Exhibit C

City of Coral Gables
Planning and Zoning Staff Report

Applicant:	Valencia 34 Development, LLC
Application:	Zoning Code Text Amendment Planned Area Development
Property:	**515 Valencia, formerly known as Villa Valencia** (501 - 525 Valencia Avenue)
Public Hearing:	Planning and Zoning Board
Date and Time:	**December 14, 2016, 6:00 – 9:00 p.m.**
Location:	City Commission Chambers, City Hall, 405 Biltmore Way, Coral Gables, Florida, 33134

1. APPLICATION REQUEST

Zoning Code Text Amendment and Planned Area Development approval for the project referred to as "515 Valencia", as follows:

1. An Ordinance of the City Commission of Coral Gables, Florida providing for a text amendment to the City of Coral Gables Official Zoning Code, Appendix A, "Site Specific Zoning Regulations", Section A-12, "Biltmore Section" adding site specific provisions increasing the maximum permitted floor area ratio for the property legally described as Lots 24-38, Block 7, Biltmore Section; providing for repealer provision, severability clause, codification, and providing for an effective date.

2. An Ordinance of the City Commission of Coral Gables, Florida requesting review of a Planned Area Development (PAD) pursuant to Zoning Code Article 3, "Development Review," Division 5, "Planned Area Development (PAD)," for the proposed project referred to as "515 Valencia" on the property legally described as Lots 24-38, Block 7, Biltmore Section (501 - 525 Valencia Avenue), Coral Gables, Florida; including required conditions; providing for a repealer provision, providing for a severability clause, and providing for an effective date.

Approval of Zoning Code Amendments and Planned Area Developments require review by the Planning and Zoning Board, and City Commission review and approval at two (2) public hearings (via Ordinance).

2. APPLICATION SUMMARY

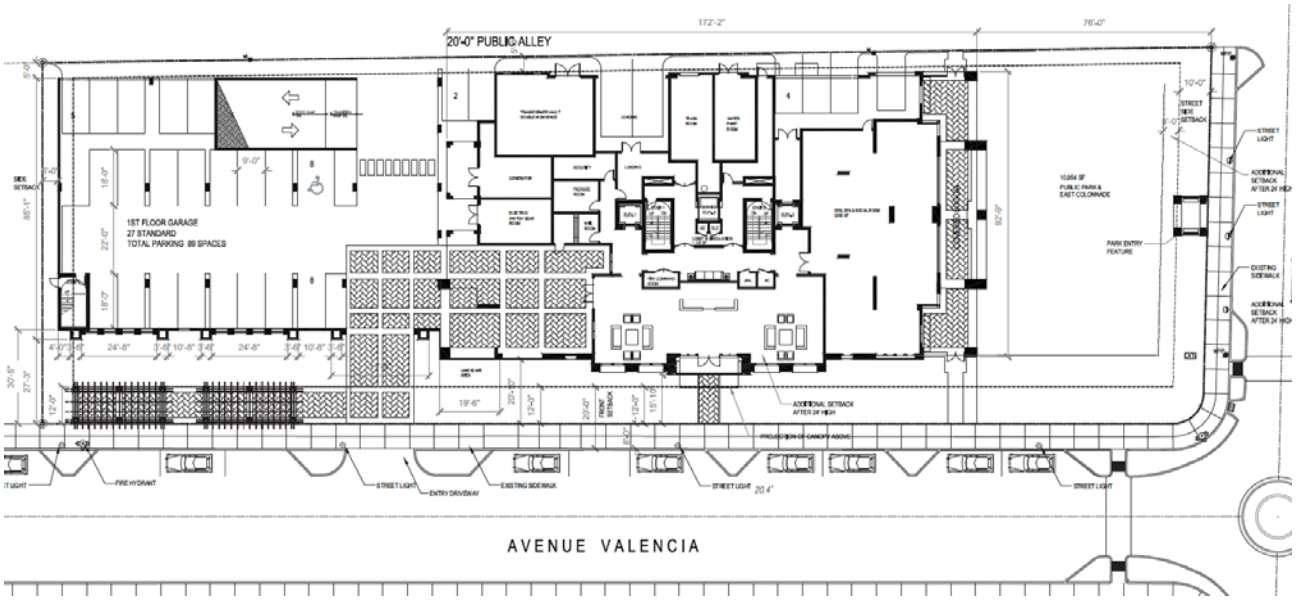
Project Summary

Villa Valencia is located in a transitional multi-family residential area between higher-intensity downtown Coral Gables and single-family neighborhoods. The proposed multi-family residential building includes 38 apartment units, ranging from three to five bedrooms. At the ground level, at the corner of Valencia Avenue and Hernando Street, the applicant has proffered a 10,954 square foot open space for the benefit of the neighborhood.

Site Area	1.04 acres (45,229 sf)
FAR	3.0 FAR (135,687 sf)
Height	12 Floors • 44'8" West Parking Podium • 131'4" Apartment Tower • 147' 5" Rooftop Architectural Feature
Program	38 apartment units • 3 three-bedroom units (approximately 2,600 sf) • 29 four-bedroom units (approximately 3,060 sf) • 4 five-bedroom units (approximately 3,420 sf) • 2 five-bedroom penthouse units (4,404 sf)
Parking	89 spaces

Valencia Avenue Elevation

Site Plan



Standard	Currently Permitted	Permitted if Application Requests Approved	Proposed Development
Total site area	45,229 sf	n/a	n/a
FAR / permitted development	2.0 90,458 sf	3.0 135,687 sf	2.97 134,545 sf
Residential Density	• 40 units / acre • 50 units / acre with Med Bonus	• 40 units / acre • 50 units / acre with Med Bonus	• 37 units / acre (total of 38 units)
Total Residential Units	52 with Med Bonus	52 with Med Bonus	38
Three bedroom			*3*
Four bedroom			*29*
Five bedroom			*6*
Total Off-Street Parking Spaces	86	86	89
Building height (Habitable Space)	150'*	150'*	131'4"
Number of stories	13*	13*	12
Landscape open space	20%	20%	32%
Setbacks			
Valencia Avenue	12'	12'	15' – 30'
Hernando Street	15'	15'	76'
Side Property Line	5'	5'	5'
Alley	5'	5'	5'

** As per Site Specific Zoning in Appendix A of the Zoning Code.*

Project Context and Surrounding Uses

The property is bounded by Hernando Street (east), Valencia Avenue (south), two-story apartment buildings (west) and high-rise and low-rise commercial buildings across an alley (north).

Aerial with 45 degree Building Perspective (from Google Maps)

The following table provides the subject property's designations:

Existing Property Designations

Comprehensive Plan Map designation	"Multi-Family Medium Density"
Zoning Map designation	Multi-Family Special Area (MFSA)
Within Central Business District	No
Within a designated Mixed-Use Overlay District (MXOD)	No
Mediterranean Architectural District (citywide)	Yes
Within Coral Gables Redevelopment Infill District (GRID)	No

Site Specific Zoning Regulations

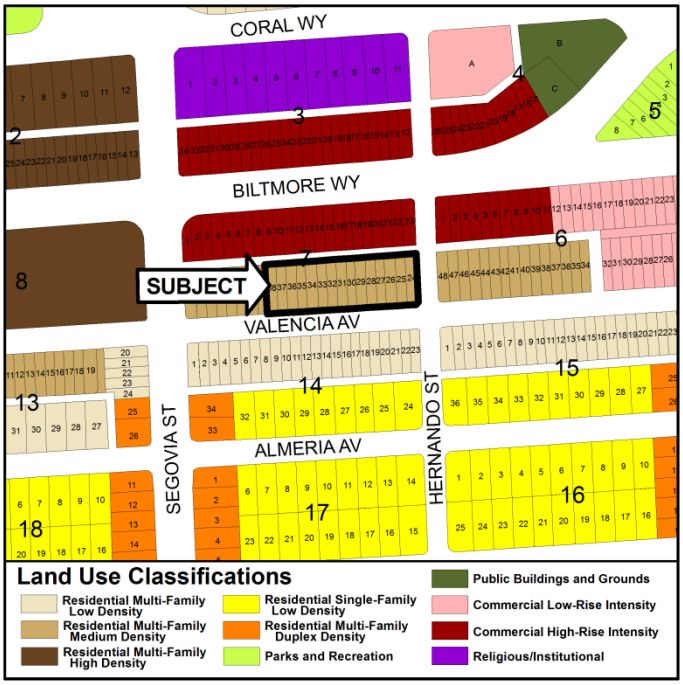
In addition to the Future Land Use Classification of Multi-Family Medium Density, and the Zoning District of Multi-Family Special Area, the subject property has Site Specific Regulations, outlined in Appendix A of the Zoning Code. These Site Specific Regulations specify that all apartment buildings on Blocks 2, 3, 6, 7 and 8 of the Biltmore Section may not exceed thirteen (13) stories or one hundred and fifty (150) feet in height, whichever is less.

Surrounding Land Uses

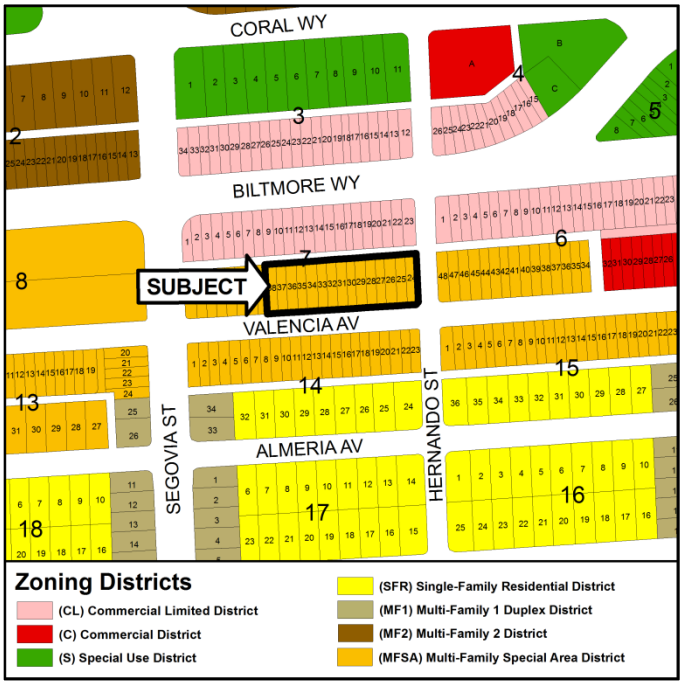
Location	Existing Land Uses	CP Designations	Zoning Designations
North	• One-story office and retail buildings • 13-story 550 Biltmore Way office building	Commercial High-Rise Intensity	Commercial Limited
East	13-story "Laroc" condominium building	Multi-Family Medium Density	Multi-Family Special Area
South	One and two-story garden apartments buildings	Multi-Family Low Density	Multi-Family Special Area
West	Two-story garden apartments	Multi-Family Medium Density	Multi-Family Special Area

Land Use Classification and Zoning District

The property's existing land use and zoning designations are illustrated on the following maps:

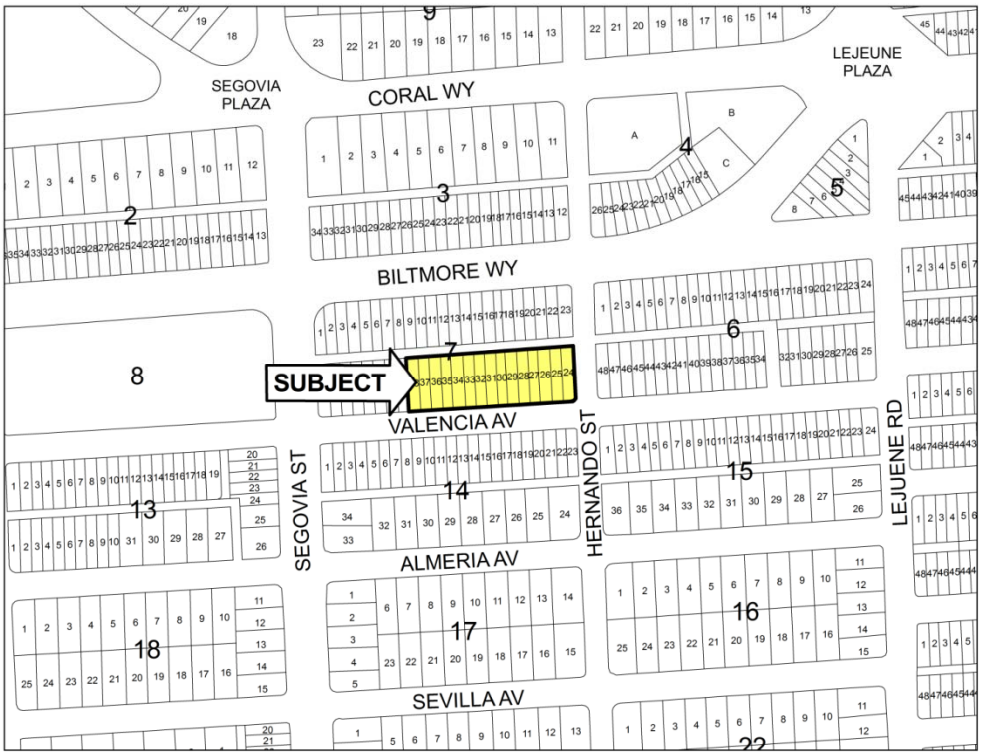


Existing Future Land Use Map

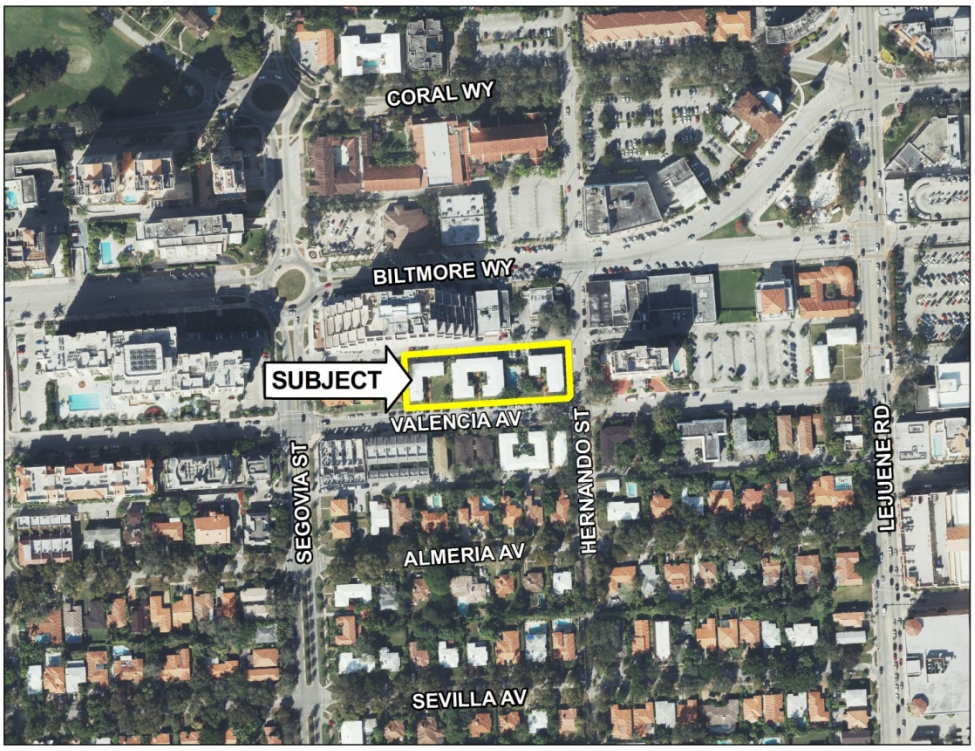


Existing Zoning Map

The project context and surrounding uses are shown on the following images:



Lot, Block and Section Location Map



Aerial

3. REVIEW TIMELINE AND PUBLIC NOTIFICATIONS

The updated proposal has undergone the following official City reviews:

Type of Review*	Date	Result of Review
Development Review Committee	*07.25.14*	*Comments Provided*
Board of Architects	*10.09.14*	*Preliminary Design Approval*
Board of Architects	*11.07.14*	*Mediterranean Bonus Approval*
Planning and Zoning Board	*09.09.15*	*Continued and Re-Advertised*
Planning and Zoning Board	*01.13.16*	*Continued to February PZB*
Planning and Zoning Board	*02.10.16*	*Continued to March PZB*
Planning and Zoning Board	*03.09.16*	*Continued to April PZB*
Planning and Zoning Board	*04.13.16*	*Continued and Re-Advertised*
Planning and Zoning Board	*05.11.16*	*Continued to June PZB*
Planning and Zoning Board	*06.08.16*	*Continued and Re-Advertised*
Board of Architects	11.03.16	Preliminary Design Approval
Planning and Zoning Board	12.14.16	TBD
City Commission 1st Reading	TBD	TBD
City Commission 2nd Reading	TBD	TBD

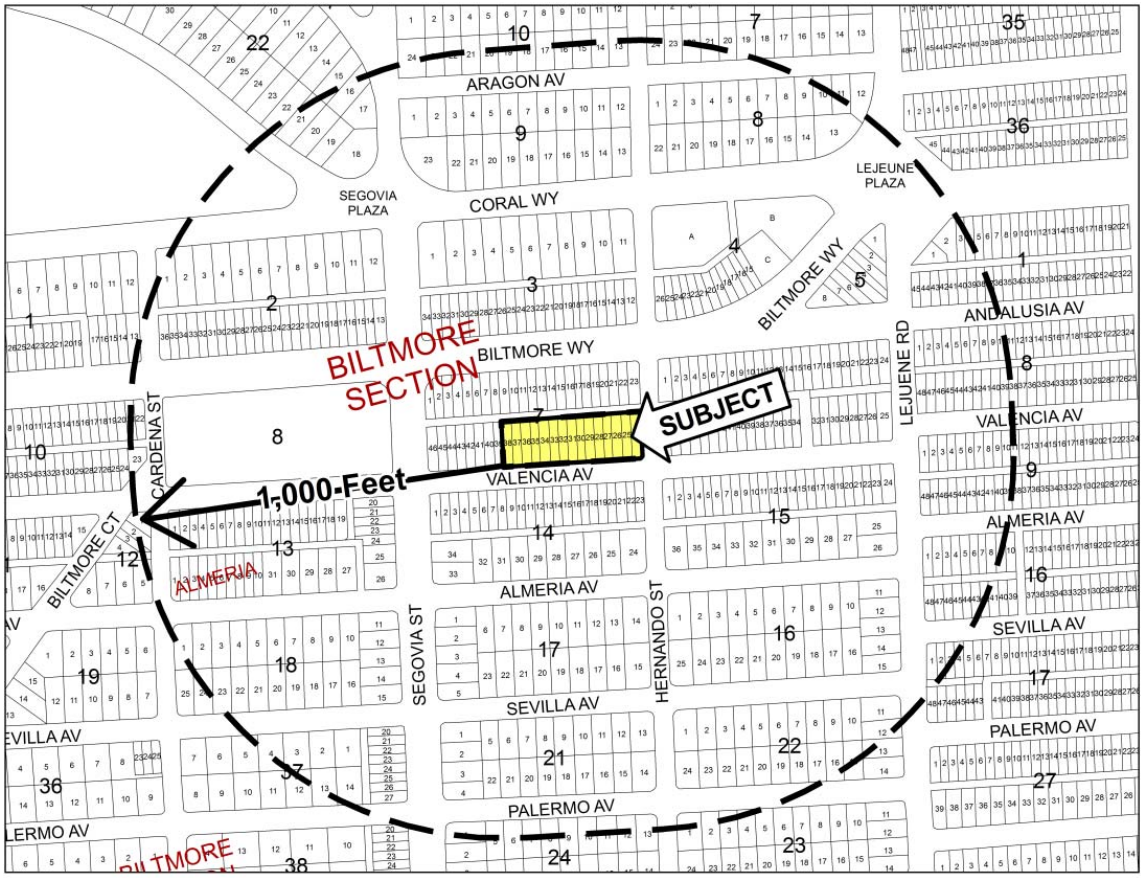
**Review shown in italics indicates a previous version of the project known as Villa Valencia.*

The Applicant completed the mandatory neighborhood meeting on March 24, 2015 with notification to all property owners within 1,000 feet of the property boundary (see below map). A second meeting was held on April 30, 2015, again with all property owners within 1,000 feet notified. Additional meetings were also held with the Biltmore Neighborhood Association and the Biltmore II Condo Association.

In advance of the September 2015, January 2016, and May 2016 Planning and Zoning Board meeting, a courtesy notice was sent to all property owners within 1,000 feet of the property boundary that identifies the application filed, proposed public hearing dates/times, and provides an opportunity to submit comments and location where the application file can be reviewed. Approximately 1,173 notices were mailed each time. Public comments received were placed in the public record. A legal advertisement was published in the newspaper and the property was posted each time as well.

In preparation for the updated 515 Valencia application, the applicant held a neighborhood meeting on November 28, 2016 with notification to all property owners within 1,000 feet of the property boundary.

In advance of the December 2016 Planning and Zoning Board meeting for the updated 515 Valencia application, a courtesy notice was sent to all property owners within 1,000 feet of the property boundary that identifies the application filed, proposed public hearing dates/times, and provides an opportunity to submit comments and location where the application file can be reviewed. Approximately 1,173 notices were mailed each time. Public comments received were placed in the public record. A legal advertisement was published in the newspaper and the property was posted each time as well.



Courtesy Notification Radius Map

The following has been completed to solicit input and provide notice of the updated 515 Valencia application:

Public Notice

Type	Date
Applicant neighborhood meetings	November 28, 2016
Courtesy notification - 1,000 feet of the property	December 2, 2016
Posting of property	December 2, 2016
Legal advertisement	December 2, 2016
Posted agenda on City web page/City Hall	December 9, 2016
Posted Staff report on City web page	December 9, 2016

4. APPLICATION REQUESTS AND FINDINGS OF FACT

Zoning Code Text Amendment

The Applicant proposes a Zoning Code text amendment to Appendix A, Site Specific Zoning Regulations, in order to allow for a maximum Floor Area Ratio of 3.0 for the subject property. Under the current Multi-Family Special Area Zoning District Regulations, the maximum Floor Area Ratio is 2.0.

Existing MFSA District Maximum Floor Area Ratio	Proposed Site Specifics Maximum Floor Area Ratio
2.0 FAR	3.0 FAR
90,458 square feet	135,687 square feet

The requested Zoning Code Text Amendment is shown below with proposed changes in ~~strikethrough~~/underline format.

Section A-12 – Biltmore Section

* * *

G. Floor Area Ratio (FAR)

1. Maximum floor area ratio (FAR) for buildings located on the following described property shall be 3.0:

a. Lots 24-38 of Block 7

Zoning Code Text Amendment Findings of Fact

Zoning Code Section 3-1405 provides standards for review of proposed text amendments, and specifies that the Planning and Zoning Board shall not recommend adoption of, and the City Commission shall not adopt text amendments to the Zoning Code unless they satisfy specific criteria. Staff has found that the proposed text amendment satisfies those criteria, as follows:

Standard	Staff Evaluation
1. Promotes the public health, safety, and welfare.	**Complies.** The proposed zoning code text amendment allows for increased intensity (floor area ratio) in an appropriate area of the City in close proximity to the Central Business District, efficiently utilizing existing urban infrastructure.
2. Does not permit uses the Comprehensive Plan prohibits in the area affected by the district boundary change or text amendment.	**Complies.** The proposed zoning code text amendment allows for the same uses (multi-family dwellings and accessory uses) as the existing Multi-Family Special Area (MFSA) zoning district.
3. Does not allow densities or intensities in excess of the densities and intensities which are permitted by the future land use categories of the affected	**Complies.** The proposed Zoning Code text amendment does not allow densities or intensities in excess of the Multi-Family Medium Density land use category for the affected property.

property.	
4. Will not cause a decline in the level of service for public infrastructure which is the subject of a concurrency requirement to a level of service which is less than the minimum requirements of the Comprehensive Plan.	**Complies.** The proposed Zoning Code text amendment allows for increased intensity (Floor Area Ratio) for a specific site in close proximity to the Central Business District. Urban infill near the Central Business District is a stated goal of the Comprehensive Plan. Concurrency for schools, traffic, and public utilities and other public services is a requirement of the City review process and any potential decrease in level of service shall be mitigated.
5. Does not directly conflict with an objective or policy of the Comprehensive Plan.	**Complies.** The proposed Zoning Code text amendment does not directly conflict with an objective or policy of the Comprehensive Plan.

Staff comments: The standards identified in Section 3-1405 for the proposed Zoning Code text amendment are satisfied. The proposed project is consistent with the goals, objectives and policies of the City's Comprehensive Plan as provided herein.

Planned Area Development

Planned Area Development (PAD) is a development option in the City of Coral Gables for the purpose of allowing creative and imaginative development for the purpose of public benefit, in particular to provide improved open space opportunities.

The Applicant is requesting a Planned Area Development for this property in order to provide the unique open space opportunity of a 10,000 square foot open space at the intersection of Hernando Street and Valencia Avenue. In addition, the Planned Area Development provides some flexibility in terms of zoning regulations.

Purpose and Objectives

Zoning Code Section 3-501 states that a proposed PAD project must comply with the following:

1. *Allow opportunities for more creative and imaginative development than generally possible under the strict applications of these regulations so that new development may provide substantial additional public benefit.*
2. *Encourage enhancement and preservation of lands which are unique or of outstanding scenic, environmental, cultural and historical significance.*
3. *Provide an alternative for more efficient use and, safer networks of streets, promoting greater opportunities for public and private open space, and recreation areas and enforce and maintain neighborhood and community identity.*
4. *Encourage harmonious and coordinated development of the site, through the use of a variety of architectural solutions to promote Mediterranean architectural attributes, promoting variations in bulk and massing, preservation of natural features, scenic areas, community facilities, reduce land utilization for roads and separate pedestrian and vehicular circulation systems and promote urban design amenities.*
5. *Require the application of professional planning and design techniques to achieve overall coordinated development eliminating the negative impacts of unplanned and piecemeal developments likely to result from rigid adherence to the standards found elsewhere in these regulations.*

Public Benefits

The proposed 515 Valencia project meets the purpose and objectives of the PAD regulations. Multiple public benefits are offered in connection with this project, including:

1. Approximately 32% of the project site is landscaped open space, exceeding the minimum PAD requirement of 20% open space.
2. Approximately 10,000 square feet of publicly-accessible open space on the project site at the corner of Hernando Street and Valencia Avenue.
3. Increased streetscape and landscape along Valencia Avenue and Hernando Street.

Site Plan Review Considerations

Traffic Study

The Applicant completed a Traffic Study dated November 2016. The Public Works Department and their consultant, Atkins have reviewed the Applicant's proposed plans and Traffic Study, reviewed impacts on neighborhood traffic patterns, and have not raised objections to the proposed project. Their comments have been incorporated into the conditions of approval.

Final design of streetscape features will be approved by the Public Works Director prior to issuance of a Building Permit.

Overhead Utilities

There are existing overhead utility lines along Hernando Street and the public alley to the north of the project. As a condition of approval, all overhead utilities around the project shall be relocated underground as a part of the 515 Valencia development project. This will allow for improved landscaping opportunities around the project.

Landscape Plan

The proposed landscape plan includes trees, ground cover, hedges and palms. Two areas of the landscape plan that require additional coordination with the Landscape Services Director include the landscaped setback to the south and west of the parking garage, and the open space at the corner of Hernando Street and Valencia Avenue.

The setback around the parking garage requires additional layering and buffering to soften the effect of the five-story parking garage on the streetscape of Valencia Avenue and the adjacent residential property. The streetscape along Hernando Street should be enhanced with larger and more closely spaced shade trees, in conjunction with the condition of approval that all overhead utilities around the project should be relocated underground.

Findings of Fact

Section 3-503 of the Zoning Code states the required findings for a proposed PAD project is as follows:

A. *In what respects the proposed plan is or is not consistent with the stated purpose and intent of the PAD regulations.*

   Staff comments: The proposed plan is consistent with the stated purpose and intent of the PAD regulations in that it provides greater opportunities for ground-level, publicly accessible open space.

B. *The extent to which the proposed plan departs from the zoning and subdivision regulations otherwise applicable to the subject property, including but not limited to density, size, area, bulk and use, and the reasons why such departures are or are not deemed to be in the public interest.*

Staff comments: The proposed plan meets the zoning and subdivision regulations otherwise applicable to the subject property.

C. *The extent to which the proposed plan meets the requirements and standards of the PAD regulations.*

Staff comments: The proposed plan meets the requirements and standards of the PAD regulations.

D. *The physical design of the proposed PAD and the manner in which said design does or does not make adequate provision for public services, provide adequate control over vehicular traffic, provide for and protect designated common open areas, and further the amenities of light and air, recreation and visual enjoyment.*

Staff comments: Vehicular traffic is designated to one curb cut on Valencia at the western end of the project, therefore minimizing the potential for vehicular – pedestrian conflicts. All loading and service and an additional vehicular access to the parking garage are located off of the alley, which is appropriate. The proposed plan provides for a 10,000 square foot common open area at the corner of Hernando Street and Valencia Avenue, which has the potential to further the amenities of light and air, recreation and visual enjoyment for residents of the project and of the surrounding neighborhood. Improvements to the adjacent public rights of way such as increased landscaping and decorative pavements are also planned.

E. *The compatibility of the proposed PAD with the adjacent properties and neighborhood as well as the current neighborhood context including current uses.*

Staff comments: The proposed PAD is located within a transitional area between high-rise commercial development and low-rise multifamily development. The project is adjacent to 550 Biltmore Way, a 150' tall office building. Across the street are a collection of two-story multi-family residential buildings constructed in the 1950s and 1970s. A block south are single-family residences. The proposed residential tower, at 131'4", and the parking garage, at 44'8", is envisioned as a transition between these two areas. The 76' setback from Hernando Street is envisioned as an amenity for residents and the neighborhood as a whole. The density of the project is consistent with the current and future multi-family buildings in the area.

F. *The desirability of the proposed PAD to physical development of the entire community.*

Staff comments: The proposed PAD is consistent with the height and massing of other multi-family and commercial buildings constructed along Biltmore Way and Valencia Avenue in proximity to the project. The proposed open space at the corner of Hernando Street and Valencia Avenue will serve as an amenity that will be desirable for the entire community.

G. *The conformity of the proposed PAD with the goals and objectives and Future Land Use Maps of the City of Coral Gables Comprehensive Plan.*

Staff comments: The proposed PAD generally conforms with the goals and objectives of the Future Land Use Map, taking into account special provisions for building height in the site specific

regulations of the Zoning Code.

Staff comments:

The Findings of Fact identified in Zoning Code Section 3-503 for the proposed Planned Area Development are satisfied, with conditions.

5. APPLICATION CONSISTENCY WITH COMPREHENSIVE PLAN GOALS, OBJECTIVES, AND POLICIES

This section provides a detailed analysis of the CP providing a basis of consistency, and finds that the proposed application advances the following CP Goals, Objectives and Policies:

Future Land Use Element

Policy FLU-1.3.2. All development applications in residential neighborhoods shall continue to be reviewed by applicable boards and committees to ensure the protection from intrusion by incompatible uses that would disrupt or degrade the health, safety, tranquility, aesthetics and welfare of the neighborhood by noise, light, glare, odor, vibration, dust, hazardous materials or traffic. The City will continue to enforce the adopted restrictive design standards; historic preservation policies and the applicable performance standards of the Commercial Limited designation in the Zoning Code.

Objective FLU-1.7. When amendments to the Zoning Code are processed, discourage the proliferation of urban sprawl by including a regulatory framework for encouraging future infill and redevelopment within existing developed areas. In drafting the infill/redevelopment program, the City shall coordinate public and private resources necessary to initiate needed improvements and/or redevelopment within these areas.

Policy FLU-1.7.2. The City shall continue to enforce the Mediterranean architectural provisions for providing incentives for infill and redevelopment that address, at a minimum, the impact on the following issues:

- Surrounding land use compatibility.
- Historic resources.
- Neighborhood Identity.
- Public Facilities including roadways.
- Intensity/Density of the use.
- Access and parking.
- Landscaping and buffering.

Design

Goal DES-1. Maintain the City as a livable city, attractive in its setting and dynamic in its urban character.

Objective DES-1.1. Preserve and promote high quality, creative design and site planning that is compatible with the City's architectural heritage, surrounding development, public spaces and open spaces.

Policy DES-1.1.2. Provide for rigorous design guidelines, standards, and review processes via the City's Zoning Code that ensure high quality design of buildings and spaces.

Policy DES-1.1.5. Promote the development of property that achieves unified civic design and proper relationship between the uses of land both within zoning districts and surrounding districts, by

regulating, limiting and determining the location, height, density, bulk and massing, access to light and air, area of yards, open space, vegetation and use of buildings, signs and other structures.

Housing

Goal HOU-1. Provide a supply of housing that addresses the City's needs that shall include a variety of housing opportunities for all income ranges, provide housing diversity to enhance the City's social and economic growth and continue to be a distinctive, diverse, attractive and desirable place to live.

Objective HOU-1.2. Promote sound, aesthetically pleasing housing.

Policy HOU-1.2.1. New housing construction and remodeling or rehabilitation of existing residences shall be in conformance with local building requirements. The City will strictly enforce its zoning regulations, building codes, and ordinances to assure conformance.

Policy HOU-1.2.3. Aesthetic compatibility and visual harmony shall be considered as bona fide criteria in reviewing requests for residential housing.

Policy HOU-1.2.4. Continue to improve the regulatory and permitting processes, and revise and amend the policy and regulatory framework which may include amendments to the Comprehensive Plan, Zoning Code, building codes, and City ordinances as warranted based upon changes in housing conditions.

Policy HOU-1.5.8. The City shall continue to promote diversity in housing types by providing land use designations and zoning districts on the Future Land Use Map and the Official Zoning Map, respectively, to ensure that single-family, duplex, multi-family housing units, and mixed use development are allowed within the City.

Mobility

Policy MOB-1.1.2. Encourage land use decisions that encourage infill, redevelopment and reuse of vacant or underutilized parcels that support walking, bicycling and public transit use.

Policy MOB-1.1.4. Support incentives that promote walking, bicycling and public transit and those that improve pedestrian and bicycle access to/and between local destinations such as public facilities, governmental facilities, schools, parks, open space, employment centers, downtown, commercial centers, high concentrations of residential, private/public schools, University of Miami and multimodal transit centers/stations.

Policy MOB-2.3.1. The City shall, as a part of its development review process, continue to maximize utilization of existing roadway capacity and reduce peak period congestion by implementing to the maximum extent feasible, traffic operation improvements and transportation systems management alternatives including but not limited to the following:

- Limitations of the number and width of vehicular driveways/curb cuts on streets to minimize pedestrian intrusion/obstacles…

Policy MOB-2.3.5. As a part of development review, the City shall promote the safe movement of bicycle and pedestrian traffic.

Policy MOB-2.8.1. The City shall continue implementation and further strengthen the City's existing land development regulations requiring the placement of landscaping within rights-of-way to complete the following:

- Promote expansion of the City's existing tree canopy.
- Provide screening of potentially objectionable uses.
- Serve as visual and sound buffers.
- Provide a comfortable environment for pedestrian walking (walkability) and other activities.
- Improve the visual attractiveness of the urban and residential areas (neighborhoods).

Objective MOB-3.1. Provide efficient use, availability and notification of parking within the City.

Objective MOB-3.2. Protect single-family neighborhoods from commercial traffic intrusion.

Policy MOB-3.2.1. Continue the use and improvement of the City's established Residential Parking Zone (RPZ) opportunities to protect single-family residential neighborhoods from parking and traffic intrusion. On an annual basis, evaluate neighborhoods and promote the establishment of the RPZ where substantial intrusion is occurring.

Green

Policy GRN-1.3.2. All new development proposals shall include designated safe pedestrian paths of travel within the site and provides pedestrian access to and from the public right-of-way to encourage walkability.

Staff Comments: Staff has determined the Application is generally consistent with the CP's Goals, Objectives and Policies identified herein. Conditions of approval are included that will mitigate potential adverse effects of the Application.

6. STAFF RECOMMENDATION AND CONDITIONS OF APPROVAL

1. Zoning Code Text Amendment

The Planning and Zoning Division, based upon the complete Findings of Fact contained within this Report, recommends **approval** of the following:

> *An Ordinance of the City Commission of Coral Gables, Florida providing for a text amendment to the City of Coral Gables Official Zoning Code, Appendix A, "Site Specific Zoning Regulations", Section A-12, "Biltmore Section" adding site specific provisions increasing the maximum permitted floor area ratio for the property legally described as Lots 24-38, Block 7, Biltmore Section; providing for repealer provision, severability clause, codification, and providing for an effective date.*

Summary of the Basis for Recommendation

Staff's analysis of the proposed Zoning Code Text Amendment is based on compliance with the Comprehensive Plan (CP) Goals, Objectives and Policies, Zoning Code and other applicable Codes as enumerated in the complete Findings of Fact presented within this Staff Report.

2. Planned Area Development

The Planning and Zoning Division, based upon the complete Findings of Fact contained within this Report, recommends **approval with conditions** of the following:

An Ordinance of the City Commission of Coral Gables, Florida requesting review of a Planned Area Development (PAD) pursuant to Zoning Code Article 3, "Development Review," Division 5, "Planned Area Development (PAD)," for the proposed project referred to as "515 Valencia" on the property legally described as Lots 24-38, Block 7, Biltmore Section (501 - 525 Valencia Avenue), Coral Gables, Florida; including required conditions; providing for a repealer provision, providing for a severability clause, and providing for an effective date.

Conditions of Approval

If the Planning and Zoning Board determines based upon the information submitted by the Applicant and the facts of the application, testimony, public comment, and evidence received that the Application satisfies the criteria, and desires to recommend **approval** of the proposed Planned Area Development, then Planning and Zoning Division Staff recommends that the application be recommended for approval by the Board subject to the following conditions of approval:

1. Application/supporting documentation. Construction of the proposed project shall be in substantial conformance with the following:
   a. Applicant's Submittal Package with architectural plans dated October 28, 2016 prepared by Hamed Rodriguez Architects Inc.
   b. Traffic Study, dated November 2016 prepared by David Plummer & Associates.
   c. 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, property owner(s), its successors or assigns, shall satisfy the following conditions:
   a. All outstanding Traffic Study issues as identified by the Public Works Department and City's traffic consultant shall be satisfactorily resolved, subject to review and approval by the Director of Public Works.
   b. Commission approval required for a special treatment sidewalk, decorative pavers, landscaping, irrigation, street lighting, landscaping lighting and any other encroachments into, onto, under

and over the right of way. The above encroachments must be approved by City resolution and a Hold Harmless agreement must be executed.

c. 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, Landscape Services and Planning and Zoning. The applicant shall continue to work closely with the Landscape Services Director on the landscape plan for the project and must receive final approval for all landscaping, in particular along the street frontages of the project. Additional landscape comments on the design are as follows:
    i. Must comply with City of Coral Gables Public Works sight distance requirements at all driveway and intersections. Oak trees and Silk floss tree proposed in the visibility triangle will have to be replaced by another species.
    ii. Landscape and pedestrian lighting needs to be provided along the alleyway on the north side of the building.
    iii. Clearly marked pedestrian connections shall be provided through the parking garage from Valencia Avenue to the alley, and at the pedestrian walkway from the trellis on Valencia Avenue.
    iv. Plant palette, street tree selection, site triangles, and Silva Cell locations shall be subject to final approval by Public Works Traffic Engineering and Landscape Services.
    v. The gates on the north and south ends of the arcade facing the public park space shall be removed. These access points shall be designed to be open and inviting to the public.
    vi. In order to create a more engaging and inviting public park, the public park entrance feature shall be rotated 45-degrees, placed at the southeast corner of the park, and aligned to allow the two sidewalks from the crosswalks to feed into the park entrance. An open and more prominent pedestrian access point to the NE corner of the park shall be provided.
d. Incorporate recommended improvements from the 2014 Coral Gables Bicycle / Pedestrian Plan, including but not limited to bike lanes along Valencia Avenue, subject to the approval of the Public Works Director.
    i. Due to the fact that Valencia Avenue between De Soto Blvd and Le Jeune Rd was identified in the Bicycle Master Plan as a potential location to install bike lanes, the installation of a median on Valencia Ave between Segovia and Hernando Street shall be subject to approval by the Public Works Department.
e. Incorporate Silva cell planters or structural soil into the landscape plans for all trees planted within the public right-of-way.
f. All windows and garage openings screening materials shall be recessed a minimum of four (4) inches from the building face.
g. Any garbage receptacles in ROW shall be coupled with recycling receptacles.
h. Consider the need for refuse recovery (recycling) by tenants. Tenants should be able to dispose of recycling materials in the same manner as garbage. Ensure adequate space for recycling dumpsters.

i. 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.

j. Parking:
   i. Pay for and install parking regulatory signage for an evening Residential Permit Zone and paid week-day parking on the 500 Block of Valencia as determined by the City. The evening Residential Zone may be extended to the 400 Block of Valencia at the City's discretion.
   ii. Guest parking for the residential building shall be provided in designated spaces within the parking garage and approved by the Parking Director.
   iii. There will be a loss of on-street parking that will require compliance with City Code 74-201. A final cost for loss of on-street parking will be calculated by the Parking Director once the final right-of-way layout is approved.
   iv. Provide bicycle parking for the project: a minimum of thirty-eight (38) secure, covered bicycle parking spaces for residents, and a minimum of five (5) on-street bicycle rack spaces for visitors. See http://c.ymcdn.com/sites/www.apbp.org/resource/resmgr/Bicycle_Parking/EssentialsofBikeParking_FINA.pdf as reference when selecting bike parking.
   v. Provide a minimum of two (2) electric vehicle charging stations.
   vi. Proffer that parking shall not be leased to off-site uses.

k. Construction information/contact. Provide written notice 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.

l. Street Closure notice. Provide a minimum of seventy-two (72) hour written notice to all properties within five hundred (500) feet of the project boundaries of any proposed partial street/alley closures as a result of the project's construction activity. Complete street/alley closure shall be prohibited.

m. Stormwater Discharge. Since the project will result in the disturbance of one acre or more, the applicant is required to seek coverage under the generic permit for stormwater discharge from large and small construction activities (DEP document 62-622.300 (4) (a) FDEP (850) 245-7522.)

