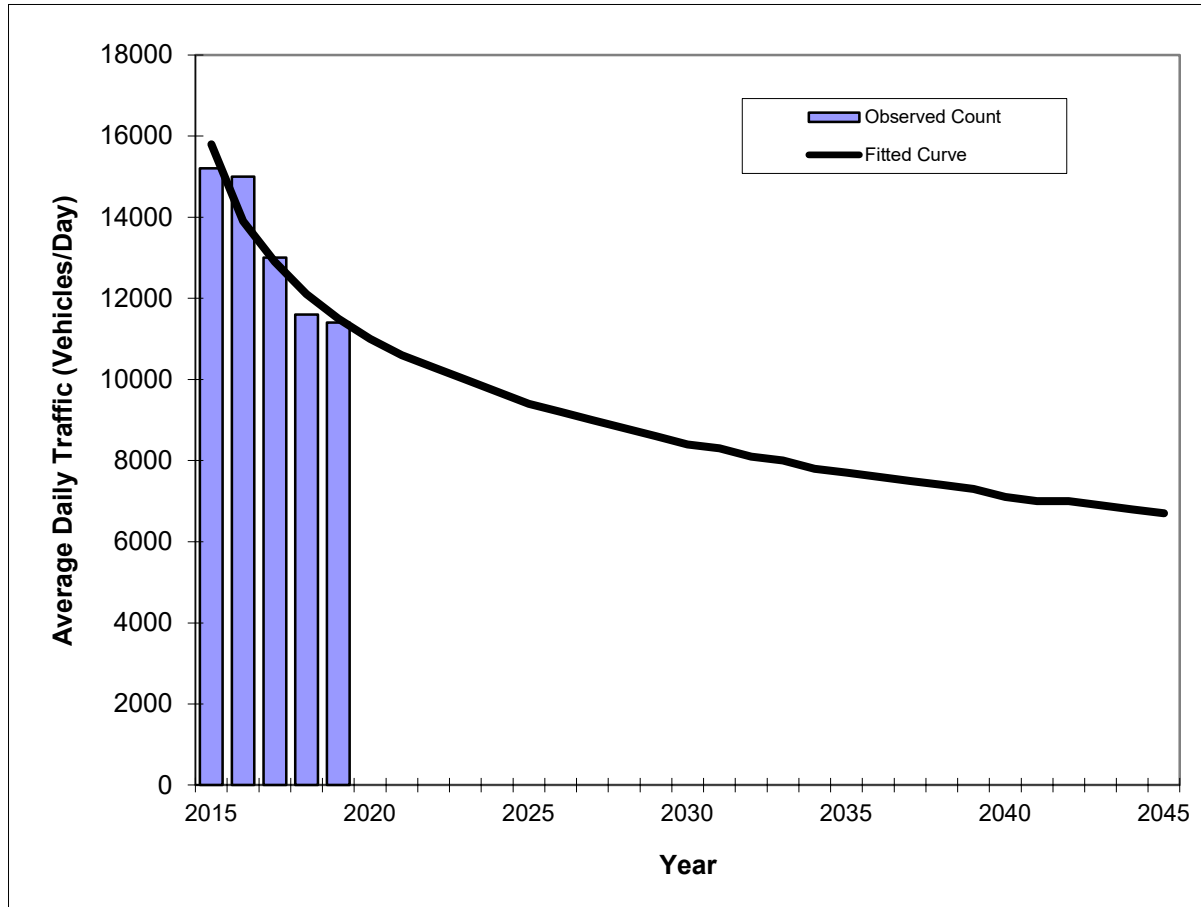
**Exponential Growth Option**

\*Axle-Adjusted

## Traffic Trends

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

|                   |                 |
|-------------------|-----------------|
| <b>County:</b>    | Miami-Dade (87) |
| <b>Station #:</b> | 8264            |
| <b>Highway:</b>   | 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 |
| <b>Decaying Exponential Growth Option</b> |           |

\*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    |

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

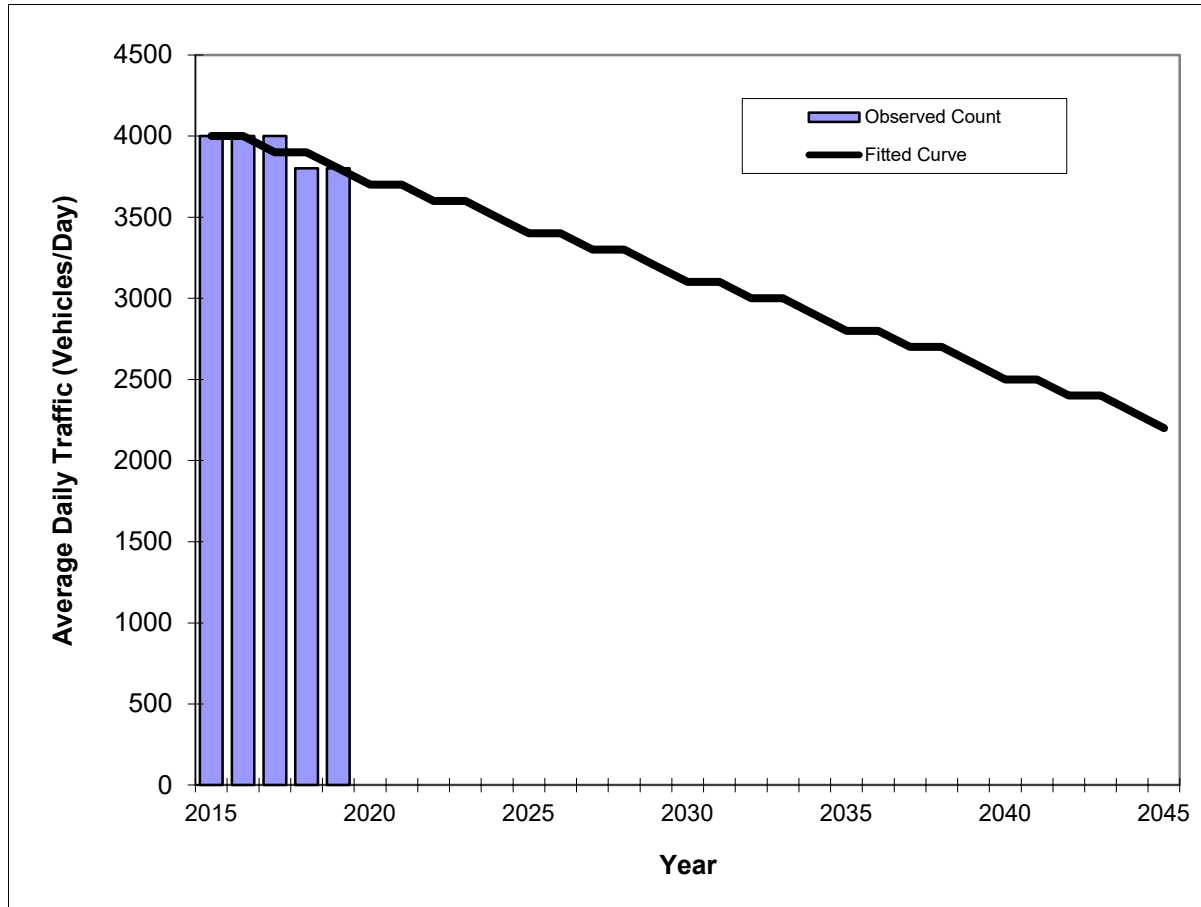
\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



## Traffic Trends

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

|                   |                 |
|-------------------|-----------------|
| <b>County:</b>    | Miami-Dade (87) |
| <b>Station #:</b> | 8409            |
| <b>Highway:</b>   | 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 |

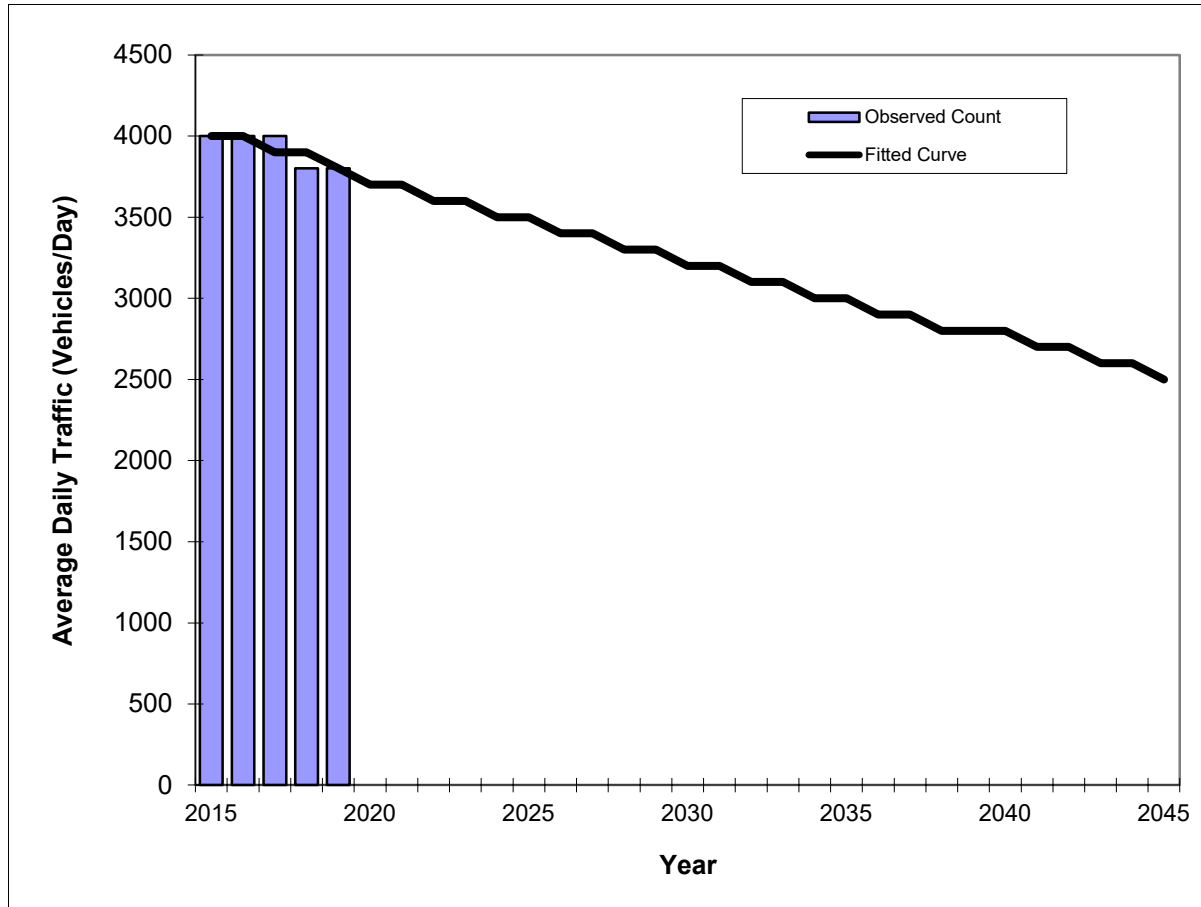
**Straight Line Growth Option**

\*Axle-Adjusted

## Traffic Trends

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

|                   |                 |
|-------------------|-----------------|
| <b>County:</b>    | Miami-Dade (87) |
| <b>Station #:</b> | 8409            |
| <b>Highway:</b>   | SW 38th Avenue  |