4. Prior to the issuance of a Certificate of Occupancy (CO) for the project, the Applicant, property owner, its successors or assigns shall complete the following:
   a. 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, subject to review and approval by the Directors of Public Works, Public Service and Planning and Zoning. 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.
   b. Utility Upgrades. The capacity of the gravity sewer main along Segovia Street between Valencia Avenue and Biltmore Way, and between Biltmore Way and Coral Way shall be increased by installing parallel lines or replacing existing pipes with larger diameter mains.

c. Undergrounding of overhead utilities. The Applicant shall submit all necessary plans and documents, and shall complete the undergrounding of all overhead utilities along all public rights-of-way surrounding and abutting the project boundary, including Hernando Street and the public alley, subject to review and approval by the Directors of Public Works, Public Service and Planning and Zoning.
d. Incorporate the FPL "Coral Gables" acorn pole with 3500k LED lights as part of the streetscape improvements along the applicant's property on Valencia Avenue and Hernando Street, subject to the approval of the Public Works Director. The top shall not be clear in an effort to reduce lighting pollution.
e. LEED Certification. Prior to the issuance of the Temporary Certificate of Occupancy shall comply with Green Building Certifications as outlined in Zoning Code Section 5-1302.
f. Publicly Accessible Open Spaces Easement. Execute and record a Publicly Accessible Open Spaces Easement Agreement between the City and the Owner for the 10,000 square foot open space at the intersection of Hernando Street and Valencia Avenue. The Easement Agreement shall include the following:
    a. The open space shall be accessible to the public from dawn to dusk, daily. Any doors or gates that physically separate the open space from the public right-of-way shall be open and unlocked during these hours.
    b. The open space shall be maintained by the applicant or their successor in perpetuity, at a standard comparable to City parks such as Ingraham Park or Merrick Park.

Summary of the Basis for Recommendation

Staff's analysis of the proposed Planned Area Development is based on compliance with the Comprehensive Plan (CP) Goals, Objectives and Policies, Zoning Code and other applicable Codes as enumerated in the complete Findings of Fact presented within this Staff Report.

7. ATTACHMENTS

Attachments provided with Staff's Report and Recommendation dated December 14, 2016:

A. Application Binder with Statement of Use dated 11-22-16 and plans dated 10-28-16.
B. 12.02.16 Legal notice published.
C. 12.02.16 Courtesy notice mailed to all property owners within 1,000 feet of the project boundary.
D. 12.02.16 Planning and Zoning Board Powerpoint presentation.

Please visit the City's webpage at www.coralgables.com to view all Application plans and materials, notices, applicable public comments, minutes, etc. The complete Application and all background information also is on file and available for examination during business hours at the Planning and Zoning Division, 427 Biltmore Way, Suite 201, Coral Gables, Florida, 33134.

Respectfully submitted,

Ramon Trias
Director of Planning and Zoning
City of Coral Gables, Florida

515 VALENCIA

CORAL GABLES, FLORIDA 33134

PLANNING AND ZONING

DEVELOPER
TM Residential LLC
Suite 410
2665 South Bayshore Dr.
Coconut Grove, Florida 33133
PH: 305-854-2552

HAMED RODRIGUEZ ARCHITECTS INC
3250 Mary Street Suite 305 Coconut Grove FL
305-529-9967 www.hamedrodriguez.com

Table of Contents

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
- ☐ Coral Gables Mediterranean Architectural Design Special Locational Site Plan
- ☐ Comprehensive Plan Map Amendment - Small Scale
- ☐ Comprehensive Plan Map Amendment - Large Scale
- ☐ Comprehensive Plan Text Amendment
- ☐ Conditional Use - Administrative Review
- ☐ Conditional Use without Site Plan
- ☐ Conditional Use with 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
- ☐ Site Plan
- ☐ Separation/Establishment of a Building Site
- ☐ 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: 501, 515, & 525 Valencia Avenue

Property/project name: Villa Valencia

Legal description: Lot(s) Lots 24 through 38

Block(s) 7 Section (s) Coral Gables Biltmore

Property owner(s): Valencia 34 Development, LLC Attn: Matthew Pellar

Property owner(s) mailing address: 2665 South Bayshore Drive, Suite 410, Coral Gables, Florida 33133

Telephone: Business 305-854-2552 Fax _____

Other _____ Email MPellar @ thetmcompanies.com

Applicant(s)/agent(s): Mario Garcia-Serra, Esq.

Applicant(s)/agent(s) mailing address: Gunster, 600 Brickell Avenue, Suite 3500, Miami, Florida 33131

Telephone: Business 305-376-6027 Fax 305-376-6010

Other _____ Email MGarcia-Serra @ gunster.com

Property information

Current land use classification(s): Residential Multi-Family Medium Density

Current zoning classification(s): Multi-Family Special Area District (MFSA)

Proposed land use classification(s) (if applicable): No change proposed

Proposed zoning classification(s) (if applicable): No change proposed

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 Divison 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.
- ☒ Building floor plans.
- ☐ Comprehensive Plan text amendment justification.
- ☐ Comprehensive Plan analysis.
- ☐ 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 survey and legal description.

- [x] Property owners list, notification radius map and two sets of labels.
- [ ] 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.
- [x] 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.
- [ ] Zoning Analysis (Preliminary).
- [ ] Zoning Code text amendment justification.
- [ ] Warranty Deed.
- [ ] 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 preappplication meeting.
2. Digital media copies. Two (2) compact discs (CD ROMs) of the entire application including all the 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. All discs shall be labeled with the applicant(s) name, project name and date of submittal.

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.

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): By: _____ Matthew Pellar, Manager	Property owner(s) print name: Valencia 34 Development, LLC, a Florida limited liability company By: Valencia 34, LLC, a Florida limited liability company, its Member Manager By: Matthew Pellar, Manager
Property owner(s) signature(s):	Property owner(s) print name:
Property owner(s) signature(s):	Property owner(s) print name:
Address: 2665 South Bayshore Drive, Suite 410, Coral Gables, FL 33133	
Telephone: (305) 854-2552 / Fax: / Email: MPellar@thetmcompanies.com	

NOTARIZATION

STATE OF FLORIDA/COUNTY OF MIAMI-DADE
The foregoing instrument was acknowledged before me this 9th day of OCTOBER by MATTHEW PELLAR
(Signature of Notary Public - State of Florida)

CECILIA MARTIN
Notary Public - State of Florida
My Comm. Expires Mar 27, 2016
Commission # EE 158682
Bonded Through National Notary Assn.

(Print, Type or Stamp Commissioned Name of Notary Public)
☑ Personally Known OR ☐ Produced Identification; Type of Identification Produced _____

Contract Purchaser(s) Signature:	Contract Purchaser(s) Print Name:
Contract Purchaser(s) Signature:	Contract Purchaser(s) Print Name:
Address:	
Telephone:	Fax:	Email:

NOTARIZATION

STATE OF FLORIDA/COUNTY OF
The foregoing instrument was acknowledged before me this _____ day of _____ by _____
(Signature of Notary Public - State of Florida)

(Print, Type or Stamp Commissioned Name of Notary Public)
☐ Personally Known OR ☐ Produced Identification; Type of Identification Produced _____

~~Applicant(s)~~/Agent(s) Signature: Mario García-Serra Mario Garcia-Serra	~~Applicant(s)~~/Agent(s) Print Name: Mario Garcia-Serra
Address: Gunster, Brickell World Plaza, 600 Brickell Avenue, Suite 3500, Miami, FL 33131	
Telephone: (305) 376-6061	Fax: (305) 376-6010	Email: MGarcia-Serra@gunster.com

NOTARIZATION

STATE OF FLORIDA/COUNTY OF
The foregoing instrument was acknowledged before me this 8th day of October by Mario Garcia-Serra
(Signature of Notary Public - State of Florida)

ADA VALIDO MY COMMISSION EXPIRES January 1, 2018 #FF 050720 Bonded thru Notary Public Underwriters NOTARY PUBLIC STATE OF FLORIDA

(Print, Type or Stamp Commissioned Name of Notary Public)
☑ Personally Known OR ☐ Produced Identification; Type of Identification Produced _____

GUNSTER
FLORIDA'S LAW FIRM FOR BUSINESS

Client No.: 38055.00001
Writer's Direct Dial Number: (305) 376-6061
Writer's E-Mail Address: mgarciaserra@gunster.com

November 22, 2016

Mr. Ramon Trias
Planning and Zoning Director
City of Coral Gables
427 Biltmore Way
2nd Floor
Coral Gables, FL 33134

Re: Villa Valencia / 501, 515 and 525 Valencia Avenue / Planning and Zoning Board Application / Amended Statement of Use and Justification

Dear Mr. Trias:

On behalf of Valencia 34 Development, LLC (the "Applicant"), we respectfully submit this amended statement of use and justification in connection with the enclosed amended Planning and Zoning Board Application (the "Application"), for review of the revised Villa Valencia project, a luxury multi-family residential apartment project (the "Project") to be located at 501, 515 and 525 Valencia Avenue; south of Biltmore Way, between Segovia Street and Hernando Street (the "Property"). The Property is just over one acre in size (45,229 square feet) and will consist of 38 luxury condominium units with upscale amenities, large open and green spaces, including an approximately 10,000 square-foot public park, and lush landscaped areas around the Project that will enhance the surrounding neighborhood and be consistent with the City of Coral Gables' (the "City") vision for this area. It is important to note that this revised version of the Project has been changed considerably from the original version of the Project which proposed a 103-unit rental apartment project and did not include a public park. These revisions were made after considerable input from neighboring property owners and these neighboring property owners which previously objected to the original version of the Project have been strongly supportive of the proposed changes.

The Property is located in an area with a mix of high intensity commercial and high and low density residential developments with varying land use and zoning designations. Its location between the large office and apartment buildings along Biltmore Way and only one block west of the Central Business District (the "CBD"), makes this Project and area suitable for transitional multi-family development projects, like Villa Valencia, which will benefit from being so close to the CBD and pedestrian and transit corridors. The Property is currently zoned Multi-Family Special Area District, with site specific zoning regulations, and has an underlying land use designation of Residential Multi-Family Medium. The Applicant is requesting a text amendment to the Site Specific Regulations of the Zoning Code to permit a FAR of 3.0, as detailed in the

attached **Exhibit A**, as well as a Planned Area Development ("PAD") approval of the enclosed site plan.

Proposed Zoning Code Amendment

The Applicant is proposing a Zoning Code text amendment to the Site Specific Regulations that would change the permitted FAR for the Property from 2.0 to 3.0. Pursuant to Section 3-1405, the Application satisfies the standards for review of text amendments as follows:

1. Promotes the public health, safety and welfare.

One of the stated purposes of the existing MFSA zoning district is to "accommodate various forms of Multi-Family housing to meet the housing needs of a diverse community, while *insuring that there is a transition to single family neighborhoods* [emphasis added] which protects the integrity of those neighborhoods." Even though the MFSA zoning regulations have been in place for ten (10) years, there has been an obvious lack of redevelopment on the north side of Valencia Avenue. As a result, there is no transition from the large existing buildings on Biltmore Way and the north side of Valencia to the lower density neighborhoods to the South. This Zoning Code text amendment will create the incentives and additional regulations to facilitate development which will serve as a proper transition between the high density buildings along Biltmore Way and much lower density smaller residential buildings to the south, promoting the public health, safety and welfare.

2. Does not permit uses the Comprehensive Plan prohibits in the area affected by the district boundary change or text amendment.

The Future Land Use Map designation for the lots on the north side of this section of Valencia Avenue is Residential Multi-Family Medium Density, which allows multi-family residential uses at a maximum density of 40 units per acre, or 50 units per acre with Mediterranean bonus. The density of the proposed project is 37 units per acre which is well below the maximum density permitted by the Comprehensive Plan. Nothing in the proposed Zoning Code text amendment would allow uses that are not consistent with the Comprehensive Plan.

3. Does not allow density or intensities in excess of the densities and intensities which are permitted of the future land use category of the affected property.

As noted, the Future Land Use Map designation on the lots on the north side of Valencia Avenue is Residential Multi-Family Medium Density, which allows a density of up to 50 units per acre with Mediterranean bonus. The proposed density of 37 dwelling units per acre is well within that prescribed by the Future Land Use regulations—50 units per acre.

4. Will not cause a decline in a level of service for public infrastructure which is the subject of a concurrency requirement to a level of service which is less than the minimum requirements of the Comprehensive Plan.

The concurrency analysis previously submitted for the larger original version of the Project indicates compliance with the concurrency levels of service in the Comprehensive Plan.

5. Does not directly conflict with an objective or policy of the Comprehensive Plan.

The Project will provide residential development near transit corridors and multimodal stations and will encourage infill redevelopment project which will discourage urban sprawl and encourage reuse of underutilized parcels while encouraging walking, bicycling and public transit use. Villa Valencia promotes sound, aesthetically pleasing housing which is designed to ensure the preservation of the unique character of the City's existing neighborhoods and which is compatible with surrounding areas and the existing nearby buildings.

Proposed PAD Approval

In addition to the proposed Zoning Code text amendment, the Applicant is requesting a PAD approval for this property which is just over one acre in size. The proposed PAD will encourage harmonious and coordinated development, and will also help to facilitate a centerpiece of the revised Project, the new public park, as well as other urban design amenities.

The uses permitted under the proposed PAD are consistent with those permitted in the underlying district, MFSA. Specifically, the proposed PAD will permit multi-family dwellings and public open space. Additionally, both the height (147'5" where 150' is permitted) and density (37 dwelling units per acre where 50 dwelling units per acre are permitted) are well within the provisions of the underlying zoning regulations. Approximately 10,000 square feet along the east end of the Property will be reserved for a public park and colonnade, which includes an entry trellis feature that extends into the setback area. This inviting feature will provide an entry point for the public so that it can enjoy the public open space. The public park along with the additional landscaped areas, composing of 32% of the PAD site, exceed the requirement that at least 20% of the PAD site be landscaped open space. The site plan exceeds the required 86 parking spaces, providing 89 parking spaces. As demonstrated by the enclosed plans, architectural relief and elements are provided on all sides of the building. The parking garage provides architectural treatments—including sight-proof and decorative plantation louvers and decorative metal grates—compatible with the buildings surrounding it and there are also arcades and ample sidewalk areas.

In summary, the approvals being requested in connection with the Villa Valencia project are made with the intent of developing a high quality residential condominium building which addresses the challenges of this important transitional area which is in very close proximity to both the Central Business District and a single family residential neighborhood. We respectfully submit that this Project achieves the City goals of a responsible transition between high intensity uses and the less intense residential neighborhoods to the south and of increasing the variety of housing options available to City residents. Accordingly, we respectfully request your favorable

consideration of this submittal and look forward to continuing to work with the City on this promising Project.

Sincerely,

Mario Garcia-Serra

Enclosures

MIA_ACTIVE 4534025.1

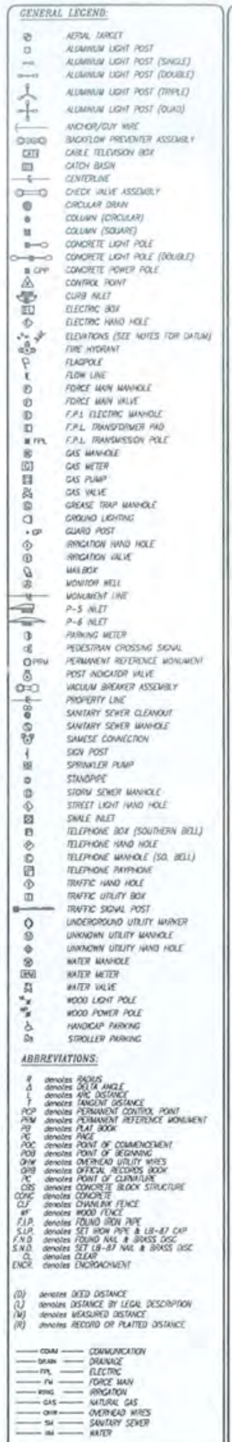
515 VALENCIA

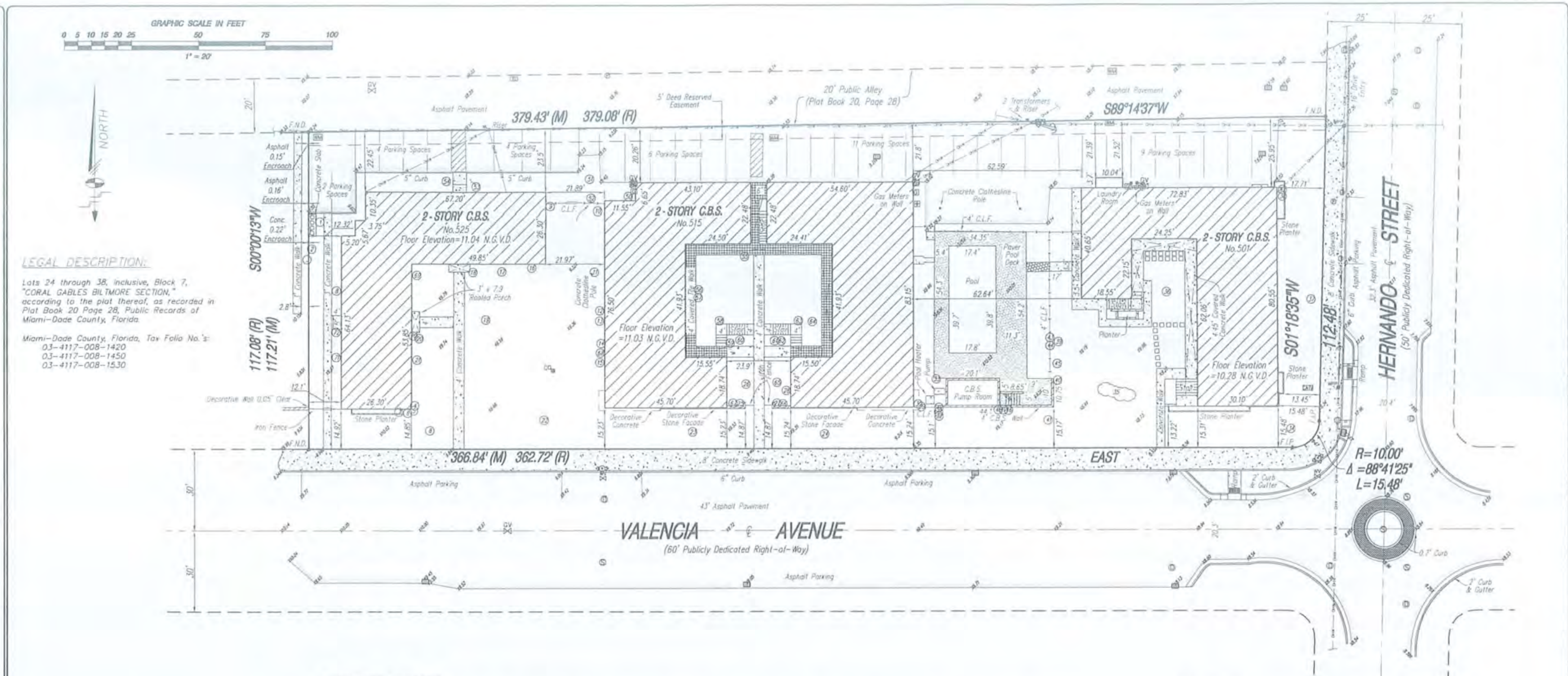
CORAL GABLES, FLORIDA 33134

PLANNING AND ZONING
DECEMBER 02 , 2016

DEVELOPER
TM Residential, LLC
Suite 410
2665 South Bayshore,
Coconut Grove, Florida 33133
Ph (305) 854-2552

HAMED RODRIGUEZ ARCHITECTS INC
3250 Mary Street Suite 305 Coconut Grove FL 33133
305-529-9967 wwww.hamedrodriguez.com





SURVEYOR'S NOTES:

1. This sketch represents an "ALTA/ACSM LAND TITLE SURVEY" with elevations.

2. There are no visible encroachments, other than those shown hereon.

3. The elevations shown hereon relate to National Geodetic Vertical Datum (N.G.V.D.) of 1929.

4. Visible indicators of utilities are shown hereon, however, the surveyor has made no attempt to as-built any underground utilities either servicing or appurtenant to any of the utility improvements serving the subject site. (water, sewer, drainage or site lighting)

5. No attempt was made by this firm to locate wall or fence footers/foundations.

6. The distances shown along the property lines hereon are record and measured, unless noted otherwise.

7. The property shown hereon falls within Federal Flood Zone "AH" (El 10) per Flood Insurance Rate Map No. 12086C0457L, Community No. 120639, Panel No. 0457, Suffix L, map dated September 11, 2009.

8. This sketch has been prepared for the exclusive use of the entity (entities) named hereon. The certification shown hereon does not extend to any unnamed parties.

9. All those exceptions, to which they are a matter of survey, as shown in that certain title commitment no. 3823656 Revised March 13, 2012, prepared by Chicago Title Insurance Company, effective date February 27, 2012 at 11:30 p.m., to the extent that can be plotted, are shown hereon.

10. Any applicable building setback lines affecting the subject property are not shown hereon.

11. Benchmark A: City of Coral Gables nail & brass washer on top of curb at the Southeast corner of Cardena Street and Biltmore Way. Elevation=10.52 N.G.V.D..

12. Benchmark B: City of Coral Gables nail & brass washer on top of curb at front of sidewalk at he Southeast corner of Cardena Street and Coral Way S.W. 24th. Street). Elevation=9.20 N.G.V.D..

13. Unless stated otherwise, this firm does not certify to the extent to which the subject property complies with applicable zoning requirements, regulations and/or restrictions.

14. The lands shown hereon are encumbered by deed reserved easements reflected in that certain "Warranty Deed" recorded in Deed Book 1304, Page 9, of the Public Records of Miami-Dade County, Florida. Said "Warranty Deed" grants the "privilege reserved to the said first party, its successors and or assigns to erect and maintain electric, telephone poles and suitable equipment for any other utilities and to lay water mains on or in the rear five feet of the land hereby conveyed, or on or in the three foot strip along the side lines thereof, when necessary to gain access to the five foot strip reserved along the rear lines of lots in Coral Gables for utility purposes, and to plant trees and shrubbery on the rear five feet of lots facing on Red Road, and for such purposes as well as to repair, remove or replace said poles, equipment and mains, the said first party shall have the right for itself, its agent and employees to enter upon said premises in reasonable manner and at reasonable time."

15. The lands shown hereon are encumbered by that certain "Easement" recorded in Deed Book 939, Page 106, of the Public Records of Miami-Dade County, Florida. Said "Easement" grants the "perpetual right, easement, privilege and authority to construct, operate and maintain lines of telephone and telegraph, including poles, wires conduits, manholes, cables, electrical conductors, guy and brace poles, fixtures, appliances and appurtenances with the right to permit the placing of the wire of any other company or person upon the said poles, or in said conduits....in, upon, along, across, over and under the rear property lines of the lots now or hereinafter platted or the side lines of said lots whenever necessary to reach said rear lines...."

16. The property shown hereon contains: 45,229 square feet net, more or less
1.04 acres net, more or less

64,394 square feet gross, more or less
1.48 acres gross, more or less

CERTIFIED TO:

1. Hinshaw & Culbertson, LLP
2. Chicago Title Insurance Company
3. TM Real Estate Group, LLC, a Florida limited liability company
4. Brian K. Goodkind P.A.
5. Valencia 34 Development, LLC, a Florida limited liability company

THIS IS TO CERTIFY:

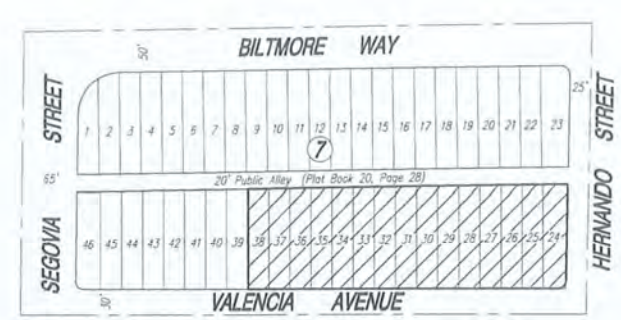
That this map or plat and the survey on which it is based were made in accordance with the 2011 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys, jointly established and adopted by American Land Title Association and National Society of Professional Surveyors. The field was completed on October 21, 2011 (Updated June 30, 2014).

This Survey complies with the "Minimum Technical Standards adopted by the Florida State Board of Professional Surveyors and Mappers as contained in Chapter 5J-17, Florida Administrative Code, pursuant to Chapter 472.027, Florida Statutes.

Schwebke-Shiskin & Associates, Inc.

By: ______________________ Date: June 30, 2014

Mark Steven Johnson Sec'y Treasurer
Professional Land Surveyor #4775
State of Florida



LOCATION MAP

Block 7, "CORAL GABLES BILTMORE SECTION"
Plat Book 20, Page 28
Scale: 1"=100'

TREE DATA:

Tree #	Caliper Dia. (inches)	Common Name	Latin Name	Canopy Dia.(ft)	Height (feet)
1	12	multi Arborvitae	Platycladus orientalis	8	10
2	10	Queen Palm	Arecastrum romanzoffianum	12	10
3	18	Live Oak	Quercus virginiana	30	30
4	4	Alexandra Palm	Archontophoenix alexandrae	6	8
5	4	Alexandra Palm	Archontophoenix alexandrae	6	7
6	4(x2)	Alexandra Palm	Archontophoenix alexandrae	6	4-10
7	4	Alexandra Palm	Archontophoenix alexandrae	8	6
8	3	Alexandra Palm	Archontophoenix alexandrae	8	8
9	4	Alexandra Palm	Archontophoenix alexandrae	8	15
10	3(x4)	Alexandra Palm	Archontophoenix alexandrae	8	8 to 12
11	4	Alexandra Palm	Archontophoenix alexandrae	6	10
12	4(x2)	Alexandra Palm	Archontophoenix alexandrae	6	7-18
13	3(x3)	Alexandra Palm	Archontophoenix alexandrae	6	8 to 18
14	4	Alexandra Palm	Archontophoenix alexandrae	8	6
15	4	Alexandra Palm	Archontophoenix alexandrae	8	6
16	4	Alexandra Palm	Archontophoenix alexandrae	8	12
17	3	Alexandra Palm	Archontophoenix alexandrae	6	10
18	3	Alexandra Palm	Archontophoenix alexandrae	8	7
19	3	Alexandra Palm	Archontophoenix alexandrae	8	10
20	3	Alexandra Palm	Archontophoenix alexandrae	6	4
21	4(x3)	Alexandra Palm	Archontophoenix alexandrae	6	16
22	48	Unknown	Unknown	36	28
23	4	Alexandra Palm	Archontophoenix alexandrae	8	18
24	3	Alexandra Palm	Archontophoenix alexandrae	8	20
25	4	Alexandra Palm	Archontophoenix alexandrae	8	18
26	6	Wax Leaf Privet	Ligustrum japonicum	8	9
27	4	Alexandra Palm	Archontophoenix alexandrae	8	25
28	3	Alexandra Palm	Archontophoenix alexandrae	8	18
29	4	Alexandra Palm	Archontophoenix alexandrae	6	23
30	4	Alexandra Palm	Archontophoenix alexandrae	8	22
31	40	multi Strangler Fig around Rubber Tree	Ficus Aurea w/Archontophoenix alexandrae/Weeping Ficus [illegible]	40	36
32	4	Alexandra Palm	Archontophoenix alexandrae	8	8
33	4	Alexandra Palm	Archontophoenix alexandrae	8	24
34	32	Royal Poinciana	Delonix regia	40	30
35	2-4(x12)	cluster Alexandra Palm	Archontophoenix alexandrae	6	6-12
36	2(x8)	cluster Alexandra Palm	Archontophoenix alexandrae	6	6-10
37	12	multi Weeping Fig	Ficus benjamina	8	5
38	4	Alexandra Palm	Archontophoenix alexandrae	6	12
39	72	multi Schefflera	Brassaia actinophylla	16	24
40	28	multi Schefflera	Brassaia actinophylla	20	28
41	20	multi Frangipani	Plumeria rubra	24	26
42	4	Alexandra Palm	Archontophoenix alexandrae	8	5
43	4	Alexandra Palm	Archontophoenix alexandrae	6	20
44	4	Alexandra Palm	Archontophoenix alexandrae	6	10
45	4	Alexandra Palm	Archontophoenix alexandrae	8	20
46	2	Alexandra Palm	Archontophoenix alexandrae	6	7
47	4	Alexandra Palm	Archontophoenix alexandrae	6	7
48	2	Alexandra Palm	Archontophoenix alexandrae	6	4
49	4	Alexandra Palm	Archontophoenix alexandrae	6	12
50	4	Alexandra Palm	Archontophoenix alexandrae	8	12
51	4	Alexandra Palm	Archontophoenix alexandrae	8	18
52	2-4(x4)	cluster Alexandra Palm	Archontophoenix alexandrae	8	4-14
53	4	Queen Palm	Arecastrum romanzoffianum	6	6
54	4	Alexandra Palm	Archontophoenix alexandrae	6	8
55	4	Alexandra Palm	Archontophoenix alexandrae	6	6
56	4	Alexandra Palm	Archontophoenix alexandrae	6	8
57	4	Alexandra Palm	Archontophoenix alexandrae	6	8
58	4(x3)	cluster Alexandra Palm	Archontophoenix alexandrae	8	6-12
59	4	Alexandra Palm	Archontophoenix alexandrae	8	8
60	4	Alexandra Palm	Archontophoenix alexandrae	8	18
61	4	Alexandra Palm	Archontophoenix alexandrae	8	18
62	4	Alexandra Palm	Archontophoenix alexandrae	8	18
63	4	Alexandra Palm	Archontophoenix alexandrae	8	10
64	4	Alexandra Palm	Archontophoenix alexandrae	8	6
65	16	multi Wax Leaf Privet	Ligustrum japonicum	12	10
66	4	Alexandra Palm	Archontophoenix alexandrae	8	14
67	3	Alexandra Palm	Archontophoenix alexandrae	8	6
68	4	Bougainvillea	NONE	6	5
69	2	Alexandra Palm	Archontophoenix alexandrae	6	4
70	3	Alexandra Palm	Archontophoenix alexandrae	6	5
71	3	Alexandra Palm	Archontophoenix alexandrae	6	4
72	4	Alexandra Palm	Archontophoenix alexandrae	6	4

NOTE:
The type/species of trees as indicated hereon are subject to revision based on site inspection by a qualified botanist or other individual with similar expertise.

A.L.T.A./A.C.S.M. LAND TITLE SURVEY

PREPARED FOR:
Hinshaw & Culbertson, LLP

Section 17, Township 54 South, Range 41 East, City of Coral Gables, Miami-Dade County, Florida

Schwebke-Shiskin & Associates, Inc.
LAND PLANNERS • ENGINEERS • LAND SURVEYORS
3240 CORPORATE WAY, MIRAMAR, FLORIDA 33025 TEL: (954) 435-7010 FAX: (954) 438-3288

CERTIFICATE OF AUTHORIZATION No. LB-87

NOTE: This sketch is not valid unless it bears the signature and the original raised seal of a Florida licensed surveyor and mapper.

This represents a "Boundary Survey."

Survey Date: Oct 21, 2011
Scale: AS SHOWN
File No. AJ-4874

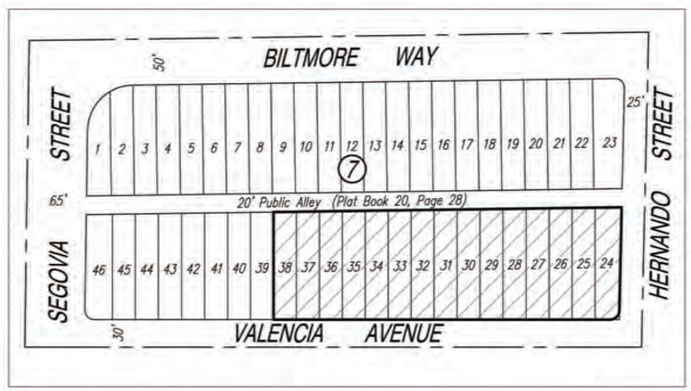
REVISIONS

AJ-4874

K:\175441\BL 7 CORAL GABLES BILTMORE SEC\dwg\LOTS 24-38 WITH TREES.dwg

DRAWING INDEX

SHEET	DESCRIPTION
	COVER
	SURVEY
ARCHITECTURE	
A1.0	SITE DATA & UNIT MIX
A1.1	SITE PHOTOS
A1.2	SITE PHOTOS
A1.3	SITE PHOTOS
A1.4	AERIAL LOOKING NORTHEAST
A1.5	AERIAL LOOKING NORTH
A2.1	GROUND FLOOR PLAN
A2.2	LEVEL 2 FLOORPLAN
A2.3	LEVEL 3 FLOORPLAN
A2.4	LEVEL 4 FLOORPLAN
A2.5	LEVEL 5 FLOORPLAN
A2.6	LEVEL 6TH - 11TH FLOORPLAN
A2.7	LEVEL 12 FLOORPLAN
A2.8	ROOFPLAN
A3.0	ELEVATION SOUTH
A3.1	ELEVATION EAST + WEST
A3.2	ELEVATION NORTH
A3.3	STREET SECTIONS
A3.4	3D RENDERING
SUPPLEMENTAL DIAGRAMS	
SK-0	CIRCULATION & OPEN SPACE DIAGRAMS
SK-1	FAR CALCULATIONS DIAGRAMS
SK-2	FAR CALCULATIONS DIAGRAMS
SK-3	FAR CALCULATIONS DIAGRAMS
SK-4	FAR CALCULATIONS DIAGRAMS
LANDSCAPE	
TD -1	TREE DISPOSITION
L-1	PLANTING PLAN GROUND LEVEL
L-2	PLANTING PLAN GROUND LEVEL
L-3	PLANTING DETAILS & SCHEDULE
L-4	PLANTING PLAN LEVEL 5
L-5	LANDSCAPE NOTES
L-6	LANDSCAPE CONCEPT ELEVATIONS
L-7	PARK ILLUSTRATIONS
L-8	PLANT SELECTION
L-9	PLANT SELECTION
L-10	OPEN SPACE DIAGRAMS
CIVIL	
C-1	PRELIMINARY CIVIL PLAN



N

LOCATION MAP

Scale: N. T. S.

LEGAL DESCRIPTION:
Lots 24 through 38, inclusive, Block 7, "CORAL GABLES BILTMORE SECTION," according to the plat thereof, as recorded in Plat Book 20 Page 28, Public Records of Miami-Dade County, Florida.

SITE DATA LEGEND

NET SITE AREA:	45,229 S. F.	
EXISTING CLASSIFICATION:	RESIDENTIAL MULTIFAMILY MEDIUM DENSITY	
EXISTING ZONING DESIGNATION:	MFSA - MULTIFAMILY SPECIAL AREA DISTRICT	
PROPOSED CLASSIFICATION:	RESIDENTIAL MULTIFAMILY MEDIUM DENSITY	
PROPOSED ZONING DESIGNATION:	MFSA	
F.A.R. ALLOWED :	90,458 S. F. = FAR 2	
F.A.R. PROPOSED :	134,545 S. F. = FAR 2.97	
	135,687 S. F. = FAR 3.0 (REFERENCE ONLY)	
BUILDING HEIGHT:		
ALLOWED:	150'-0"	
	Site Specific Criteria per Appendix A	
	Permits building height up to 150'	
PROPOSED:	147'-5" to top of tower	
SETBACKS:	REQUIRED	PROPOSED
	Setback requirements: No building or structure, or any part thereof, including porches, projections or terraces, but not including uncovered steps, shall be erected at a lesser distance from the front, side or rear line of any building site than the front, side or rear setback distance, respectively, prescribed and established herein for such building site.	
	Front: Buildings with a height of 45' or less. Twenty 20' Buildings with a height greater than 45'. Twenty 20', provided however, that any portion of a building which has a height of greater than 24', shall be set back an additional 10' Adjustment to front setback. In the event that there is public right of way between the edge of street pavement and the front property line of the parcel proposed for development, the required front setback shall be reduced by the distance between the edge of pavement and the front property line; provided however, that in no case shall a building be constructed within five (5) feet of the front property line.	10' Applies to proposed design
	Sides: Interior property line and abutting alley side setback. Buildings with a height of 45' or less. 5' Buildings with a height of greater than 45'. 10', provided however, that any portion of a building which has a height of greater than 24', shall be set back an additional 10' Abutting a public street Buildings with a height of 45' or less. 10'. Buildings with a height of greater than 45'. 10', provided however, that any portion of a building which has a height of greater than 24', shall be set back an additional 5' Rear: 10' or 5' if rear property line abuts an alley	5' at garage 76' at Hernando Street 5' at alley
DENSITY:		
ALLOWED:	50 du per acre	
PROPOSED:	37 du per acre	
TOTAL UNITS:	38 DWELLING UNITS	

PARKING CALCULATIONS

RESIDENTIAL REQUIREMENTS:	2.25 Spaces per 3 Bdrm +
	38 x 2.25 = 85.5 Parking Spaces
TOTAL PARKING REQUIRED:	86 parking spaces
TOTAL PARKING PROVIDED:	89 Parking Spaces

UNIT MIX

	3 BR	4 BR	5 BR	TOTAL
GROUND	-	-	-	-
2	1	1	1	3
3	1	1	1	3
4	1	1	1	3
5	-	2	1	3
6	-	4	-	4
7	-	4	-	4
8	-	4	-	4
9	-	4	-	4
10	-	4	-	4
11	-	4	-	4
12	-	-	2	2
TOTAL				38

HAMED RODRIGUEZ ARCHITECT INC.
3250 MARY STREET SUITE 406, COCONUT GROVE, FL 33133
P 305 929 9967
www.hamedrodriguez.com
HAMED RODRIGUEZ ARCHITECT
AR93301
AA 26002104

REV.	DATE	COMMENT

PROPOSED RESIDENTIAL BUILDING FOR:

515 VALENCIA AVE.

515 VALENCIA AVE. CORAL GABLES, FLORIDA

Property Owner
TM Residential Group, LLC
Suite 410
2665 South Bayshore Drive
Coconut Grove, FL 33133
305 854-2552

COMM. NO.:	001627.00
ISSUE DATE:	10-28-16
PLOT DATE:	10-28-16
SCALE:	AS NOTED
DRAWN BY:	HRA
CHECKED BY:	HR

SHEET A1.0

SITE PHOTO - 1

Scale: N. T. S.

HAMED RODRIGUEZ ARCHITECT INC.

HAMED RODRIGUEZ ARCHITECT
AR93261
AA 26000354

3850 MARY STREET SUITE #305, COCONUT GROVE, FL 33133
P 305.553.9987
www.hamedrodriguez.com

REV.	DATE	COMMENT

PROPOSED RESIDENTIAL BUILDING FOR:

515 VALENCIA AVE.

515 VALENCIA AVE. CORAL GABLES, FLORIDA

OWNERSHIP AND USE OF THESE DOCUMENTS, & ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT WHETHER THE PROJECT IS EXECUTED OR NOT. THEY SHALL NOT BE USED BY THE OWNER OR OTHERS ON MADE FOR IS EXECUTED OR NOT. THEY SHALL PROJECT BY OTHERS, EXCEPT BY AGREEMENT IN WRITING AND WITH APPROPRIATE COMPENSATION TO THE ARCHITECT.

Property Owner
TM Residential Group, LLC
Suite 410
2665 South Bayshore Drive
Coconut Grove, FL 33133
305-854-2522

COMM. NO.:	001627.00
ISSUE DATE:	08-02-2016
PLOT DATE:	08-02-2016
SCALE:	AS NOTED
DRAWN BY:	HR
CHECKED BY:	HR

SHEET A 1.1

PLANNING AND ZONING 12-02-2016

SITE PHOTO - 2

Scale: N. T. S.

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3850 MARY STREET SUITE #305, COCONUT GROVE, FL 33133
P 305.529.9987
www.hamedrodriguez.com
HAMED RODRIGUEZ ARCHITECT
AR93261
AA 26000354

REV.	DATE	COMMENT

PROPOSED RESIDENTIAL BUILDING FOR:

515 VALENCIA AVE.

515 VALENCIA AVE. CORAL GABLES, FLORIDA

Property Owner
TM Residential Group, LLC
Suite 410
2665 South Bayshore Drive
Coconut Grove, FL 33133
305-854-2522

OWNERSHIP AND USE OF THESE DOCUMENTS & ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT WHETHER THE PROJECT FOR WHICH THEY WERE MADE FOR IS EXECUTED OR NOT. THEY SHALL NOT BE USED BY THE OWNER OR OTHERS ON OTHER PROJECTS, FOR ADDITIONS TO THIS PROJECT OR FOR COMPLETION OF THIS PROJECT BY OTHERS, EXCEPT BY AGREEMENT IN WRITING AND WITH APPROPRIATE COMPENSATION TO THE ARCHITECT.

COMM. NO.:	001627.00
ISSUE DATE:	08-02-2016
PLOT DATE:	08-02-2016
SCALE:	AS NOTED
DRAWN BY:	HR
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SHEET A 1.2

SITE PHOTO - 3

Scale: N. T. S.

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3850 MARY STREET SUITE #305, COCONUT GROVE, FL 33133
P 305.519.5927
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HAMED RODRIGUEZ ARCHITECT
AR93261
AA 26000354

REV.	DATE	COMMENT

PROPOSED RESIDENTIAL BUILDING FOR:

515 VALENCIA AVE.

515 VALENCIA AVE. CORAL GABLES, FLORIDA

Property Owner
TM Residential Group, LLC
Suite 410
2665 South Bayshore Drive
Coconut Grove, FL 33133
305-854-2552

COMM. NO.:	001627.00
ISSUE DATE:	08-02-2016
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SCALE:	AS NOTED
DRAWN BY:	HR
CHECKED BY:	HR

SHEET A 1.3

AERIAL LOOKING NORTHEAST

Scale: N. T. S.

PLANNING AND ZONING 12-02-2016

PROPOSED RESIDENTIAL BUILDING FOR:

515 VALENCIA AVE.

515 VALENCIA AVE. CORAL GABLES, FLORIDA

REV.	DATE	COMMENT

HAMED RODRIGUEZ ARCHITECT INC.

3850 MARY STREET SUITE #300, COCONUT GROVE, FL 33133
P 305.553.9927
www.hamedrodriguez.com

HAMED RODRIGUEZ ARCHITECT
AR93291
AA 26000354

Property Owner

TM Residential Group, LLC
Suite #10
2665 South Bayshore Drive
Coconut Grove, FL 33133
305-854-0808

COMM. NO.:	001627.00
ISSUE DATE:	08-02-2016
PLOT DATE:	08-02-2016
SCALE:	AS NOTED
DRAWN BY:	HR
CHECKED BY:	HR

SHEET A 1.4

AERIAL LOOKING NORTH

Scale: N. T. S.

PLANNING AND ZONING 12-02-2016

HAMED RODRIGUEZ ARCHITECT INC.

HAMED RODRIGUEZ ARCHITECT
AR93261
AA 26002034

3250 MARY STREET SUITE #305, COCONUT GROVE, FL 33133
P 305 529 9967
www.hamedrodriguez.com

REV.	DATE	COMMENT

PROPOSED RESIDENTIAL BUILDING FOR:

515 VALENCIA AVE.

515 VALENCIA AVE. CORAL GABLES, FLORIDA

Property Owner
TM Residential Group, LLC
Suite 410
2665 South Bayshore Drive
Coconut Grove, FL 33133
305-854-2552

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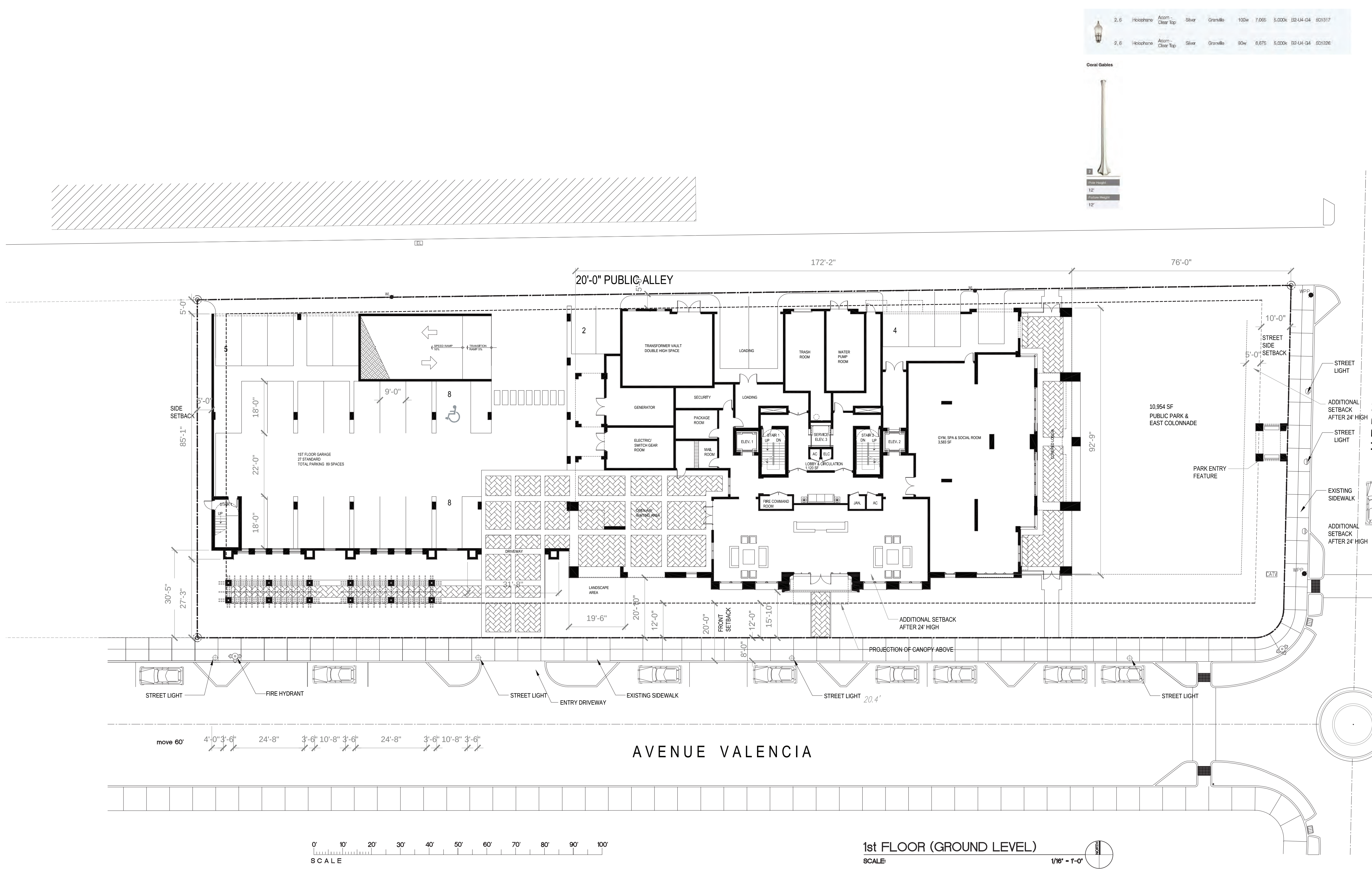
SHEET A 1.5



1st FLOOR (GROUND LEVEL)

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

HAMED RODRIGUEZ ARCHITECT INC.

REV.	DATE	COMMENT

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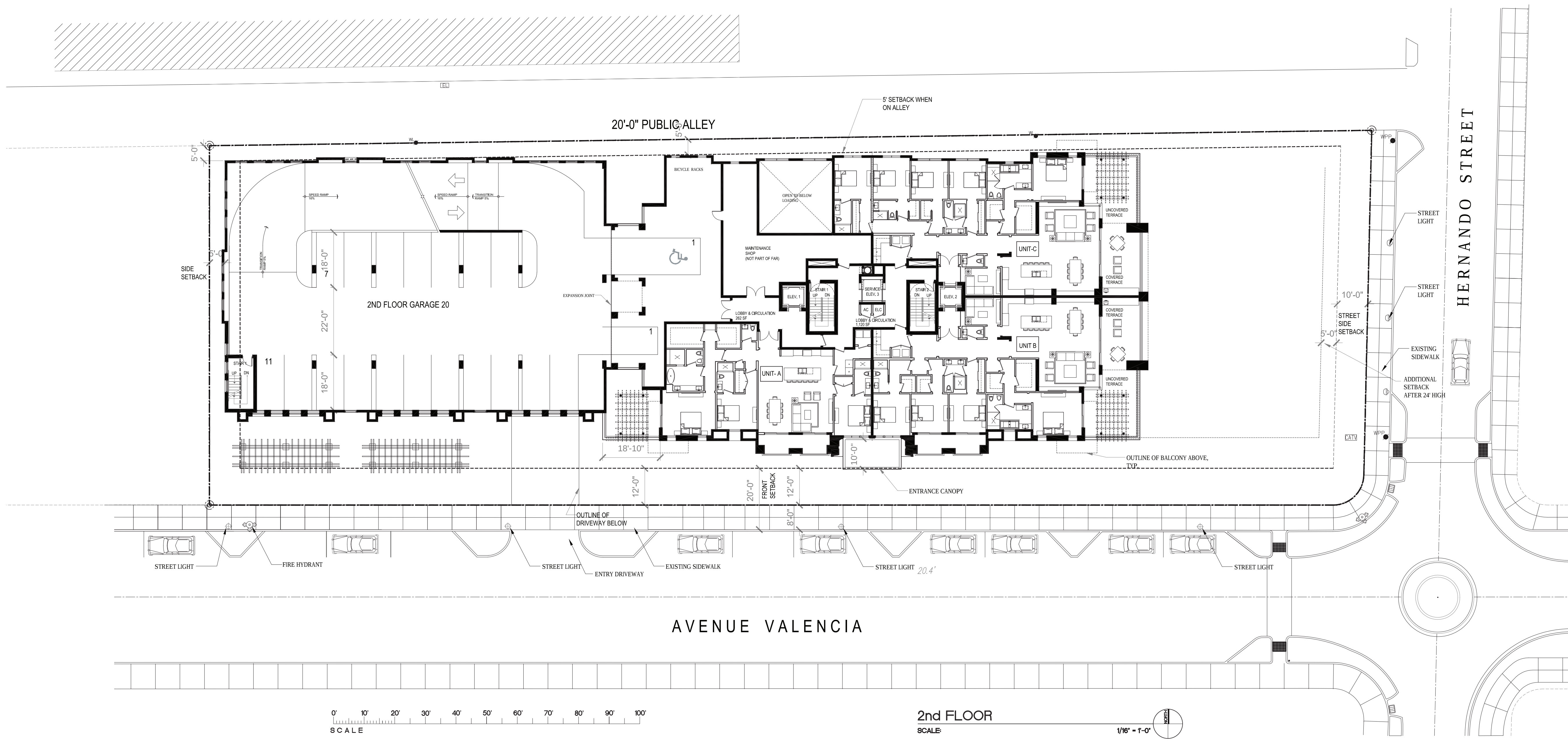
SHEET A2.1

PLANNING AND ZONING 12-02-2016



HAMED RODRIGUEZ ARCHITECT INC.

REV.	DATE	COMMENT

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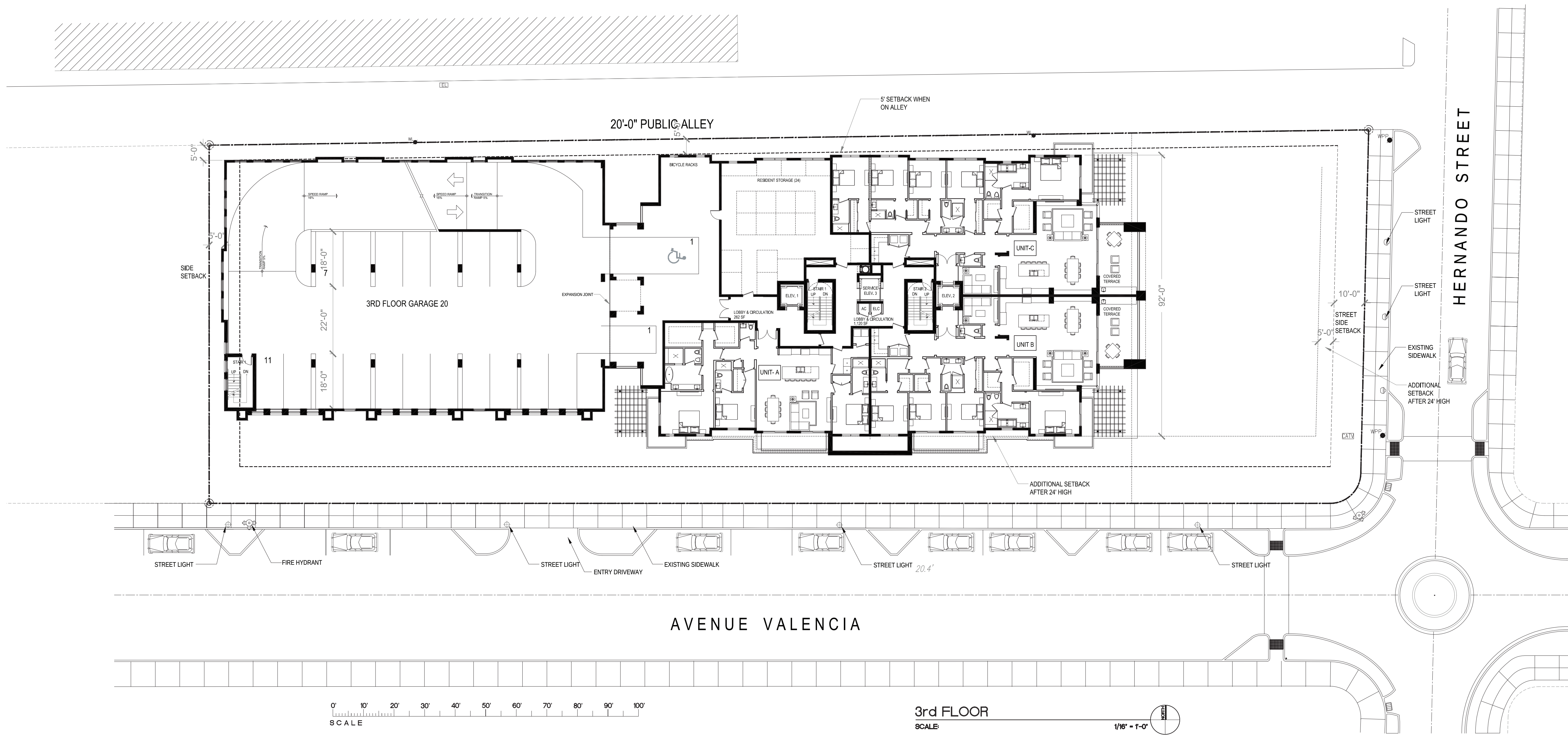
SHEET A2.2

PLANNING AND ZONING 12-02-2016



HAMED RODRIGUEZ ARCHITECT INC.

REV.	DATE	COMMENT

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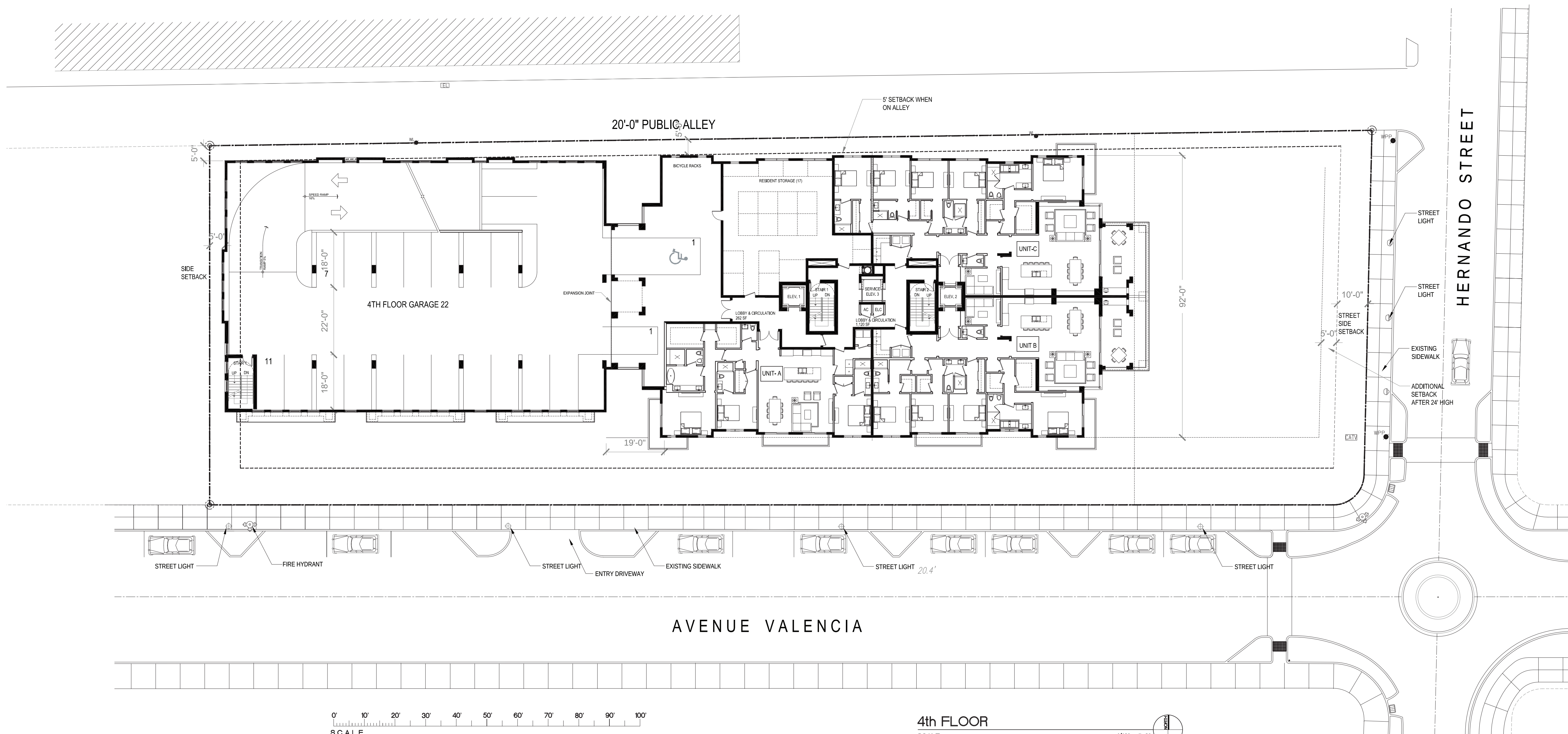
SHEET A2.3

PLANNING AND ZONING 12-02-2016



HAMED RODRIGUEZ ARCHITECT INC.

REV.	DATE	COMMENT

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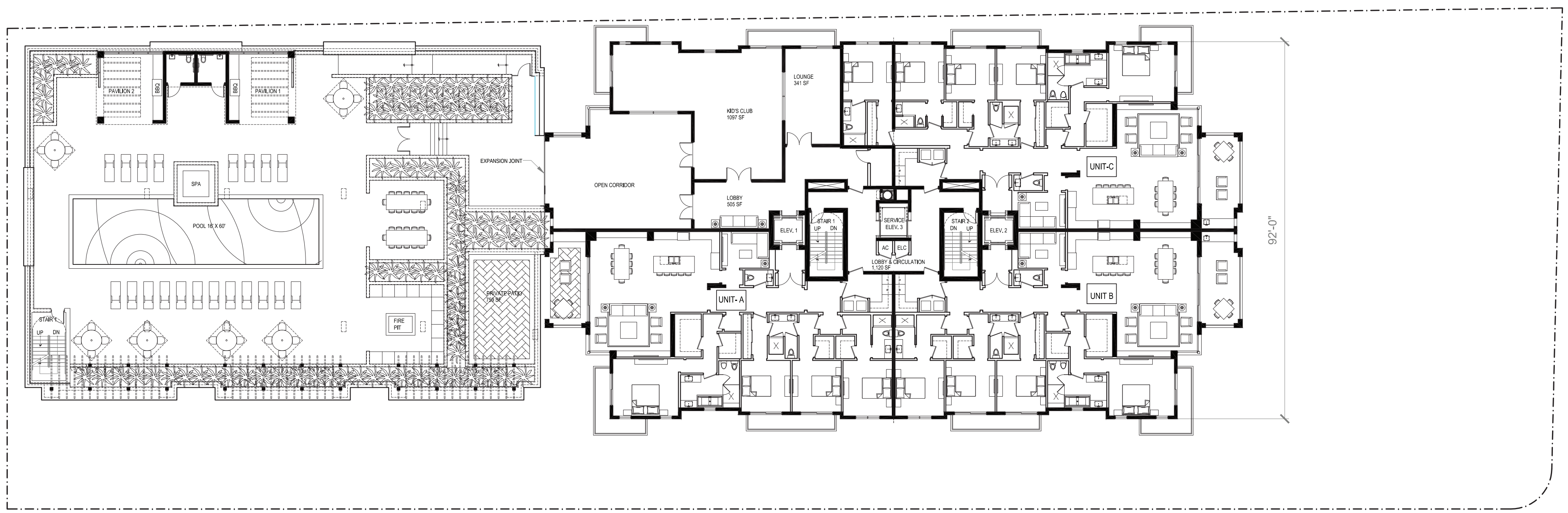
SHEET A2.4

PLANNING AND ZONING 12-02-2016



0' 10' 20' 30' 40' 50' 60' 70' 80' 90' 100'

SCALE

5th FLOOR

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

PLANNING AND ZONING 12-02-2016

HAMED RODRIGUEZ ARCHITECT INC.

REV.	DATE	COMMENT

PROPOSED RESIDENTIAL BUILDING FOR:

515 VALENCIA AVE.

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SHEET A2.5

6th - 11th FLOOR

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

NORTH

PLANNING AND ZONING 12-02-2016

HAMED RODRIGUEZ ARCHITECT INC.

HAMED RODRIGUEZ ARCHITECT
AR93261
AA 26002034

3250 MARY STREET SUITE #305, COCONUT GROVE, FL 32133
P 305 529 9967
www.hamedrodriguez.com

REV.	DATE	COMMENT

PROPOSED RESIDENTIAL BUILDING FOR:

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515 VALENCIA AVE. CORAL GABLES, FLORIDA

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305-854-2552

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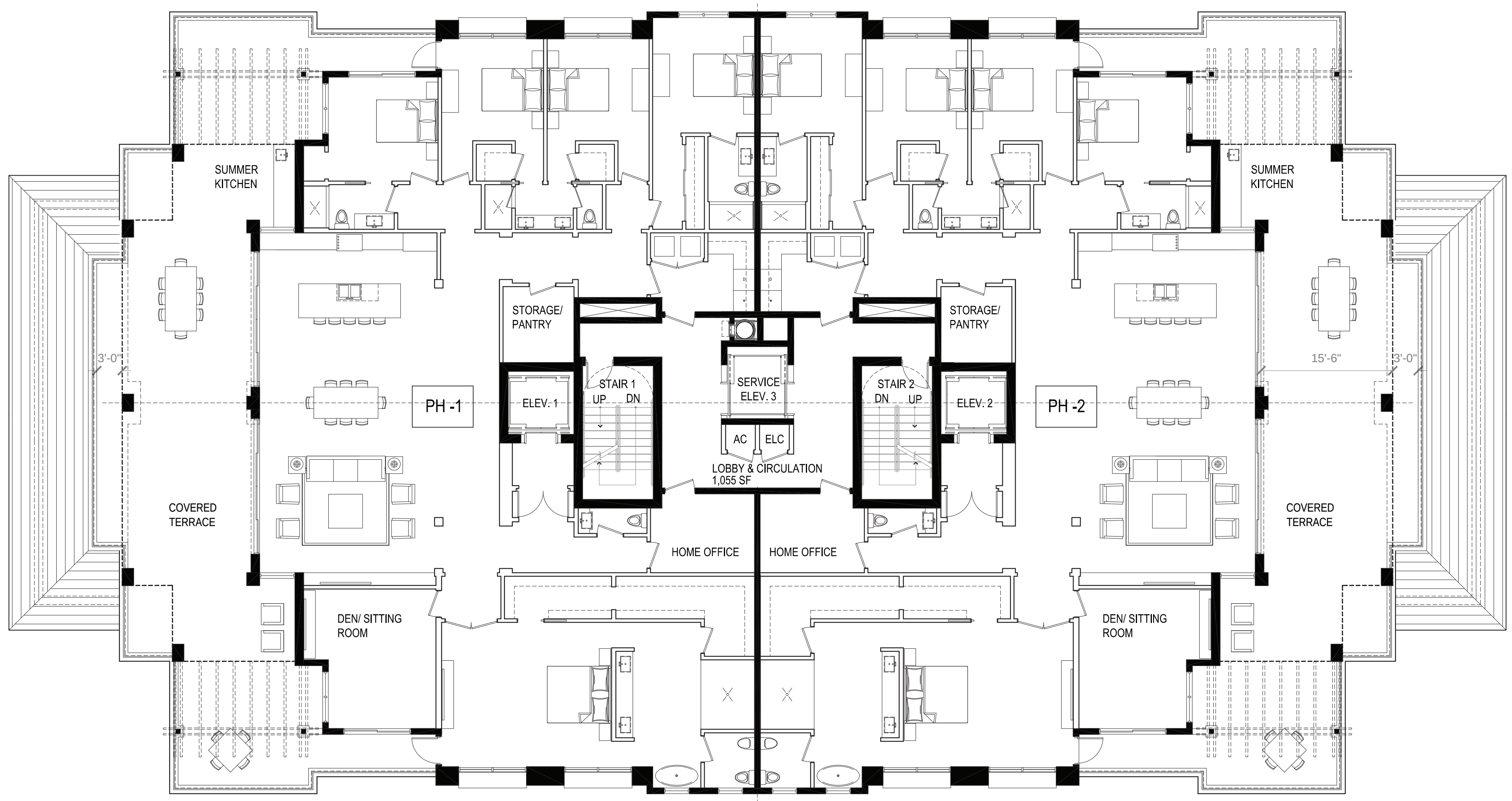
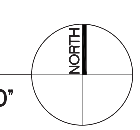
SHEET A2.6



12th FLOOR

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



PLANNING AND ZONING 12-02-2016

HAMED RODRIGUEZ ARCHITECT INC.

HAMED RODRIGUEZ ARCHITECT
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3250 MARY STREET SUITE #305, COCONUT GROVE, FL 32133
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REV.	DATE	COMMENT

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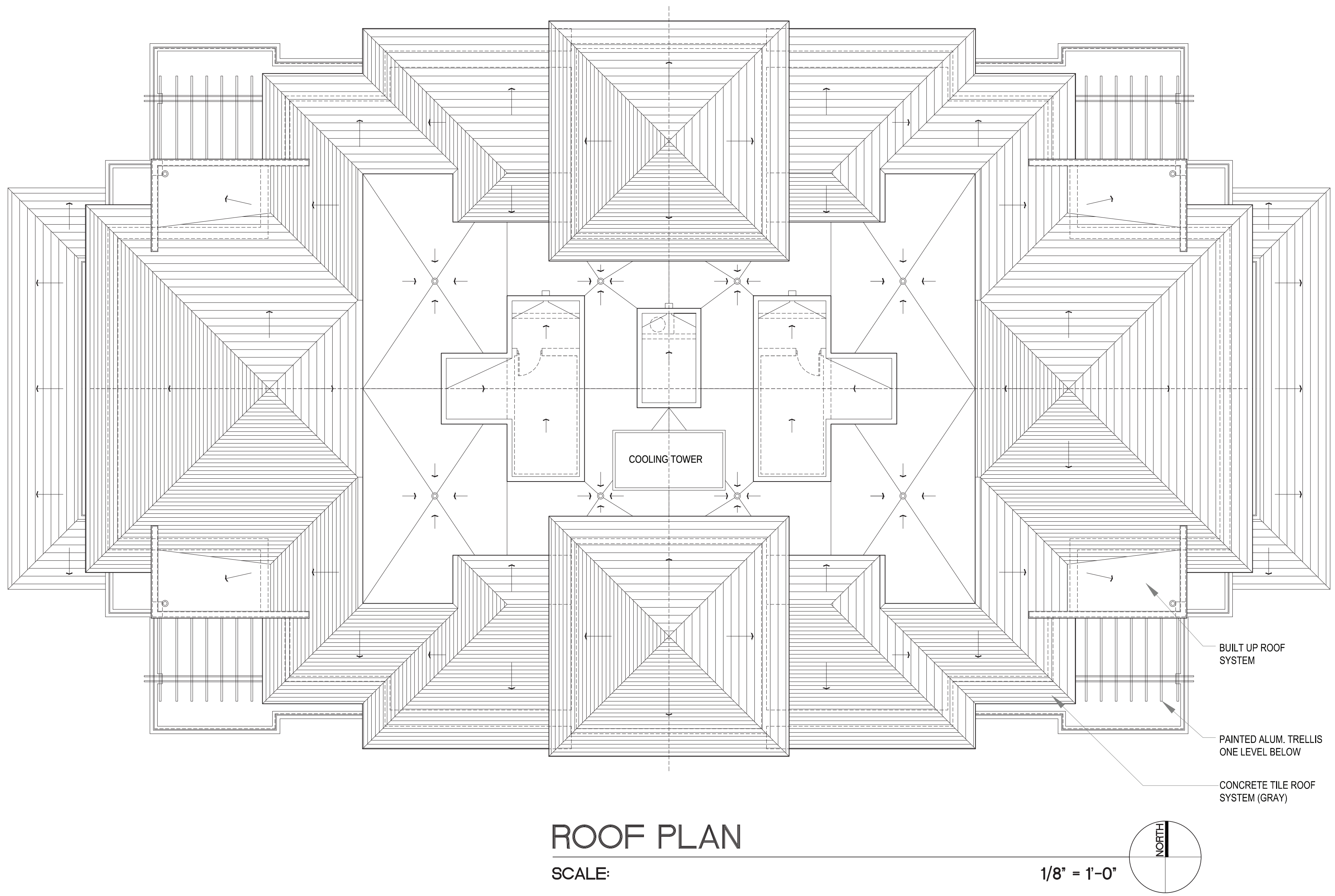
SHEET A2.7



ROOF PLAN

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

HAMED RODRIGUEZ ARCHITECT INC.

HAMED RODRIGUEZ ARCHITECT
AR93261
AA 26002034

3250 MARY STREET SUITE #305, COCONUT GROVE, FL 32133
P 305 529 9967
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SHEET A2.8

LEGEND

1	Gray Concrete Tile Roof	12	Fabric Awning Blue (Benjamin Moore Hale Navy HC-154)
2	Aluminum Trellis Benjamin Moore Briarwood	13	Decorative Prefinished Finial
3	Aluminum Sun Shade Shutters Benjamin Moore Briarwood	14	Bronze Out Rigger Brackets
4	Aluminum Plantation Style Railing Benjamin Moore Briarwood	15	Entry Gate - Bronze
5	Bronze Window Frames W/ Laminate Tinted Solar bronze Glass		
6	Precast Trim/ Banding		
7	Paint over Smooth Stucco Benjamin Moore White Wisp 2137-70		
8	Paint over Smooth Stucco Benjamin Moore Sea Haze 2137-50		
9	Paint over Smooth Stucco Benjamin Moore Chelsea Gray HC-168		
10	Natural Stone Finish (Travertine)		
11	Wall Mounted Light Fixture		

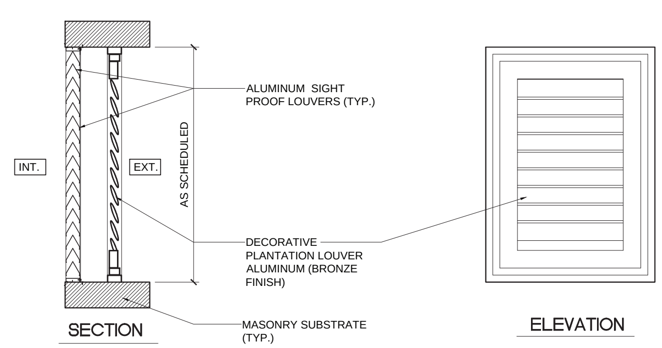
0' 10' 20' 30' 40' 50' 60' 70' 80' 90' 100'
SCALE

ELEVATION (SOUTH)

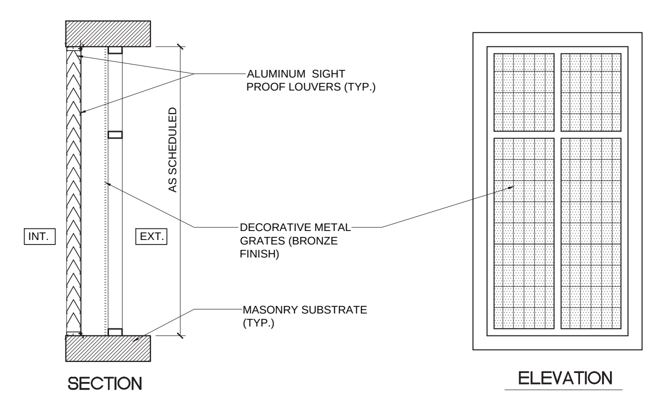
SCALE: 1/16" = 1'-0"

SITE DATA

LOT SIZE: 45,232 SF OR 1.032 ACRE (F.A.R. 3 = 135,697 SF ALLOWABLE)
(135,697 SF PROVIDED)



GARAGE LOUVER DETAIL



GARAGE METAL SCREEN DETAIL

PLANNING AND ZONING 12-02-2016

HAMED RODRIGUEZ ARCHITECT INC.
HAMED RODRIGUEZ ARCHITECT
AR93261
AA 26002034
3250 MARY STREET SUITE #305, COCONUT GROVE, FL 33133
P 305 529 9967
www.hamedrodriguez.com

REV.	DATE	COMMENT

PROPOSED RESIDENTIAL BUILDING FOR:

515 VALENCIA AVE.

515 VALENCIA AVE. CORAL GABLES, FLORIDA

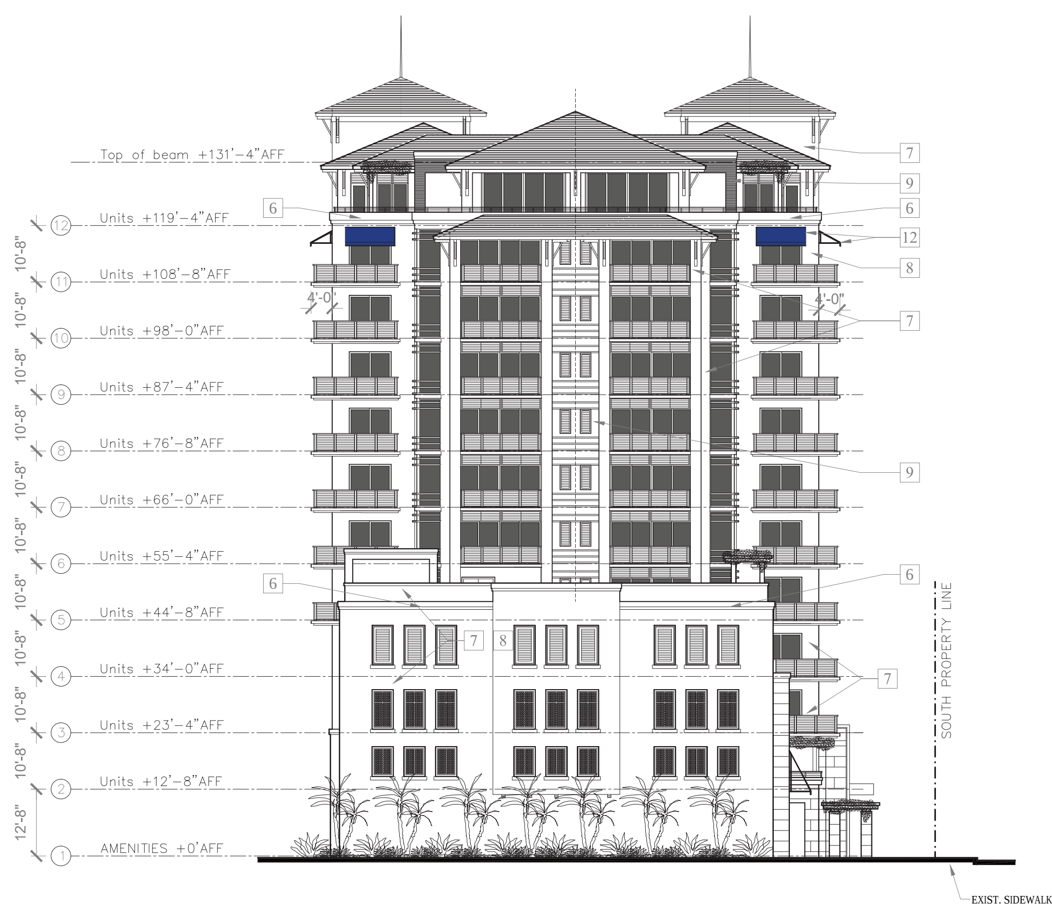
Property Owner
TM Residential Group, LLC
Suite 410
2665 South Bayshore Drive
Coconut Grove, FL 33133
305-854-2552

COMM. NO.:	001627.00
ISSUE DATE:	10-28-16
PLOT DATE:	10-28-16
SCALE:	AS NOTED
DRAWN BY:	HRA
CHECKED BY:	HR

SHEET A3.0

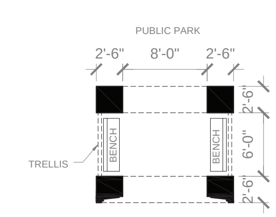
LEGEND

1	Gray Concrete Tile Roof	12	Fabric Awning Blue (Benjamin Moore Hale Navy HC-154)
2	Aluminum Trellis Benjamin Moore Briarwood	13	Decorative Prefinished Finial
3	Aluminum Sun Shade Shutters Benjamin Moore Briarwood	14	Bronze Out Rigger Brackets
4	Aluminum Plantation Style Railing Benjamin Moore Briarwood	15	Entry Gate - Bronze
5	Bronze Window Frames W/ Laminate Tinted Solar bronze Glass		
6	Precast Trim/ Banding		
7	Paint over Smooth Stucco Benjamin Moore White Wisp 2137-70		
8	Paint over Smooth Stucco Benjamin Moore Sea Haze 2137-50		
9	Paint over Smooth Stucco Benjamin Moore Chelsea Gray HC-168		
10	Natural Stone Finish (Travertine)		
11	Wall Mounted Light Fixture		

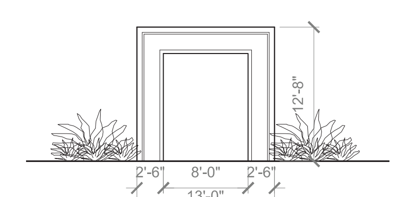


ELEVATION (WEST)
SCALE: 1/16" = 1'-0"

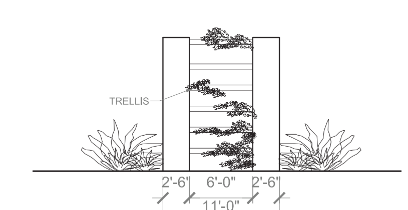
ELEVATION (EAST)
SCALE: 1/16" = 1'-0"



HERNANDO PARK ENTRY PLAN
SCALE: 1/8" = 1'-0"



PARK ENTRY FRONT
SCALE: 1/8" = 1'-0"



PARK ENTRY SIDE VIEW
SCALE: 1/8" = 1'-0"

PLANNING AND ZONING 12-02-2016

HAMED RODRIGUEZ ARCHITECT INC.

HAMED RODRIGUEZ ARCHITECT
AR93261
AA 26002034
3250 MARY STREET SUITE #305, COCONUT GROVE, FL 33133
P 305 529 9967
www.hamedrodriguez.com

REV.	DATE	COMMENT

PROPOSED RESIDENTIAL BUILDING FOR:

515 VALENCIA AVE.

515 VALENCIA AVE. CORAL GABLES, FLORIDA

Property Owner
TM Residential Group, LLC
Suite 410
2665 South Bayshore Drive
Coconut Grove, FL 33133
305-854-2552

COMM. NO.: 001627.00
ISSUE DATE: 10-28-16
PLOT DATE: 10-28-16
SCALE: AS NOTED
DRAWN BY: HRA
CHECKED BY: HR

SHEET A3.1

LEGEND

1	Gray Concrete Tile Roof
2	Aluminum Trellis Benjamin Moore Briarwood
3	Aluminum Sun Shade Shutters Benjamin Moore Briarwood
4	Aluminum Plantation Style Railing Benjamin Moore Briarwood
5	Bronze Window Frames W/ Laminate Tinted Solar bronze Glass
6	Precast Trim/ Banding
7	Paint over Smooth Stucco Benjamin Moore White Wisp 2137-70
8	Paint over Smooth Stucco Benjamin Moore Sea Haze 2137-50
9	Paint over Smooth Stucco Benjamin Moore Chelsea Gray HC-168
10	Natural Stone Finish (Travertine)
11	Wall Mounted Light Fixture
12	Fabric Awning Blue (Benjamin Moore Hale Navy HC-154)
13	Decorative Prefinished Finial
14	Bronze Out Rigger Brackets
15	Entry Gate - Bronze

ELEVATION (NORTH)

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

PLANNING AND ZONING 12-02-2016

HAMED RODRIGUEZ ARCHITECT INC.