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

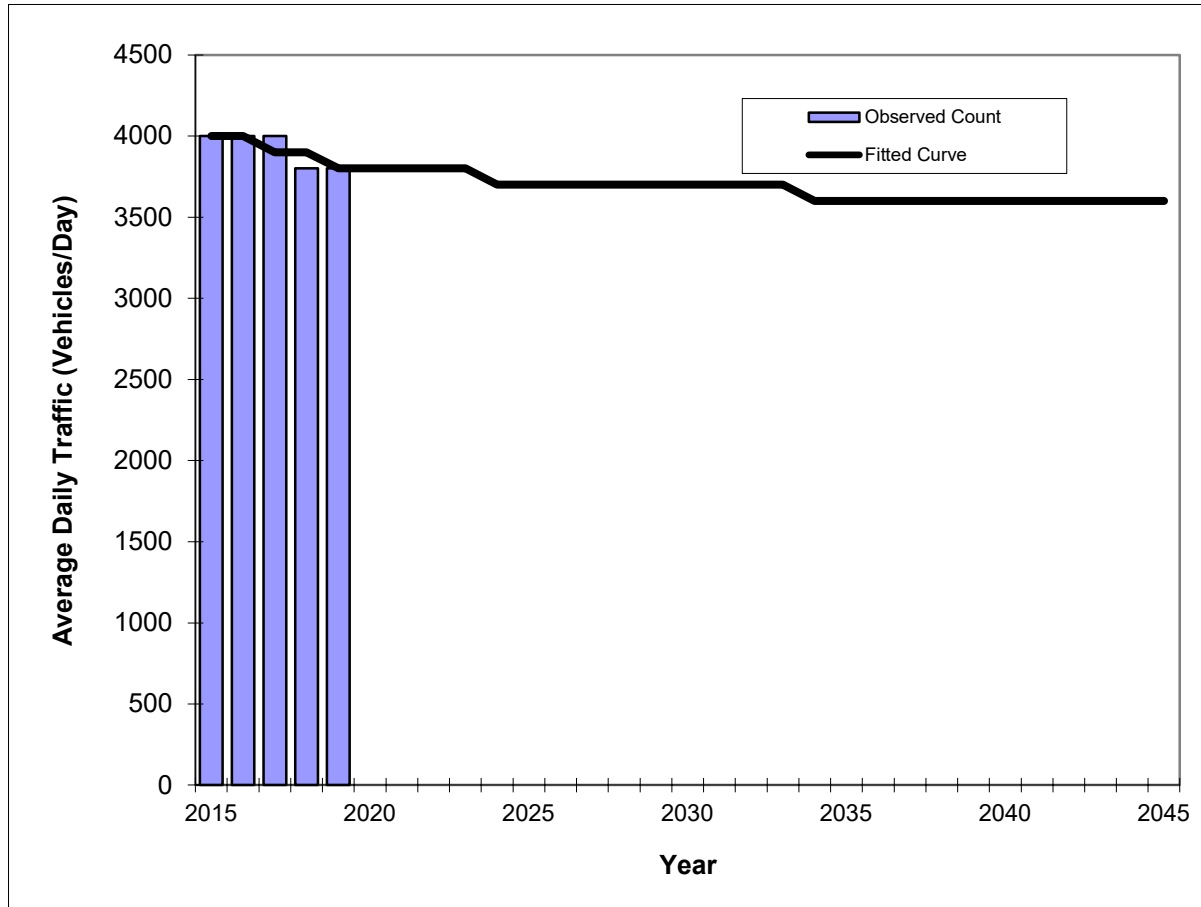
|   |          |
|---|----------|
| Trend R-squared:                        | 75.00%   |
| Compounded Annual Historic Growth Rate: | -1.27%   |
| Printed:                                | 1-May-23 |
| <b>Exponential Growth Option</b>        |          |

\*Axle-Adjusted

## Traffic Trends

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

|                   |                 |
|-------------------|-----------------|
| <b>County:</b>    | Miami-Dade (87) |
| <b>Station #:</b> | 8409            |
| <b>Highway:</b>   | 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 |
| <b>Decaying Exponential Growth Option</b> |          |

\*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    |

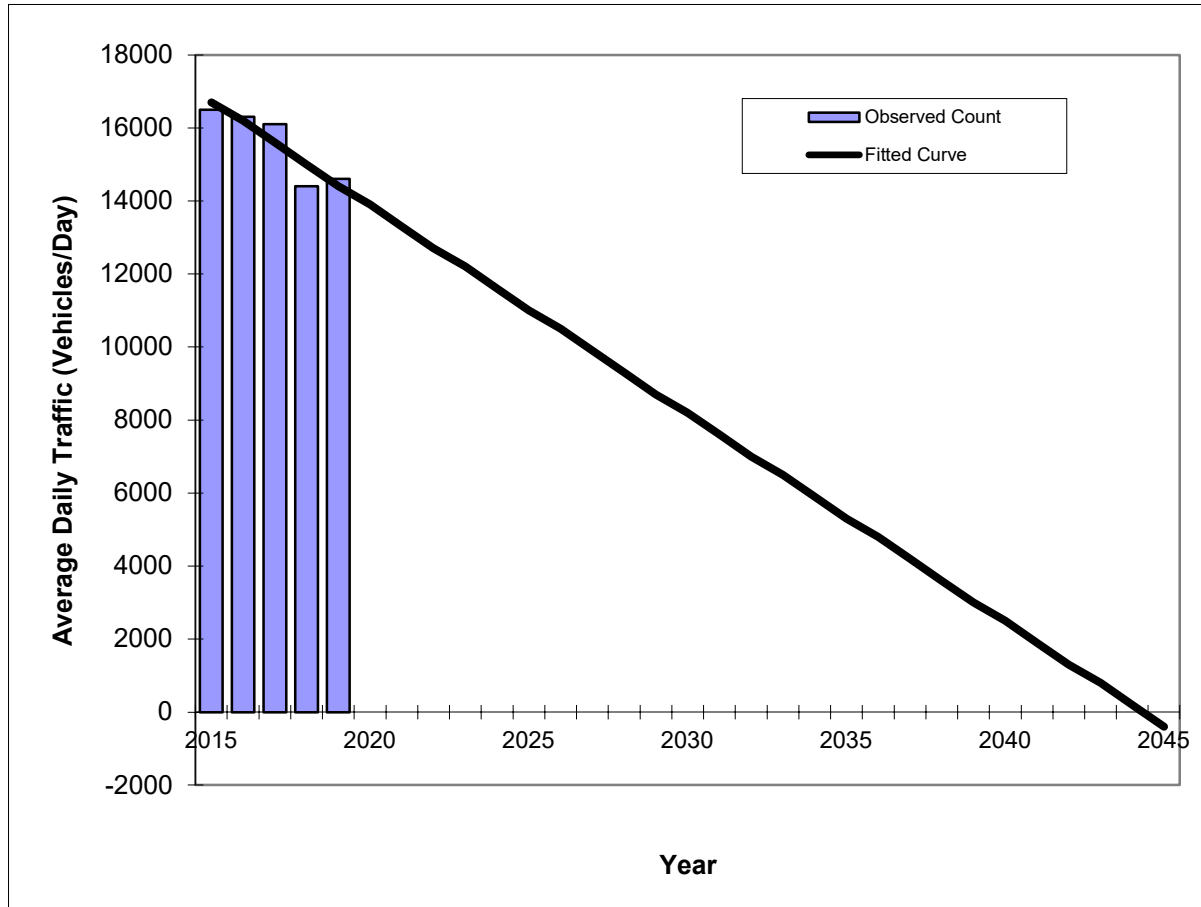
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

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

## Traffic Trends

### Grand Avenue -- 200 feet west of Plaza Street

|                   |                 |
|-------------------|-----------------|
| <b>County:</b>    | Miami-Dade (87) |
| <b>Station #:</b> | 8508            |
| <b>Highway:</b>   | 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