REV.	DATE	COMMENT

PROPOSED RESIDENTIAL BUILDING FOR:

515 VALENCIA AVE.

515 VALENCIA AVE. CORAL GABLES, FLORIDA

Property Owner
TM Residential Group, LLC
Suite 410
2665 South Bayshore Drive
Coconut Grove, FL 33133
305-854-2552

COMM. NO.:	001627.00
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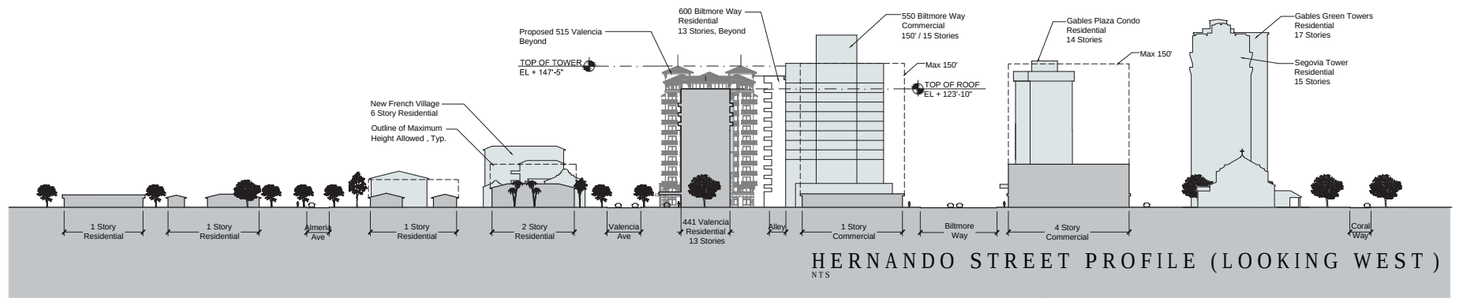
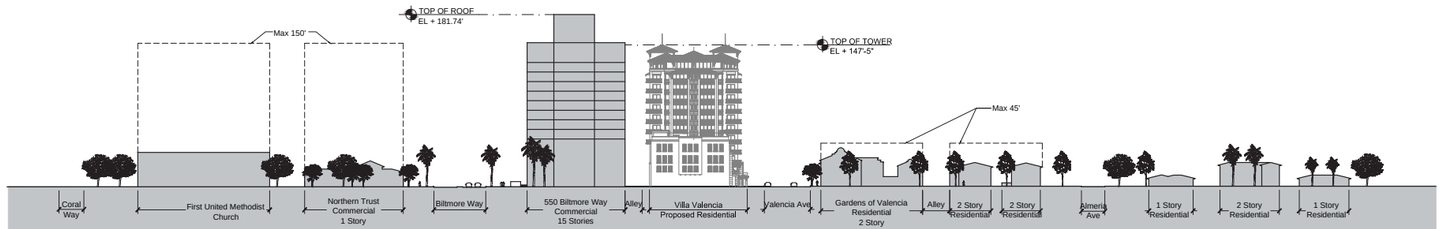
SCALE:	AS NOTED
DRAWN BY:	HRA
CHECKED BY:	HR

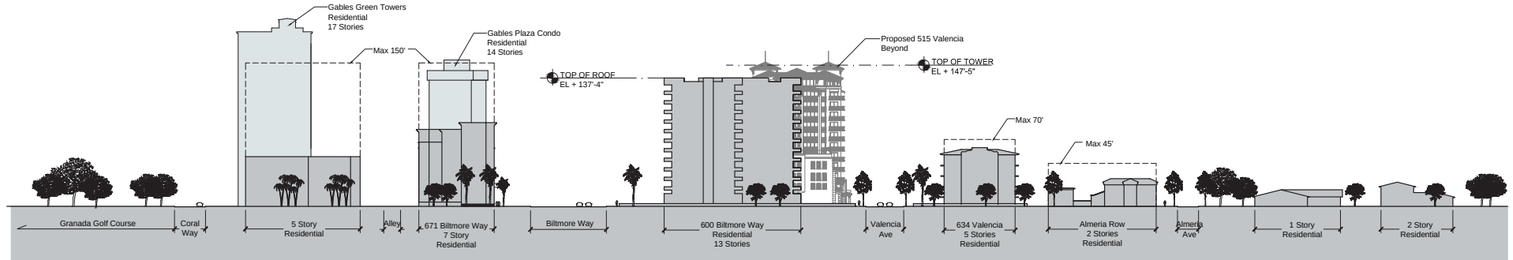
SHEET A3.2



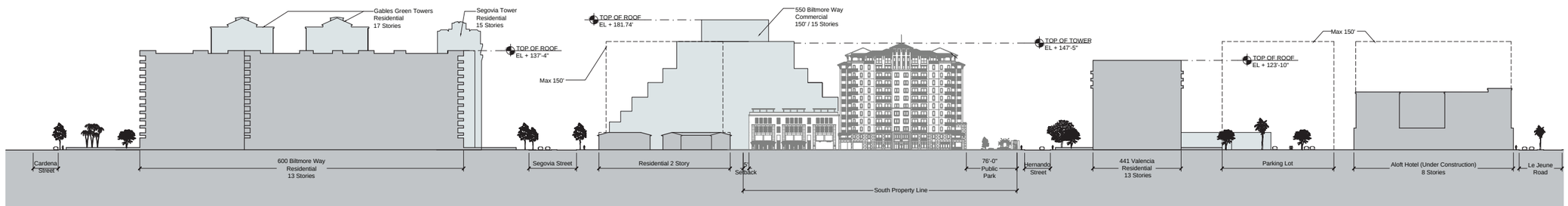
HERNANDO STREET PROFILE (LOOKING WEST)
NTS



SEGOVIA STREET PROFILE (LOOKING EAST)
NTS



CARDENA STREET PROFILE (LOOKING EAST)
NTS



VALENCIA AVENUE PROFILE (LOOKING NORTH)
NTS

PLANNING AND ZONING 12-02-2016

HAMED RODRIGUEZ ARCHITECT, INC.
3300 MARY STREET SUITE #306, COCONUT GROVE, FL 33133
P 305 529 9967
www.hamedrodriguez.com
HAMED RODRIGUEZ ARCHITECT
AR 93201
AA 0002034

REV.	DATE	COMMENT

PROPOSED RESIDENTIAL BUILDING FOR:

515 VALENCIA AVE.

515 VALENCIA AVE. CORAL GABLES, FLORIDA

Property Owner
TM Residential Group, LLC
Suite 410
2665 South Bayshore Drive
Coconut Grove, FL 33133
305-854-2552

COMM. NO.:	001627.00
ISSUE DATE:	10-28-16
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CHECKED BY:	HR

SHEET A-3.3

PLANNING AND ZONING 12-02-2016

SHEET

A3.4

COMM. NO.:	001627.00
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CHECKED BY:	HR

Property Owner

TM Residential Group, LLC
Suite 410
2665 South Bayshore Drive
Coconut Grove, FL 33133
305-854-2552

PROPOSED RESIDENTIAL BUILDING FOR:

515 VALENCIA AVE.

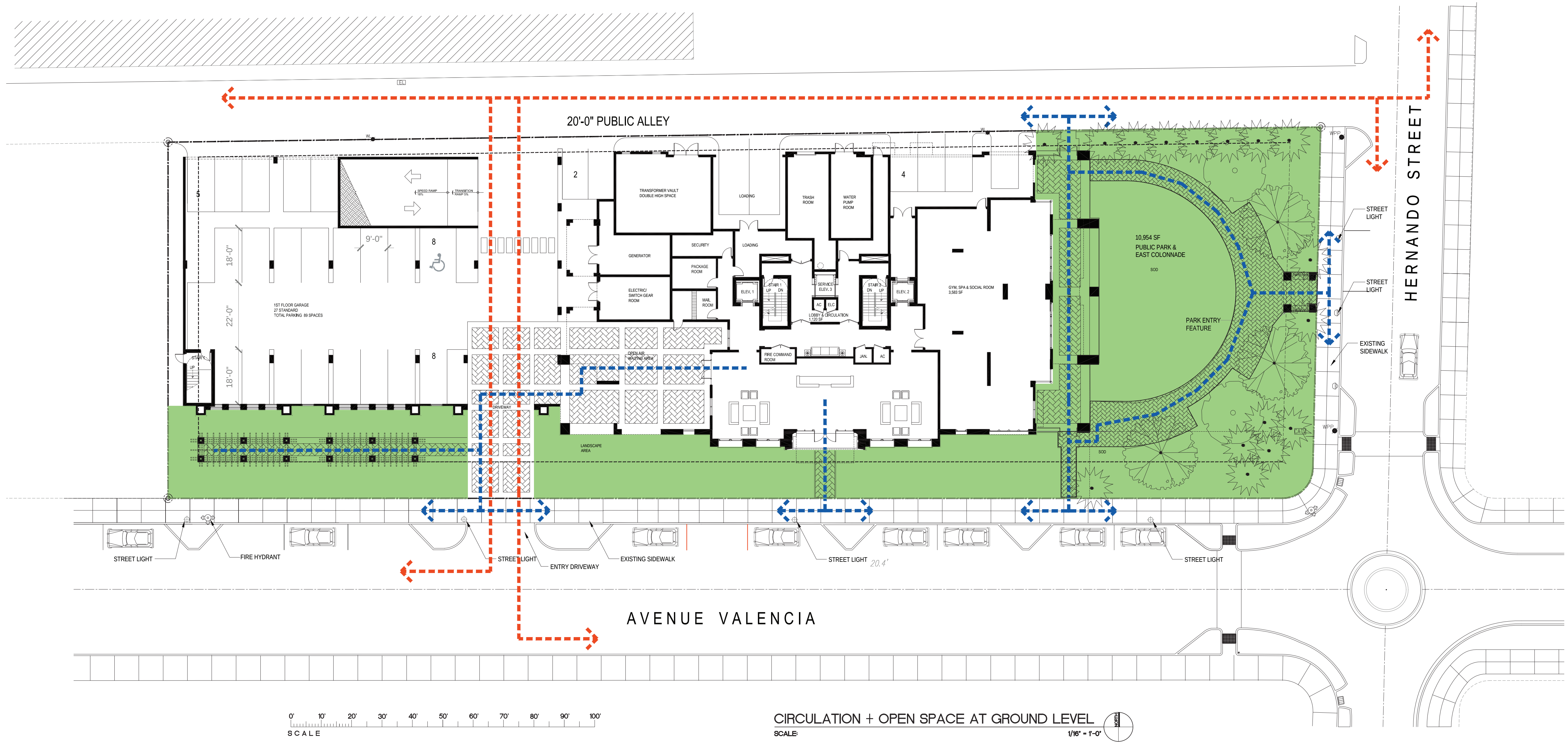
515 VALENCIA AVE. CORAL GABLES, FLORIDA

REV.	DATE	COMMENT

HAMED RODRIGUEZ ARCHITECT INC.

HAMED RODRIGUEZ ARCHITECT
AR92261
AA 26002264

3250 MARY STREET SUITE #305, COCONUT GROVE, FL 33133
P 305 529 9962
www.hamedrodriguez.com



CIRCULATION + OPEN SPACE AT GROUND LEVEL

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

LEGEND:

- VEHICULAR CIRCULATION
- PEDESTRIAN CIRCULATION
- OPEN SPACE

ON STREET PARKING EXISTING = 18 SPACES

ON STREET PARKING PROPOSED = 13 SPACES

HAMED RODRIGUEZ ARCHITECT INC.

REV.	DATE	COMMENT

PROPOSED RESIDENTIAL BUILDING FOR:

515 VALENCIA AVE.

515 VALENCIA AVE. CORAL GABLES, FLORIDA

Property Owner
TM Residential Group, LLC
Suite 410
2665 South Bayshore Drive
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305-854-2552

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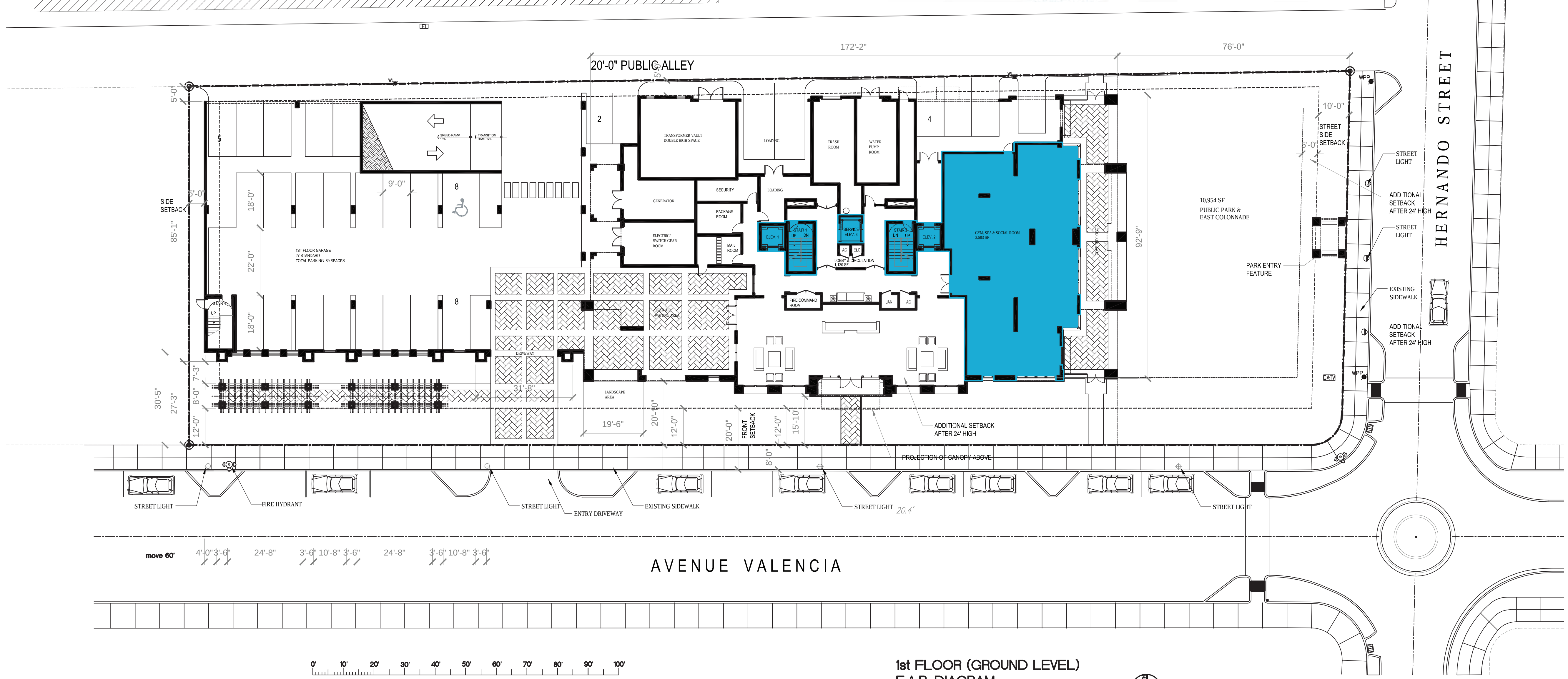
CHECKED BY:	HR

SHEET SK-0

PLANNING & ZONING 12-02-16

Floor	FAR (SF)	Included Items
1	3645	Gym, spa & social room, elevators, stairs,
2	9886	Units, stairs, interior corridors,
3	11372	Units, resident storage, stairs, interior corridors,
4	11372	Units, resident storage, stairs, interior corridors,
5	12204	Units, kids club, lounge, corridors, stairs, pool restrooms
6	12799	Units, corridors, stairs
7	12799	Units, corridors, stairs
8	12799	Units, corridors, stairs
9	12799	Units, corridors, stairs
10	12799	Units, corridors, stairs
11	12799	Units, corridors, stairs
12	9272	Units, corridors, stairs
	134545	Total FAR
		Max FAR at 3.0 = 135687 SF
		Surplus = 1142 SF



0' 10' 20' 30' 40' 50' 60' 70' 80' 90' 100'

SCALE

1st FLOOR (GROUND LEVEL) F.A.R. DIAGRAM

SCALE 1/16" = 1'-0"

LEGEND:

AREA COUNTED TOWARDS F.A.R.

PLANNING AND ZONING 12-02-16

HAMED RODRIGUEZ ARCHITECT INC.

REV.	DATE	COMMENT

PROPOSED RESIDENTIAL BUILDING FOR:

515 VALENCIA AVE.

515 VALENCIA AVE. CORAL GABLES, FLORIDA

Property Owner
TM Residential Group, LLC
Suite 410
2665 South Bayshore Drive
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305-854-2552

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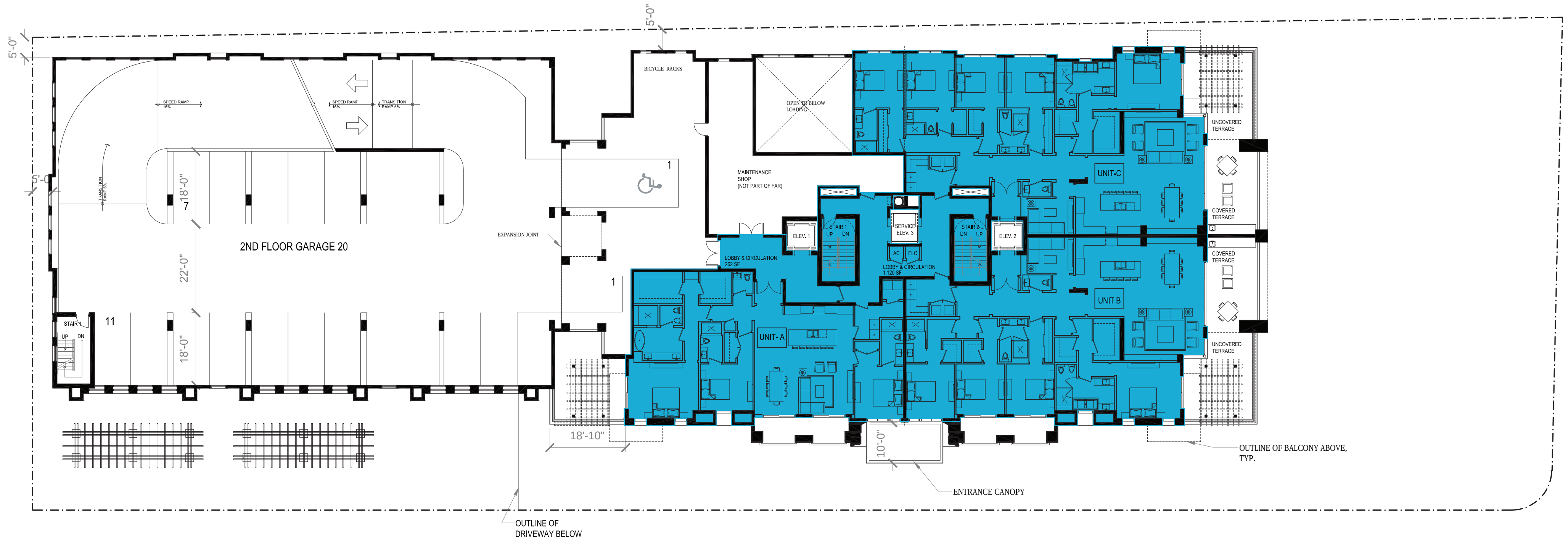
SCALE:	AS NOTED
DRAWN BY:	HRA
CHECKED BY:	HR

SHEET SK-1



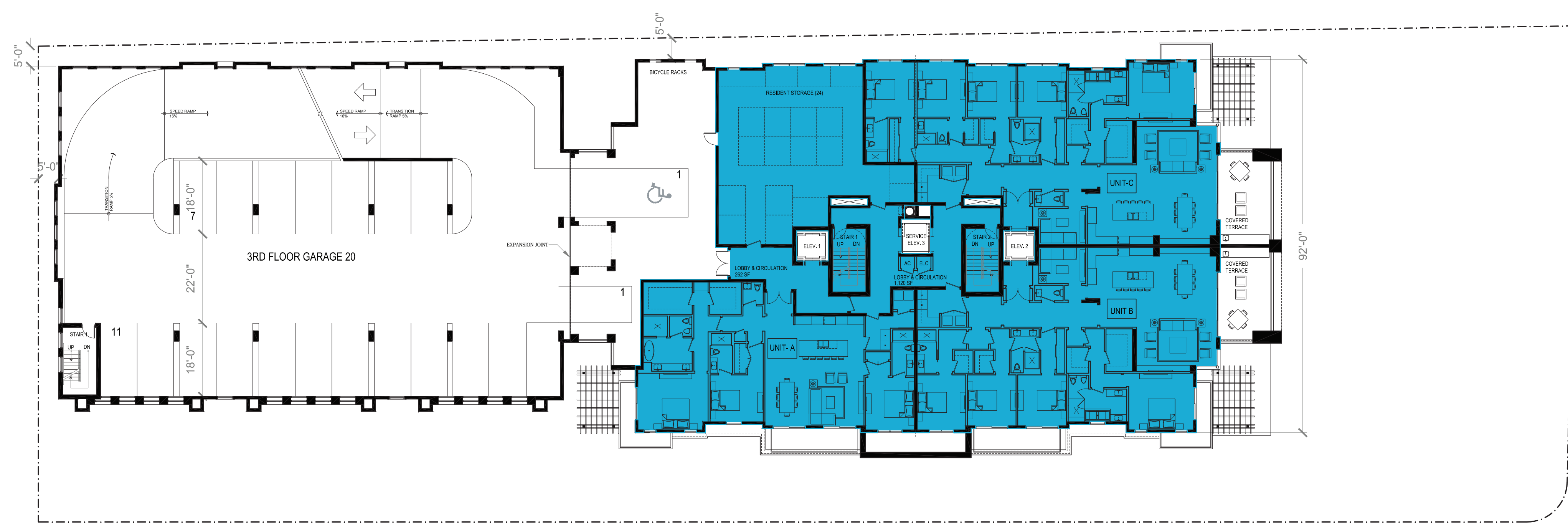
SCALE

2nd FLOOR F.A.R. DIAGRAM

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

LEGEND:

AREA COUNTED TOWARDS F.A.R.



SCALE

3rd FLOOR F.A.R. DIAGRAM

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

LEGEND:

AREA COUNTED TOWARDS F.A.R.

PLANNING & ZONING 12-02-16

HAMED RODRIGUEZ ARCHITECT INC.

REV.	DATE	COMMENT

PROPOSED RESIDENTIAL BUILDING FOR:

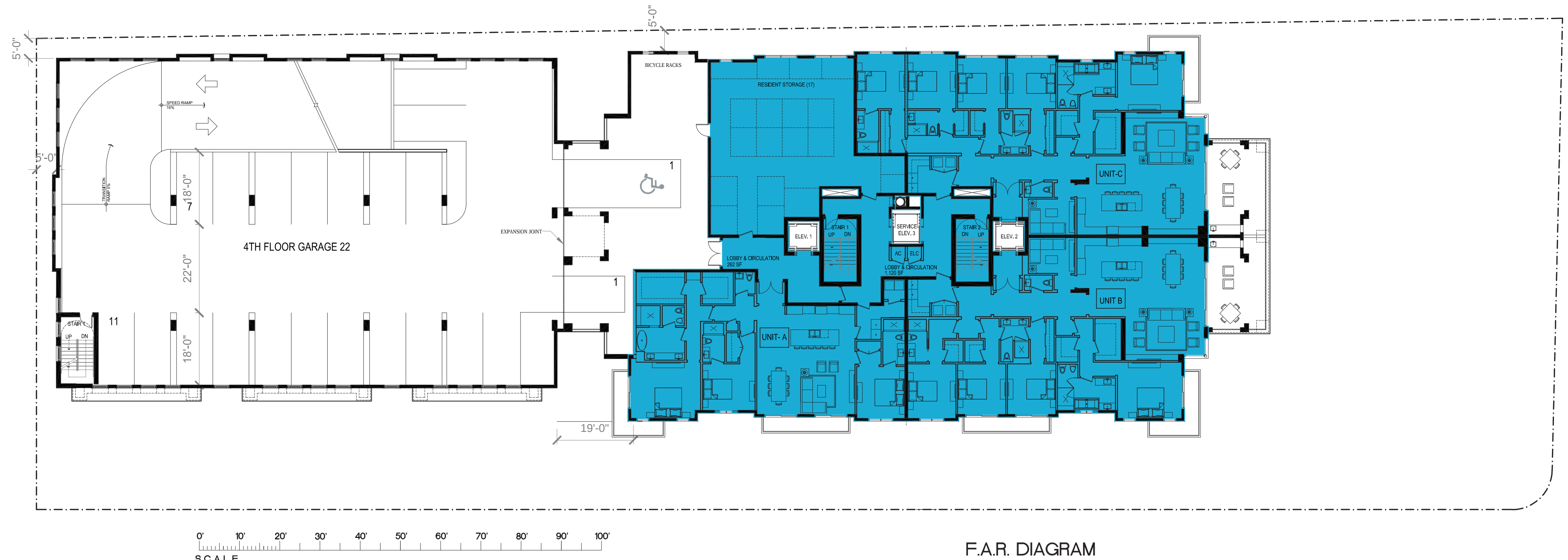
515 VALENCIA AVE.

515 VALENCIA AVE. CORAL GABLES, FLORIDA

Property Owner
TM Residential Group, LLC
Suite 410
2665 South Bayshore Drive
Coconut Grove, FL 33133
305-854-2552

COMM. NO.: 001627.00
ISSUE DATE: 10-28-16
PLOT DATE: 10-28-16
SCALE: AS NOTED
DRAWN BY: HRA
CHECKED BY: HR

SHEET SK-2

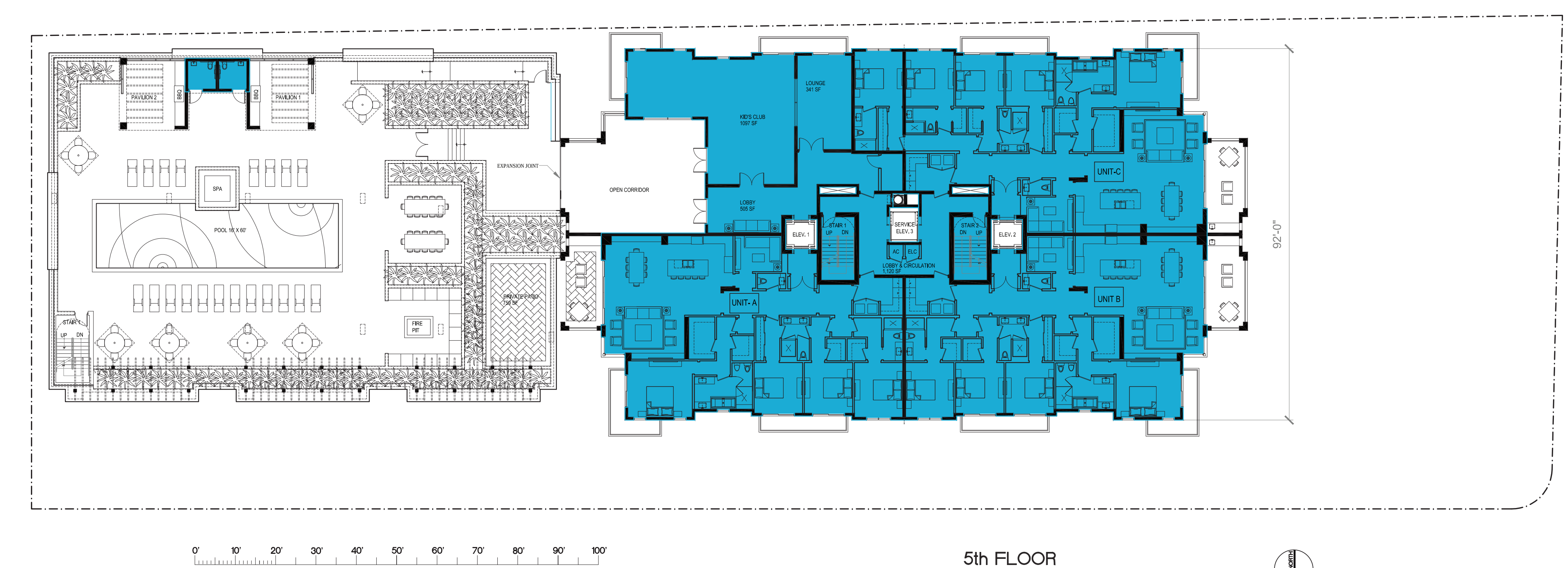


F.A.R. DIAGRAM
4th FLOOR

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

LEGEND:

AREA COUNTED TOWARDS F.A.R.



5th FLOOR

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

LEGEND:

AREA COUNTED TOWARDS F.A.R.

PLANNING & ZONING 12-02-16

HAMED RODRIGUEZ ARCHITECT INC.

REV.	DATE	COMMENT

PROPOSED RESIDENTIAL BUILDING FOR:

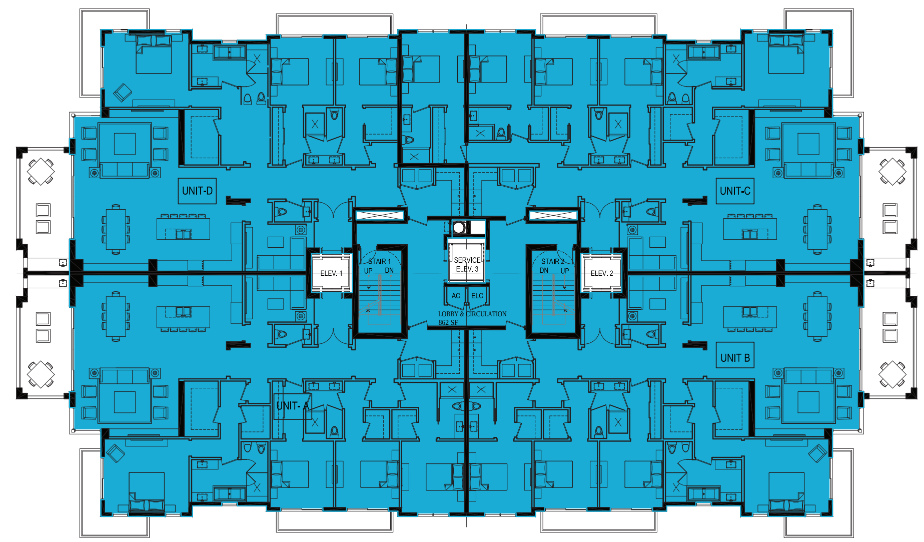
515 VALENCIA AVE.

515 VALENCIA AVE. CORAL GABLES, FLORIDA

Property Owner
TM Residential Group, LLC
Suite 410
2665 South Bayshore Drive
Coconut Grove, FL 33133
305-854-2552

COMM. NO.: 001627.00
ISSUE DATE: 10-28-16
PLOT DATE: 10-28-16
SCALE: AS NOTED
DRAWN BY: HRA
CHECKED BY: HR

SHEET SK-3

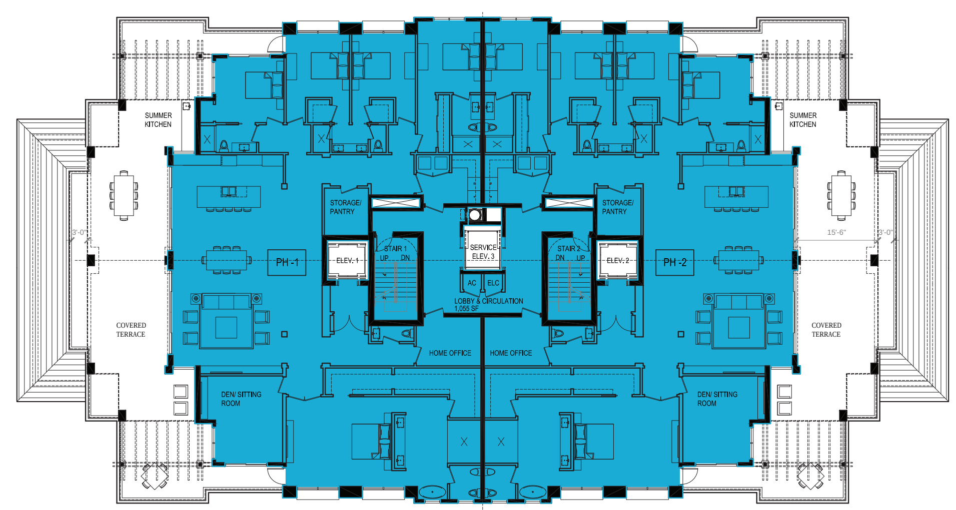


6th - 11th FLOOR

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

LEGEND:

AREA COUNTED TOWARDS F.A.R.



12th FLOOR

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

LEGEND:

AREA COUNTED TOWARDS F.A.R.

PLANNING & ZONING 12-02-16

HAMED RODRIGUEZ ARCHITECT INC.
3250 MARY STREET SUITE #305, COCONUT GROVE, FL 33133

REV.	DATE	COMMENT

PROPOSED RESIDENTIAL BUILDING FOR:

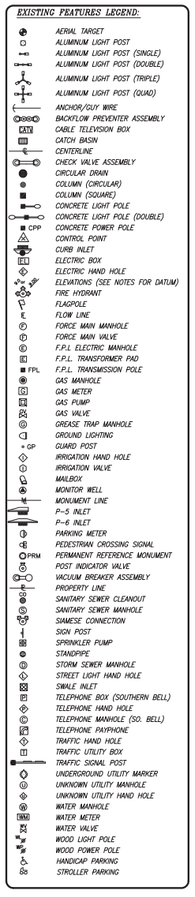
515 VALENCIA AVE.

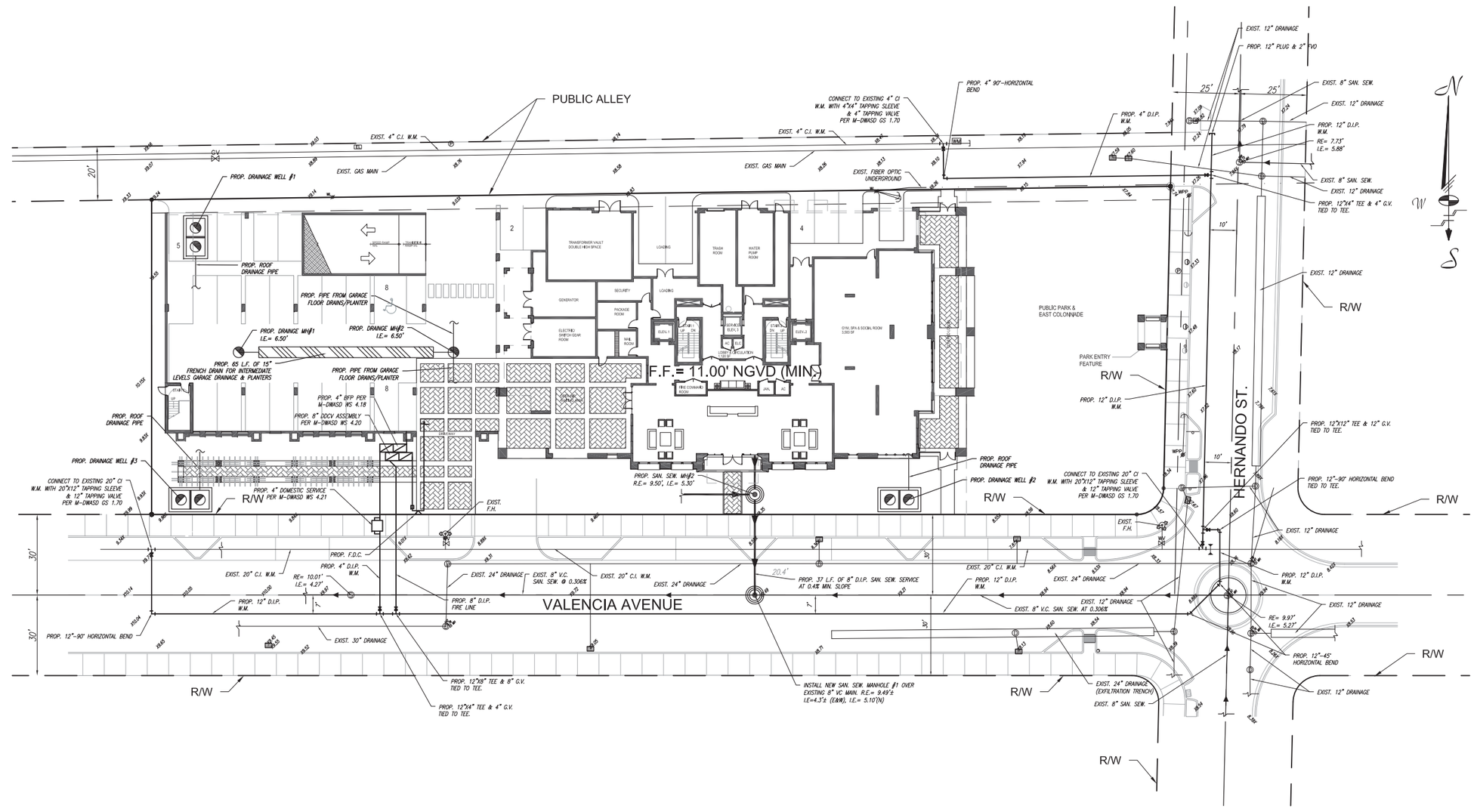
515 VALENCIA AVE. CORAL GABLES, FLORIDA

Property Owner
TM Residential Group, LLC
Suite 410
2665 South Bayshore Drive
Coconut Grove, FL 33133
305-854-2552

COMM. NO.: 001627.00
ISSUE DATE: 10-28-16
PLOT DATE: 10-28-16
SCALE: AS NOTED
DRAWN BY: HRA
CHECKED BY: HR

SHEET SK-4





Preliminary Civil Plan

Digitally signed by Hernando J Navas
DN: c=US, o=IdenTrust ACES Business Representative, ou=SCHWEBKE-SHISKIN AND ASSOCIATES INC., cn=Hernando J Navas, 0.9.2342.19200300.100.1.1=A01098000000155 9DCBE2B10000452A
Date: 2016.11.23 14:00:40 -05'00'

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)

1 INCH = 20 FT

Schwebke-Shiskin & Associates, Inc.
CA#87 LAND SURVEYORS LB#87
3240 CORPORATE WAY ENGINEERS PLANNERS
MIRAMAR, FLORIDA 33025
TEL: (954)435-2010 FAX: (954)438-3288

Drawn By: H.J.N. Date: 12/06/14
Checked By: H.J.N. Date: 12/06/14
Scale: 1" = 20'
Order No. 000000 FB. Sketches & 00000 Pg.00
File No.

SECTION 17-54-41

515 Valencia Avenue
515 Valencia Avenue
Coral Gables, Florida 33134

Property Owner
TM Residential Group, LLC
Suite 410
2665 South Bayshore Drive
Coconut Grove, FL 33133
305-854-2552

NO.	DESCRIPTION:	DATE:
1	REVISE BACKGROUND	H.J.N.

DRAWING HISTORY:

PROJECT NUMBER:

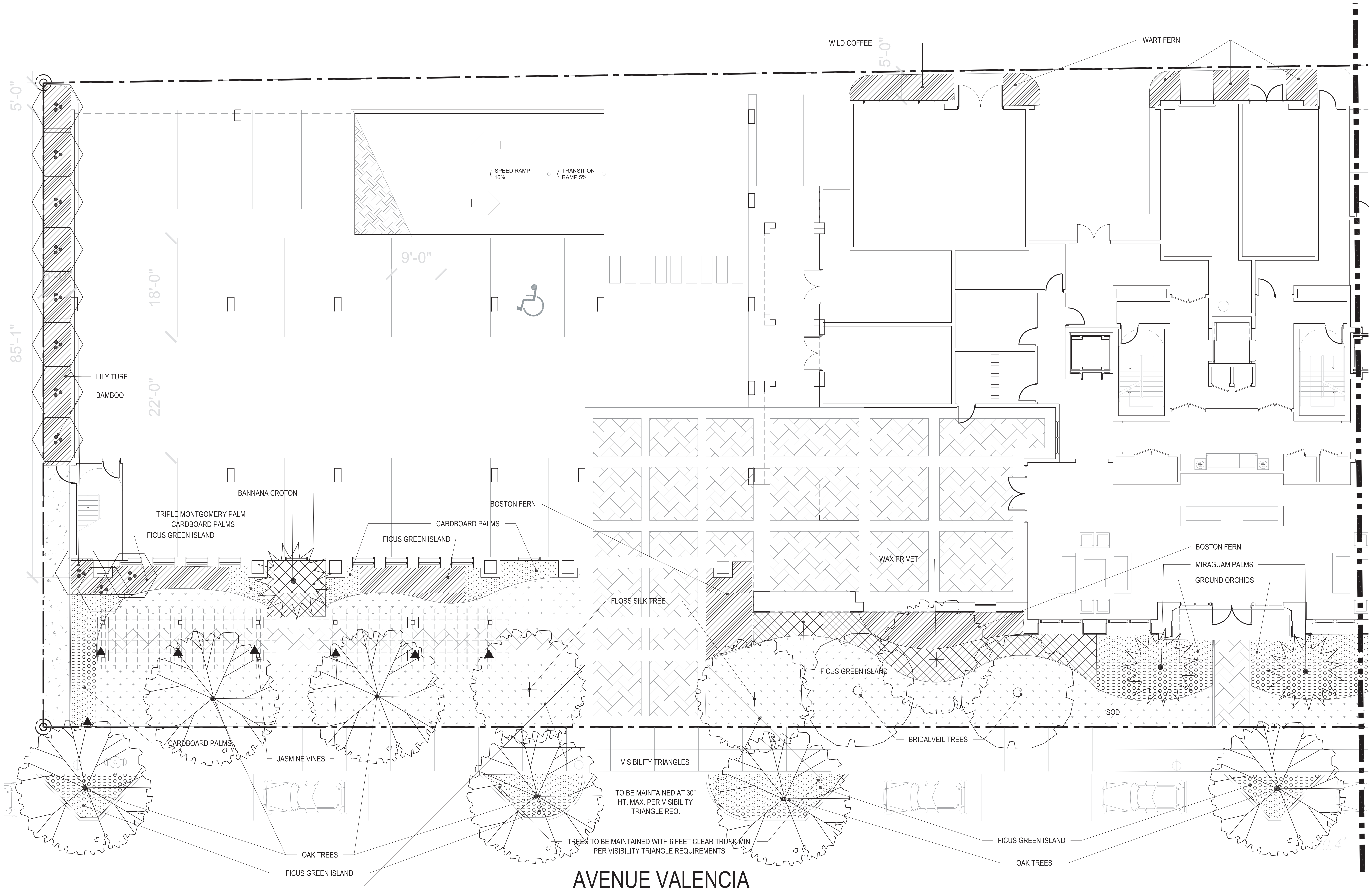
REGISTRATION: CA# 87

☐HERNANDO J. NAVAS, P.E.# 50635
THIS ITEM HAS BEEN ELECTRONICALLY SIGNED & SEALED BY HERNANDO J. NAVAS, P.E. ON 11-23-16 USING A DIGITAL SIGNATURE (CA#87)
PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

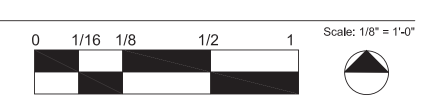
HERNANDO J. NAVAS LICENSE No. 50635 STATE OF FLORIDA PROFESSIONAL ENGINEER

SHEET NUMBER:

C-1



1 PLANTING PLAN WEST



PLANNING & ZONING 12-02-16

HAMED RODRIGUEZ ARCHITECT INC.