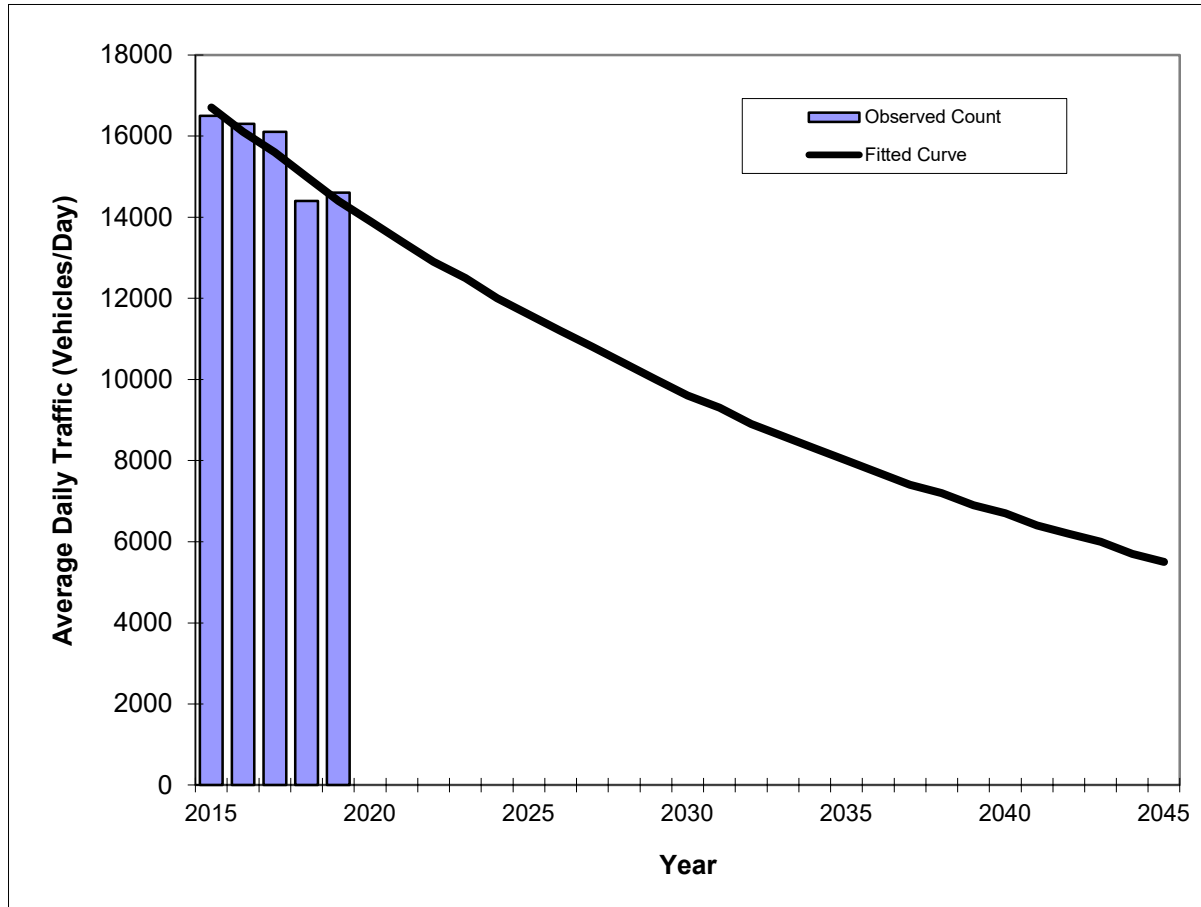
**Straight Line Growth Option**

\*Axle-Adjusted

## Traffic Trends

### Grand Avenue -- 200 feet west of Plaza Street

|                   |                 |
|-------------------|-----------------|
| <b>County:</b>    | Miami-Dade (87) |
| <b>Station #:</b> | 8508            |
| <b>Highway:</b>   | 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 |
| <b>Exponential Growth Option</b>        |           |

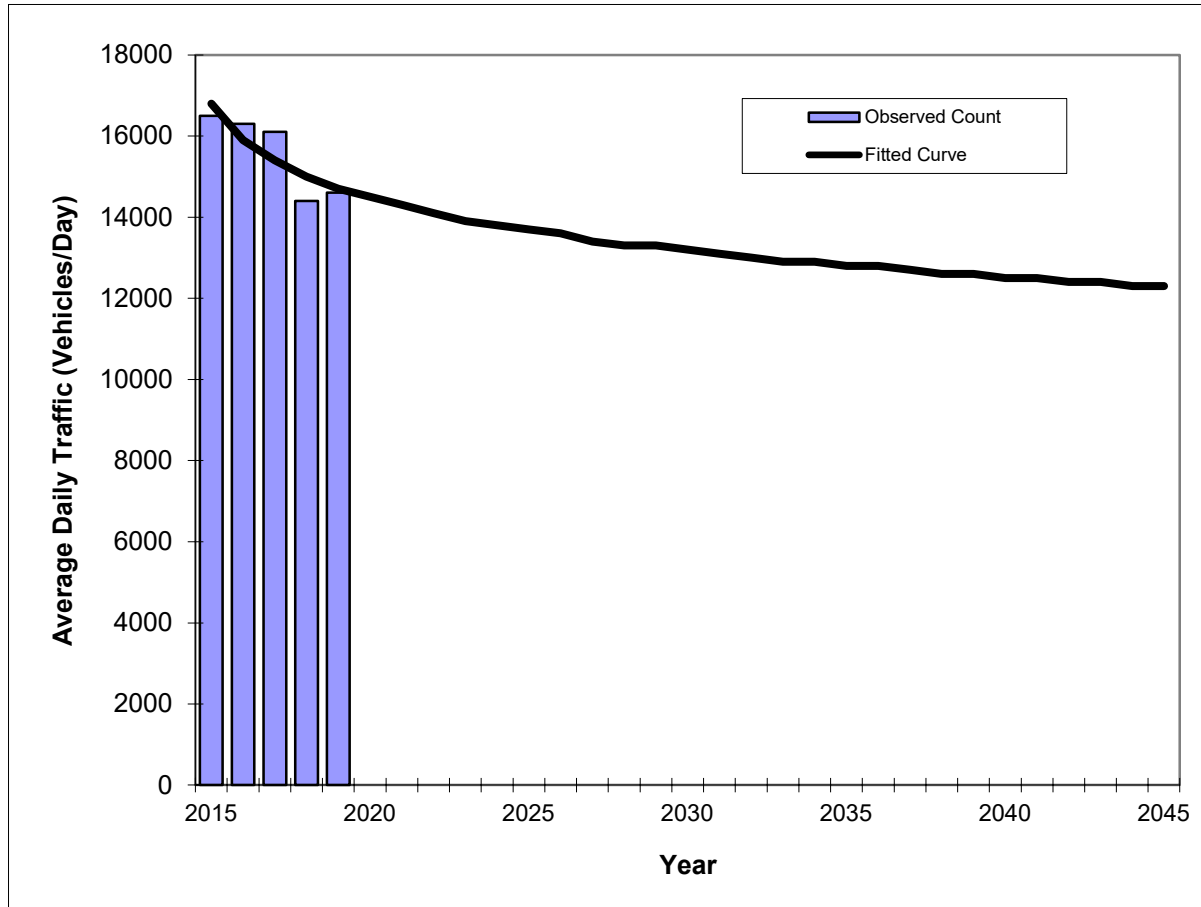
\*Axle-Adjusted



## Traffic Trends

### Grand Avenue -- 200 feet west of Plaza Street

|                   |                 |
|-------------------|-----------------|
| <b>County:</b>    | Miami-Dade (87) |
| <b>Station #:</b> | 8508            |
| <b>Highway:</b>   | 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 |
| <b>Decaying Exponential Growth Option</b> |           |

\*Axle-Adjusted

# SERPM Analysis

| <b>SERPM Growth Rate Summary</b>   |                |                |                   |                    |                           |
|------------------------------------|----------------|----------------|-------------------|--------------------|---------------------------|
| <b>Street Name</b>                 | <b>2015</b>    | <b>2045</b>    | <b>Difference</b> | <b>Growth Rate</b> | <b>Annual Growth Rate</b> |
| <b>Bird Road/SW 40th Street</b>    | 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%                     |
| <b>Grand Avenue</b>                | 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%                     |
| <b>LeJeune Road/SW 42nd Avenue</b> | 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%                     |
| <b>Ponce de Leon Boulevard</b>     | 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%                     |
| <b>SW 37th Avenue</b>              | 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%                     |
| <b>Total</b>                       | <b>543,447</b> | <b>623,804</b> | <b>80,357</b>     | <b>14.79%</b>      | <b>0.49%</b>              |



# Appendix E

## Transit Route Information



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



# Trolley

Real Time Trolley Tracker

## Contact us

 [Trolley@coralgables.com](mailto: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...



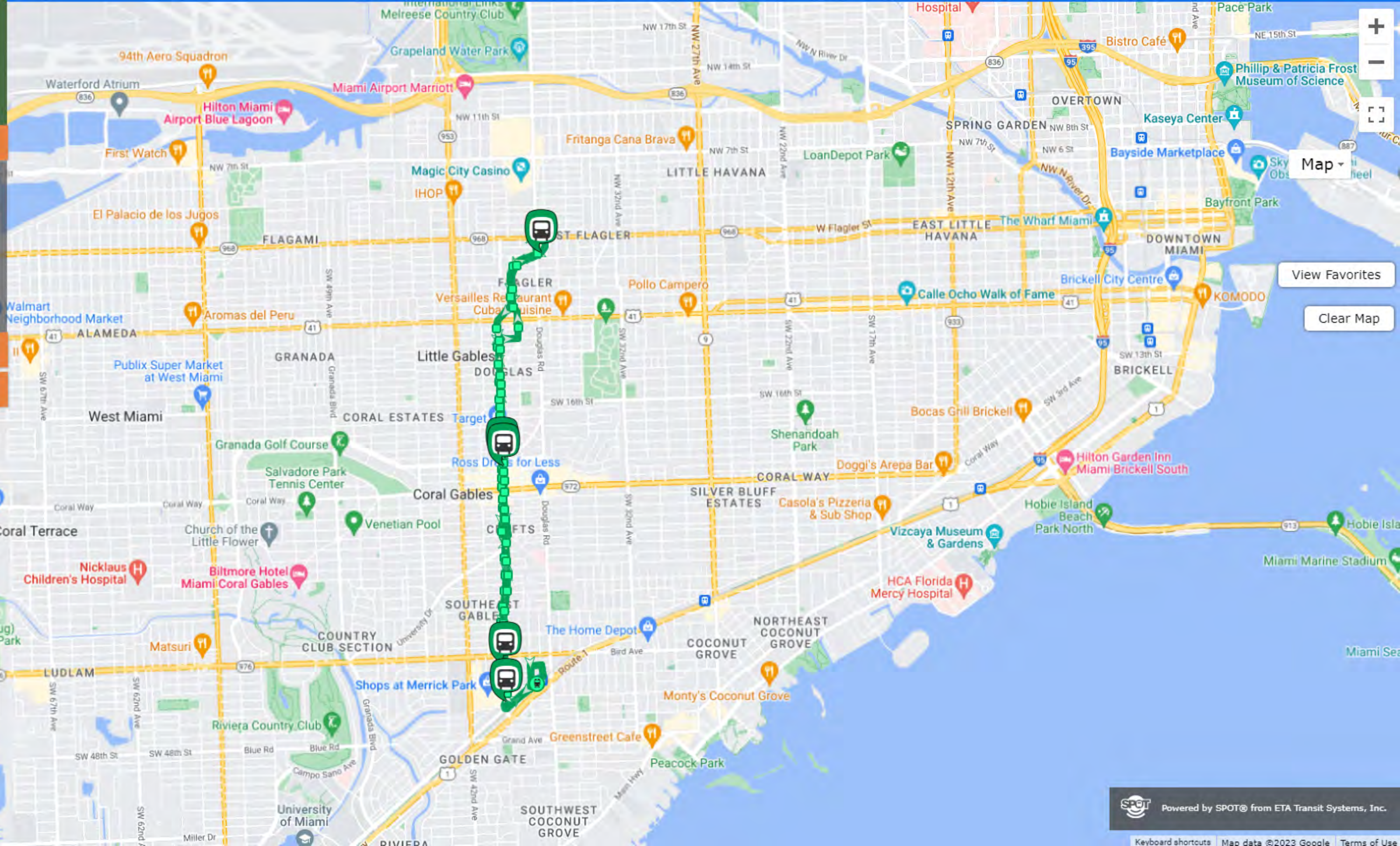
Deselect All

Ponce de Leon Route

Grand Avenue Route

Messages [+]