HAMED RODRIGUEZ ARCHITECT
AR93261
AA 26002034

3250 MARY STREET SUITE #305, COCONUT GROVE, FL 33133
P 305 529 9867
www.hamedrodriguez.com

REV.	DATE	COMMENT

PROPOSED RESIDENTIAL BUILDING FOR:

515 VALENCIA AVE.

515 VALENCIA AVE. CORAL GABLES, FLORIDA

Property Owner
TM Residential Group, LLC
Suite 410
2665 South Bayshore Drive
Coconut Grove, FL 33133
305-854-2552

COMM. NO.:	001627.00
ISSUE DATE:	10-28-16
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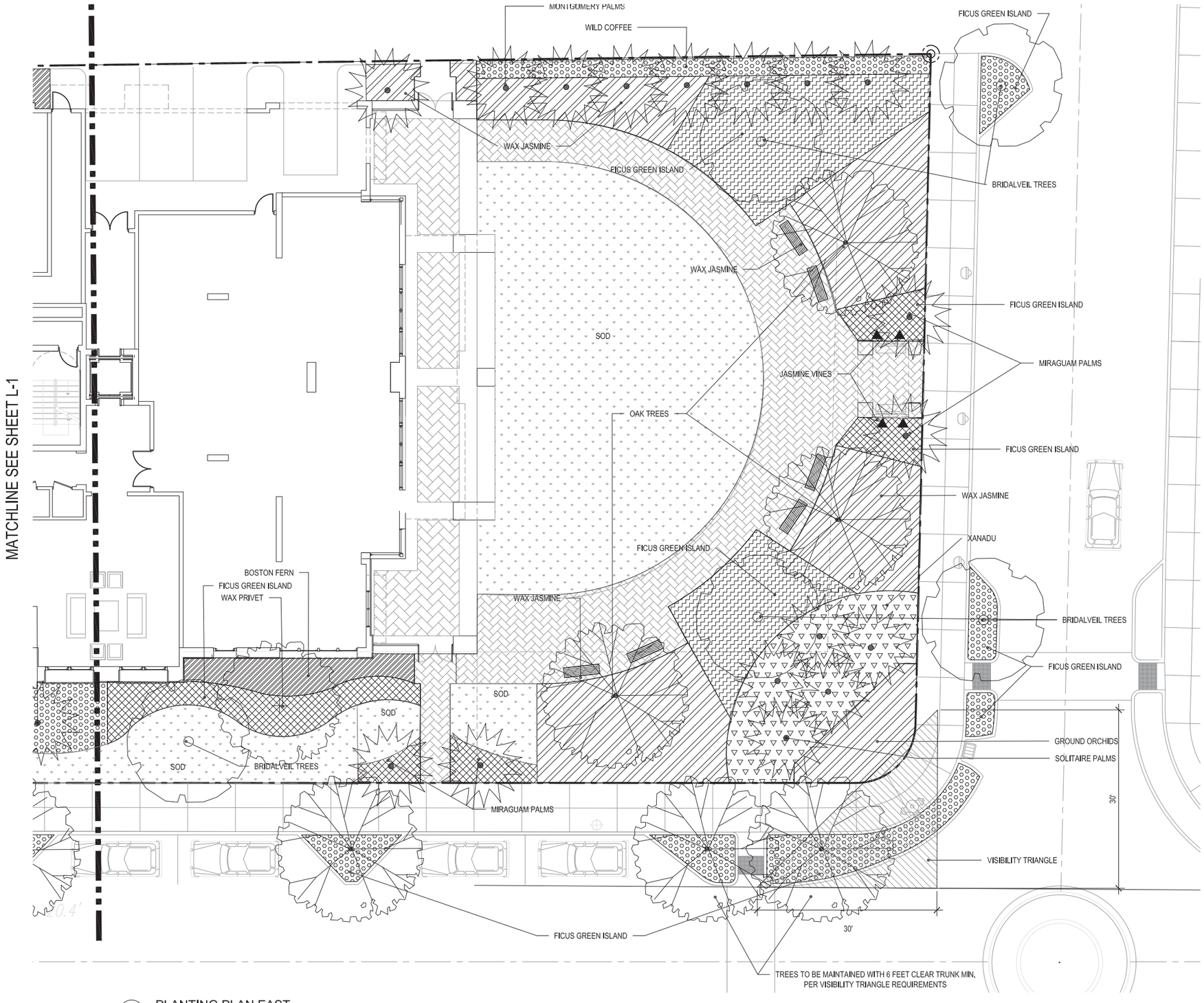
SCALE:	AS NOTED
DRAWN BY:	HRA
CHECKED BY:	HR

SHEET L-1



1 PLANTING PLAN EAST

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

0 1/16 1/8 1/2 1

SCALE IN FEET

NORTH

PLANNING & ZONING 12-02-16

HAMED RODRIGUEZ ARCHITECT INC.
3250 MARY STREET SUITE #300, COCONUT GROVE, FL 33133
HAMED RODRIGUEZ ARCHITECT
LICENSE #
AA 26003204

REV.	DATE	COMMENT

PROPOSED RESIDENTIAL BUILDING FOR:

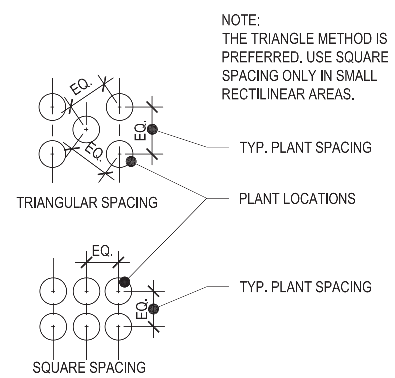
515 VALENCIA AVE.

515 VALENCIA AVE. CORAL GABLES, FLORIDA

Property Owner
TM Residential Group, LLC
Suite 440
2665 South Bayshore Drive
Coconut Grove, FL 33133
305-454-2552

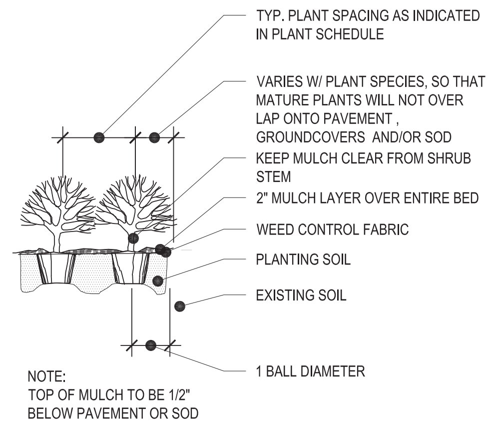
COMM. NO.:	001627.00
ISSUE DATE:	10-28-16
PLOT DATE:	10-28-16
SCALE:	AS NOTED
DRAWN BY:	HRA
CHECKED BY:	HR

SHEET L-2



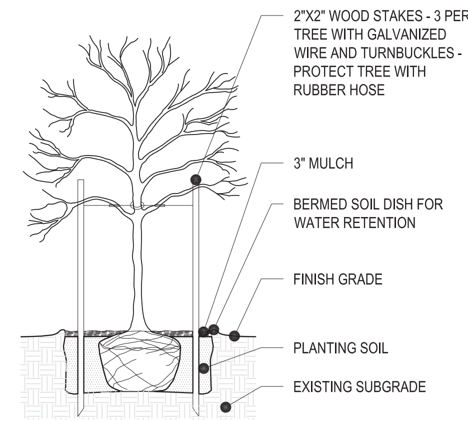
SHRUB AND GROUNDCOVER SPACING

Scale: 1/4"=1'-0"



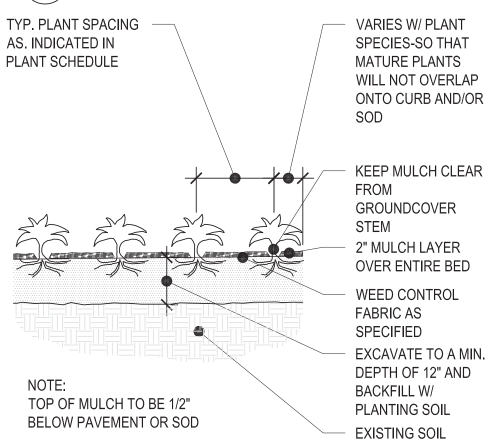
SHRUB PLANTING DETAIL

Scale: 1/4"=1'-0"



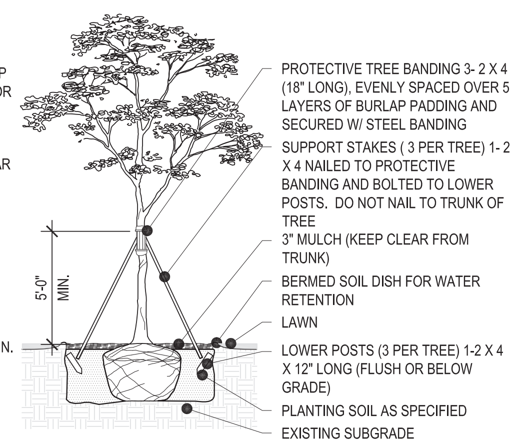
SMALL TREE PLANTING DETAIL

Scale: 1/4"=1'-0"



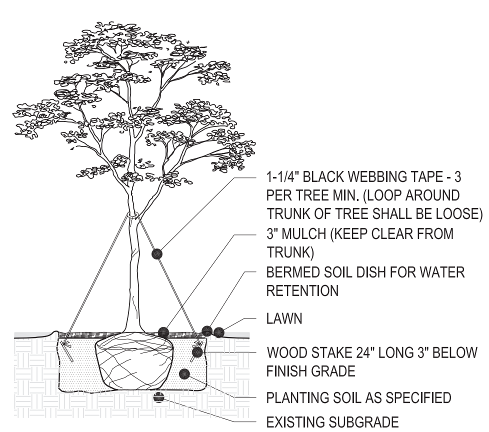
GROUNDCOVER PLANTING DETAIL

Scale: 1/4"=1'-0"



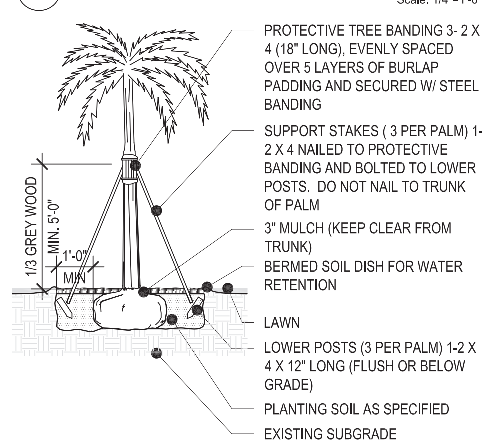
LARGE TREE PLANTING DETAIL

Scale: 1/4"=1'-0"



MEDIUM TREE PLANTING DETAIL

Scale: 1/4"=1'-0"



PALM PLANTING DETAIL - LAWN AREA

Scale: 1/4"=1'-0"

PLANT LIST

	SCIENTIFIC NAME	COMMON NAME	SPECIFICATIONS	NATIVE
LARGE TREES				
	Quercus virginiana	Live Oak	24' ht. min. x 8'-10' sp.min., 6" cal.min.,	Yes
BAMBOO				
	Bambusa spp.	Bamboo	18' oa. Ht. min., FULL	No
SMALL TREES				
	Caesalpinia granadillo	Bridalveil	12' ht. min. x 4'-5' spr. min.., 2-1/2" cal.min.	No
	Ligustrum japonicum	Wax Privet	12' ht. min. x 4'-5' spr. min.., 2-1/2" cal.min.	No
FLOWERING TREES				
	Chorisia speciosa	Floss Silk Tree	14'-16' ht. x 6'-7' sp., 3" cal., B&B	No
LARGE PALMS				
	Cocothrinax miraguama	Miraguama Palm	12' GW min., Matched	No
	Ptychosperma macarthurii	Mcarthur Palm	14'-16' ht. min., 5 trunk min., 7' CT	No
	Veitchia montgomeryana	Montgomery Palm	18' oa. ht., Matched	No
SMALL PALMS				
	Rhapis excelsa	Lady Palm	6' oa ht min, FULL, sun tolerant	No
SHRUBS				
1,500 SF	Philodendron 'Moonlight'	Moonlight Philodendron	24" ht. min., 30" oc	No
	Philodendron 'Xanadu'	Xanadu	18" ht. min., 30" oc	No
	Psychotria nervosa	Wild Coffee	24" ht. min., 24" oc	Yes
	Zamia furfuracea	Cardboard Palm	24" ht. min., 36" oc	No
GROUNDCOVERS				
4,500 SF	Codiaeum variegatum 'Banana'	Banana Croton	12" ht. min., 18" oc	No
	Ficus 'Green Island'	Green Island Ficus	12" ht. min., 18" oc	No
	Jasminum volubile	Wax Jasmine	18" ht. min., 24" oc	No
	Liriope muscari 'Evergreen Giant'	Lily Turf	12" ht. min., 18" oc	No
	Microsorum scolopendrium	Wart Fern	12" ht. min., 18" oc	No
	Nephrolepis exaltata	Boston Fern	18" ht. min., 18" oc	Yes
	Spathoglottis plicata	Ground Orchid	18" ht. min., 18" oc	No
VINES				
▲	Thunbergia grandiflora	Sky Vine	3' ht. min, Trained to trellis	No
	Trachelospermum jasminoides	Confederate Jasmine	3' ht. min, Trained to trellis	No
SOD				
	Stenotaphrum secundatum 'Floritam'	St. Augustine Floritam Sod	Solid Sod	

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2665 South Bayshore Drive
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305-854-2552

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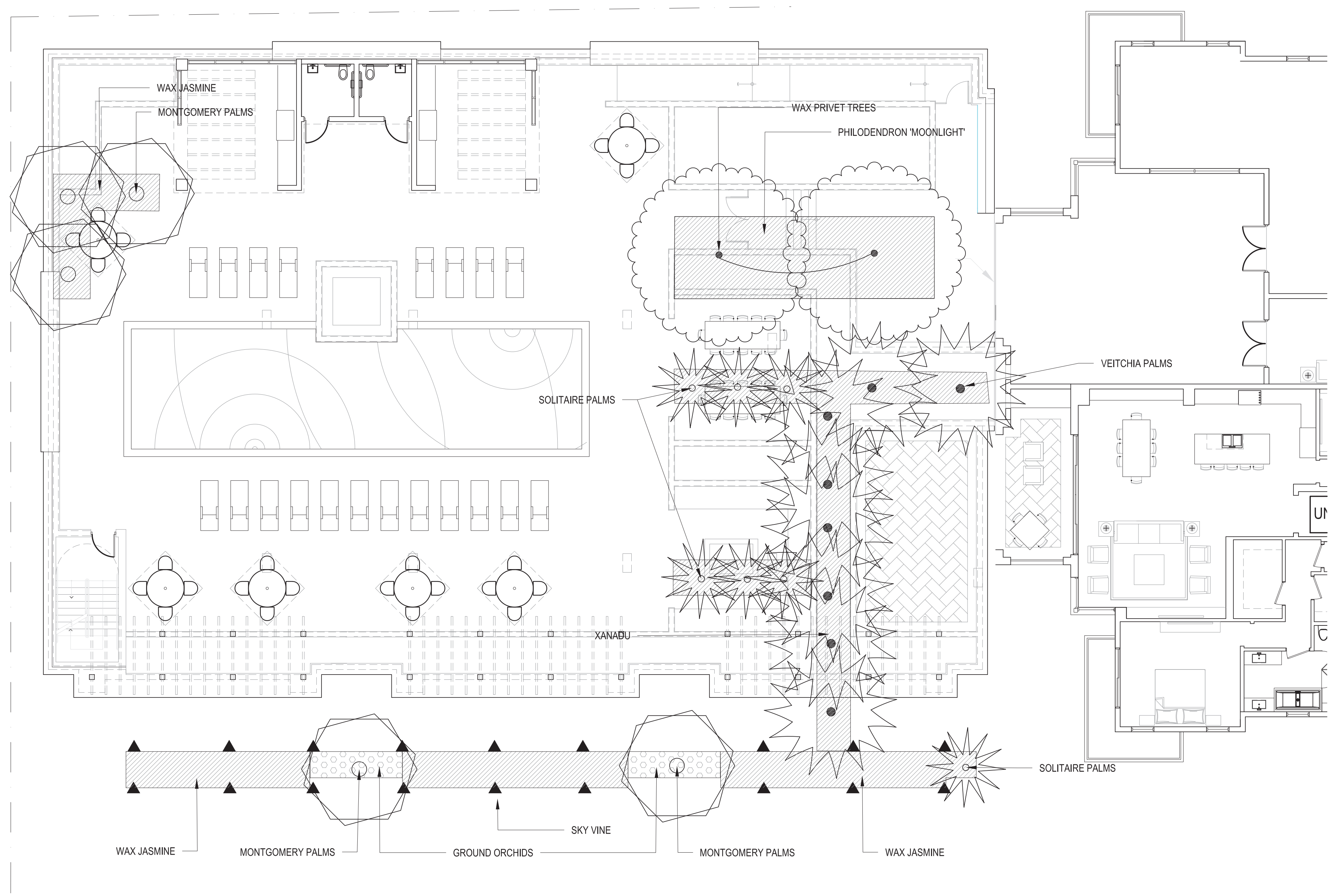
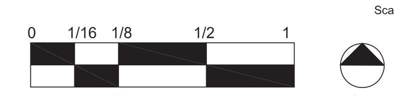
SHEET L-3

PLANNING & ZONING 12-02-16



1 PLANTING PLAN POOL DECK

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



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SHEET L-4

PLANNING & ZONING 12-02-16

LANDSCAPE NOTES:

1. GENERAL

1.01 Before changes or substitutions can be made due to unavailability of plant material, submit evidence of having undertaken methods of locating plant material that is acceptable to the Landscape Architect.
1.02 Evidence of inadequate protection following digging, carelessness in transit, or improper storage or handling shall be cause for rejection.
1.03 The Landscape Architect shall inspect all work for Substantial Completion upon notice of completion. Upon completion and reinspection of all repairs or renewals necessary in the judgement of the Landscape Architect, the Landscape Architect will recommend to the Owner the Acceptance of the work.
1.04 Following Acceptance, maintenance of the plant material shall become the Owners responsibility. The Contractor shall provide the Owner with a typewritten recommended maintenance program at the time of Acceptance. Make periodic inspections of the Owners maintenance during the guarantee period. Submit written report to the Owner of any corrective measures required to keep the guarantee valid.
1.05 All plant material shall be guaranteed for a period of one (1) year from the time of Acceptance.
1.06 Sod shall be guaranteed for a period of 90 days from the time of Acceptance. Replacement sod under this guarantee shall be guaranteed for an additional 90 days from the date of installation. Repair any damage caused by sod replacement at no cost to the Owner.
1.07 Plants shall be healthy, free of pests and disease, and in flourishing condition at the end of the guarantee period. Plants shall be free of dead and dying branches and branch tips, and shall bear foliage of normal density, size and color.
1.08 Replace dead plants and all plants not in a vigorous, thriving condition, as determined by the Landscape Architect, during and at the end of the guarantee period, without cost to Owner, as soon as weather conditions permit and within the specified planting period.
a. Replacements shall closely match adjacent specimens of the same species. Replacements shall be subject to all requirements stated in these specifications.
b. Make all necessary repairs caused by plant replacement activities.
c. The guarantee of all replacement plants shall extend for an additional one year period from the date of their acceptance after replacement. In the event that a replacement plant is not acceptable during or at the end of the said extended guarantee period, the Owner may elect either one more replacement, without guarantee, or credit for each item.
1.09 At the end of the guarantee period, the Landscape Architect will inspect the work for Final Acceptance. Upon completion of all repairs or replacements necessary, in the judgement of the Landscape Architect, the work will be recommended for Final Acceptance by the Owner.

II PRODUCTS

2.01 All plant material shall be Florida No. 1, as specified in the Grades and Standards for Nursery Plants, 2nd edition, February 1998 - unless otherwise noted.
2.02 All plant material shall meet or exceed the size requirements as specified in the plant list. No substitutions shall be accepted without the Landscape Architect's approval.
2.03 Contractor shall schedule with Landscape Architect a time in which to view plant material in the nursery prior to installation. The Landscape architect may choose to attach its seal to each plant or to a representative sample.
2.04 Planting soil shall consist of a mixture of 80% sand and 20% muck.
2.05 Mulch shall be shredded Grade "A" Eucalyptus as manufactured by AACTION Nursery Products or approved equal.
2.06 Fertilizer for planting shall be Agriform planting tablets 20-10-5 formula, 21 gram.
2.07 Fertilizer for sod shall be granular fertilizer having a 12-6-8 analysis.
2.08 Weed control fabric shall be Pro5 Weed barrier by Dewitt or approved equal.
2.09 Sod shall be free of weeds and the roots shall be thoroughly knit to the soil. At Substantial Completion all areas shall show a uniform stand of the specified grass in a healthy condition with no visible gaps or joints. Roll sod, except on pegged areas, with roller weighing no more than 150 lbs. per foot of roller width to eliminate air pockets. Sod shall be irrigated immediately before and/or after rolling. Topdressing to fill cracks and low spots shall be repeated throughout the guarantee period as needed.

III EXECUTION

3.01 Contractor is responsible for verifying all underground utilities and obtaining the necessary clearances prior to planting.
3.02 Contractor shall examine subgrade and rough grade before planting and alert Landscape Architect of any unacceptable subgrade or rough grade.
3.03 Subgrade of planting areas shall be loosened or scarified to a minimum depth of 3 inches prior to spreading planting soil. Subgrade shall be brought to true and uniform grade and shall be cleared of stones greater than 1 inch, sticks and other extraneous material.
3.04 Individual trees, palms and shrub and groundcover bed outline areas shall be staked by the contractor in ample time to allow for inspection by Landscape Architect prior to planting.
3.05 All areas to receive planting shall be prepared with planting soil.
3.06 All areas to receive sod shall have a minimum of 2" of topsoil.
3.07 All new trees, palms, shrubs and groundcover plantings shall be amended with soil moisturizer. Soil moisturizer shall be "Terrasorb", manufactured by Industrial International or approved equal.
3.08 Soil moisturizer shall be added in the following quantities:
a. For trees and palms up to 36 inch dia. root ball: Use one 3 oz. packet
b. For trees and palms with root ball larger than 36 inch dia.: Use two 3 oz. packets
c. For bedding areas: Use one 3 oz. packet for every 20 S.F. of planting area with packets placed at 3 ft. depth, or as deep as practicable.
3.09 New trees, palms, shrubs and groundcovers shall be fertilized in accordance with manufacturers recommendations.
3.10 Sodded areas shall be fertilized with granular fertilizer at a rate of 12 lbs per 1000 S.F. of lawn and in accordance with the manufacturer's recommendations.
3.11 All planted areas are to receive a 2" layer of mulch.
3.12 Weed control fabric shall be installed as per manufacturer's recommendations.
3.13 All trees and palms shall be staked or guyed immediately after planting. Guying and staking shall be done in accordance with details and all local practices. No nails, screws or wiring shall penetrate the outer surface of the trees and palms.
3.14 Contractor shall maintain all plant material including sod until Acceptance. Maintenance shall consist of mowing, edging, pruning, watering, weeding, mulching, removal of dead material, repairing and replacing of tree stakes, tightening and repairing of guys, resetting plants to proper grades and upright position, and furnishing and applying such sprays as are necessary to keep plants free of insects and disease, and in a healthy growing condition.
3.15 The Contractor shall remove staking and guying materials according to the following schedule:
a. Palms, nine months after Substantial completion, or after hurricane season of the corresponding year which ever occurs later.
b. Trees, six months after substantial completion, or after hurricane season of the corresponding year which ever occurs later.
23. All areas within the Limit of Work and impacted by construction shall be sodded.

NOTE : Property shall be equipped with an automatic irrigation System with a rain sensor device for water conservation.

PLANNING & ZONING 12-02-16

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SHEET L-5

ILLUSTRATIVE LANDSCAPE CONCEPT ELEVATION

LANDSCAPE CONCEPT ELEVATION - GARAGE FRONTAGE

LANDSCAPE CONCEPT ELEVATION - ENTRANCE & GROUNDFLOOR

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CURTIS + ROGERS
DESIGN STUDIO INC
Landscape Architecture
7520 S RED ROAD, SUITE M
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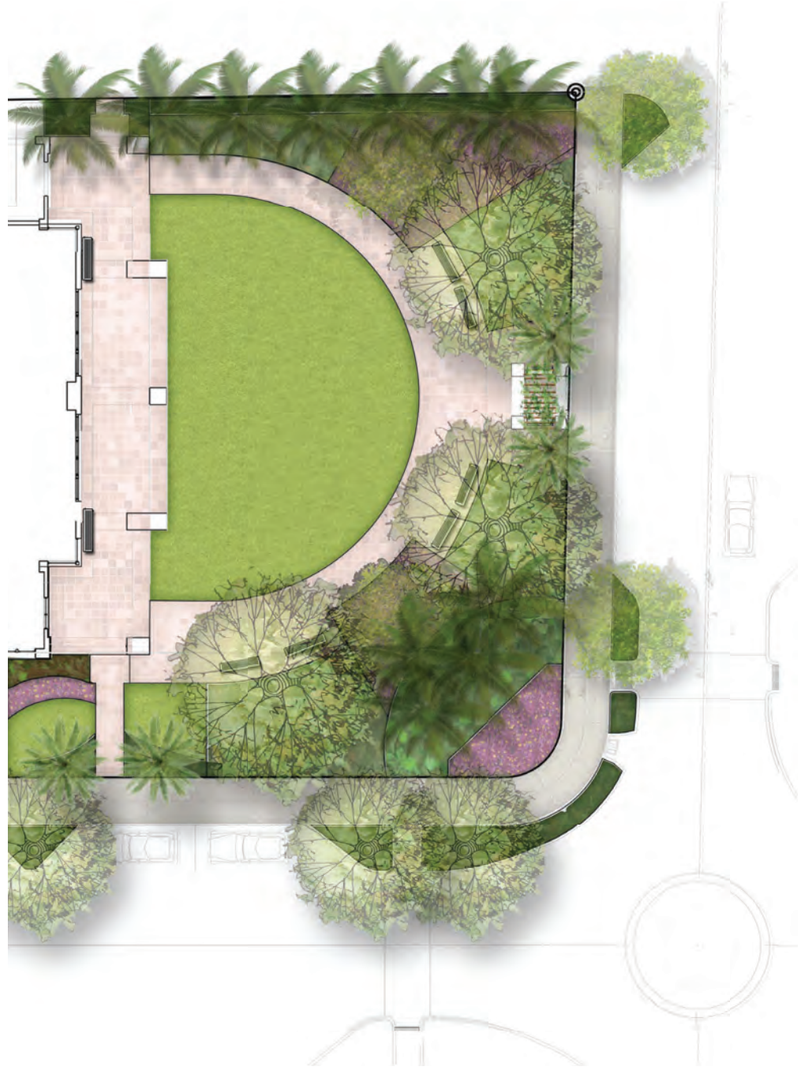
PLANNING & ZONING 12-02-16

SHEET L-6

ILLUSTRATIVE PARK PERSPECTIVE



ILLUSTRATIVE PARK PLAN

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SHEET L-7

Macarthur palm
Ptychosperma macarthurii

Montgomery Palm
Veitchia montgomeryana

Solitaire Palm
Ptchosperma elegans

Miraguam Palm
Cocothrinax miraguama

Live Oak
Quercus virginiana

Wax Privet
Ligustrum japonicum

Silk Floss Tree
Chorisia Speciosa

Bridalveil
Caesalpinia granadillo

PLANT SELECTION

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SHEET L-8

Ficus Green Island
Ficus 'Green Island'

Lilyturf
Liriope muscari

Boston Fern
Nephrolepis exaltata

Cardboard Palm
Zamia furfuracea

Wild Coffee
Psychotria nervosa

Ground Orchid
Spathoglottis plicata

Bannana Croton
Codaieum variegatum 'Bannana'

Wart Fern
Microsorum scolopendia

PLANT SELECTION

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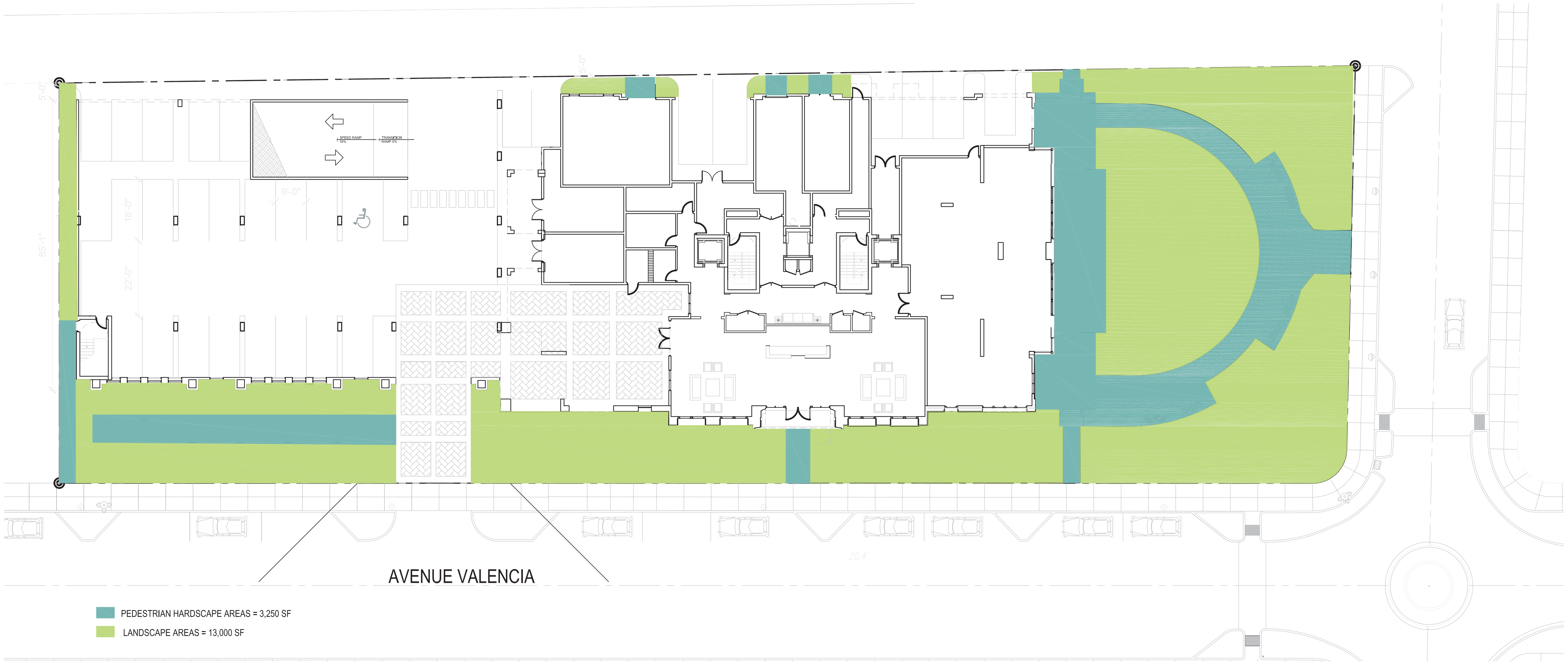
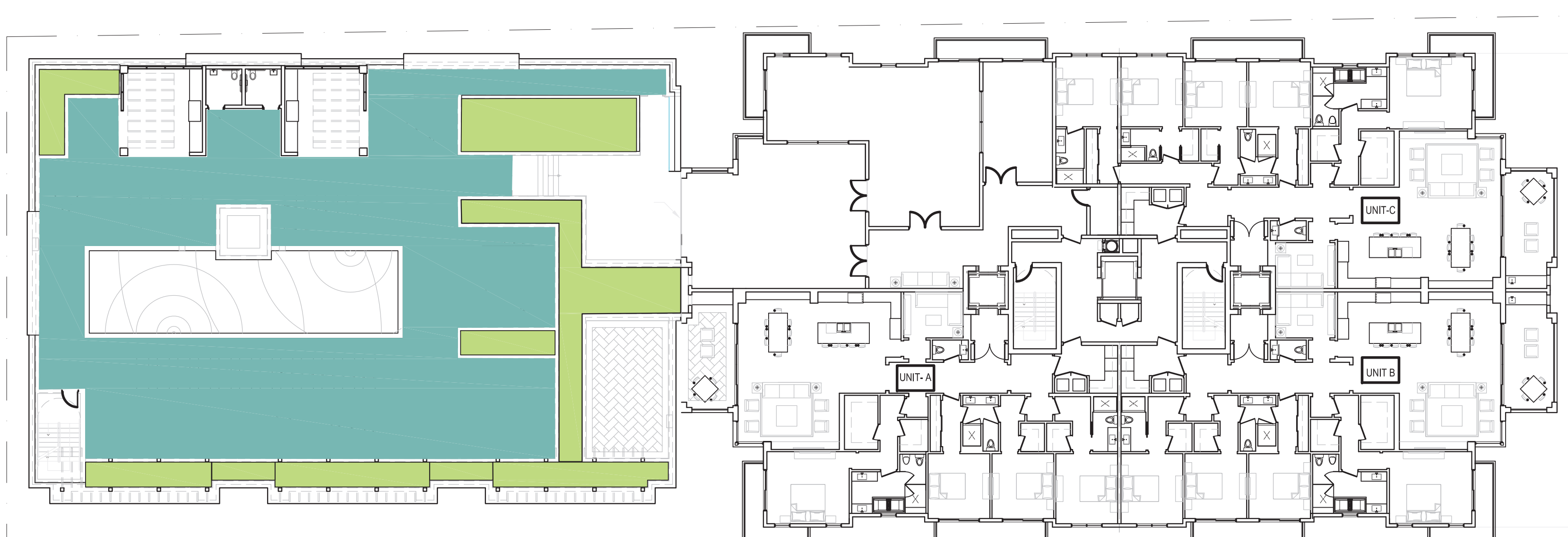
SHEET L-9



1 OPEN SPACE - LANDSCAPE AREAS - GROUND LEVEL

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



PEDESTRIAN HARDSCAPE AREAS = 6,170 SF

LANDSCAPE AREAS = 1,590 SF

1 OPEN SPACE - LANDSCAPE AREAS - POOL DECK

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

0 8 16 32 64

SCALE IN FEET

NORTH

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SHEET L-10

VILLA VALENCIA

Traffic Study

David Plummer & Associates

Prepared By:
David Plummer & Associates

Prepared For:
TM Residential, LLC

Prepared In:
November 2016

DPA Job #:
14181

TABLE OF CONTENTS

LIST OF EXHIBITS

EXECUTIVE SUMMARY

The Villa Valencia project will be located at the northwest corner of Valencia Avenue / Hernando Street in Coral Gables, Florida. The proposed development will replace existing 34 apartment units with 38 residential condo units. Access to and from the site will be provided on a two-way driveway located on Valencia Avenue. This traffic study is consistent with the methodology previously discussed with and agreed to by the city of Coral Gables Public Works Department. For the purpose of this traffic study, project buildout is anticipated in 2018.

An assessment of the traffic impacts associated with the proposed project was performed in accordance with the requirements of the city of Coral Gables. The analysis shows that the project would not adversely impact the roadway links and intersections that were analyzed within the study area. Although project traffic impacts are *de minimis*, the project is proposing to implement various off-site traffic calming and pedestrian improvements.

1.0 INTRODUCTION

1.1 Project Background

The Villa Valencia project will be located at the northwest corner of Valencia Avenue / Hernando Street in Coral Gables, Florida (See Exhibit 1). The proposed development will replace existing 34 apartment units with 38 residential condo units. Access to and from the site will be provided on a two-way driveway located on Valencia Avenue. See Appendix A for site plan. This traffic study is consistent with the methodology previously discussed with and agreed to by the city of Coral Gables Public Works Department. For the purpose of this traffic study, project buildout is anticipated in 2018.

1.2 Study Objective

The purpose of the study is to provide a traffic study that meets the requirements of the city of Coral Gables for the project. This study includes vehicular flow, trip generation, and roadway and intersection analyses.

VILLA VALENCIA

TRAFFIC STUDY

Project Location

Exhibit 1

Location Map

NORTH

MAP NOT TO SCALE

1.3 Study Area and Methodology

The analysis undertaken follows the study methodology previously discussed with and approved by the city of Coral Gables Public Works Department (See Appendix B). A synopsis of the methodology is as follows:

- Traffic Counts (Intersections) – Two-hour turning movement counts will be collected for the AM (7-9 AM) and PM (4-6 PM) hours on a typical weekday at the following intersections:
    - Biltmore Way / Segovia Street (R)
    - Biltmore Way / Hernando Street (S)
    - Valencia Avenue / Segovia Street (S)
    - Valencia Avenue / Hernando Street (MC)
    - Valencia Avenue / LeJeune Road (S)

S= Signalized
U=Un-signalized
R=Roundabout
MC=Mini Circle

- Traffic Counts (Segments) - 48-hour machine counts, summarized at 15-minute intervals, will be taken during a typical weekday (Tuesday through Thursday only) at the following roadway segments:
    - Biltmore Way between Segovia Street and Hernando Street
    - Valencia Avenue between Hernando Street and LeJeune Road

- Signal Location and Timing – Existing signal phasing and timing for the signalized intersection will be obtained from Miami-Dade County.

- Trip Generation – project trips will be estimated using trip generation information published by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition.

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

- Background Traffic - Available Florida Department of Transportation (FDOT) and Miami-Dade County (MDC) counts will be consulted to determine a growth factor consistent with

historical annual growth in the area. The growth factor will be applied to the existing traffic volumes to establish background traffic

- Future Transportation Projects – The 2013 TIP and the 2035 LRTP will be reviewed and considered in the analysis at project build-out.

- Committed Developments – the city will be consulted to determine any committed development within a ½ -mile radius of the project site.

- Intersection analysis will be done using Highway Capacity Software (HCS) based on the 2010 Highway Capacity Manual (HCM). Operation analysis at driveways providing access to/from the site will also be conducted.

- Link / Segment capacity will be estimated using generalized vehicular capacities from the latest FDOT LOS Manual, or other acceptable equivalent.

2.0 DATA COLLECTION

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

2.1 Roadway Characteristics

Valencia Avenue

Valencia Avenue is a local roadway that provides east/west access within the study area. Within the study area, Valencia Avenue is a two-way, two-lane, undivided roadway. On-street parallel parking is provided on the both side of the roadway. The city of Coral Gables operates and maintains Valencia Avenue. The posted speed limit is 30 mph.

Hernando Street

Hernando Street is a local roadway that provides north/south access within the study area. Hernando Street is a two-way, two-lane, undivided roadway with on-street parking on both sides of the roadway. The city of Coral Gables operates and maintains Hernando Street. The speed limit is not posted within the study limits.

Biltmore Way

Biltmore Way is a local roadway that provides east/west access within the study area. Biltmore Way is a two-way, four-lane, undivided roadway with on-street angle parking on both sides of the roadway. The city of Coral Gables operates and maintains Biltmore Way. The speed limit is 30 mph.

Segovia Street

Segovia Street is a collector roadway that provides north/south access within the study area. Segovia Street is a two-way, two-lane, divided roadway. On-street parking is prohibited. Bike lanes are provided in both directions. The city of Coral Gables operates and maintains Segovia Street. The posted speed limit is 30 mph.

LeJeune Road

LeJeune Road is a major arterial that provides north/south access throughout Miami-Dade County. LeJeune Road is a two-way, four-lane, divided roadway. On-street parking is prohibited. FDOT has jurisdiction on this roadway. The speed limit is 40 mph.

2.2 Traffic Counts

Forty-eight hour traffic machine counts were collected on June 24 through June 25, 2014 at Biltmore Way and Valencia Avenue. Vehicle turning movement counts were taken on June 24, 2014 at the study intersections during the AM and PM peak periods. The counts were adjusted to reflect average annual daily traffic conditions using the latest weekly volume adjustment factors were obtained from FDOT. Weekly volume adjustment factor of 1.02 (Miami-Dade County South) corresponding to the dates of the counts were used. Traffic counts are provided in Appendix C.

2.3 Intersection Data

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

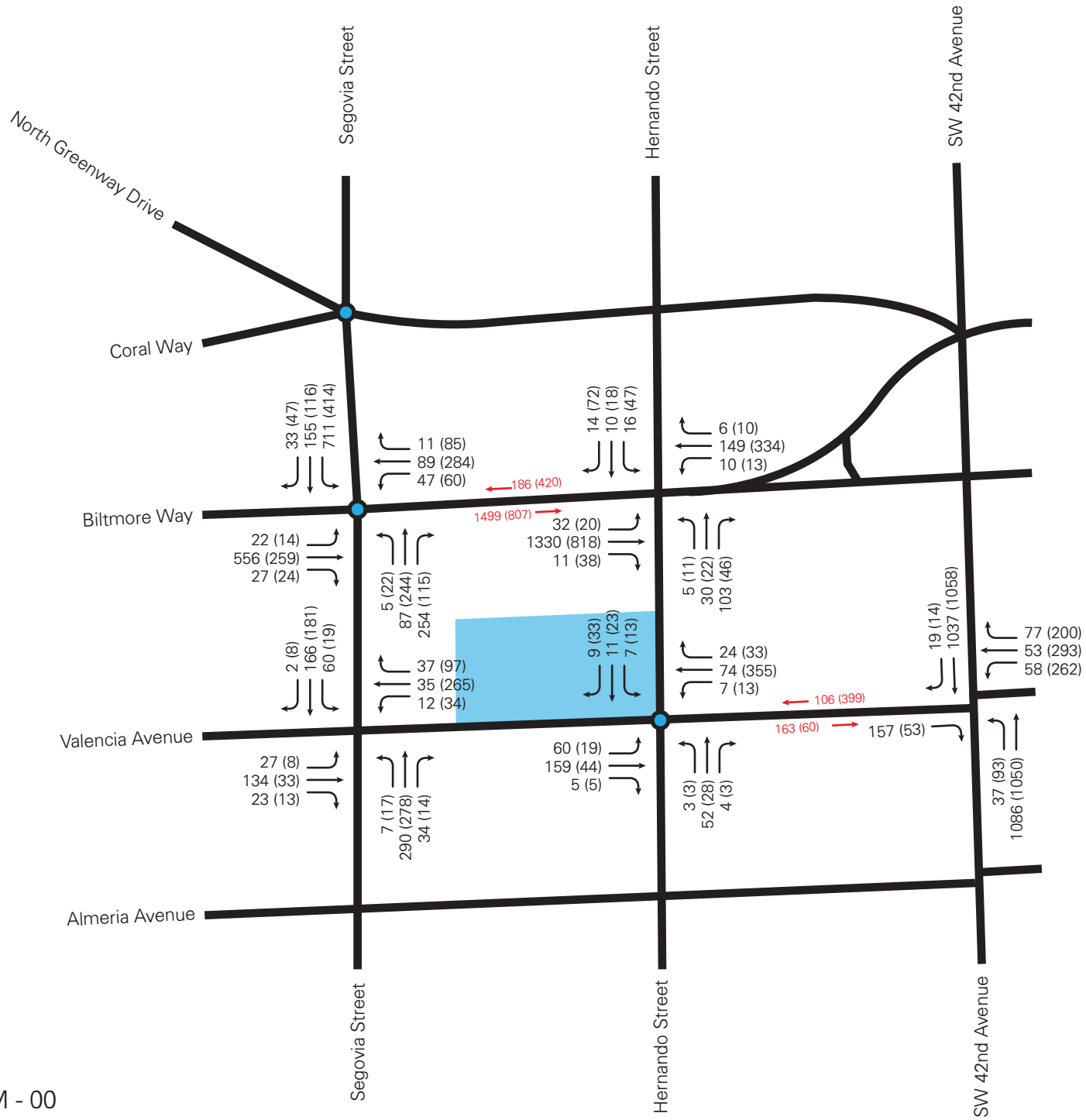
Project Location

Roundabout

NORTH
MAP NOT TO SCALE

Exhibit 2

Existing Lane Configurations



AM - 00
PM - (00)

Project Location → Roadway Link Volumes

Roundabout

NORTH
MAP NOT TO SCALE

Exhibit 3

Existing AM & PM Peak Period Traffic Volumes

2.4 Walking / Other Modes of Transportation

Pedestrian activity is an essential element within the study area. The Coral Gables Trolley service (which traverses the Ponce de Leon Boulevard corridor) provides frequent service to the area and connects with the Douglas Road Metrorail Station. This area is also serviced by Miami-Dade transit bus routes. The project site is located in an area where pedestrian activity is common between existing site and surrounding properties.

2.5 Roadway Capacity Analysis

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

Exhibit 4 shows roadway link analysis for the study area segments based on the FDOT generalized peak hour directional service volume tables. The eastbound direction of Biltmore Way currently experiences low levels of service during the morning peak period. All other roadways currently operate within the city's LOS standards.

Exhibit 4
Existing Roadway Capacity Analysis
Weekday AM and PM Peak Period Conditions

Roadway	Direction	# of Lanes	LOS Std	SV[1]	AM Peak Volume	PM Peak Volume	AM LOS	PM LOS
Biltmore Way between Segovia Street and Hernando Street	EB	2LU	E+20	1377	1499	807	E+30	D
	WB	2LU	E+20	1377	186	419	B	B
Valencia Avenue between Hernando Street and LeJeune Road	EB	1LU	E	575	163	60	B	B
	WB	1LU	E	575	106	399	B	D

[1] ***Biltmore Way***: Class II Arterial 2 Lane +20% Roadway LOS E+20, -10% Non_State Signalized Roadway and -25% for No Exclusive Right/Left Turns (1700 vph *0.9 * 0.75 * 1.2 = 1377 vph); ***Valencia Avenue:*** Class II Arterial 1 Lane - 10% Non_State Signalized Roadway and -20% for No Exclusive Right/Left Turns (800 vph * 0.9 * 0.8 = 575 vph)

2.6 Intersection Capacity Analysis

The Highway Capacity Software (HCS), based on procedures of the *2010 Highway Capacity Manual*, were used to perform intersection capacity analysis at the analyzed intersections. Synchro software was used to perform intersection capacity analysis at analyzed roundabouts. Exhibit 5 shows the resulting LOS for existing conditions during morning and afternoon peak period. All the intersections operate within the city's LOS standards. Analysis worksheets are included in Appendix D.

It should be noted that the eastbound approach of the Valencia Avenue and LeJuene Road intersection is right turn only stop control. Since vehicles on this approach do not cross the intersection or are impacted by the traffic signal timing, the eastbound volumes were not used for the analysis of this intersection.

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

Intersection	Signalized/ Roundabout/ Minicircle	Direction	AM Peak LOS	PM Peak LOS	LOS Standard
Biltmore Way / Segovia Street	R	NB	C	B	E + 20
		SB	A	A	E + 20
		EB	C	A	E
		WB	A	B	E
		Overall	***B***	***A***	N/A
Biltmore Way / Hernando Street	S	NB	C	C	E + 20
		SB	C	C	E + 20
		EB	B	A	E
		WB	A	A	E
		Overall	***B***	***B***	***N/A***
Valencia Avenue / Segovia Street	S	NB	B	B	E
		SB	B	B	E
		EB	B	B	E
		WB	B	B	E
		Overall	***B***	***B***	***E***
Valencia Avenue / Hernando Street	MC	NB	A	A	E
		SB	A	A	E
		EB	A	A	E
		WB	A	A	E
		Overall	***A***	***A***	***E***
Valencia Avenue / LeJeune Road	S	NB	C	C	E + 20
		SB	C	C	E + 20
		WB	D	D	E

Source: David Plummer & Associates

3.0 PLANNED AND PROGRAMED ROADWAY IMPROVEMENTS

The *2016 Miami-Dade County Transportation Improvement Program (TIP)* and the *2040 Long Range Transportation Program* were reviewed to identify any programmed or planned projects within the limits of the study area established. These documents show no officially programmed or planned capacity improvement projects within the study area.

4.0 FUTURE TRAFFIC CONDITIONS

4.1 Background Traffic and Committed Developments

Average Daily Traffic counts published by the Miami-Dade Public Works Department and the FDOT were reviewed to determine historic growth in the area. Historic growth rate documentation is included in Appendix C. This analysis indicated that traffic has decreased in the past years. However, a conservative 1.0% annual growth rate was used for this study. An additional 1.0% was used for growth associated with committed developments in the vicinity of the project site. This growth rate was applied to the collected counts to achieved buildout year of 2018.

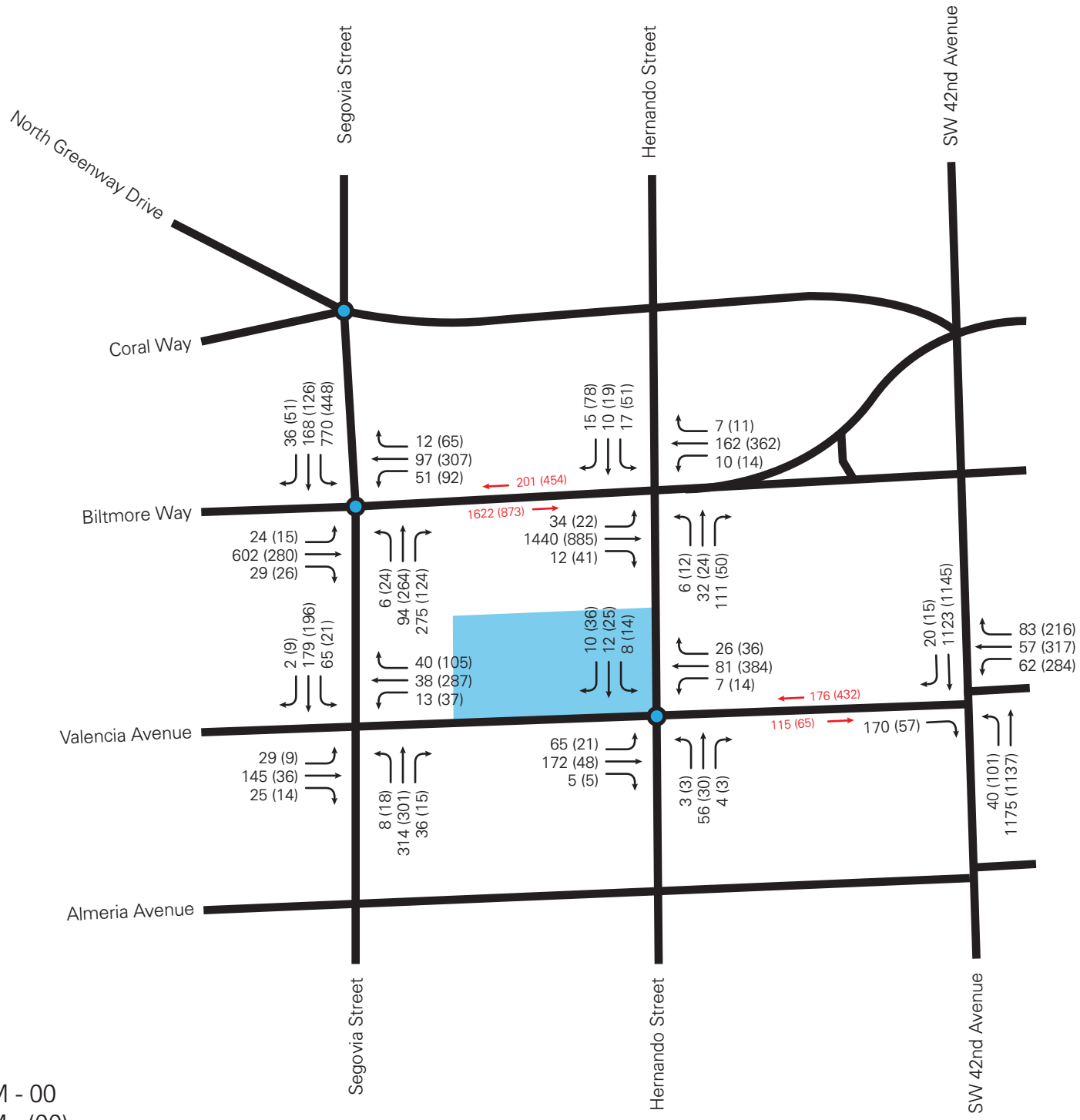
4.2 Future without Project Roadway Capacity Analysis

Future without project conditions was obtained by adding background traffic with committed development trips. Exhibit 6 shows the future without project AM and PM peak period traffic at each roadway segment. Exhibit 7 shows the projected roadway volumes for future without project traffic. The eastbound direction of Biltmore Way experiences low levels of service during the morning peak hours. All other roadways operate within the city's LOS standards.

Exhibit 6
Future without Project Roadway Capacity Analysis
Weekday AM and PM Peak Period Conditions

Roadway	Direction	# of Lanes	LOS Std	SV[1]	AM Peak Volume	PM Peak Volume	AM LOS	PM LOS
Biltmore Way between Segovia Street and Hernando Street	EB	2LU	E+20	1377	1,622	873	E+41	D
	WB	2LU	E+20	1377	201	454	B	B
Valencia Avenue between Hernando Street and LeJeune Road	EB	1LU	E	575	176	65	B	B
	WB	1LU	E	575	115	432	B	D

[1] ***Biltmore Way***: Class II Arterial 2 Lane +20% Roadway LOS E+20, -10% Non_State Signalized Roadway and -25% for No Exclusive Right/Left Turns (1700 vph *0.9 * 0.75 * 1.2 = 1377 vph ***; Valencia Avenue:*** Class II Arterial 1 Lane - 10% Non_State Signalized Roadway and -20% for No Exclusive Right/Left Turns (800 vph * 0.9 * 0.8 = 575 vph)



AM - 00
PM - (00)

Project Location → Roadway Link Volumes

Roundabout

NORTH
MAP NOT TO SCALE

Exhibit 7

Future Without Project Peak Period Traffic Volumes

4.3 Future Without Project Intersection Capacity Analysis

Future without project conditions was obtained by adding background traffic with committed development trips. Exhibit 7 also shows the projected turning movements for future without project traffic. Exhibit 8 shows the resulting LOS for morning and afternoon peak conditions for future without project. All intersections analyzed are projected to operate within the city's LOS standard during the morning and afternoon peak periods. Capacity worksheets are included in Appendix D.

As previously mentioned, it should be noted that the eastbound approach of the Valencia Avenue and LeJeune Road intersection is right turn only stop control. Since vehicles on this approach do not cross the intersection or are impacted by the traffic signal timing, the eastbound volumes were not used for the analysis of this intersection.

Exhibit 8
Future without Project Intersection Capacity Analysis
Weekday AM and PM Peak Period Conditions

Intersection	Signalized/ Roundabout/ Minicircle	Direction	AM Peak LOS	PM Peak LOS	LOS Standard
Biltmore Way / Segovia Street	R	NB	C	B	E + 20
		SB	B	A	E + 20
		EB	D	A	E
		WB	A	B	E
		Overall	***C***	***B***	N/A
Biltmore Way / Hernando Street	S	NB	C	C	E + 20
		SB	C	C	E + 20
		EB	B	A	E
		WB	A	A	E
		Overall	***B***	B	***N/A***
Valencia Avenue / Segovia Street	S	NB	B	B	E
		SB	B	B	E
		EB	B	B	E
		WB	B	B	E
		Overall	***B***	***B***	***E***
Valencia Avenue / Hernando Street	MC	NB	A	A	E
		SB	A	A	E
		EB	A	A	E
		WB	A	A	E
		Overall	***A***	***A***	***E***
Valencia Avenue / LeJeune	S	NB	C	C	E + 20
		SB	C	C	E + 20
		WB	D	D	E

4.4 Project Trip Generation

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

The project site is located in an area where pedestrian activity is common between the existing site and surrounding properties. The project site is also in an area served by the Coral Gables trolley which can connect to bus routes from Miami-Dade Transit and the Douglas Road Metrorail Station. A 5% adjustment was applied to the trip generation of the existing and proposed uses to account for other modes of transportation. The project trip generation summary is provided in Exhibit 9.

The results of the trip generation show four net new trips during the AM peak hour and eight less trips during the PM peak hour. Although project impacts are *de minimis* and there is no need for off-site improvements the project is implementing various off-site improvements (see Section 4.8).

Exhibit 9
Project Trip Generation Summary

Proposed ITE Land Use Designation[1]	Size/Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	**Out**	**Total**	**In**	**Out**	**Total**
Residential Condominium (Land Use 230)	385 DU	4	20	24	18	9	27
		Ln(T) = 0.80 Ln(X) + 0.26			Ln(T) = 0.82 Ln(X) + 0.32		
		17% In	83% Out		67% In	33% Out	
Transit/Pedestrian Trips	5%	0	-1	-1	-1	0	-1
Net External Trips (Proposed)		**4**	**19**	**25**	**17**	**9**	**26**

Existing ITE Land Use Designation[1]	Size/Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	**Out**	**Total**	**In**	**Out**	**Total**
Apartments (Land Use 220)	34 DU	4	16	20	24	12	36
		T = 0.49(X) + 3.73			T = 0.55(X) + 17.65		
		20% In	80% Out		65% In	35% Out	
Transit/Pedestrian Trips	5%	-0	-1	-1	-1	-1	-2
Net External Trips (Existing)		**4**	**15**	**19**	**23**	**11**	**34**

Proposed Uses	4	19	25	17	9	26
Existing Uses	-4	-15	-19	-23	-11	-34
Net New External Trips	**0**	**4**	**4**	**-6**	**-2**	**-8**

[1] Based on ITE Trip Generation Manual, Ninth Edition,

4.5 Project Trip Assignment

Project traffic was distributed and assigned to the study area using the Cardinal Distribution for TAZ 1078 shown in Exhibit 10. The Cardinal Distribution gives a generalized distribution of trips from a TAZ to other parts of Miami-Dade County. The distribution can be summarized as follows: 34.41% to the north, 18.58% to the south, 25.66% to the east, and 21.37% to the west. The Miami-Dade Long Range Transportation Plan TAZ data is included in Appendix C. For estimating trip distribution for the project traffic, consideration was given to conditions such as the roadway network accessed by the project traffic, roadways available to travel in the desired direction, and attractiveness of traveling on a specific roadway. Project trip distribution for the proposed project is shown in Exhibit 11.

Exhibit 10
Cardinal Distribution (TAZ 1078)

Direction	Distribution
NNE	19.38%
ENE	20.56%
ESE	5.10%
SSE	3.83%
SSW	14.75%
WSW	11.32%
WNW	10.05%
NNW	15.03%
Total	100.00%

Source: *Miami-Dade Long Range Transportation Plan*

AM - 00
PM - (00)

Project Location
Roundabout
% IN
% OUT

NORTH
MAP NOT TO SCALE

Exhibit 11
Project Trip Distribution

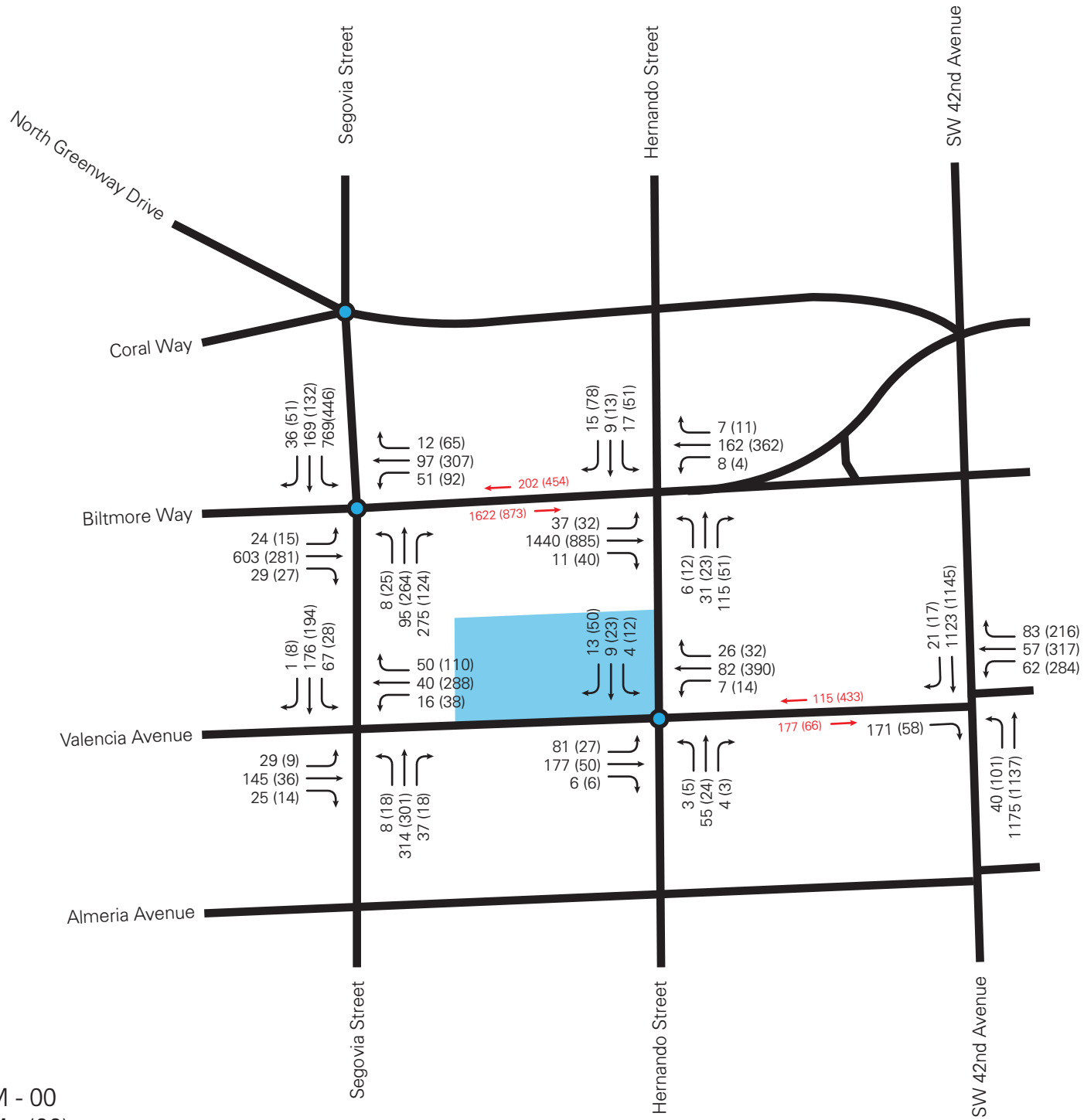
4.6 Future With Project Roadway Capacity Analysis

Trip assignments in the previous sections and traffic projections for the project were combined to obtain the total traffic on the analyzed roadway segments. Exhibit 12 shows roadway capacity for the future with project during the AM and PM peak period for each roadway segment. The result of the analysis shows that all roadway segments will operate at acceptable LOS except the eastbound direction of Biltmore Way between Segovia and Hernando Streets. This segment will continue to experience low LOS during the morning peak period. This low LOS is an existing condition and the project traffic will not affect this roadway segment. In fact, during the morning peak period, the proposed project uses less than 0.5% of the eastbound roadway capacity on Biltmore Way. This is considered a *de minimis* impact.

Exhibit 12
Future with Project Roadway Capacity Analysis
Weekday AM and PM Peak Period Conditions

Roadway	Direction	# of Lanes	LOS Std	SV[1]	AM Peak Volume	PM Peak Volume	AM LOS	PM LOS
Biltmore Way between Segovia Street and Hernando Street	EB	2LU	E+20	1377	1622	873	E+41	D
	WB	2LU	E+20	1377	202	454	B	B
Valencia Avenue between Hernando Street and LeJeune Road	EB	1LU	E	575	177	66	B	B
	WB	1LU	E	575	115	433	B	D

[1] ***Biltmore Way***: Class II Arterial 2 Lane +20% Roadway LOS E+20, -10% Non_State Signalized Roadway and -25% for No Exclusive Right/Left Turns (1700 vph *0.9 * 0.75 * 1.2 = 1377 vph)***; Valencia Avenue:*** Class II Arterial 1 Lane - 10% Non_State Signalized Roadway and -20% for No Exclusive Right/Left Turns (800 vph * 0.9 * 0.8 = 575 vph)



AM - 00
PM - (00)

Project Location → Roadway Link Volumes

Roundabout

NORTH
MAP NOT TO SCALE

Exhibit 13

Future With Project AM & PM Peak Period Traffic Volumes

4.7 Future With Project Intersection Capacity Analysis

The trip assignments in the previous section, traffic projections for the project, committed developments and background growth were combined to obtain future traffic with project at the analyzed intersections. Exhibit 14 shows the resulting LOS for the morning and afternoon peak conditions for future with project. Capacity worksheets are included in Appendix D. Exhibit 14 also shows the projected turning movement volumes for future with project. All intersections analyzed are projected to operate within the city's LOS standard during the morning and afternoon peak periods.

As previously mentioned, it should be noted that the eastbound approach of the Valencia Avenue and LeJeune Road intersection is right turn only stop control. Since vehicles on this approach do not cross the intersection or are impacted by the traffic signal timing, the eastbound volumes were not used for the analysis of this intersection.

Exhibit 14
Future with Project Intersection Capacity Analysis
Weekday AM and PM Peak Period Conditions

Intersection	Signalized/ Roundabout/ Minicircle	Direction	AM Peak LOS	PM Peak LOS	LOS Standard
Biltmore Way / Segovia Street	R	NB	C	B	E + 20
		SB	B	A	E + 20
		EB	D	A	E
		WB	A	B	E
		Overall	***C***	***B***	N/A
Biltmore Way / Hernando Street	S	NB	C	C	E + 20
		SB	C	C	E + 20
		EB	B	A	E
		WB	A	A	E
		Overall	***B***	***B***	***N/A***
Valencia Avenue / Segovia Street	S	NB	B	B	E
		SB	B	B	E
		EB	B	B	E
		WB	B	B	E
		Overall	***B***	***B***	***E***
Valencia Avenue / Hernando Street	MC	NB	A	A	E
		SB	A	A	E
		EB	A	A	E
		WB	A	A	E
		Overall	***A***	***A***	***E***
Valencia Avenue / LeJeune Road	S	NB	C	C	E + 20
		SB	C	C	E + 20
		WB	D	D	E

4.8 Proposed Roadway & Intersection Improvements

As the results of the analysis show, the project impacts are *de minimis*. However the project is proposing to implement various off-site improvements, as listed below:

- **Valencia Avenue between Segovia Street and Hernando Street**
  - Center median for speed reduction

- **Biltmore Way and Segovia Street**
  - Modify existing left turn arrow at northbound approach to left / through arrow

- **Valencia Avenue and Segovia Street**
  - Install countdown pedestrian signs and signals
  - Rebuild pedestrian ramps and install new pedestrian crossing
  - Modify signal controller
  - Install "Turning Vehicles Yield to Pedestrian" signs

- **Biltmore Way and Hernando Street**
  - Install countdown pedestrian signs and signals
  - Rebuild pedestrian ramps, restripe pedestrian crosswalks
  - Modify signal controller
  - Install "Turning Vehicles Yield to Pedestrian" signs

- **Valencia Avenue and Hernando Street**
  - Install landscape up-lighting
  - Restripe pavement markings at circle and all approaches
  - Install reflective pavement markers (RPM's) around circle and truck apron

- **<u>Valencia Avenue and Lejeune Road (West Leg)</u>**
  - Install pedestrian signal pedestal and countdown pedestrian signal
  - Modify signal controller

- **<u>Valencia Avenue and Lejeune Road (East Leg)</u>**
  - Replace pedestrian sign
  - Install pedestrian signal pedestal and countdown pedestrian signal
  - Install "Turning Vehicles Yield to Pedestrian" signs

- **<u>Lejeune Road / Biltmore Way / Andalusia Avenue</u>**
  - Install "Turning Vehicles Yield to Pedestrian" signs

See Appendix F for a graphic display of the proposed improvements.

5.0 CONCLUSIONS

An assessment of the traffic impacts associated with the proposed project was performed in accordance with the requirements of the city of Coral Gables. The analysis shows that the project would not adversely impact the roadway links and intersections that were analyzed within the study area. Although project traffic impacts are *de minimis,* the project is proposing to implement various off-site traffic calming and pedestrian improvements.

Villa Valencia Rev_November 2016

Appendix A
Site Plan

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THE CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS OF THE JOB AND BE RESPONSIBLE FOR SAME, REPORTING ANY DISCREPANCIES TO THE ARCHITECT BEFORE CONENCING WORK. DRAWINGS NOT TO BE SCALED.

BOARD OF ARCHITECTS PRESENTATION SEPTEMBER 12, 2014

515 Valencia

515 Valencia Avenue Coral Gables, Florida 33134

Property Owner
TM Residential Group, LLC
2665 South Bayshore Drive
Coconut Grove, FL 33133

THE FULLERTON GROUP

A-8

Appendix B
Methodology

DAVID PLUMMER & ASSOCIATES
TRANSPORTATION • CIVIL • STRUCTURAL • ENVIRONMENTAL

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

Valencia Apartments
Traffic Analysis Methodology

June 16, 2014

DPA will undertake a Traffic Impact Analysis as required by the City of Coral Gables. The analyses are for the existing conditions, future conditions with committed development, and the future conditions with project and committed developments.

Location: Northwest corner of the Valencia Avenue / Hernando Street intersection in Coral Gables, FL.

Existing Site: Apartments (34)

Proposed Plan: Apartments (103)

The methodology is outlined below:

- Traffic Counts (Intersections) – Two-hour turning movement counts will be collected for the AM (7-9 AM) and PM (4-6 PM) hours on a typical weekday at the following intersections:
  - Biltmore Way / Segovia Street (R)
  - Biltmore Way / Hernando Street (S)
  - Valencia Avenue / Segovia Street (S)
  - Valencia Avenue / Hernando Street (MC)
  - Valencia Avenue / LeJeune Road (S)

S= Signalized
U=Un-signalized
R=Roundabout
MC=Mini Circle

- Traffic Counts (Segments) - 48-hour machine counts, summarized at 15-minute intervals, will be taken during a typical weekday (Tuesday through Thursday only) at the following roadway segments:
  - Biltmore Way between Segovia Street and Hernando Street
  - Valencia Avenue between Hernando Street and LeJeune Road

- Signal Location and Timing – Existing signal phasing and timing for the signalized intersection will be obtained from Miami-Dade County.

- Trip Generation – project trips will be estimated using trip generation information published by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition.

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

- Background Traffic - Available Florida Department of Transportation (FDOT) and Miami-Dade County (MDC) counts will be consulted to determine a growth factor consistent with historical annual growth in the area. The growth factor will be applied to the existing traffic volumes to establish background traffic

- Future Transportation Projects – The 2013 TIP and the 2035 LRTP will be reviewed and considered in the analysis at project build-out.

- Committed Developments – the city will be consulted to determine any committed development within a ½ -mile radius of the project site.

- Intersection analysis will be done using Highway Capacity Software (HCS) based on the 2010 Highway Capacity Manual (HCM). Operation analysis at driveways providing access to/from the site will also be conducted.

- Link / Segment capacity will be estimated using generalized vehicular capacities from the latest FDOT LOS Manual, or other acceptable equivalent.

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

Traffic Volumes

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Valencia Apartments Traffic Impact Analysis
Location: Biltmore Way & HernandoStreet
Observer: Traffic Survey Specialists, Inc.

Project Number: 14181
Count Date: 6/24/2014
Day of Week: Tuesday

TIME INTERVAL		Hernando Street NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	Biltmore Way EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
07:00 AM	07:15 AM	0	0	2	2	1	0	4	5	6	209	2	217	2	9	0	11	235
07:15 AM	07:30 AM	0	0	11	11	1	0	2	3	9	244	1	254	2	17	0	19	287
07:30 AM	07:45 AM	0	4	13	17	1	1	4	6	9	286	2	297	4	27	0	31	351
07:45 AM	08:00 AM	1	3	16	20	4	0	1	5	6	352	1	359	1	47	0	48	432
08:00 AM	08:15 AM	1	11	23	35	2	1	4	7	12	364	4	380	0	38	3	41	463
08:15 AM	08:30 AM	1	4	35	40	5	2	3	10	3	361	2	366	3	47	1	51	467
08:30 AM	08:45 AM	2	13	33	48	3	6	5	14	9	410	6	425	3	58	4	65	552
08:45 AM	09:00 AM	5	23	68	96	14	9	4	27	8	382	3	393	4	50	4	58	574

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

TIME INTERVAL		Hernando Street NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	Biltmore Way EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
07:00 AM	09:00 AM	5	30	103	137	16	10	14	39	32	1330	11	1372	10	149	6	165	1,555
PEAK HOUR FACTOR					0.57				0.54				0.92				0.83	0.90

Note: 2013 FDOT Seasonal Weekly Volume Factor = 1.02

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Valencia Apartments Traffic Impact Analysis
Location: Biltmore Way & HernandoStreet
Observer: Traffic Survey Specialists, Inc.

Project Number: 14181
Count Date: 6/24/2014
Day of Week: Tuesday

TIME INTERVAL		Hernando Street NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	Biltmore Way EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
04:00 PM	04:15 PM	3	5	11	19	12	2	11	25	5	190	3	198	5	63	4	72	314
04:15 PM	04:30 PM	0	5	14	19	12	1	10	23	4	183	13	200	4	55	2	61	303
04:30 PM	04:45 PM	8	3	11	22	13	5	11	29	4	193	8	205	2	65	5	72	328
04:45 PM	05:00 PM	2	6	10	18	17	5	12	34	6	199	8	213	5	63	2	70	335
05:00 PM	05:15 PM	2	6	17	25	12	9	39	60	1	205	14	220	5	105	2	112	417
05:15 PM	05:30 PM	4	5	13	22	9	3	26	38	5	209	3	217	3	111	1	115	392
05:30 PM	05:45 PM	1	5	6	12	9	2	20	31	10	232	16	258	2	100	2	104	405
05:45 PM	06:00 PM	1	9	9	19	9	9	13	31	4	192	9	205	0	93	1	94	349

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

TIME INTERVAL		Hernando Street NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	Biltmore Way EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
04:00 PM	06:00 PM	11	22	46	80	47	18	72	138	20	818	38	875	13	334	10	357	1,103
PEAK HOUR FACTOR					0.78				0.67				0.87				0.92	0.94

Note: 2013 FDOT Seasonal Weekly Volume Factor = 1.02

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Valencia Apartments Traffic Impact Analysis
Location: Biltmore Way & Segovia Street
Observer: Traffic Survey Specialists, Inc.

Project Number: 14181
Count Date: 6/25/2014
Day of Week: Wednesday

TIME INTERVAL		Segovia Street NORTHBOUND L	T	R	TOTAL	Segovia Street SOUTHBOUND L	T	R	TOTAL	Biltmore Way EASTBOUND L	T	R	TOTAL	Biltmore Way WESTBOUND L	T	R	TOTAL	GRAND TOTAL
07:00 AM	07:15 AM	2	7	31	40	146	17	2	165	2	49	7	58	4	12	0	16	279
07:15 AM	07:30 AM	1	21	47	69	170	24	6	200	0	80	8	88	6	20	1	27	384
07:30 AM	07:45 AM	1	19	44	64	143	29	7	179	3	107	3	113	10	18	3	31	387
07:45 AM	08:00 AM	0	26	65	91	171	44	6	221	3	148	3	154	9	23	2	34	500
08:00 AM	08:15 AM	1	22	59	82	181	40	9	230	9	158	8	175	16	19	2	37	524
08:15 AM	08:30 AM	3	16	72	91	197	41	10	248	8	184	5	197	20	26	2	48	584
08:30 AM	08:45 AM	1	29	89	119	195	56	10	261	8	181	13	202	17	28	6	51	633
08:45 AM	09:00 AM	1	30	91	122	191	53	15	259	10	184	6	200	11	29	5	45	626

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

TIME INTERVAL		Segovia Street NORTHBOUND L	T	R	TOTAL	Segovia Street SOUTHBOUND L	T	R	TOTAL	Biltmore Way EASTBOUND L	T	R	TOTAL	Biltmore Way WESTBOUND L	T	R	TOTAL	GRAND TOTAL
07:00 AM	09:00 AM	5	87	254	346	711	155	33	899	22	556	27	605	47	89	11	147	1,861
PEAK HOUR FACTOR					0.85				0.96				0.96				0.89	0.93

Note: 2013 FDOT Seasonal Weekly Volume Factor = 1.02

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Valencia Apartments Traffic Impact Analysis
Location: Biltmore Way & Segovia Street
Observer: Traffic Survey Specialists, Inc.

Project Number: 14181
Count Date: 6/25/2014
Day of Week: Wednesday

TIME INTERVAL		Segovia Street NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	Biltmore Way EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
04:00 PM	04:15 PM	9	45	27	81	108	30	14	152	5	56	5	66	14	52	17	83	382
04:15 PM	04:30 PM	4	59	28	91	97	28	8	133	4	71	6	81	21	65	6	92	397
04:30 PM	04:45 PM	8	54	25	87	93	18	8	119	3	71	2	76	23	37	14	74	356
04:45 PM	05:00 PM	3	50	21	74	104	33	11	148	3	63	5	71	33	60	11	104	397
05:00 PM	05:15 PM	4	63	41	108	104	24	10	138	2	54	5	61	16	103	23	142	449
05:15 PM	05:30 PM	6	76	35	117	92	27	10	129	5	61	4	70	16	98	24	138	454
05:30 PM	05:45 PM	6	69	21	96	104	33	17	154	5	62	7	74	19	72	11	102	426
05:45 PM	06:00 PM	4	63	28	95	109	34	15	158	0	69	13	82	24	69	11	104	439

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

TIME INTERVAL		Segovia Street NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	Biltmore Way EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
04:00 PM	06:00 PM	22	244	115	382	414	116	47	577	14	259	24	296	85	284	60	428	1,315
PEAK HOUR FACTOR					0.89				0.92				0.88				0.86	0.97

Note: 2013 FDOT Seasonal Weekly Volume Factor = 1.02

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Valencia Apartments Traffic Impact Analysis
Location: Valencia Avenue & Hernando Street
Observer: Traffic Survey Specialists, Inc.

Project Number: 14181
Count Date: 6/24/2014
Day of Week: Tuesday

TIME INTERVAL		Hernando Street NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	Valencia Avenue EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
07:00 AM	07:15 AM	0	0	0	0	3	1	0	4	0	14	0	14	2	5	2	9	27
07:15 AM	07:30 AM	0	8	0	8	1	1	0	2	0	29	0	29	2	13	3	18	57
07:30 AM	07:45 AM	1	5	0	6	2	1	2	5	8	26	2	36	2	12	6	20	67
07:45 AM	08:00 AM	0	7	0	7	0	0	3	3	9	29	0	38	2	23	4	29	77
08:00 AM	08:15 AM	1	13	1	15	2	2	3	7	10	27	0	37	2	14	7	23	82
08:15 AM	08:30 AM	0	15	1	16	1	3	1	5	22	41	2	65	1	25	7	33	119
08:30 AM	08:45 AM	2	20	1	23	2	5	4	11	20	62	2	84	0	25	7	32	150
08:45 AM	09:00 AM	1	34	4	39	3	8	5	16	49	84	3	136	2	29	12	43	234

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

TIME INTERVAL		Hernando Street NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	Valencia Avenue EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
07:00 AM	09:00 AM	3	52	4	58	7	11	9	27	60	159	5	224	7	74	24	106	334
PEAK HOUR FACTOR					0.60				0.61				0.59				0.76	0.63

Note: 2013 FDOT Seasonal Weekly Volume Factor = 1.02

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Valencia Apartments Traffic Impact Analysis
Location: Valencia Avenue & Hernando Street
Observer: Traffic Survey Specialists, Inc.

Project Number: 14181
Count Date: 6/24/2014
Day of Week: Tuesday

TIME INTERVAL		Hernando Street NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	Valencia Avenue EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
04:00 PM	04:15 PM	0	7	0	7	6	3	3	12	5	10	2	17	3	50	9	62	98
04:15 PM	04:30 PM	1	9	1	11	4	3	10	17	4	14	0	18	5	54	4	63	109
04:30 PM	04:45 PM	1	3	1	5	5	2	6	13	5	8	1	14	1	84	13	98	130
04:45 PM	05:00 PM	1	4	0	5	2	6	10	18	6	10	1	17	1	75	6	82	122
05:00 PM	05:15 PM	1	9	0	10	3	10	14	27	8	13	3	24	3	91	7	101	162
05:15 PM	05:30 PM	0	5	0	5	2	6	2	10	4	10	0	14	7	109	10	126	155
05:30 PM	05:45 PM	0	8	1	9	2	7	12	21	3	12	1	16	4	116	7	127	173
05:45 PM	06:00 PM	1	10	2	13	1	8	8	17	2	9	1	12	2	117	8	127	169

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

TIME INTERVAL		Hernando Street NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	Valencia Avenue EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
04:00 PM	06:00 PM	3	28	3	33	13	23	33	69	19	44	5	67	13	355	33	401	202
PEAK HOUR FACTOR					0.71				0.69				0.69				0.95	0.95

Note: 2013 FDOT Seasonal Weekly Volume Factor = 1.02

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Valencia Apartments Traffic Impact Analysis
Location: Valencia Avenue & Lejune Road
Observer: Traffic Survey Specialists, Inc.

Project Number: 14181
Count Date: 6/24/2014
Day of Week: Tuesday

TIME INTERVAL		Lejune Road NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	Valencia Avenue EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
07:00 AM	07:15 AM	5	183	0	188	0	190	2	192	0	0	13	13	4	4	17	25	418
07:15 AM	07:30 AM	9	218	0	227	0	208	4	212	0	0	27	27	10	6	19	35	501
07:30 AM	07:45 AM	3	232	0	235	0	235	7	242	0	0	28	28	11	7	20	38	543
07:45 AM	08:00 AM	12	300	0	312	0	274	2	276	0	0	29	29	13	16	20	49	666
08:00 AM	08:15 AM	2	312	0	314	0	273	7	280	0	0	26	26	8	13	19	40	660
08:15 AM	08:30 AM	14	303	0	317	0	287	3	290	0	0	40	40	16	18	16	50	697
08:30 AM	08:45 AM	8	305	0	313	0	267	6	273	0	0	64	64	20	22	18	60	710
08:45 AM	09:00 AM	19	276	0	295	0	300	6	306	0	0	81	81	31	18	21	70	752

AM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Lejune Road NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	Valencia Avenue EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
07:00 AM	09:00 AM	37	1086	0	1123	0	1037	19	1056	0	0	157	157	58	53	77	187	2,412
PEAK HOUR FACTOR					0.98				0.94				0.65				0.79	0.94

Note: 2013 FDOT Seasonal Weekly Volume Factor = 1.02

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Valencia Apartments Traffic Impact Analysis
Location: Valencia Avenue & Lejune Road
Observer: Traffic Survey Specialists, Inc.

Project Number: 14181
Count Date: 6/24/2014
Day of Week: Tuesday

TIME INTERVAL		Lejune Road NORTHBOUND L	T	R	TOTAL	Lejune Road SOUTHBOUND L	T	R	TOTAL	Valencia Avenue EASTBOUND L	T	R	TOTAL	Valencia Avenue WESTBOUND L	T	R	TOTAL	GRAND TOTAL
04:00 PM	04:15 PM	17	288	0	305	0	222	2	224	0	0	17	17	42	41	42	125	671
04:15 PM	04:30 PM	19	262	0	281	0	259	5	264	0	0	17	17	50	39	53	142	704
04:30 PM	04:45 PM	23	238	0	261	0	253	7	260	0	0	12	12	57	68	37	162	695
04:45 PM	05:00 PM	16	250	0	266	0	239	1	240	0	0	11	11	68	62	46	176	693
05:00 PM	05:15 PM	21	246	0	267	0	276	3	279	0	0	14	14	89	77	56	222	782
05:15 PM	05:30 PM	28	275	0	303	0	288	4	292	0	0	10	10	74	90	50	214	819
05:30 PM	05:45 PM	19	260	0	279	0	265	3	268	0	0	14	14	64	109	52	225	786
05:45 PM	06:00 PM	40	240	0	280	0	273	2	275	0	0	9	9	70	88	56	214	778

PM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Lejune Road NORTHBOUND L	T	R	TOTAL	Lejune Road SOUTHBOUND L	T	R	TOTAL	Valencia Avenue EASTBOUND L	T	R	TOTAL	Valencia Avenue WESTBOUND L	T	R	TOTAL	GRAND TOTAL
04:00 PM	06:00 PM	93	1050	0	1143	0	1058	14	1072	0	0	53	53	262	293	200	755	2,468
PEAK HOUR FACTOR					0.93				0.95				0.84				0.97	0.97

Note: 2013 FDOT Seasonal Weekly Volume Factor = 1.02

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Valencia Apartments Traffic Impact Analysis
Location: Valencia Avenue & Segovia Street
Observer: Traffic Survey Specialists, Inc.

Project Number: 14181
Count Date: 6/24/2014
Day of Week: Tuesday

TIME INTERVAL		Segovia Street NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	Valencia Avenue EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
07:00 AM	07:15 AM	2	38	5	45	9	16	0	25	1	5	0	6	2	1	2	5	81
07:15 AM	07:30 AM	0	48	2	50	16	20	0	36	2	12	2	16	1	3	8	12	114
07:30 AM	07:45 AM	2	57	4	63	14	28	2	44	2	18	2	22	2	7	4	13	142
07:45 AM	08:00 AM	1	57	5	63	9	41	1	51	8	26	3	37	6	7	11	24	175
08:00 AM	08:15 AM	2	71	3	76	13	44	0	57	6	22	6	34	2	8	9	19	186
08:15 AM	08:30 AM	2	92	6	100	20	58	0	78	9	40	6	55	1	14	10	25	258
08:30 AM	08:45 AM	1	95	17	113	11	51	1	63	15	58	14	87	5	16	11	32	295
08:45 AM	09:00 AM	4	111	24	139	26	67	0	93	9	81	12	102	5	13	17	35	369

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

TIME INTERVAL		Segovia Street NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	Valencia Avenue EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
07:00 AM	09:00 AM	7	290	34	331	60	166	2	228	27	134	23	183	12	35	37	84	779
PEAK HOUR FACTOR					0.77				0.78				0.68				0.79	0.75

Note: 2013 FDOT Seasonal Weekly Volume Factor = 1.02

DAVID PLUMMER & ASSOCIATES, INC.

TURNING MOVEMENT COUNTS

Project Name: Valencia Apartments Traffic Impact Analysis
Location: Valencia Avenue & Segovia Street
Observer: Traffic Survey Specialists, Inc.

Project Number: 14181
Count Date: 6/24/2014
Day of Week: Tuesday

TIME INTERVAL		Segovia Street NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	Valencia Avenue EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
04:00 PM	04:15 PM	3	74	1	78	6	36	1	43	2	8	4	14	2	35	15	52	187
04:15 PM	04:30 PM	4	55	5	64	6	33	0	39	1	8	2	11	6	35	19	60	174
04:30 PM	04:45 PM	5	62	2	69	4	31	1	36	6	8	4	18	8	61	27	96	219
04:45 PM	05:00 PM	6	64	4	74	6	35	4	45	0	8	5	13	11	50	28	89	221
05:00 PM	05:15 PM	3	79	6	88	3	46	0	49	1	10	1	12	9	76	18	103	252
05:15 PM	05:30 PM	8	64	4	76	4	68	2	74	2	9	3	14	11	72	33	116	280
05:30 PM	05:45 PM	4	70	1	75	6	49	3	58	1	8	2	11	11	94	26	131	275
05:45 PM	06:00 PM	1	77	4	82	3	57	4	64	2	5	4	11	9	97	24	130	287

PM PEAK PERIOD TURNING MOVEMENT COUNT SUMMARY

ANNUAL AVERAGE DAILY TRAFFIC CONDITIONS

TIME INTERVAL		Segovia Street NORTHBOUND L	T	R	TOTAL	SOUTHBOUND L	T	R	TOTAL	Valencia Avenue EASTBOUND L	T	R	TOTAL	WESTBOUND L	T	R	TOTAL	GRAND TOTAL
04:00 PM	06:00 PM	17	278	14	309	19	181	8	208	8	33	13	53	34	265	97	396	667
PEAK HOUR FACTOR					0.91				0.83				0.86				0.92	0.95

Note: 2013 FDOT Seasonal Weekly Volume Factor = 1.02

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNTS

Project Name: Valencia Apartments
Location: Biltmore Way Between Segovia & Hernando Street.
Observer: Traffic Survey Specialists, Inc.