Help [+]



Map

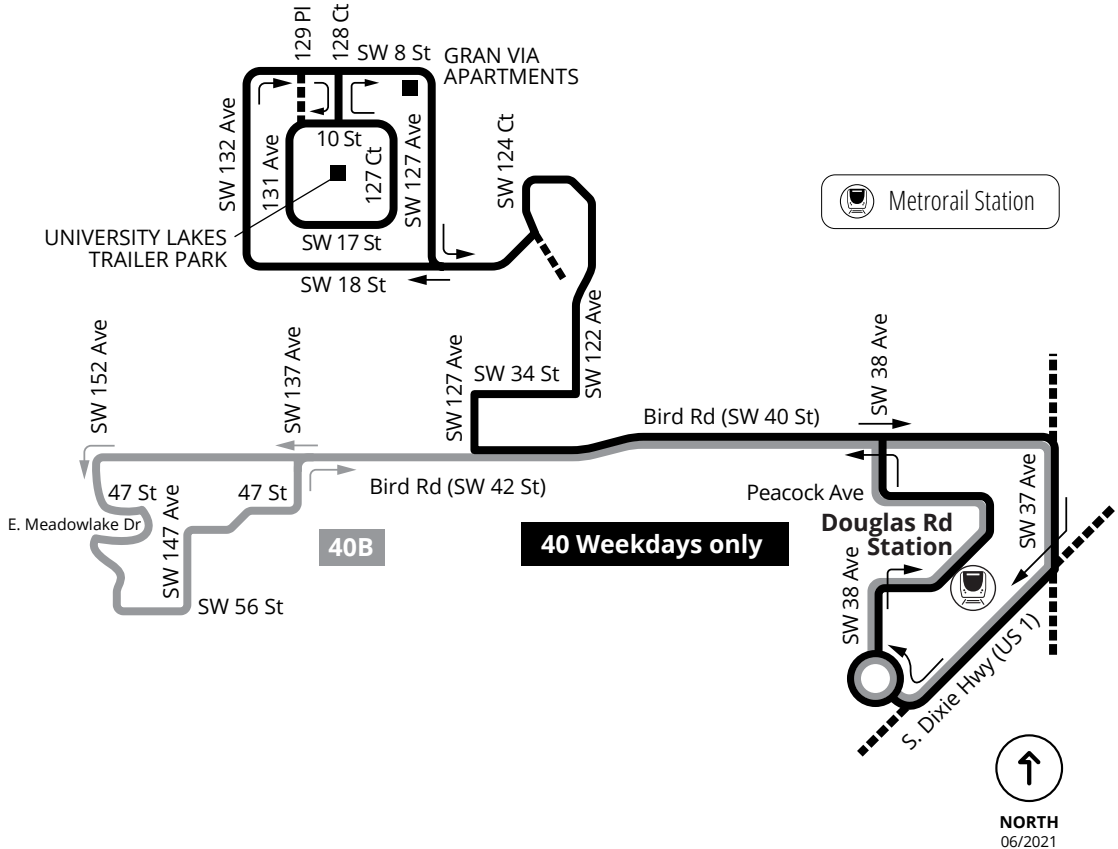
View Favorites

Clear Map





# 40/40B



@GoMiamiDade



GO Miami-Dade Transit



WEEKDAYS / DIAS LABORABLES / JOU LASEMÈN



| EASTBOUND<br>RUMBO ESTE / DIREKSYON IS    | MORNING<br>MAÑANA / MATEN      |                       |                       |                       |                           |               |                           |       |       |       |       | AFTERNOON AND EVENING<br>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<br>RUMBO OESTE / DIREKSYON IWES | AM                             |                       | 10 – 20 min           |                       | MORNING<br>MAÑANA / MATEN |               |                           |       |       |       | PM    |   |                               |       |       |       | 10 – 20 min |       | EVENING<br>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 |      |       |       |       |       |      |      |      |      |      |      |      |      |      |      |      |      |       |       |       |       |      |      |       |       |   |   |
| WESTBOUND<br>RUMBO OESTE / DIREKSYON IWES | MORNING<br>MAÑANA / MATEN      |                       |                       |                       | 10 – 20 min               |               | MORNING<br>MAÑANA / MATEN |       |       |       |       |   | AFTERNOON<br>TARDE / APREMIDI |       |       |       |             |       | 10 – 20 min                  |       | EVENING<br>NOCHE / CHAK ASWÈ |       |       |       |       |       |       |      |       |       |       |       |      |      |      |      |      |      |      |      |      |      |      |      |       |       |       |       |      |      |       |       |   |   |
|   | Douglas Road Metrorail Station | 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 |      |       |       |       |       |      |      |      |      |      |      |      |      |      |      |      |      |       |       |       |       |      |      |       |       |   |   |
| Douglas Road Metrorail Station            | 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 & 67 Ave                         | 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 & 87 Ave                         | SW 40 St & 107 Ave             | SW 42 St & SW 127 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                        | 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 56 St & 152 Ave             | 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<br>RUMBO ESTE / DIREKSYON IS  | MORNING<br>MAÑANA / MATEN |      |      |      |       |       |       | AM    | PM    | AFTERNOON AND EVENING<br>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<br>RUMBO OESTE / DIREKSYON IWES   | MORNING<br>MAÑANA / MATEN |      |      |      |       |       |       | AM    | PM    | AFTERNOON AND EVENING<br>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

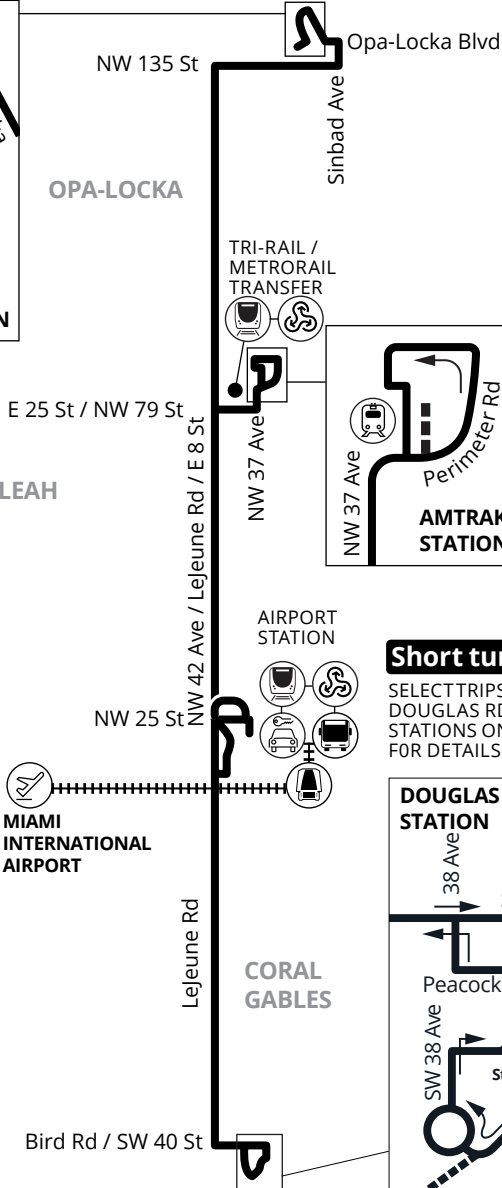
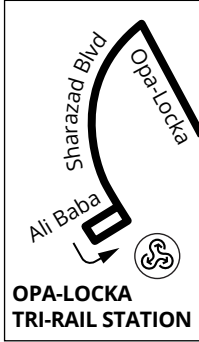
| EASTBOUND<br>RUMBO ESTE / DIREKSYON IS  | MORNING<br>MAÑANA / MATEN |       |      |      |       |       |       | AM    | PM    | AFTERNOON AND EVENING<br>TARDE Y NOCHE / APREMIDI AK ASWÈ |      |      |      |      |      |      |      |       |
|---|---------------------------|-------|------|------|-------|-------|-------|-------|-------|---|------|------|------|------|------|------|------|-------|
|   | 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<br>RUMBO OESTE / DIREKSYON IWES   | MORNING<br>MAÑANA / MATEN |       |      |      |       |       |       | AM    | PM    | AFTERNOON AND EVENING<br>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.