Project No.: 14181
Count Date: 6/24/14
Day of Week: Tuesday

BEGIN TIME	EASTBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	BEGIN TIME	WESTBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TWO-WAY TOTAL
12:00 AM	22	10	18	7	57	12:00 AM	2	5	4	3	14	71
01:00 AM	6	5	1	4	16	01:00 AM	2	3	1	0	6	22
02:00 AM	6	1	1	6	14	02:00 AM	2	1	0	0	3	17
03:00 AM	3	4	3	4	14	03:00 AM	1	0	0	0	1	15
04:00 AM	3	5	13	10	31	04:00 AM	1	0	0	4	5	36
05:00 AM	16	27	24	40	107	05:00 AM	5	5	4	5	19	126
06:00 AM	45	81	130	176	432	06:00 AM	6	5	13	14	38	470
07:00 AM	227	267	314	376	1,184	07:00 AM	12	14	34	48	108	1,292
08:00 AM	384	405	452	471	1,712	08:00 AM	36	47	81	90	254	1,966
09:00 AM	465	389	305	316	1,475	09:00 AM	95	64	54	65	278	1,753
10:00 AM	262	270	256	225	1,013	10:00 AM	66	52	42	41	201	1,214
11:00 AM	232	210	186	235	863	11:00 AM	42	51	38	59	190	1,053
12:00 PM	200	236	240	266	942	12:00 PM	47	71	84	72	274	1,216
01:00 PM	248	201	232	259	940	01:00 PM	65	81	66	61	273	1,213
02:00 PM	231	208	203	212	854	02:00 PM	64	63	64	70	261	1,115
03:00 PM	192	215	195	197	799	03:00 PM	74	62	76	63	275	1,074
04:00 PM	179	183	215	183	760	04:00 PM	78	67	94	86	325	1,085
05:00 PM	194	201	222	187	804	05:00 PM	153	147	122	105	527	1,331
06:00 PM	146	185	168	166	665	06:00 PM	94	95	82	84	355	1,020
07:00 PM	161	112	138	127	538	07:00 PM	65	53	48	31	197	735
08:00 PM	129	127	111	100	467	08:00 PM	47	40	28	44	159	626
09:00 PM	84	95	59	67	305	09:00 PM	35	37	21	21	114	419
10:00 PM	58	56	52	33	199	10:00 PM	13	28	15	15	71	270
11:00 PM	37	29	21	25	112	11:00 PM	9	11	7	8	35	147
			24-HOUR TOTAL		14,303				24-HOUR TOTAL		3,983	18,286

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

Seasonal Factor: 1.02

		EASTBOUND	WESTBOUND	TWO-WAY
AM Peak Hour:	Volume:	1,477	185	1,662
PM Peak Hour:	Volume:	798	435	1,232

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNTS

Project Name: Valencia Apartments
Location: Biltmore Way Between Segovia & Hernando Street.
Observer: Traffic Survey Specialists, Inc.

Project No.: 14181
Count Date: 6/25/14
Day of Week: Wednesday

BEGIN TIME	EASTBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL
12:00 AM	25	19	19	14	77
01:00 AM	7	6	5	3	21
02:00 AM	6	1	7	3	17
03:00 AM	2	4	2	3	11
04:00 AM	6	5	9	7	27
05:00 AM	15	12	31	43	101
06:00 AM	44	82	136	181	443
07:00 AM	232	296	304	385	1,217
08:00 AM	406	442	441	475	1,764
09:00 AM	458	367	325	314	1,464
10:00 AM	258	208	230	265	961
11:00 AM	213	223	219	217	872
12:00 PM	217	273	230	250	970
01:00 PM	217	220	209	233	879
02:00 PM	240	218	199	208	865
03:00 PM	213	177	188	200	778
04:00 PM	196	198	189	181	764
05:00 PM	212	201	212	210	835
06:00 PM	211	169	180	157	717
07:00 PM	196	148	140	116	600
08:00 PM	120	108	107	92	427
09:00 PM	63	97	72	61	293
10:00 PM	57	51	43	49	200
11:00 PM	48	36	26	23	133
			24-HOUR TOTAL		14,436

BEGIN TIME	WESTBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL
12:00 AM	11	5	7	3	26
01:00 AM	3	2	0	3	8
02:00 AM	3	0	0	0	3
03:00 AM	3	2	0	0	5
04:00 AM	2	4	1	2	9
05:00 AM	1	2	10	6	19
06:00 AM	12	5	10	19	46
07:00 AM	15	27	34	38	114
08:00 AM	49	53	72	79	253
09:00 AM	77	52	52	41	222
10:00 AM	43	44	34	45	166
11:00 AM	68	46	54	47	215
12:00 PM	49	69	60	56	234
01:00 PM	69	46	61	55	231
02:00 PM	71	47	59	65	242
03:00 PM	66	54	63	42	225
04:00 PM	85	87	58	106	336
05:00 PM	133	126	110	88	457
06:00 PM	87	98	91	66	342
07:00 PM	58	61	47	53	219
08:00 PM	31	29	34	33	127
09:00 PM	33	19	33	19	104
10:00 PM	23	15	18	15	71
11:00 PM	16	11	10	5	42
			24-HOUR TOTAL		3,716

TWO-WAY TOTAL
103
29
20
16
36
120
489
1,331
2,017
1,686
1,127
1,087
1,204
1,110
1,107
1,003
1,100
1,292
1,059
819
554
397
271
175
18,152

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

Seasonal Factor: 1.02

		EASTBOUND	WESTBOUND	TWO-WAY
AM Peak Hour:	Volume:	1,520	187	1,707
PM Peak Hour:	Volume:	815	404	1,220

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNTS

Project Name: Valencia Apartments
Location: Biltmore Way Between Segovia & Hernando Street.
Observer: Traffic Survey Specialists, Inc.

Project No.: 14181
Count Date: AVERAGE

BEGIN TIME	EASTBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	BEGIN TIME	WESTBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TWO-WAY TOTAL
12:00 AM	24	15	19	11	67	12:00 AM	7	5	6	3	20	87
01:00 AM	7	6	3	4	19	01:00 AM	3	3	1	2	7	26
02:00 AM	6	1	4	5	16	02:00 AM	3	1	0	0	3	19
03:00 AM	3	4	3	4	13	03:00 AM	2	1	0	0	3	16
04:00 AM	5	5	11	9	29	04:00 AM	2	2	1	3	7	36
05:00 AM	16	20	28	42	104	05:00 AM	3	4	7	6	19	123
06:00 AM	45	82	133	179	438	06:00 AM	9	5	12	17	42	480
07:00 AM	230	282	309	381	1,201	07:00 AM	14	21	34	43	111	1,312
08:00 AM	395	424	447	473	1,738	08:00 AM	43	50	77	85	254	1,992
09:00 AM	462	378	315	315	1,470	09:00 AM	86	58	53	53	250	1,720
10:00 AM	260	239	243	245	987	10:00 AM	55	48	38	43	184	1,171
11:00 AM	223	217	203	226	868	11:00 AM	55	49	46	53	203	1,070
12:00 PM	209	255	235	258	956	12:00 PM	48	70	72	64	254	1,210
01:00 PM	233	211	221	246	910	01:00 PM	67	64	64	58	252	1,162
02:00 PM	236	213	201	210	860	02:00 PM	68	55	62	68	252	1,111
03:00 PM	203	196	192	199	789	03:00 PM	70	58	70	53	250	1,039
04:00 PM	188	191	202	182	762	04:00 PM	82	77	76	96	331	1,093
05:00 PM	203	201	217	199	820	05:00 PM	143	137	116	97	492	1,312
06:00 PM	179	177	174	162	691	06:00 PM	91	97	87	75	349	1,040
07:00 PM	179	130	139	122	569	07:00 PM	62	57	48	42	208	777
08:00 PM	125	118	109	96	447	08:00 PM	39	35	31	39	143	590
09:00 PM	74	96	66	64	299	09:00 PM	34	28	27	20	109	408
10:00 PM	58	54	48	41	200	10:00 PM	18	22	17	15	71	271
11:00 PM	43	33	24	24	123	11:00 PM	13	11	9	7	39	161
			24-HOUR TOTAL		14,370				24-HOUR TOTAL		3,850	18,219

TRAFFIC COUNT SUMMARY

2013 FDOT Seasonal Weekly Volume Factor = 1.02

	EASTBOUND	WESTBOUND	TWO-WAY
AM Peak Hour	Volume: 1,499	Volume: 186	Volume: 1,685
PM Peak Hour:	Volume: 807	Volume: 419	Volume: 1,226

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNTS

Project Name: Valencia Apartments
Location: Valencia Avenue Between Lejune Road & Hernando Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 14181
Count Date: 6/24/14
Day of Week: Tuesday

BEGIN	EASTBOUND					BEGIN	WESTBOUND					TWO-WAY
TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TIME	1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TOTAL
12:00 AM	0	2	1	2	5	12:00 AM	3	5	2	3	13	18
01:00 AM	0	0	0	0	0	01:00 AM	0	1	1	0	2	2
02:00 AM	0	0	0	0	0	02:00 AM	1	1	1	0	3	3
03:00 AM	0	1	1	0	2	03:00 AM	0	0	0	0	0	2
04:00 AM	0	1	1	0	2	04:00 AM	0	0	1	0	1	3
05:00 AM	0	2	3	2	7	05:00 AM	0	0	2	2	4	11
06:00 AM	2	5	11	9	27	06:00 AM	5	6	6	4	21	48
07:00 AM	19	32	31	22	104	07:00 AM	12	20	19	28	79	183
08:00 AM	32	46	70	74	222	08:00 AM	24	31	36	43	134	356
09:00 AM	63	34	28	21	146	09:00 AM	28	39	32	42	141	287
10:00 AM	21	16	14	16	67	10:00 AM	41	47	31	27	146	213
11:00 AM	7	15	16	12	50	11:00 AM	46	36	47	52	181	231
12:00 PM	6	16	16	23	61	12:00 PM	53	56	51	53	213	274
01:00 PM	15	15	7	9	46	01:00 PM	55	45	39	55	194	240
02:00 PM	15	11	14	16	56	02:00 PM	44	48	49	49	190	246
03:00 PM	13	14	15	19	61	03:00 PM	54	47	53	54	208	269
04:00 PM	12	16	13	13	54	04:00 PM	68	66	89	75	298	352
05:00 PM	20	11	11	14	56	05:00 PM	104	123	124	120	471	527
06:00 PM	12	15	16	11	54	06:00 PM	101	80	86	75	342	396
07:00 PM	9	3	4	2	18	07:00 PM	54	51	36	24	165	183
08:00 PM	4	11	4	3	22	08:00 PM	43	19	27	32	121	143
09:00 PM	7	3	4	4	18	09:00 PM	21	21	17	16	75	93
10:00 PM	3	2	2	1	8	10:00 PM	5	8	8	4	25	33
11:00 PM	3	2	1	5	11	11:00 PM	2	7	4	2	15	26
			24-HOUR TOTAL		1,097				24-HOUR TOTAL		3,042	4,139

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

Seasonal Factor: 1.02

		EASTBOUND	WESTBOUND	TWO-WAY
AM Peak Hour:	Volume:	166	109	275
PM Peak Hour:	Volume:	56	392	448

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNTS

Project Name: Valencia Apartments
Location: Valencia Avenue Between Lejune Road & Hernando Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 14181
Count Date: 6/25/14
Day of Week: Wednesday

BEGIN TIME	EASTBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL
12:00 AM	0	1	0	0	1
01:00 AM	0	1	0	0	1
02:00 AM	0	0	0	0	0
03:00 AM	0	0	0	0	0
04:00 AM	0	0	1	0	1
05:00 AM	2	2	1	4	9
06:00 AM	0	6	10	13	29
07:00 AM	16	23	23	27	89
08:00 AM	41	57	61	65	224
09:00 AM	49	40	29	21	139
10:00 AM	24	15	10	19	68
11:00 AM	18	11	8	25	62
12:00 PM	14	17	19	12	62
01:00 PM	20	9	17	18	64
02:00 PM	16	21	15	15	67
03:00 PM	15	13	18	14	60
04:00 PM	21	11	12	14	58
05:00 PM	9	13	18	27	67
06:00 PM	13	7	16	5	41
07:00 PM	14	11	6	3	34
08:00 PM	6	6	3	8	23
09:00 PM	5	7	2	5	19
10:00 PM	3	1	1	3	8
11:00 PM	3	1	1	1	6
			24-HOUR TOTAL		1,132

BEGIN TIME	WESTBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TWO-WAY TOTAL
12:00 AM	1	5	2	1	9	10
01:00 AM	1	0	0	2	3	4
02:00 AM	2	0	1	0	3	3
03:00 AM	0	0	0	0	0	0
04:00 AM	0	0	2	0	2	3
05:00 AM	1	1	1	1	4	13
06:00 AM	3	10	4	2	19	48
07:00 AM	13	17	27	22	79	168
08:00 AM	28	30	23	42	123	347
09:00 AM	36	41	34	40	151	290
10:00 AM	30	39	33	36	138	206
11:00 AM	40	47	40	58	185	247
12:00 PM	50	47	48	69	214	276
01:00 PM	36	41	45	55	177	241
02:00 PM	43	56	47	35	181	248
03:00 PM	44	67	65	53	229	289
04:00 PM	80	74	86	80	320	378
05:00 PM	148	111	126	92	477	544
06:00 PM	106	102	91	67	366	407
07:00 PM	44	44	30	45	163	197
08:00 PM	26	26	23	20	95	118
09:00 PM	28	20	15	22	85	104
10:00 PM	8	8	7	2	25	33
11:00 PM	4	5	3	6	18	24
			24-HOUR TOTAL		3,066	4,198

PEAK PERIOD AVERAGE ANNUAL CONDITIONS SUMMARY

Seasonal Factor: 1.02

		EASTBOUND	WESTBOUND	TWO-WAY
AM Peak Hour:	Volume:	160	103	263
PM Peak Hour:	Volume:	64	406	470

DAVID PLUMMER & ASSOCIATES, INC.

24-HOUR COUNTS

Project Name: Valencia Apartments
Location: Valencia Avenue Between Lejune Road & Hernando Street
Observer: Traffic Survey Specialists, Inc.

Project No.: 14181
Count Date: AVERAGE

BEGIN TIME	EASTBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	BEGIN TIME	WESTBOUND 1st 1/4	2nd 1/4	3rd 1/4	4th 1/4	TOTAL	TWO-WAY TOTAL
12:00 AM	0	2	1	1	3	12:00 AM	2	5	2	2	11	14
01:00 AM	0	1	0	0	1	01:00 AM	1	1	1	1	3	3
02:00 AM	0	0	0	0	0	02:00 AM	2	1	1	0	3	3
03:00 AM	0	1	1	0	1	03:00 AM	0	0	0	0	0	1
04:00 AM	0	1	1	0	2	04:00 AM	0	0	2	0	2	3
05:00 AM	1	2	2	3	8	05:00 AM	1	1	2	2	4	12
06:00 AM	1	6	11	11	28	06:00 AM	4	8	5	3	20	48
07:00 AM	18	28	27	25	97	07:00 AM	13	19	23	25	79	176
08:00 AM	37	52	66	70	223	08:00 AM	26	31	30	43	129	352
09:00 AM	56	37	29	21	143	09:00 AM	32	40	33	41	146	289
10:00 AM	23	16	12	18	68	10:00 AM	36	43	32	32	142	210
11:00 AM	13	13	12	19	56	11:00 AM	43	42	44	55	183	239
12:00 PM	10	17	18	18	62	12:00 PM	52	52	50	61	214	275
01:00 PM	18	12	12	14	55	01:00 PM	46	43	42	55	186	241
02:00 PM	16	16	15	16	62	02:00 PM	44	52	48	42	186	247
03:00 PM	14	14	17	17	61	03:00 PM	49	57	59	54	219	279
04:00 PM	17	14	13	14	56	04:00 PM	74	70	88	78	309	365
05:00 PM	15	12	15	21	62	05:00 PM	126	117	125	106	474	536
06:00 PM	13	11	16	8	48	06:00 PM	104	91	89	71	354	402
07:00 PM	12	7	5	3	26	07:00 PM	49	48	33	35	164	190
08:00 PM	5	9	4	6	23	08:00 PM	35	23	25	26	108	131
09:00 PM	6	5	3	5	19	09:00 PM	25	21	16	19	80	99
10:00 PM	3	2	2	2	8	10:00 PM	7	8	8	3	25	33
11:00 PM	3	2	1	3	9	11:00 PM	3	6	4	4	17	25
			24-HOUR TOTAL		1,115				24-HOUR TOTAL		3,054	4,169

TRAFFIC COUNT SUMMARY

2013 FDOT Seasonal Weekly Volume Factor = 1.02

	EASTBOUND	WESTBOUND	TWO-WAY
AM Peak Hour	Volume: 163	Volume: 106	Volume: 269
PM Peak Hour:	Volume: 60	Volume: 399	Volume: 459

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

BILTMORE WAY & SEGOVIA STREET
CORAL GABLES, FLORIDA
COUNTED BY: GONZALEZ, MARTINEZ, CRUZ & ASSAM, NOT SIGNALIZED

Site Code : 00140141
Start Date: 06/25/14
File I.D. : BILTSEGO
Page : 1

ALL VEHICLES

	SEGOVIA STREET From North				BILTMORE WAY From East				SEGOVIA STREET From South				BILTMORE WAY From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/25/14																	
07:00	0	146	17	2	0	4	12	0	0	2	7	31	0	2	49	7	279
07:15	0	170	24	6	0	6	20	1	0	1	21	47	0	0	80	8	384
07:30	0	143	29	7	3	7	18	3	0	1	19	44	0	3	107	3	387
07:45	0	171	44	6	6	3	23	2	0	0	26	65	0	3	148	3	500
Hr Total	0	630	114	21	9	20	73	6	0	4	73	187	0	8	384	21	1550
08:00	0	181	40	9	5	11	19	2	0	1	22	59	0	9	158	8	524
08:15	0	197	41	10	6	14	26	2	0	3	16	72	0	8	184	5	584
08:30	0	195	56	10	4	13	28	6	1	0	29	89	0	8	181	13	633
08:45	0	191	53	15	11	9	29	5	0	1	30	91	0	10	184	6	635
Hr Total	0	764	190	44	26	47	102	15	1	5	97	311	0	35	707	32	2376
---------- * BREAK * ----------																	
16:00	1	107	30	14	5	9	52	17	0	9	45	27	1	4	56	5	382
16:15	1	96	28	8	0	21	65	6	0	4	59	28	0	4	71	6	397
16:30	1	92	18	8	3	20	37	14	1	7	54	25	0	3	71	2	356
16:45	0	104	33	11	6	27	60	11	1	2	50	21	0	3	63	5	397
Hr Total	3	399	109	41	14	77	214	48	2	22	208	101	1	14	261	18	1532
17:00	1	103	24	10	1	15	103	23	0	4	63	41	0	2	54	5	449
17:15	1	91	27	10	0	16	98	24	1	5	76	35	0	5	61	4	454
17:30	0	104	33	17	4	15	72	11	0	6	69	21	1	4	62	7	426
17:45	0	109	34	15	5	19	69	11	0	4	63	28	0	0	69	13	439
Hr Total	2	407	118	52	10	65	342	69	1	19	271	125	1	11	246	29	1768
TOTAL	5	2200	531	158	59	209	731	138	4	50	649	724	2	68	1598	100	7226

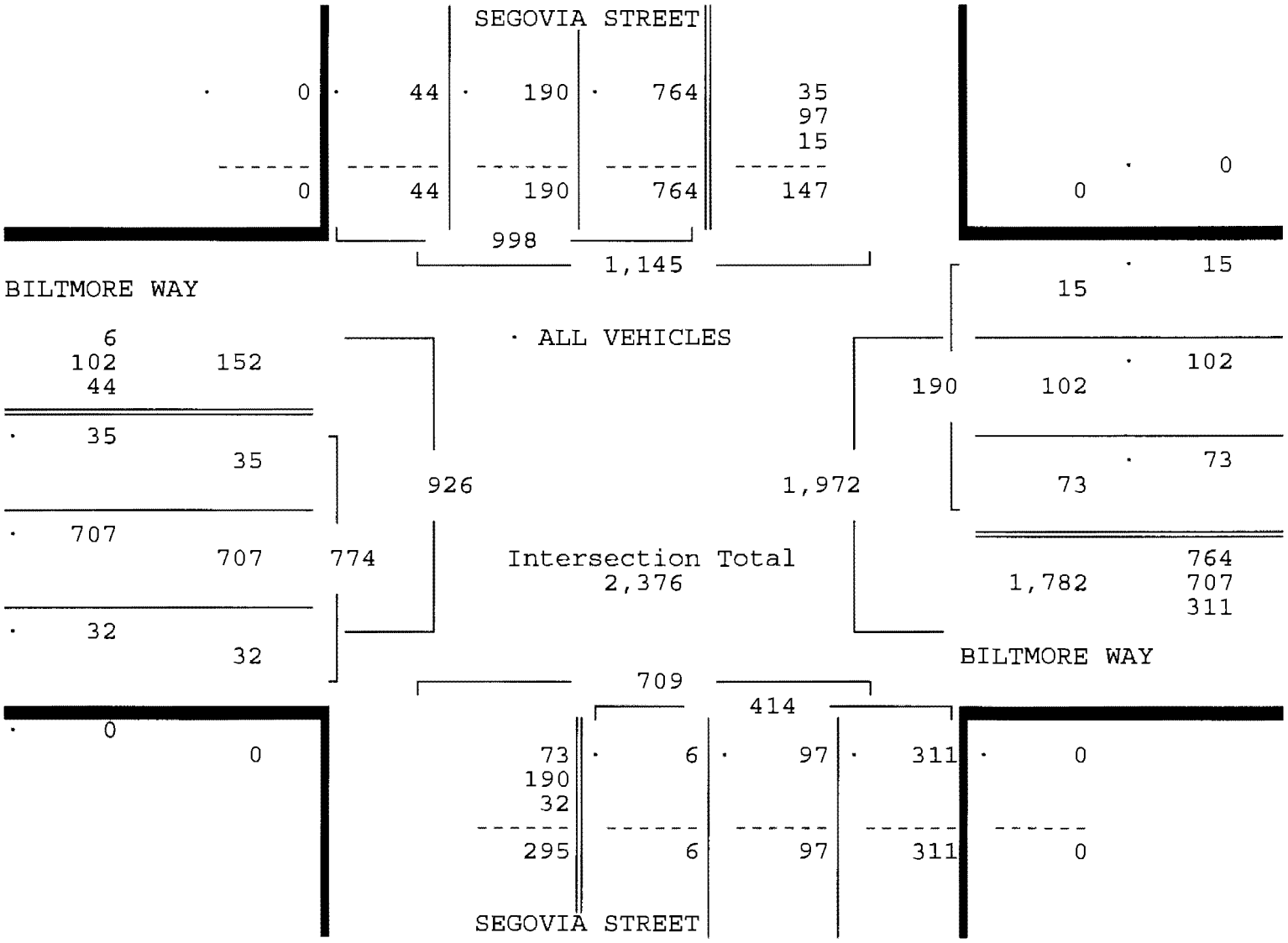
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

BILTMORE WAY & SEGOVIA STREET
CORAL GABLES, FLORIDA
COUNTED BY: GONZALEZ, MARTINEZ, CRUZ & ASSAM, NOT SIGNALIZED

Site Code : 00140141
Start Date: 06/25/14
File I.D. : BILTSEGO
Page : 2

ALL VEHICLES

	SEGOVIA STREET From North				BILTMORE WAY From East				SEGOVIA STREET From South				BILTMORE WAY From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/25/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/25/14																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	764	190	44	26	47	102	15	1	5	97	311	0	35	707	32	
Percent	0%	77%	19%	4%	14%	25%	54%	8%	0%	1%	23%	75%	0%	5%	91%	4%	
Pk total	998				190				414				774				
Highest	08:30				08:45				08:45				08:30				
Volume	0	195	56	10	11	9	29	5	0	1	30	91	0	8	181	13	
Hi total	261				54				122				202				
PHF	.96				.88				.85				.96				



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624 Gardenia Terrace
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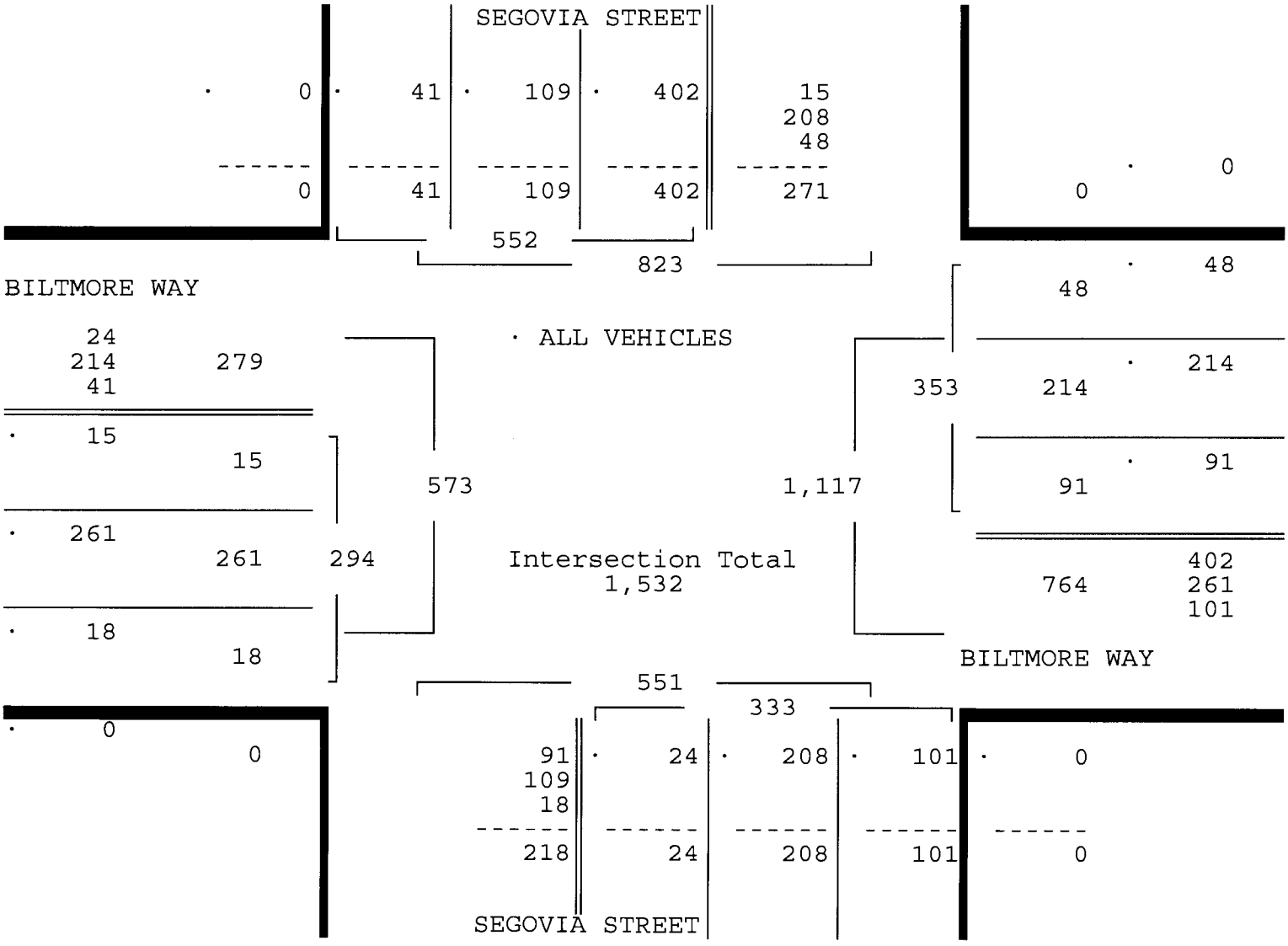
BILTMORE WAY & SEGOVIA STREET
CORAL GABLES, FLORIDA
COUNTED BY: GONZALEZ, MARTINEZ, CRUZ & ASSAM, NOT SIGNALIZED

Site Code : 00140141
Start Date: 06/25/14
File I.D. : BILTSEGO
Page : 3

ALL VEHICLES

	SEGOVIA STREET From North				BILTMORE WAY From East				SEGOVIA STREET From South				BILTMORE WAY From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/25/14																	
Peak Hour Analysis By Entire Intersection for the Period: 12:30 to 16:15 on 06/25/14																	
Peak start	16:00				16:00				16:00				16:00				
Volume	3	399	109	41	14	77	214	48	2	22	208	101	1	14	261	18	
Percent	1%	72%	20%	7%	4%	22%	61%	14%	1%	7%	62%	30%	0%	5%	89%	6%	
Pk total	552				353				333				294				
Highest	16:00				16:45				16:15				16:15				
Volume	1	107	30	14	6	27	60	11	0	4	59	28	0	4	71	6	
Hi total	152				104				91				81				
PHF	.91				.85				.91				.91				



Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
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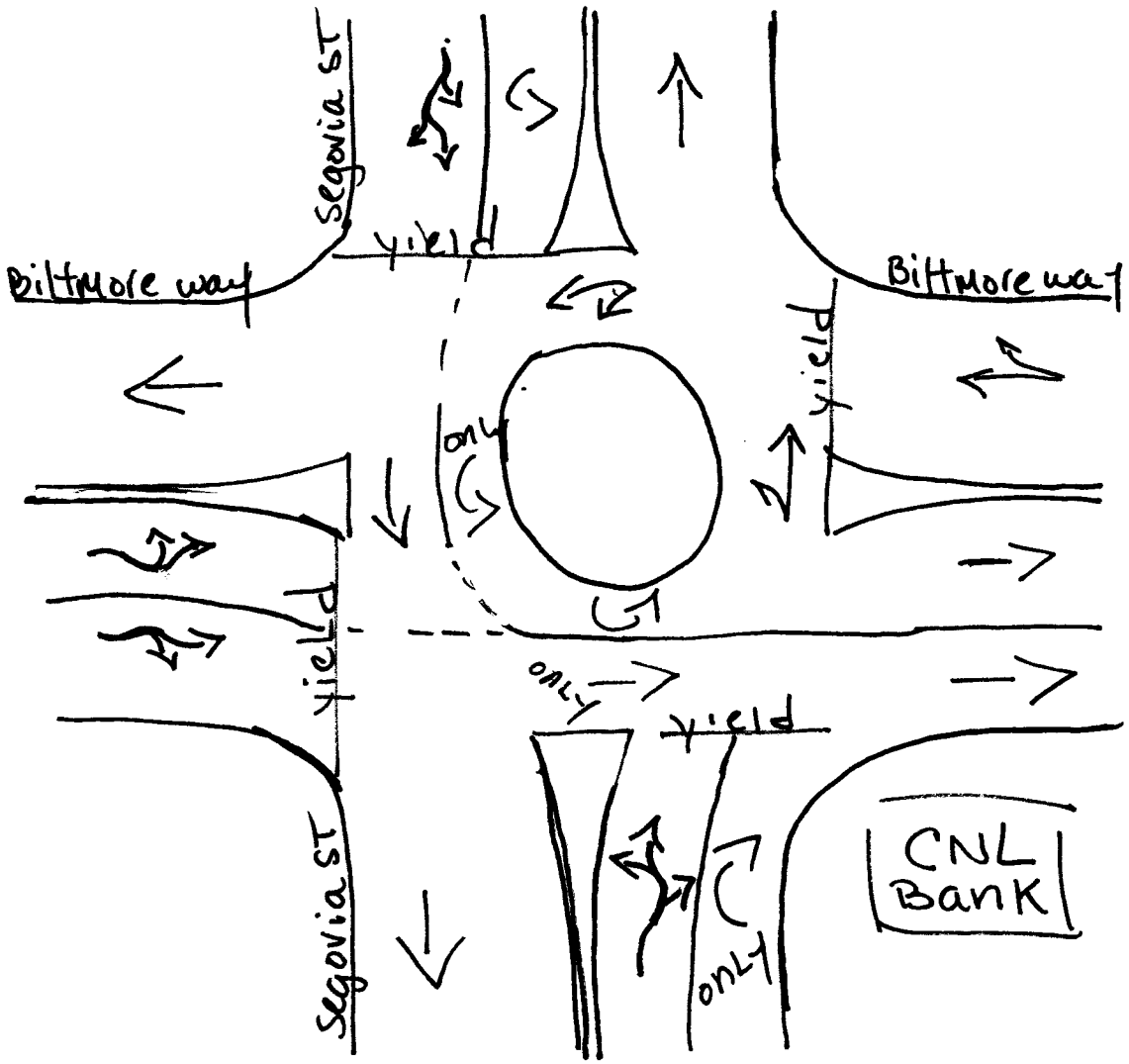
BILTMORE WAY & SEGOVIA STREET
CORAL GABLES, FLORIDA
COUNTED BY: GONZALEZ, MARTINEZ, CRUZ & ASSAM, NOT SIGNALIZED

Site Code : 00140141
Start Date: 06/25/14
File I.D. : BILTSEGO
Page : 1

PEDESTRIANS

	SEGOVIA STREET From North				BILTMORE WAY From East				SEGOVIA STREET From South				BILTMORE WAY From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 06/25/14																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
07:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	5
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hr Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	8	9
08:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	3
08:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	3
08:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	4
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	7	10
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0	15	22

North



Coral Gables, Florida
June 25, 2014
drawn by: Luis Palomino
not signalized

Traffic Survey Specialists, Inc.

BILTMORE WAY & HERNANDO STREET
CORAL GABLES, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140141
Start Date: 06/24/14
File I.D. : BILTHERN
Page : 1

ALL VEHICLES

	HERNANDO STREET From North				BILTMORE WAY From East				HERNANDO STREET From South				BILTMORE WAY From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/24/14																	
07:00	0	1	0	4	0	2	9	0	0	0	0	2	0	6	209	2	235
07:15	0	1	0	2	1	1	17	0	0	0	0	11	0	9	244	1	287
07:30	0	1	1	4	0	4	27	0	0	0	4	13	0	9	286	2	351
07:45	0	4	0	1	0	1	47	0	0	1	3	16	0	6	352	1	432
Hr Total	0	7	1	11	1	8	100	0	0	1	7	42	0	30	1091	6	1305
08:00	0	2	1	4	0	0	38	3	0	1	11	23	0	12	364	4	463
08:15	0	5	2	3	0	3	47	1	0	1	4	35	0	3	361	2	467
08:30	0	3	6	5	1	2	58	4	0	2	13	33	0	9	410	6	552
08:45	0	14	9	4	1	3	50	4	0	5	23	68	0	8	382	3	574
Hr Total	0	24	18	16	2	8	193	12	0	9	51	159	0	32	1517	15	2056
---------- * BREAK * ----------																	
16:00	0	12	2	11	1	4	63	4	0	3	5	11	0	5	190	3	314
16:15	0	12	1	10	1	3	55	2	0	0	5	14	0	4	183	13	303
16:30	0	13	5	11	0	2	65	5	0	8	3	11	0	4	193	8	328
16:45	0	17	5	12	3	2	63	2	0	2	6	10	1	5	199	8	335
Hr Total	0	54	13	44	5	11	246	13	0	13	19	46	1	18	765	32	1280
17:00	0	12	9	39	0	5	105	2	0	2	6	17	0	1	205	14	417
17:15	0	9	3	26	0	3	111	1	0	4	5	13	0	5	209	3	392
17:30	0	9	2	20	0	2	100	2	0	1	5	6	0	10	232	16	405
17:45	0	9	9	13	0	0	93	1	0	1	9	9	0	4	192	9	349
Hr Total	0	39	23	98	0	10	409	6	0	8	25	45	0	20	838	42	1563
TOTAL	0	124	55	169	8	37	948	31	0	31	102	292	1	100	4211	95	6204

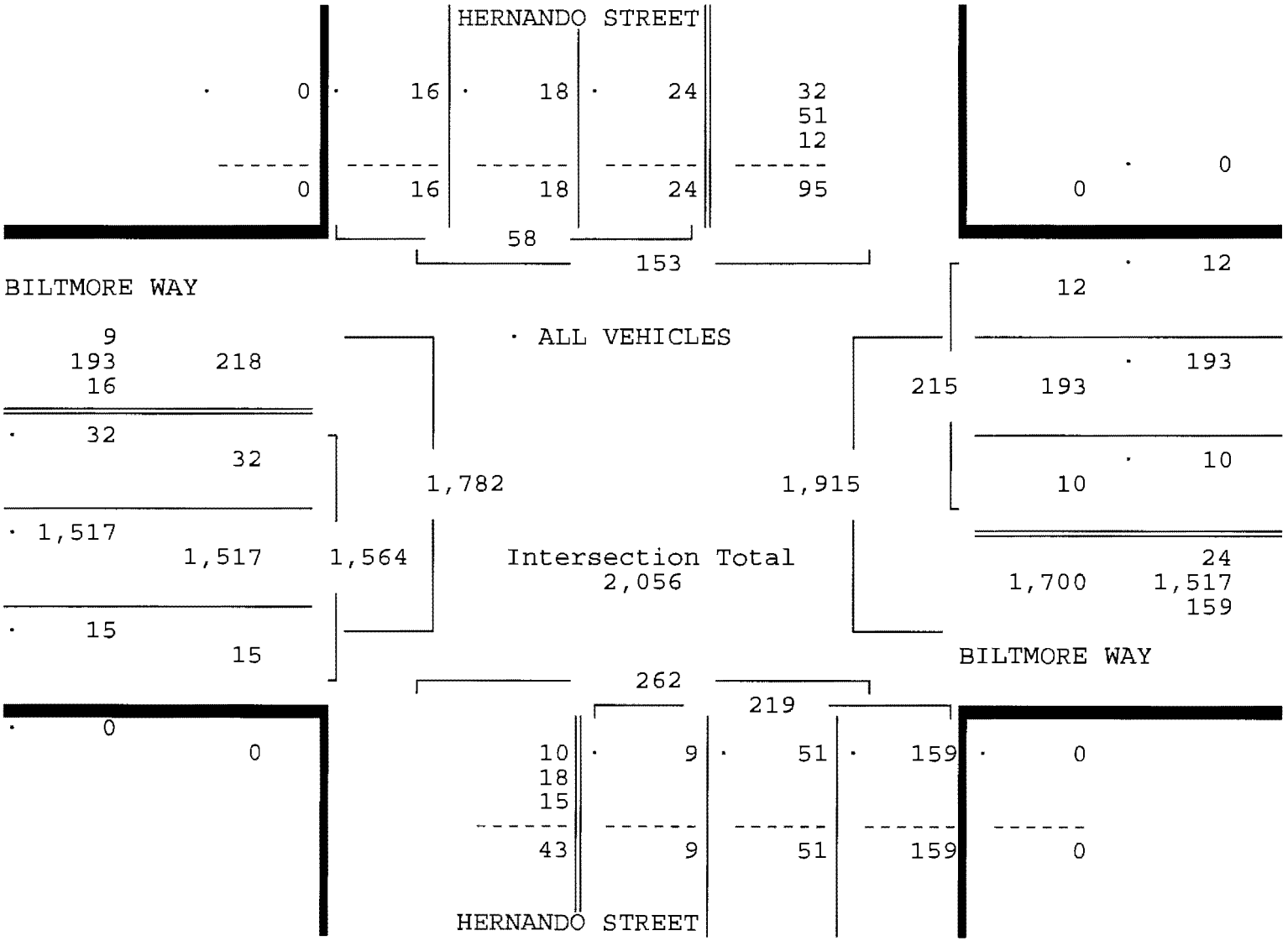
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

BILTMORE WAY & HERNANDO STREET
CORAL GABLES, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

Site Code : 00140141
Start Date: 06/24/14
File I.D. : BILTHERN

ALL VEHICLES

	HERNANDO STREET From North				BILTMORE WAY From East				HERNANDO STREET From South				BILTMORE WAY From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/24/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/24/14																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	24	18	16	2	8	193	12	0	9	51	159	0	32	1517	15	
Percent	0%	41%	31%	28%	1%	4%	90%	6%	0%	4%	23%	73%	0%	2%	97%	1%	
Pk total	58				215				219				1564				
Highest	08:45				08:30				08:45				08:30				
Volume	0	14	9	4	1	2	58	4	0	5	23	68	0	9	410	6	
Hi total	27				65				96				425				
PHF	.54				.83				.57				.92				