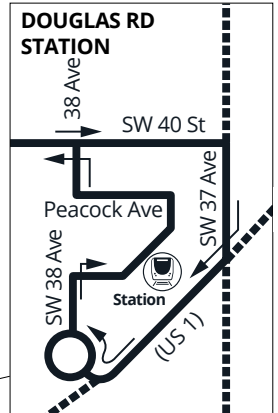
# 42



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

### Short turn

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



**NORTH**  
06/2021



@GoMiamiDade



**GO Miami-Dade Transit**















WEEKDAYS / DIAS LABORABLES / LASEMÈN

| NORTHBOUND<br>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<br>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<br>RUMBO NORTE / DIREKSYON NÒ  |                                | 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<br>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 |       |

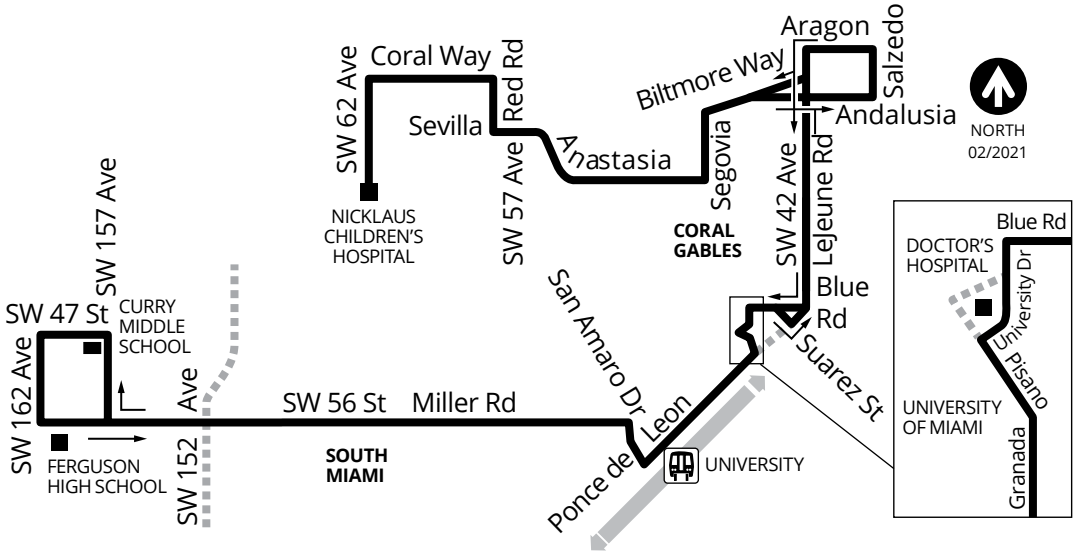
SUNDAY / DOMINGO / DIMANCH

| NORTHBOUND<br>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<br>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.







@GoMiamiDade



GO Miami-Dade Transit



WEEKDAYS / DIAS LABORABLES / LASEMÈN

| WESTBOUND<br>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<br>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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GO Miami-Dade Transit



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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 |  |  |
|                   |                                     |                                 |          |       |           |                          |     | Y=0.22*(X)+18.85        |     |        |                      |          |             |     |       |                  |          |                        |     |       |                 |          |                        |     |       |    |    |    |    |  |  |
| 222               |                                     |                                 |          |       |           |                          |     | LN(Y) = 0.66*LN(X)+1.84 |     |        |                      |          |             |     |       |                  |          |                        |     |       |                 |          |                        |     |       |    |    |    |    |  |  |
| 822               |                                     |                                 |          |       |           |                          |     | Y=1.67(X)               |     |        |                      |          |             |     |       |                  |          |                        |     |       |                 |          |                        |     |       |    |    |    |    |  |  |
| 712               |                                     |                                 |          |       |           |                          |     |                         |     |        |                      |          |             |     |       |                  |          |                        |     |       |                 |          |                        |     |       |    |    |    |    |  |  |

**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 |  |  |
|                   |                                     |                                 |          |       |           |                          |     | 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.

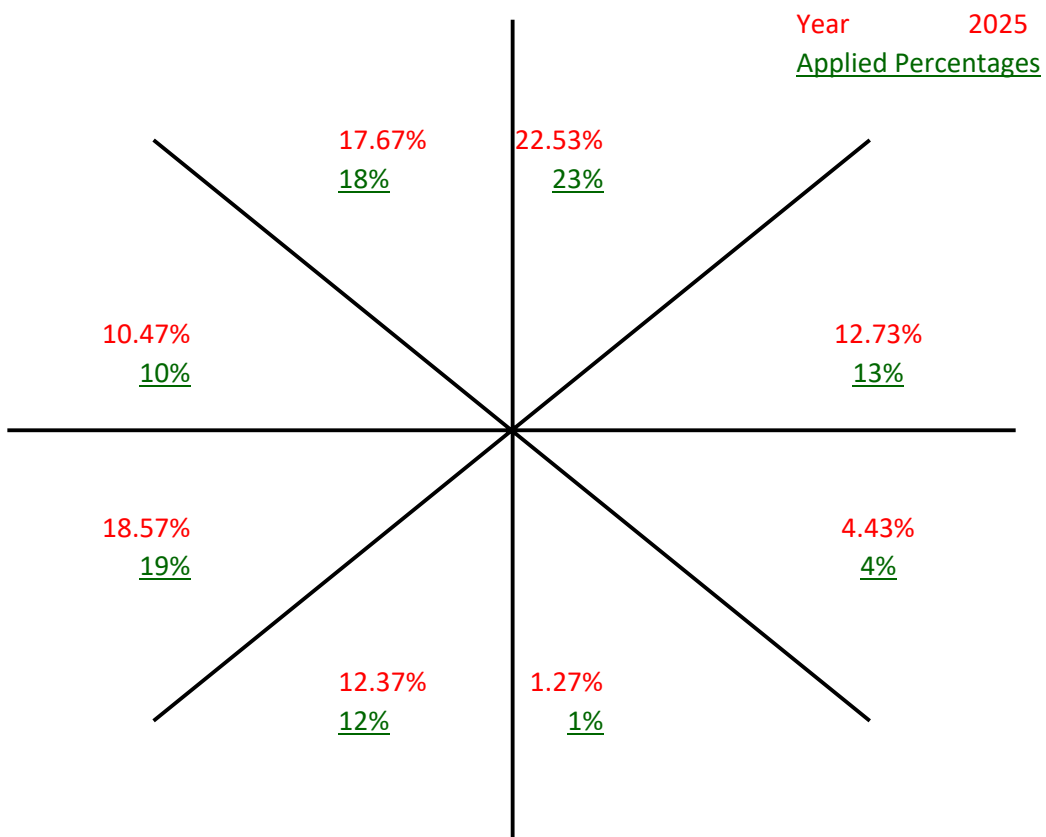
\*\*\*\*\*

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 |
|------------------------|--|---|-----|---|--|---|-----|---|--|---|---|---|--|---|---|---|

| "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 |
|------------------------|--|---|-----|---|--|---|-----|---|--|---|---|---|--|---|---|---|

| "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 |
|------------------------|--|---|-----|---|--|---|-----|---|--|---|---|---|--|---|---|---|

| "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 |
|------------------------|--|---|-----|---|--|---|-----|---|--|---|---|---|--|---|---|---|

| "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 |
|------------------|--|---|-----|---|--|---|-----|---|--|---|---|---|--|---|---|---|

| "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 |
|------------------|--|---|-----|---|--|---|-----|---|--|---|---|---|--|---|---|---|



# 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 |
|------------------------|--|----|---|----|--|---|---|---|--|----|-----|---|--|---|-----|-----|

| "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 |
|------------------------|--|----|---|----|--|---|---|---|--|----|-----|----|--|---|-----|----|

| "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 |
|------------------------|--|----|---|----|--|---|---|---|--|----|-----|---|--|---|-----|-----|

| "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 |
|------------------------|--|----|---|----|--|---|---|---|--|----|-----|----|--|---|-----|-----|

| "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 |
|------------------|--|----|---|----|--|---|---|---|--|----|-----|---|--|---|-----|-----|

| "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 |
|------------------|--|----|---|----|--|---|---|---|--|----|-----|----|--|---|-----|-----|

# 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" |          | 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 |     | 12.0% |     |     |     |     |     | 5.0% |     |     |     |     |      |     |     |       |
|                           | Exiting  |     |       |     |     |     |     |     |      |     |     |     |     | 5.0% |     |     | 12.0% |

| "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 |     | 12.0% |     |     |     |     |     | 5.0% |     |     |     |     |      |     |     |       |
|                           | Exiting  |     |       |     |     |     |     |     |      |     |     |     |     | 5.0% |     |     | 12.0% |

| "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   |     | 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"     |           | 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   |     | 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" |          | 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 |     |     |      |     |     | 5.0% |     |     |     |     |     |     |     |     |     |     |
|                           | Exiting  |     |     | 5.0% |     |     |      |     |     |     |     |     |     |     |     |     |     |

| "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 |     |     |      |     |     | 5.0% |     |     |     |     |     |     |     |     |     |     |
|                           | Exiting  |     |     | 5.0% |     |     |      |     |     |     |     |     |     |     |     |     |     |

| "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   |     |     | 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"     |           | 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   |     |     | 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:** San Lorenzo 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      |      | 16   | 1    | 47   |      | 0    | 0    | 0    |      | 57   | 414  | 0    |      | 5    | 508  | 55   |
| 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 |  | 16 | 1 | 47 |  | 0 | 0 | 0 |  | 57 | 414 | 0 |  | 5 | 508 | 55 |
|------------------------|--|----|---|----|--|---|---|---|--|----|-----|---|--|---|-----|----|

| "PM EXISTING TRAFFIC"         | EBU  | EBL  | EBT  | EBR  | WBU  | WBL  | WBT  | WBR  | NBU  | NBL  | NBT  | NBR  | SBU  | SBL  | SBT  | SBR  |
|-------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| PM Raw Turning Movements      |      | 32   | 0    | 57   |      | 0    | 0    | 0    |      | 79   | 454  | 0    |      | 2    | 456  | 64   |
| 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 |  | 32 | 0 | 57 |  | 0 | 0 | 0 |  | 79 | 454 | 0 |  | 2 | 456 | 64 |
|------------------------|--|----|---|----|--|---|---|---|--|----|-----|---|--|---|-----|----|

| "AM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|-------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 4225 Ponce Development  |     |     | 4   |     |     |     |     | 5   |     |     |     | 49  |     | 24  |     |     |
| TOTAL "VESTED" TRAFFIC  |     | 0   | 4   | 0   |     | 0   | 0   | 5   |     | 0   | 0   | 49  |     | 24  | 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     | 0     | 0     |       | 1     | 4     | 0     |       | 0     | 5     | 1     |

|                        |  |    |   |    |  |   |   |   |  |    |     |    |  |    |     |    |
|------------------------|--|----|---|----|--|---|---|---|--|----|-----|----|--|----|-----|----|
| AM NON-PROJECT TRAFFIC |  | 16 | 5 | 47 |  | 0 | 0 | 5 |  | 58 | 418 | 49 |  | 29 | 513 | 56 |
|------------------------|--|----|---|----|--|---|---|---|--|----|-----|----|--|----|-----|----|

| "PM BACKGROUND TRAFFIC" | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|-------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 4225 Ponce Development  |     |     | 2   |     |     |     |     | 38  |     |     |     | 20  |     | 12  |     |     |
| TOTAL "VESTED" TRAFFIC  |     | 0   | 2   | 0   |     | 0   | 0   | 38  |     | 0   | 0   | 20  |     | 12  | 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     | 1     |       | 0     | 0     | 0     |       | 1     | 5     | 0     |       | 0     | 5     | 1     |

|                        |  |    |   |    |  |   |   |    |  |    |     |    |  |    |     |    |
|------------------------|--|----|---|----|--|---|---|----|--|----|-----|----|--|----|-----|----|
| PM NON-PROJECT TRAFFIC |  | 32 | 2 | 58 |  | 0 | 0 | 38 |  | 80 | 459 | 20 |  | 14 | 461 | 65 |
|------------------------|--|----|---|----|--|---|---|----|--|----|-----|----|--|----|-----|----|

| "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 |     |     |     |      |     |     |     |     | 5.0% | 13.0% |     |     |     |     |       |     |
|                           | Exiting  |     |     |     | 5.0% |     |     |     |     |      |       |     |     |     |     | 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 |     |     |     |      |     |     |     |     | 5.0% | 13.0% |     |     |     |     |       |     |
|                           | Exiting  |     |     |     | 5.0% |     |     |     |     |      |       |     |     |     |     | 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   |     |     |     | 2   |     |     |     |     |     | 2   | 5   |     |     |     | 4   |     |
| AM TOTAL PROJECT TRAFFIC |           |     | 0   | 0   | 2   |     | 0   | 0   | 0   |     | 2   | 5   | 0   |     | 0   | 4   | 0   |

|                  |  |    |   |    |  |   |   |   |  |    |     |    |  |    |     |    |
|------------------|--|----|---|----|--|---|---|---|--|----|-----|----|--|----|-----|----|
| AM TOTAL TRAFFIC |  | 16 | 5 | 49 |  | 0 | 0 | 5 |  | 60 | 423 | 49 |  | 29 | 517 | 56 |
|------------------|--|----|---|----|--|---|---|---|--|----|-----|----|--|----|-----|----|

| "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   |     |     |     | 2   |     |     |     |     |     | 2   | 5   |     |     |     | 5   |     |
| PM TOTAL PROJECT TRAFFIC |           |     | 0   | 0   | 2   |     | 0   | 0   | 0   |     | 2   | 5   | 0   |     | 0   | 5   | 0   |

|                  |  |    |   |    |  |   |   |    |  |    |     |    |  |    |     |    |
|------------------|--|----|---|----|--|---|---|----|--|----|-----|----|--|----|-----|----|
| PM TOTAL TRAFFIC |  | 32 | 2 | 60 |  | 0 | 0 | 38 |  | 82 | 464 | 20 |  | 14 | 466 | 65 |
|------------------|--|----|---|----|--|---|---|----|--|----|-----|----|--|----|-----|----|



# 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 |   |     |
|----------------------|--------|--------|--------|---|-----|
| 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      | 370    |
| Stage 1              | -      | -      | 237    |
| Stage 2              | -      | -      | 133    |
| 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   | 1304   | -      | 728    |
| Stage 1              | -      | -      | 802    |
| Stage 2              | -      | -      | 863    |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | 1275   | -      | 683    |
| Mov Cap-2 Maneuver   | -      | -      | 683    |
| Stage 1              | -      | -      | 769    |
| Stage 2              | -      | -      | 844    |

| Approach             | EB  | WB | SB   |
|----------------------|-----|----|------|
| 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      | 0      | 425 | 278 |
| Stage 1              | -      | -      | -      | 278 | -   |
| Stage 2              | -      | -      | -      | 147 | -   |
| 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   | 1285   | -      | -      | 699 | 732 |
| Stage 1              | -      | -      | -      | 778 | -   |
| Stage 2              | -      | -      | -      | 855 | -   |
| Platoon blocked, %   | -      | -      | -      | -   | -   |
| Mov Cap-1 Maneuver   | 1241   | -      | -      | 652 | 707 |
| 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

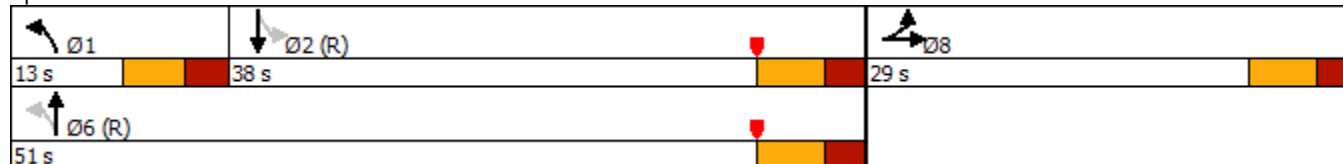
Existing Conditions  
A.M. Peak Hour

|                      | →     | ↖     | ↑     | ↘     | ↓     |
|----------------------|-------|-------|-------|-------|-------|
| 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   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |
| 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

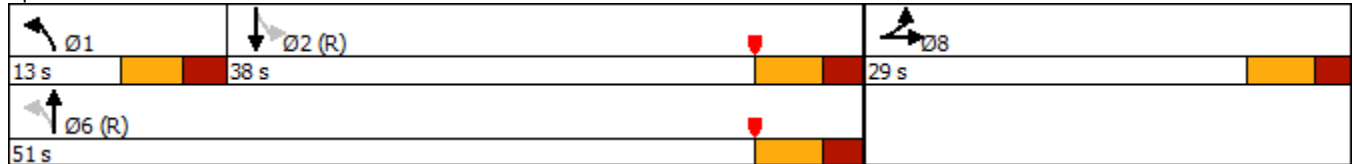
Future Background Conditions  
A.M. Peak Hour

|                      | →     | ↖    | ↗     | ↑     | ↘     | ↓     |
|----------------------|-------|------|-------|-------|-------|-------|
| 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 &amp; 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   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |
| 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   |   |
| ICU Level of Service              |   |   |   |   |   |   |   |   |   |   |   |   |
| 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    |
| 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   | -      | -      | 1318   |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 1284   |
| 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)      | -     | -   | -   | 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

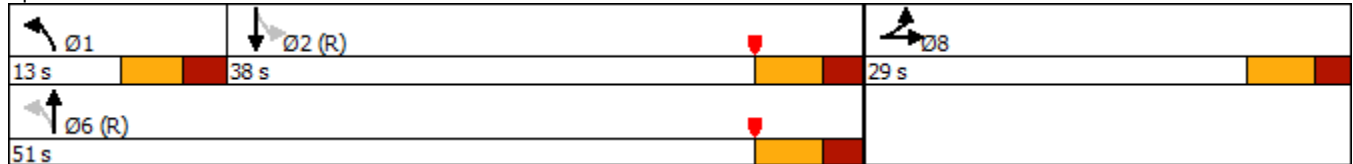
Future Total Conditions  
A.M. Peak Hour

|                      | →     | ↖      | ↗     | ↑     | ↘     | ↓     |
|----------------------|-------|--------|-------|-------|-------|-------|
| 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   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |
| 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

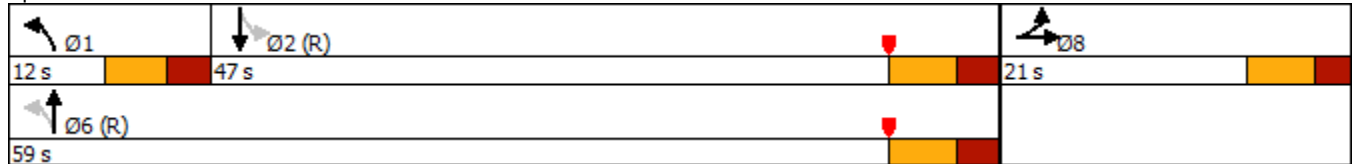
Existing Conditions  
P.M. Peak Hour

|                      | →     | ↖     | ↑     | ↘     | ↓     |
|----------------------|-------|-------|-------|-------|-------|
| 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  |   |
| Frt                               |   | 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   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |
| 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      |
| 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   | 1405   | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | 1374   | -      | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| 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      | 0      | 297 | 184 |
| Stage 1              | -      | -      | -      | 177 | -   |
| Stage 2              | -      | -      | -      | 120 | -   |
| 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   | 1399   | -      | -      | 768 | 793 |
| Stage 1              | -      | -      | -      | 837 | -   |
| Stage 2              | -      | -      | -      | 871 | -   |
| Platoon blocked, %   | -      | -      | -      | -   | -   |
| Mov Cap-1 Maneuver   | 1350   | -      | -      | 714 | 760 |
| 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

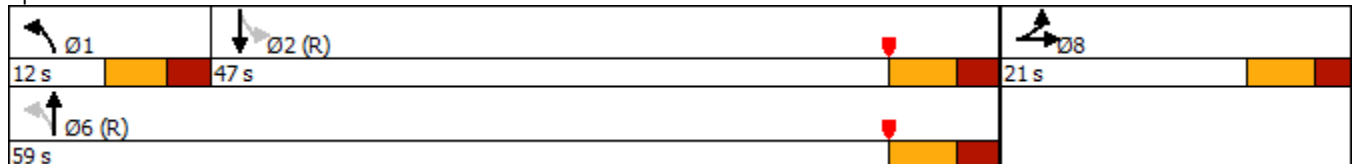
Future Background Conditions  
P.M. Peak Hour

|                      | →     | ↖      | ↗     | ↑     | ↘     | ↓     |
|----------------------|-------|--------|-------|-------|-------|-------|
| 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   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |
| 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 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| 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      |
| 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   | 1401   | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | 1370   | -      | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| 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

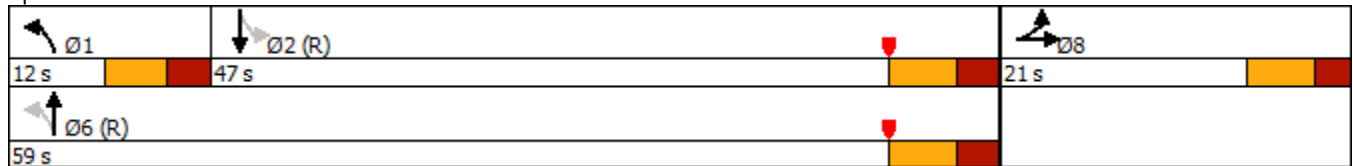
Future Total Conditions  
P.M. Peak Hour

|                      | →     | ↖      | ↙     | ↑     | ↘     | ↓     |
|----------------------|-------|--------|-------|-------|-------|-------|
| 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  
6: Ponce de Leon Boulevard & San Lorenzo Avenue

Future Total Conditions  
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   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |
| 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           | 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 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   |
| Date Prepared  | 5/5/2023 12:26:05 PM  | From           | Altura 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 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           | Altera 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

|                |   |                |                         |                |              |
|----------------|---|----------------|-------------------------|----------------|--------------|
| 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 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   |
| 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    | 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           | 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 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           | Alta 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 |
|--|--------|---------|
| <b>Prepaid Frequent Parker Entry or Exit</b>         |        |         |
| Insertion Card                                       | 435    | 8.3     |
| Proximity Card                                       | 600    | 6.0     |
| Automatic Veh ID                                     | 800    | 4.5     |
| <b>Pay Per Use Patron Vehicular Entry</b>            |        |         |
| 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    |
| <b>Pay Per Use Patron Vehicular Exits</b>            |        |         |
| 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    |
| <b>POF Central Pay to Cashier</b>                    |        |         |
| 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     |
| <b>POF Central Pay to Machine</b>                    |        |         |
| 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  $\mu$ . 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 |
|---|---------------|

P.M. Peak Hour

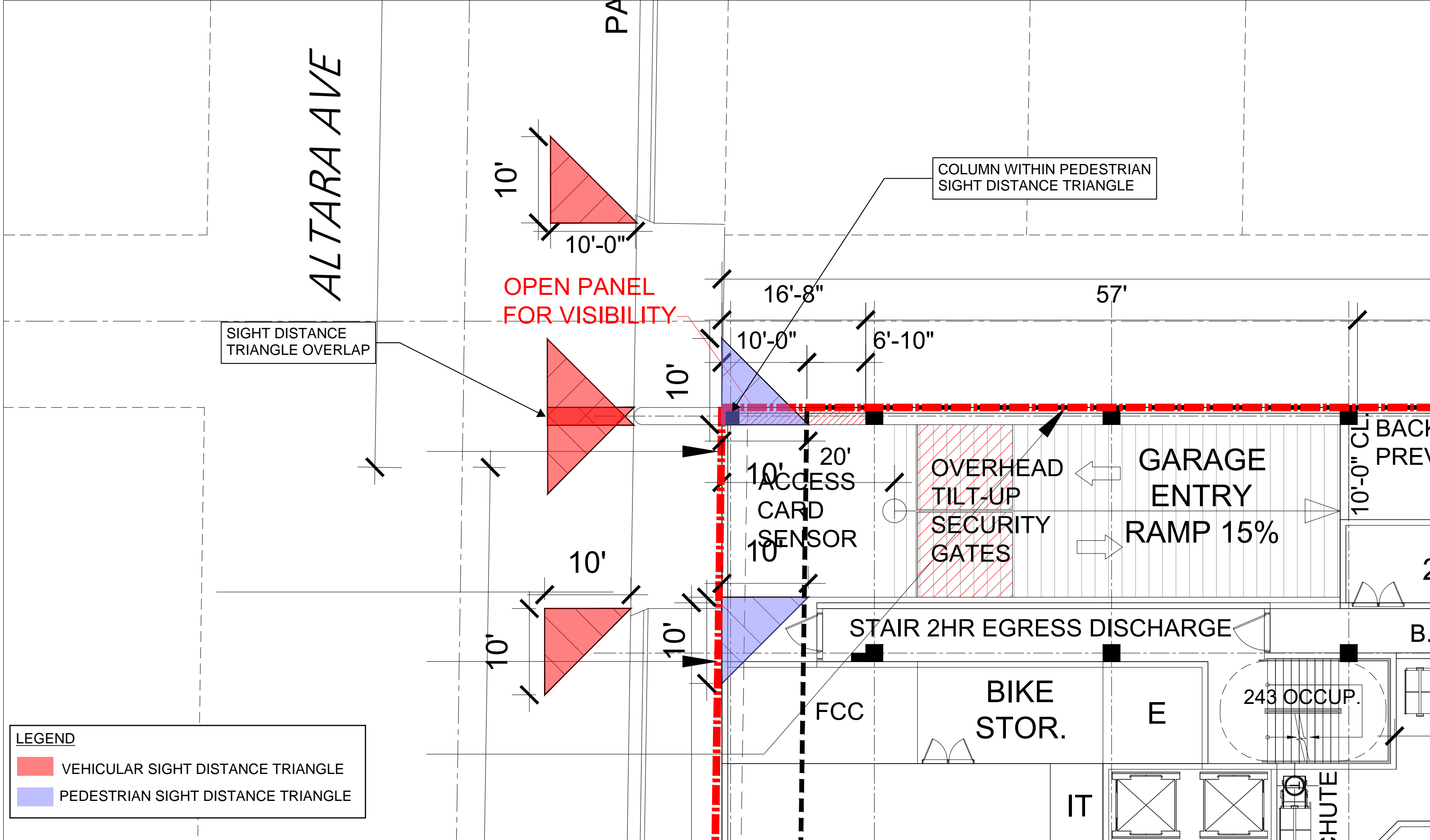
| User Group       | Inbound Volumes | Processing Time (Sec/Veh) | Total Time (Sec) |
|------------------|-----------------|---------------------------|------------------|
| Proximity Card   | 18              | 6                         | 108              |
| Auto Spit Ticket | 18              | 8                         | 144              |
| Total            | 36              | -                         | 252              |

|   |               |
|---|---------------|
| P.M. Peak Hour Entry Gate Weighted Average Service Rate | 7.000 sec/veh |
|---|---------------|

**Appendix L**  
Preliminary Sight Distance Analysis



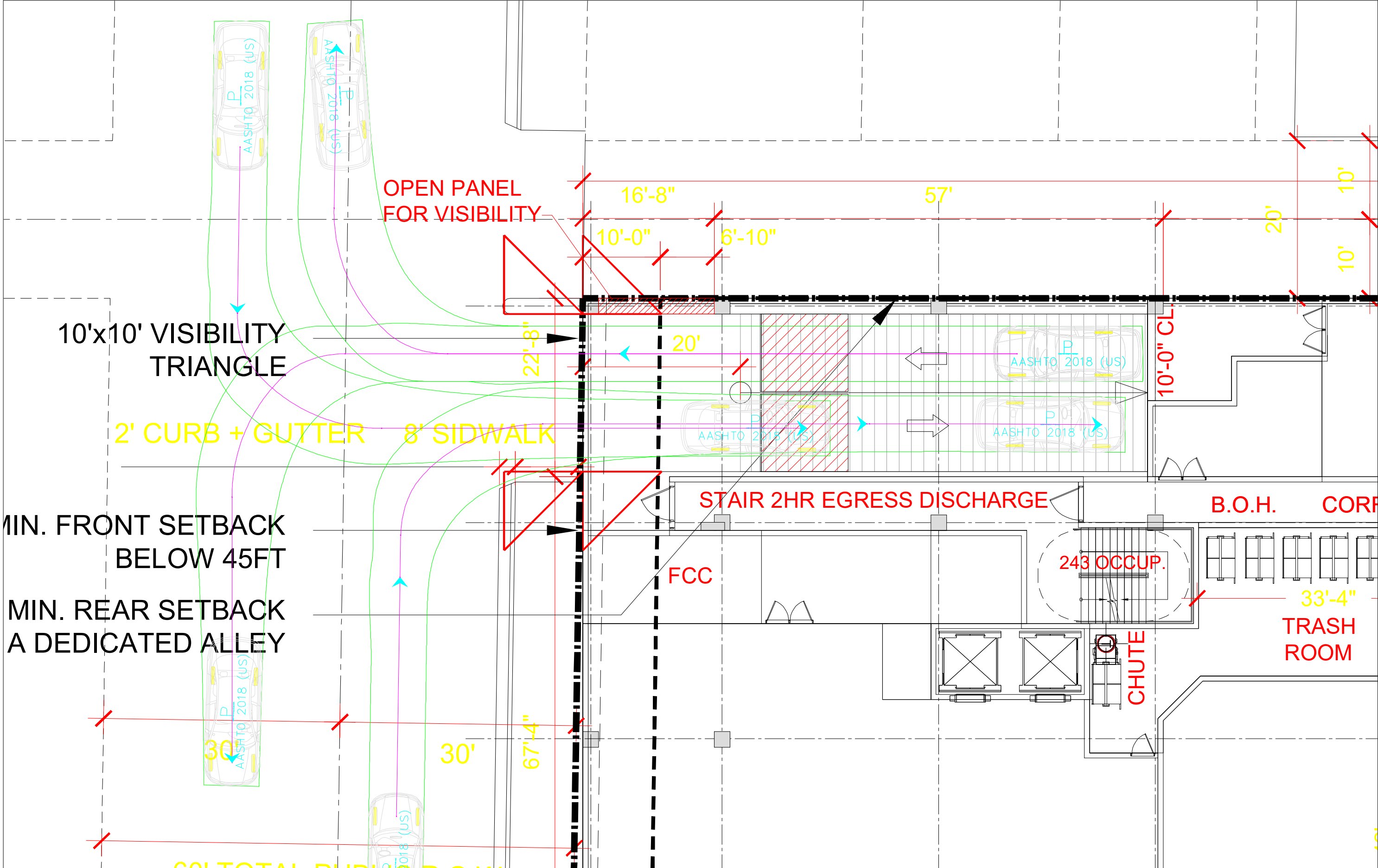
# Preliminary Planning-Level Sight Distance Analysis



# Appendix M

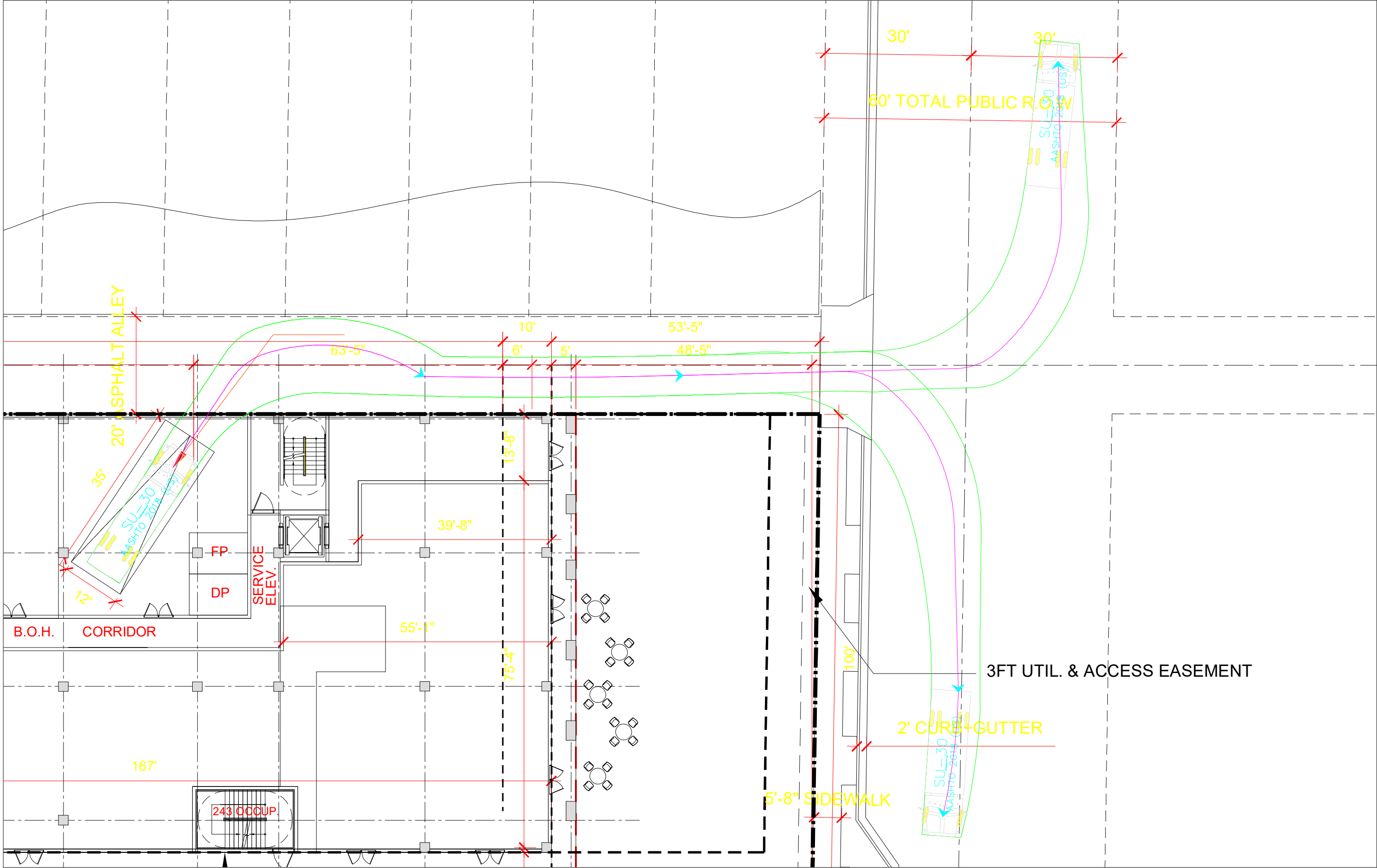
## Maneuverability Analysis

# Maneuverability Analysis - Ground Floor - Passenger Vehicle





# Maneuverability Analysis - Ground Floor - 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](mailto: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 26<sup>th</sup> 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

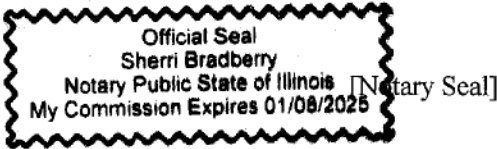
[Signature]  
Print Name: Kimberly Lehman

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.



Sherr Bradberry  
Print Name: Sherr 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<br>333 SE 2nd Avenue,<br>Miami, FL 33131 | 4241 Aurora, LLC | 8950 SW 74th Court,<br>Suite 1808, Miami, FL<br>33156 | (305)377-8333 | 01/25/2023 | n/a | Mixed use entitlement for Property located<br>at 4241 Aurora Street, Coral Gables. |  |
|---------------|--|------------------|---|---------------|------------|-----|--|--|

|               |  |                  |   |               |            |     |   |  |
|---------------|--|------------------|---|---------------|------------|-----|---|--|
| Devon Vickers | (305)579-0827<br>333 SE 2nd Avenue, Ste.<br>41 , Miami, FL 33131 | 4241 Aurora, LLC | 8950 SW 74th Court,<br>Suite 1808, Miami, FL<br>33156 | (305)377-8333 | 05/19/2023 | n/a | Mixed use entitlement for Property located<br>at 4241 Aurora Street, Coral Gables |  |
|---------------|--|------------------|---|---------------|------------|-----|---|--|



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

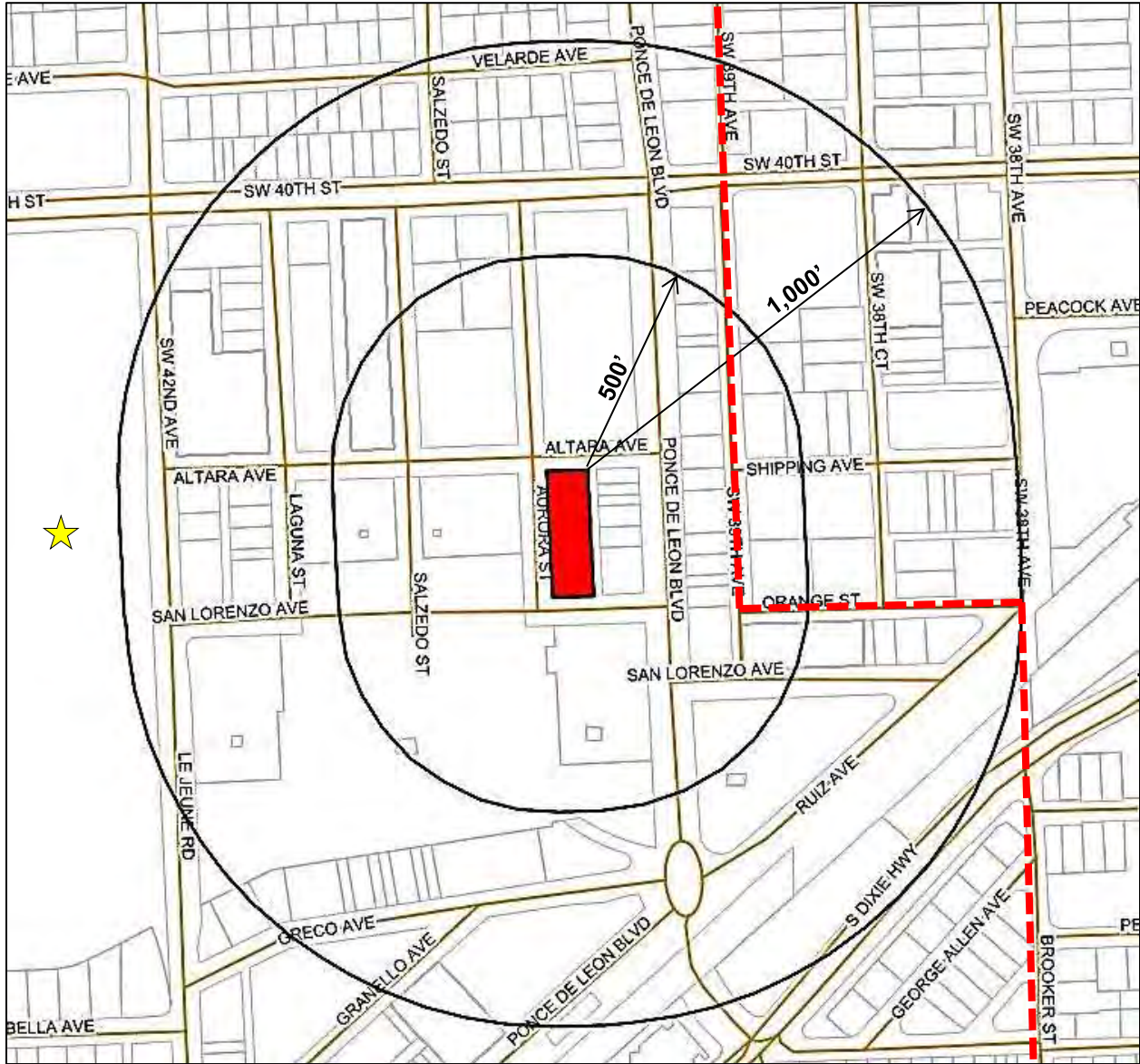
Total number of property owners without repetition: **864, including 5 international\* \*\***

*\*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.*



### 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:  Date: 2/14/2023

**Notary Public Affirmation**

SWORN AND SUBSCRIBED before me, this 14<sup>th</sup> 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:

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:

[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: Jorge L. Navarro

Affiant's Signature: [Signature] Date: 9-7-2023

Notary Public Affirmation

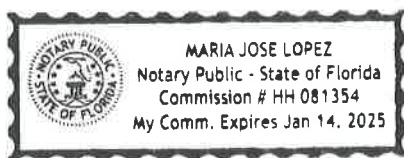
SWORN AND SUBSCRIBED before me, this 7th day of September, 2023, personally appeared Jorge L. Navarro, being personally known to me ( ) or having produced as identification, and who being fully sworn and cautioned, states that the foregoing is true and correct to the best of his/her knowledge and belief.

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

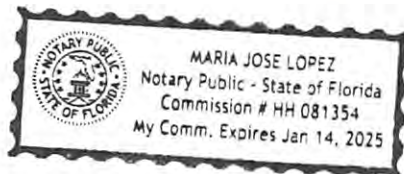
**Notary Public Affirmation**

SWORN AND SUBSCRIBED before me, this 8<sup>th</sup> 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:

APPROVED AS TO FORM  
AND LEGAL SUFFICIENCY:



WALTER J. FOEMAN  
CITY CLERK

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](mailto:navarrojo@gtlaw.com) and [vickersd@gtlaw.com](mailto: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 –<br>Date/Time/Location: | Tuesday, June 27, 2023 at 7:30 p.m.<br>Eclético Restaurant<br>320 San Lorenzo Avenue, #1315, Coral Gables, FL<br>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](mailto: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 9<sup>th</sup>, 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 31<sup>st</sup> day of May, 2023.



Aramis Alvarez  
Special Master