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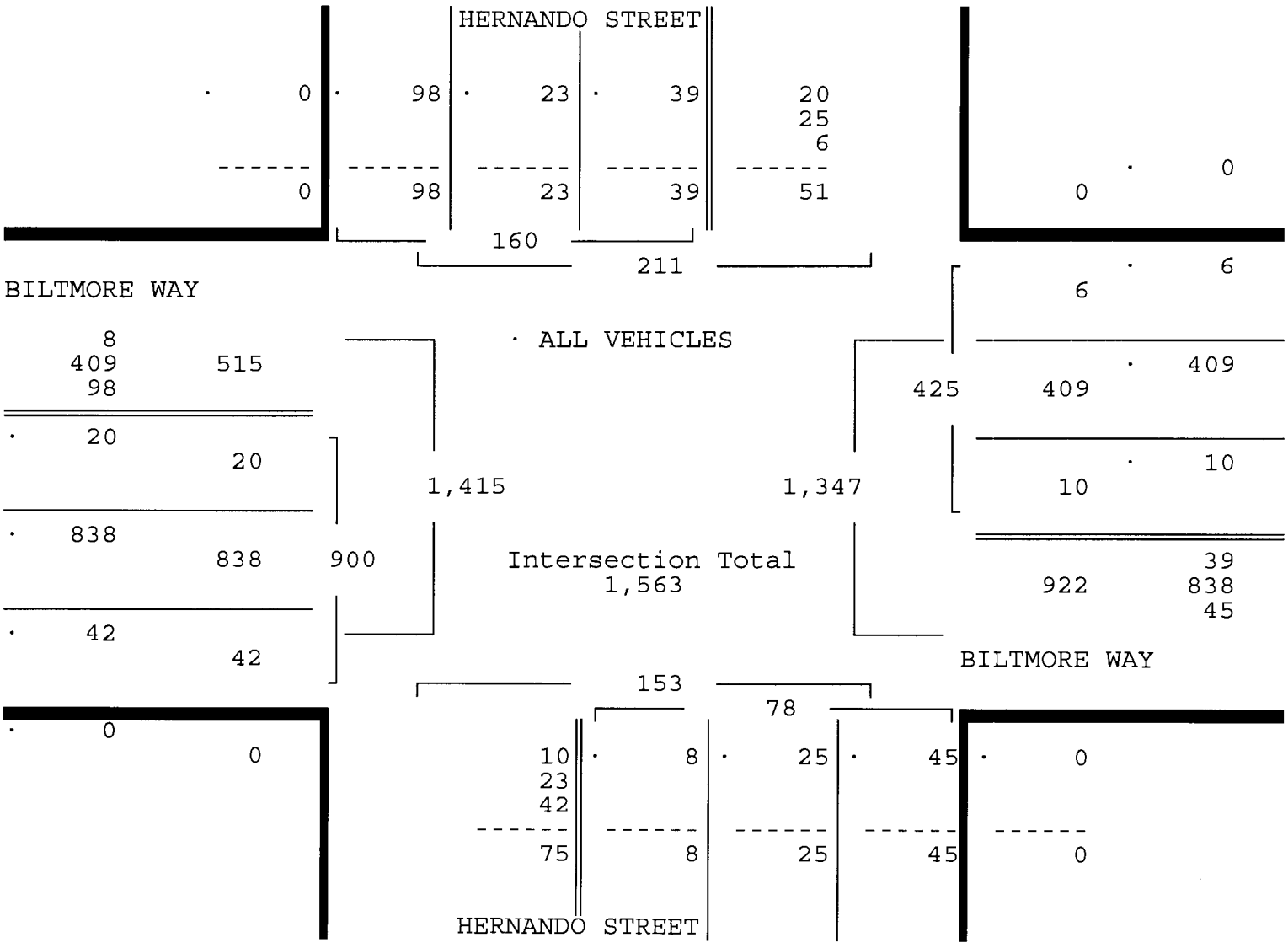
BILTMORE WAY & HERNANDO STREET
CORAL GABLES, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

Site Code : 00140141
Start Date: 06/24/14
File I.D. : BILTHERN

ALL VEHICLES

	HERNANDO STREET From North				BILTMORE WAY From East				HERNANDO STREET From South				BILTMORE WAY From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/24/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/24/14																	
Peak start	17:00				17:00				17:00				17:00				
Volume	0	39	23	98	0	10	409	6	0	8	25	45	0	20	838	42	
Percent	0%	24%	14%	61%	0%	2%	96%	1%	0%	10%	32%	58%	0%	2%	93%	5%	
Pk total	160				425				78				900				
Highest	17:00				17:15				17:00				17:30				
Volume	0	12	9	39	0	3	111	1	0	2	6	17	0	10	232	16	
Hi total	60				115				25				258				
PHF	.67				.92				.78				.87				



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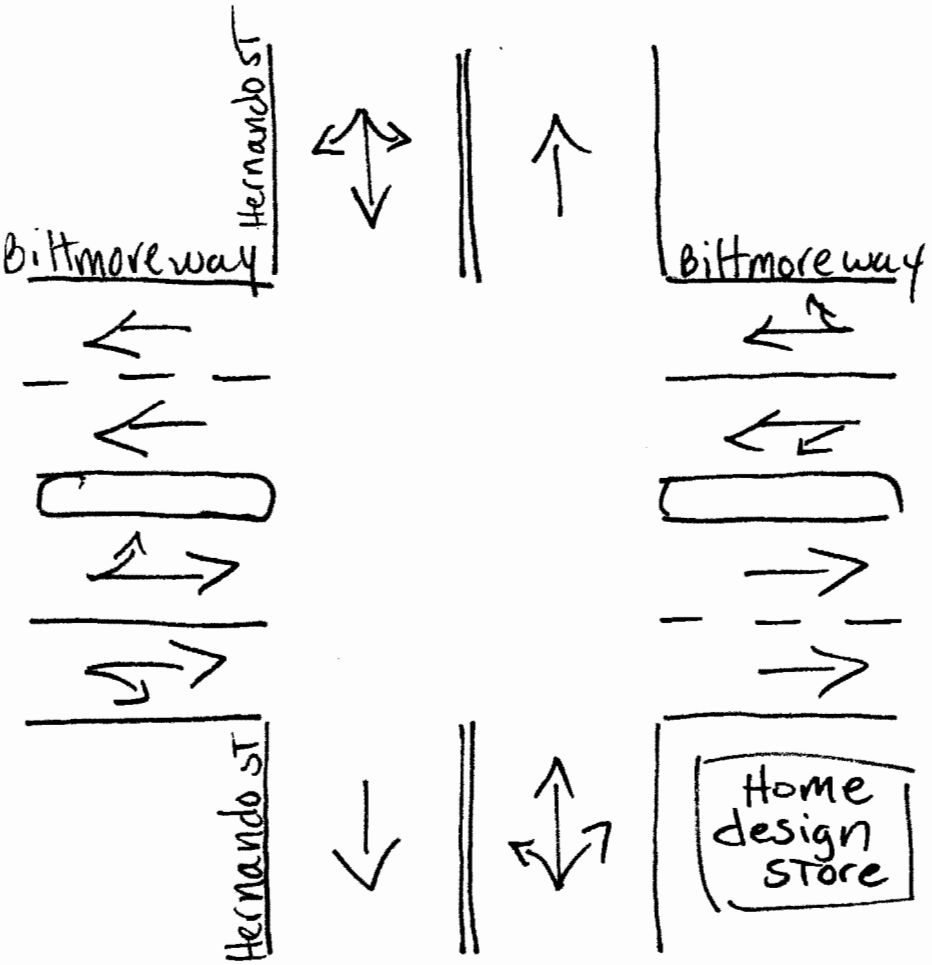
BILTMORE WAY & HERNANDO STREET
CORAL GABLES, FLORIDA
COUNTED BY: ROLANDO MARTINEZ
SIGNALIZED

Site Code : 00140141
Start Date: 06/24/14
File I.D. : BILTHERN

PEDESTRIANS

	HERNANDO STREET From North				BILTMORE WAY From East				HERNANDO STREET From South				BILTMORE WAY From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 06/24/14																	
07:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0	1	7
07:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	1	0	0	0	3	0	0	0	5	0	0	0	1	10
08:00	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	3
08:15	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	1	6
08:30	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	2	6
08:45	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0	5	10
Hr Total	0	0	0	2	0	0	0	10	0	0	0	5	0	0	0	8	25
* BREAK *																	
16:00	0	0	0	3	0	0	0	4	0	0	0	3	0	0	0	1	11
16:15	0	0	0	2	0	0	0	0	0	0	0	7	0	0	0	1	10
16:30	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	1	7
16:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	6	0	0	0	7	0	0	0	13	0	0	0	3	29
17:00	0	0	0	0	0	0	0	7	0	0	0	1	0	0	0	1	9
17:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:45	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	2	6
Hr Total	0	0	0	1	0	0	0	11	0	0	0	2	0	0	0	3	17
TOTAL	0	0	0	10	0	0	0	31	0	0	0	25	0	0	0	15	81

North



Coral Gables, Florida
June 25, 2014
drawn by: Luis Palomino
signalized

Traffic Survey Specialists, Inc.

VALENCIA AVENUE & SEGOVIA STREET
CORAL GABLES, FLORIDA
COUNTED BY: RALPH ESPADA
SIGNALIZED

624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140141
Start Date: 06/24/14
File I.D. : VALESEGO
Page : 1

ALL VEHICLES

	SEGOVIA STREET From North				VALENCIA AVENUE From East				SEGOVIA STREET From South				VALENCIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/24/14																	
07:00	0	9	16	0	0	2	1	2	1	1	38	5	0	1	5	0	81
07:15	0	16	20	0	0	1	3	8	0	0	48	2	0	2	12	2	114
07:30	0	14	28	2	0	2	7	4	1	1	57	4	0	2	18	2	142
07:45	0	9	41	1	0	6	7	11	0	1	57	5	0	8	26	3	175
Hr Total	0	48	105	3	0	11	18	25	2	3	200	16	0	13	61	7	512
08:00	0	13	44	0	0	2	8	9	1	1	71	3	0	6	22	6	186
08:15	0	20	58	0	0	1	14	10	1	1	92	6	0	9	40	6	258
08:30	0	11	51	1	0	5	16	11	1	0	95	17	0	15	58	14	295
08:45	0	26	67	0	0	5	13	17	0	4	111	24	0	9	81	12	369
Hr Total	0	70	220	1	0	13	51	47	3	6	369	50	0	39	201	38	1108
---------- * BREAK * ----------																	
16:00	0	6	36	1	0	2	35	15	0	3	74	1	0	2	8	4	187
16:15	0	6	33	0	0	6	35	19	0	4	55	5	0	1	8	2	174
16:30	0	4	31	1	0	8	61	27	0	5	62	2	1	5	8	4	219
16:45	0	6	35	4	0	11	50	28	1	5	64	4	0	0	8	5	221
Hr Total	0	22	135	6	0	27	181	89	1	17	255	12	1	8	32	15	801
17:00	0	3	46	0	0	9	76	18	0	3	79	6	0	1	10	1	252
17:15	1	3	68	2	0	11	72	33	2	6	64	4	0	2	9	3	280
17:30	0	6	49	3	0	11	94	26	0	4	70	1	0	1	8	2	275
17:45	0	3	57	4	0	9	97	24	0	1	77	4	0	2	5	4	287
Hr Total	1	15	220	9	0	40	339	101	2	14	290	15	0	6	32	10	1094
TOTAL	1	155	680	19	0	91	589	262	8	40	1114	93	1	66	326	70	3515

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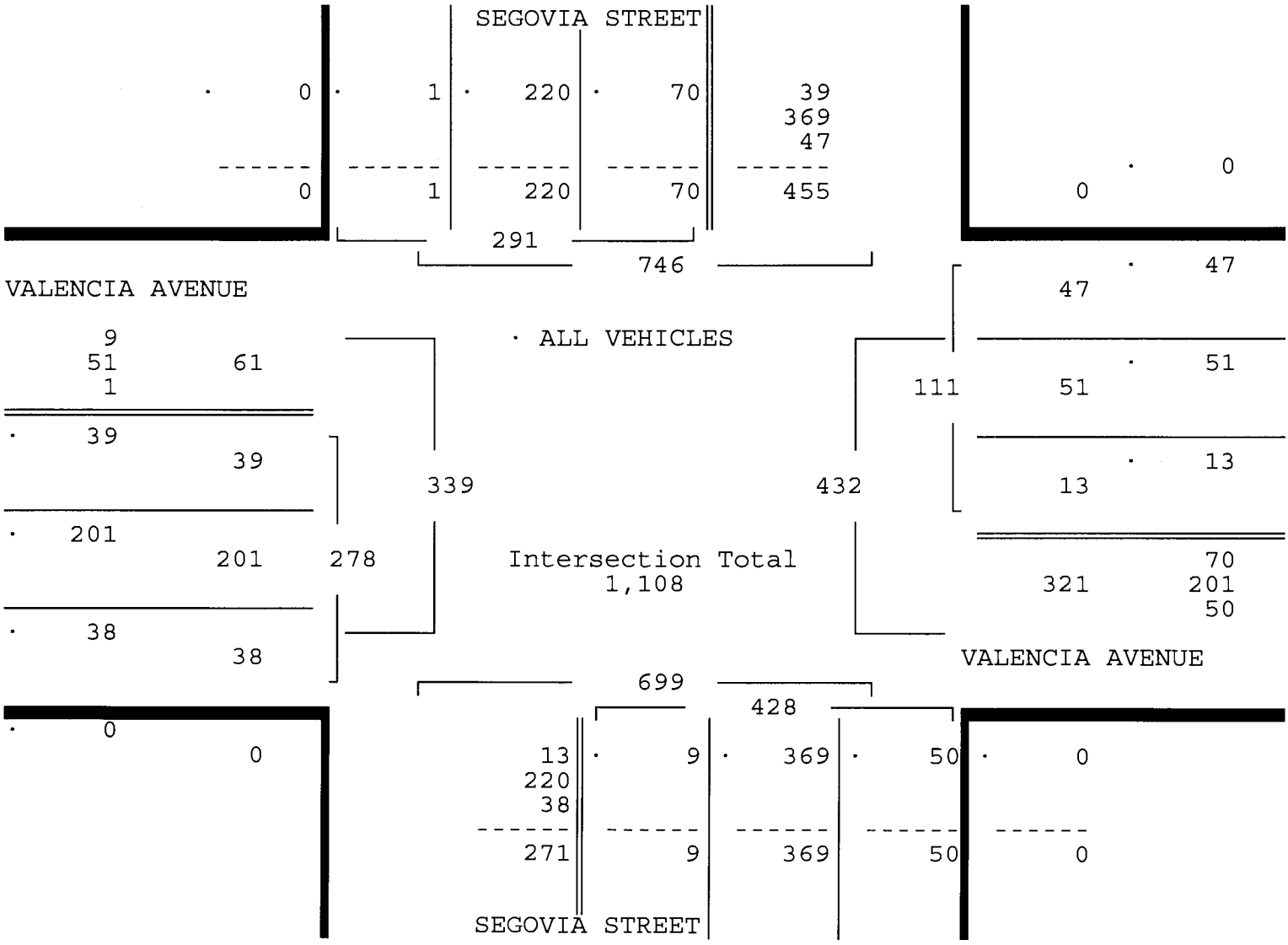
VALENCIA AVENUE & SEGOVIA STREET
CORAL GABLES, FLORIDA
COUNTED BY: RALPH ESPADA
SIGNALIZED

Site Code : 00140141
Start Date: 06/24/14
File I.D. : VALESEGO
Page : 2

ALL VEHICLES

	SEGOVIA STREET From North				VALENCIA AVENUE From East				SEGOVIA STREET From South				VALENCIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/24/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/24/14																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	70	220	1	0	13	51	47	3	6	369	50	0	39	201	38	
Percent	0%	24%	76%	0%	0%	12%	46%	42%	1%	1%	86%	12%	0%	14%	72%	14%	
Pk total	291				111				428				278				
Highest	08:45				08:45				08:45				08:45				
Volume	0	26	67	0	0	5	13	17	0	4	111	24	0	9	81	12	
Hi total	93				35				139				102				
PHF	.78				.79				.77				.68				



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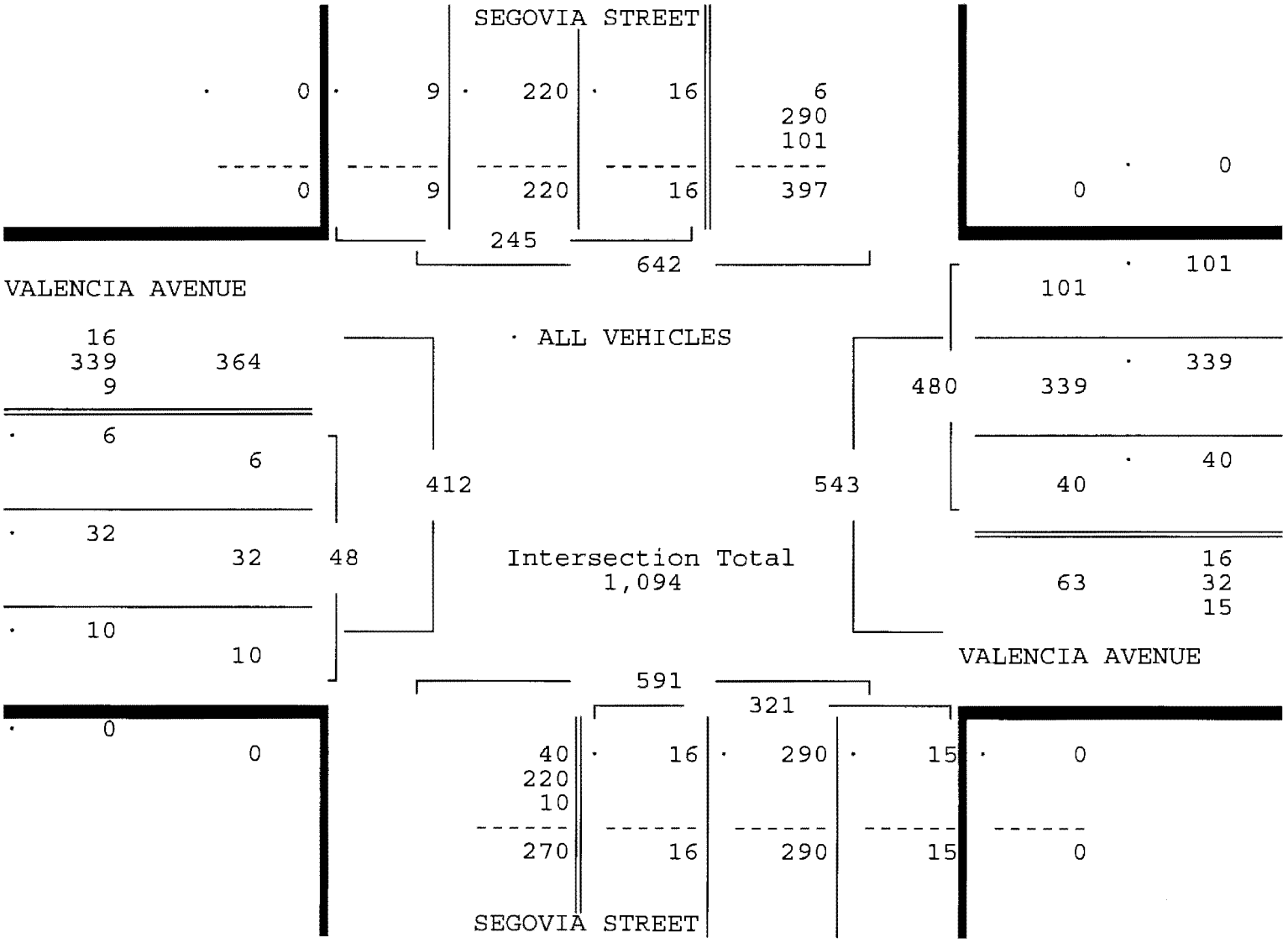
VALENCIA AVENUE & SEGOVIA STREET
CORAL GABLES, FLORIDA
COUNTED BY: RALPH ESPADA
SIGNALIZED

Site Code : 00140141
Start Date: 06/24/14
File I.D. : VALESEGO

ALL VEHICLES

	SEGOVIA STREET From North				VALENCIA AVENUE From East				SEGOVIA STREET From South				VALENCIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/24/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/24/14																	
Peak start	17:00				17:00				17:00				17:00				
Volume	1	15	220	9	0	40	339	101	2	14	290	15	0	6	32	10	
Percent	0%	6%	90%	4%	0%	8%	71%	21%	1%	4%	90%	5%	0%	12%	67%	21%	
Pk total	245				480				321				48				
Highest	17:15				17:30				17:00				17:15				
Volume	1	3	68	2	0	11	94	26	0	3	79	6	0	2	9	3	
Hi total	74				131				88				14				
PHF	.83				.92				.91				.86				



Traffic Survey Specialists, Inc.

VALENCIA AVENUE & SEGOVIA STREET
CORAL GABLES, FLORIDA
COUNTED BY: RALPH ESPADA
SIGNALIZED

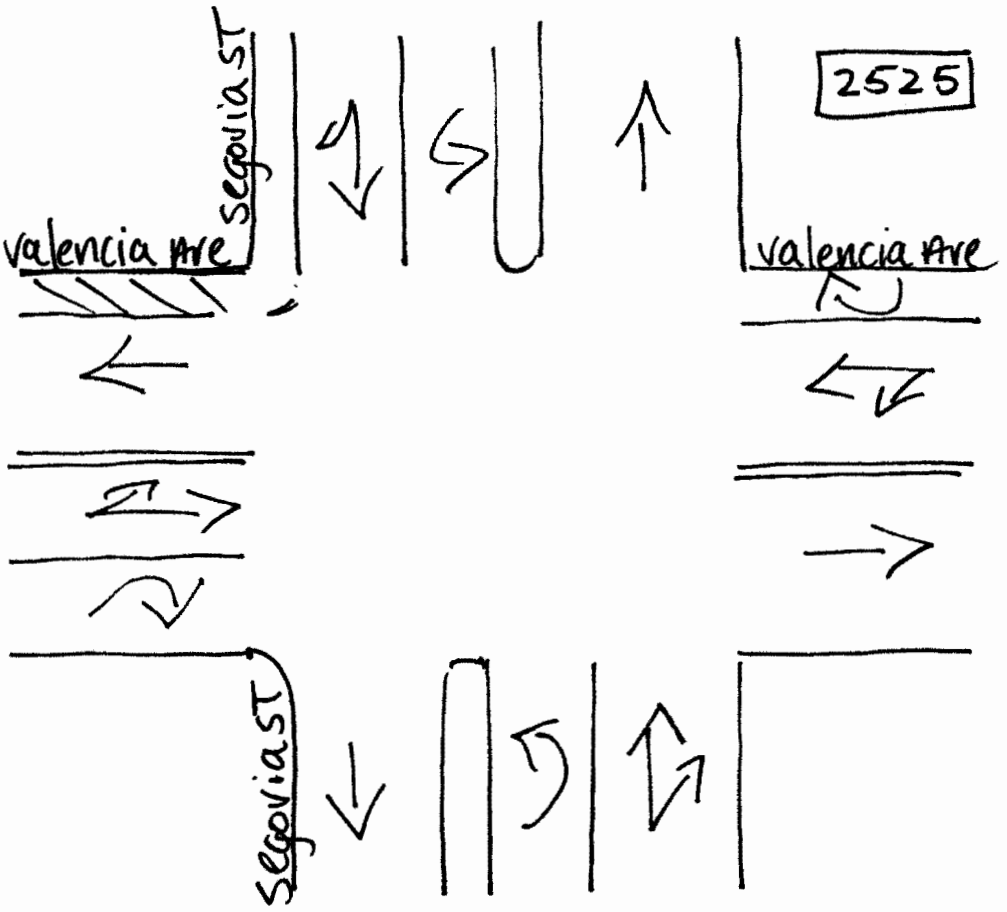
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140141
Start Date: 06/24/14
File I.D. : VALESEGO
Page : 1

PEDESTRIANS

	SEGOVIA STREET From North				VALENCIA AVENUE From East				SEGOVIA STREET From South				VALENCIA AVENUE From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 06/24/14																	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:15	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	4	9
07:30	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	1	5
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Hr Total	0	0	0	0	0	0	0	7	0	0	0	2	0	0	0	9	18
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	3
08:45	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	1	6
Hr Total	0	0	0	1	0	0	0	5	0	0	0	3	0	0	0	5	14
* BREAK *																	
16:00	0	0	0	1	0	0	0	3	0	0	0	1	0	0	0	1	6
16:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	3
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hr Total	0	0	0	2	0	0	0	4	0	0	0	2	0	0	0	3	11
17:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	3
17:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
17:30	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	1	4
17:45	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	4
Hr Total	0	0	0	4	0	0	0	6	0	0	0	0	0	0	0	3	13
TOTAL	0	0	0	7	0	0	0	22	0	0	0	7	0	0	0	20	56

North



Coral Gables, Florida

June 25, 2014

drawn by: Luis Palomino

signalized

Traffic Survey Specialists, Inc.
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VALENCIA AVENUE & HERNANDO STREET
CORAL GABLES, FLORIDA
COUNTED BY: WAYNE ASSAM
NOT SIGNALIZED

Site Code : 00140141
Start Date: 06/24/14
File I.D. : VALEHERN
Page : 1

ALL VEHICLES

	HERNANDO STREET From North				VALENCIA AVENUE From East				HERNANDO STREET From South				VALENCIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/24/14																	
07:00	0	3	1	0	0	2	5	2	0	0	0	0	0	0	14	0	27
07:15	0	1	1	0	1	1	13	3	0	0	8	0	0	0	29	0	57
07:30	0	2	1	2	0	2	12	6	0	1	5	0	2	6	26	2	67
07:45	0	0	0	3	1	1	23	4	0	0	7	0	1	8	29	0	77
Hr Total	0	6	3	5	2	6	53	15	0	1	20	0	3	14	98	2	228
08:00	0	2	2	3	0	2	14	7	0	1	13	1	0	10	27	0	82
08:15	0	1	3	1	0	1	25	7	0	0	15	1	0	22	41	2	119
08:30	0	2	5	4	0	0	25	7	1	1	20	1	0	20	62	2	150
08:45	0	3	8	5	1	1	29	12	0	1	34	4	0	49	84	3	234
Hr Total	0	8	18	13	1	4	93	33	1	3	82	7	0	101	214	7	585
---------- * BREAK * ----------																	
16:00	1	5	3	3	0	3	50	9	0	0	7	0	0	5	10	2	98
16:15	1	3	3	10	0	5	54	4	0	1	9	1	1	3	14	0	109
16:30	0	5	2	6	1	0	84	13	0	1	3	1	0	5	8	1	130
16:45	0	2	6	10	0	1	75	6	0	1	4	0	2	4	10	1	122
Hr Total	2	15	14	29	1	9	263	32	0	3	23	2	3	17	42	4	459
17:00	1	2	10	14	0	3	91	7	0	1	9	0	0	8	13	3	162
17:15	0	2	6	2	2	5	109	10	0	0	5	0	1	3	10	0	155
17:30	0	2	7	12	0	4	116	7	0	0	8	1	0	3	12	1	173
17:45	0	1	8	8	0	2	117	8	1	0	10	2	1	1	9	1	169
Hr Total	1	7	31	36	2	14	433	32	1	1	32	3	2	15	44	5	659
TOTAL	3	36	66	83	6	33	842	112	2	8	157	12	8	147	398	18	1931

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Delray Beach, Florida 33444
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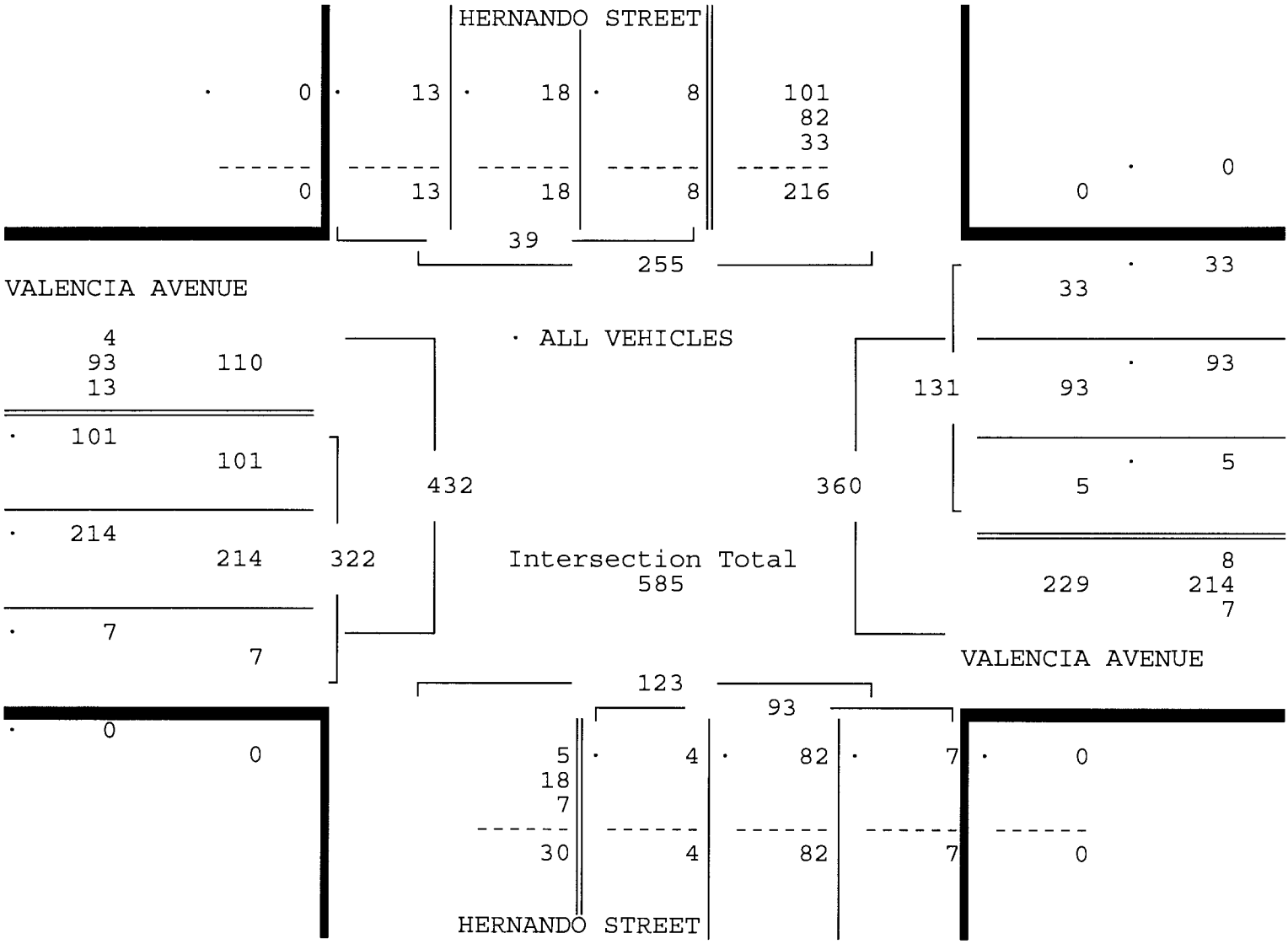
VALENCIA AVENUE & HERNANDO STREET
CORAL GABLES, FLORIDA
COUNTED BY: WAYNE ASSAM
NOT SIGNALIZED

Site Code : 00140141
Start Date: 06/24/14
File I.D. : VALEHERN
Page : 2

ALL VEHICLES

	HERNANDO STREET From North				VALENCIA AVENUE From East				HERNANDO STREET From South				VALENCIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/24/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/24/14																	
Peak start 08:00					08:00				08:00				08:00				
Volume	0	8	18	13	1	4	93	33	1	3	82	7	0	101	214	7	
Percent	0%	21%	46%	33%	1%	3%	71%	25%	1%	3%	88%	8%	0%	31%	66%	2%	
Pk total	39				131				93				322				
Highest	08:45				08:45				08:45				08:45				
Volume	0	3	8	5	1	1	29	12	0	1	34	4	0	49	84	3	
Hi total	16				43				39				136				
PHF	.61				.76				.60				.59				



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Delray Beach, Florida 33444
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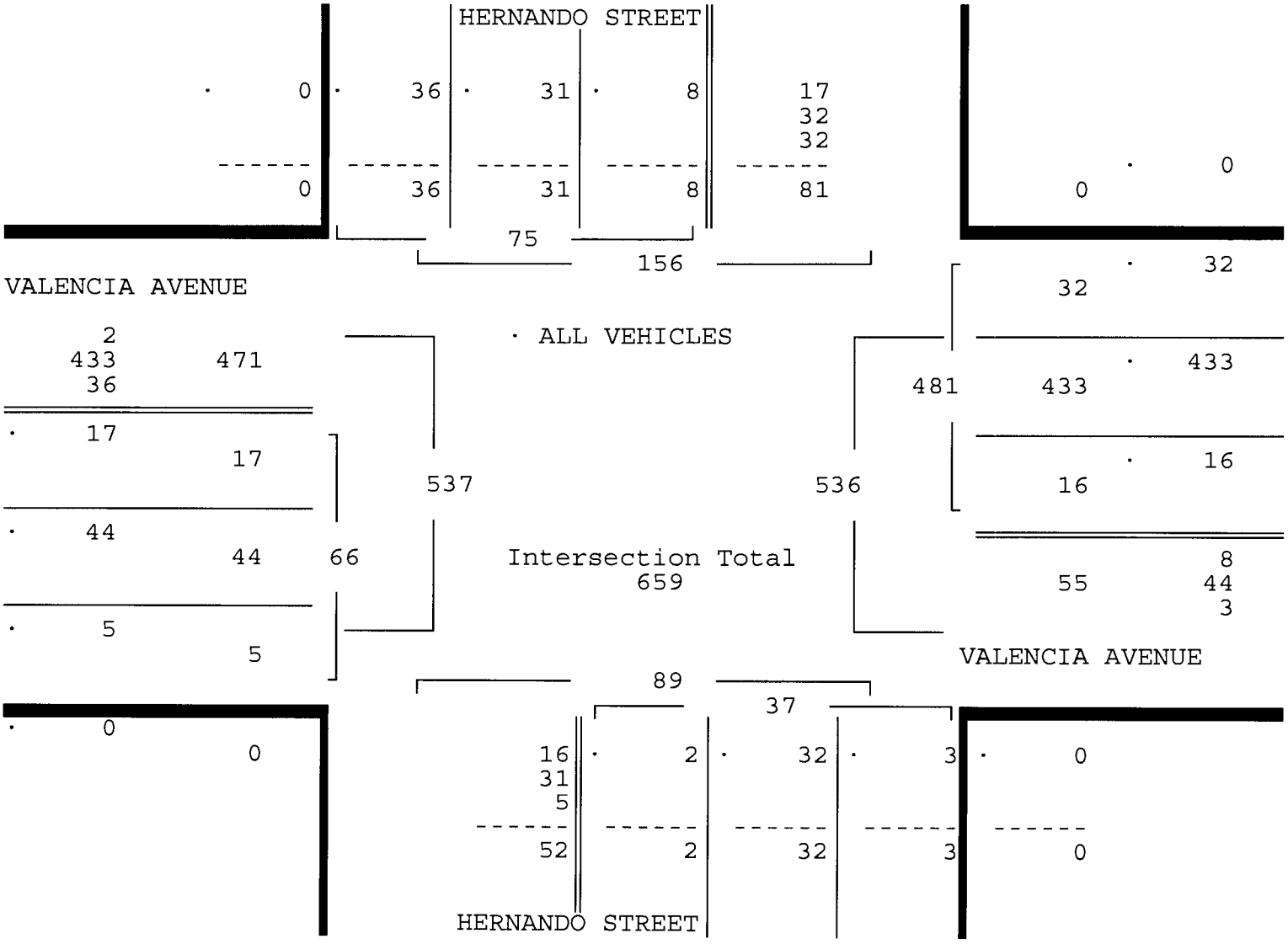
VALENCIA AVENUE & HERNANDO STREET
CORAL GABLES, FLORIDA
COUNTED BY: WAYNE ASSAM
NOT SIGNALIZED

Site Code : 00140141
Start Date: 06/24/14
File I.D. : VALEHERN
Page : 3

ALL VEHICLES

	HERNANDO STREET From North				VALENCIA AVENUE From East				HERNANDO STREET From South				VALENCIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/24/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/24/14																	
Peak start	17:00				17:00				17:00				17:00				
Volume	1	7	31	36	2	14	433	32	1	1	32	3	2	15	44	5	
Percent	1%	9%	41%	48%	0%	3%	90%	7%	3%	3%	86%	8%	3%	23%	67%	8%	
Pk total	75				481				37				66				
Highest	17:00				17:30				17:45				17:00				
Volume	1	2	10	14	0	4	116	7	1	0	10	2	0	8	13	3	
Hi total	27				127				13				24				
PHF	.69				.95				.71				.69				



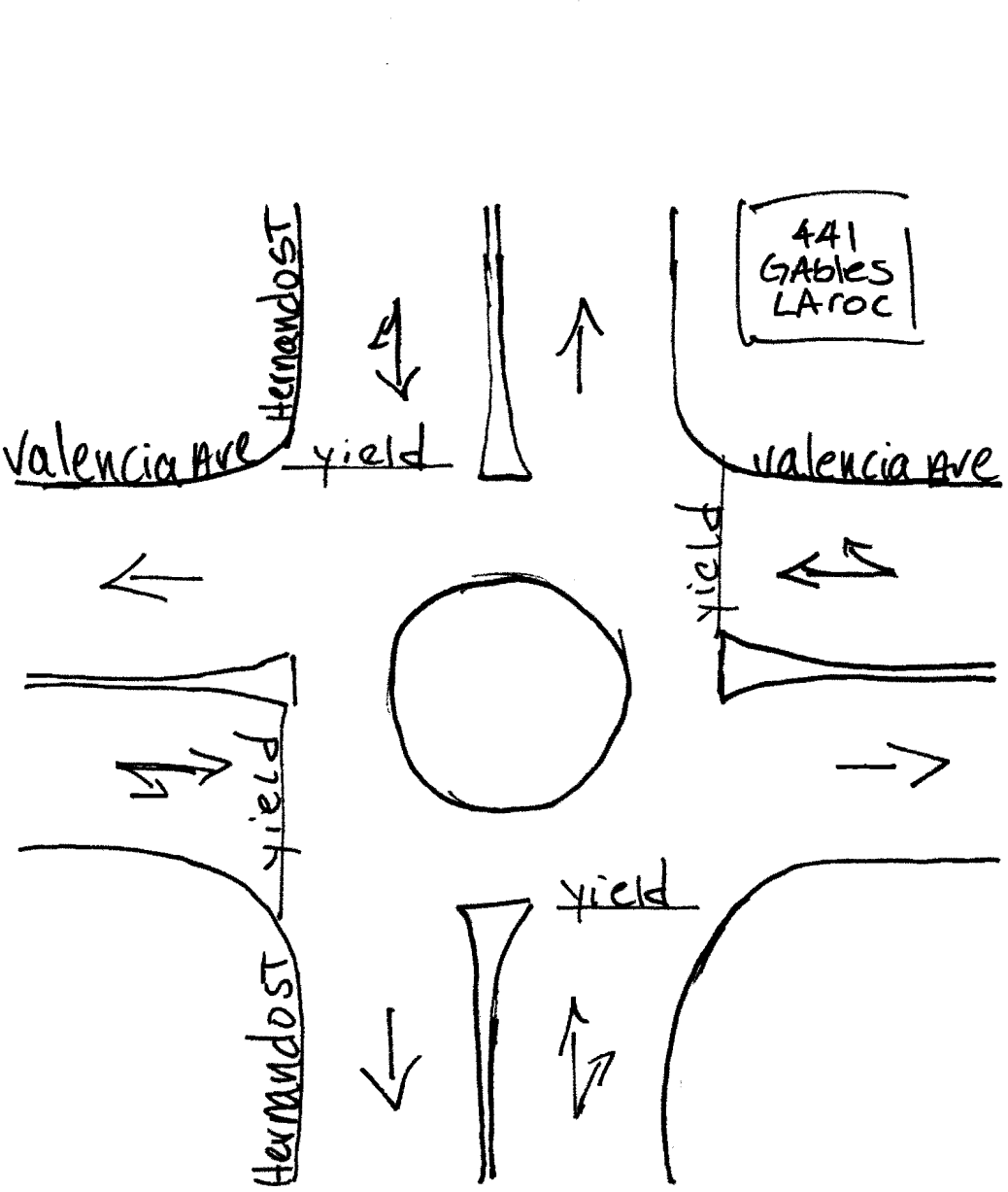
VALENCIA AVENUE & HERNANDO STREET
CORAL GABLES, FLORIDA
COUNTED BY: WAYNE ASSAM
NOT SIGNALIZED

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

Site Code : 00140141
Start Date: 06/24/14
File I.D. : VALEHERN
Page : 1

PEDESTRIANS

	HERNANDO STREET From North				VALENCIA AVENUE From East				HERNANDO STREET From South				VALENCIA AVENUE From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 06/24/14																	
07:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	4
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:45	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	4
Hr Total	0	0	0	2	0	0	0	3	0	0	0	2	0	0	0	2	9
08:00	0	0	0	5	0	0	0	1	0	0	0	1	0	0	0	0	7
08:15	0	0	0	1	0	0	0	3	0	0	0	1	0	0	0	1	6
08:30	0	0	0	1	0	0	0	3	0	0	0	1	0	0	0	0	5
08:45	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	5
Hr Total	0	0	0	8	0	0	0	11	0	0	0	3	0	0	0	1	23
* BREAK *																	
16:00	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	4
16:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
Hr Total	0	0	0	5	0	0	0	2	0	0	0	2	0	0	0	0	9
17:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	3	7
17:45	0	0	0	2	0	0	0	1	0	0	0	2	0	0	0	3	8
Hr Total	0	0	0	6	0	0	0	2	0	0	0	3	0	0	0	7	18
TOTAL	0	0	0	21	0	0	0	18	0	0	0	10	0	0	0	10	59



Coral Gables, Florida
June 25, 2014
drawn by: Luis Palomino
not signalized

Traffic Survey Specialists, Inc.

VALENCIA AVENUE & LEJEUNE ROAD
CORAL GABLES, FLORIDA
COUNTED BY: JUAN RAMIREZ
SIGNALIZED WITH STOP

624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

Site Code : 00140141
Start Date: 06/24/14
File I.D. : VALELEJE
Page : 1

ALL VEHICLES

	LEJEUNE ROAD From North				VALENCIA AVENUE From East				LEJEUNE ROAD From South				VALENCIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/24/14																	
07:00	0	0	190	2	0	4	4	17	0	5	183	0	0	0	0	13	418
07:15	0	0	208	4	0	10	6	19	0	9	218	0	0	0	0	27	501
07:30	0	0	235	7	0	11	7	20	0	3	232	0	0	0	0	28	543
07:45	0	0	274	2	0	13	16	20	0	12	300	0	0	0	0	29	666
Hr Total	0	0	907	15	0	38	33	76	0	29	933	0	0	0	0	97	2128
08:00	0	0	273	7	0	8	13	19	0	2	312	0	0	0	0	26	660
08:15	0	0	287	3	0	16	18	16	0	14	303	0	0	0	0	40	697
08:30	0	0	267	6	0	20	22	18	0	8	305	0	0	0	0	64	710
08:45	0	0	300	6	0	31	18	21	0	19	276	0	0	0	0	81	752
Hr Total	0	0	1127	22	0	75	71	74	0	43	1196	0	0	0	0	211	2819
* BREAK *																	
16:00	0	0	222	2	0	42	41	42	0	17	288	0	0	0	0	17	671
16:15	0	0	259	5	0	50	39	53	0	19	262	0	0	0	0	17	704
16:30	0	0	253	7	0	57	68	37	0	23	238	0	0	0	0	12	695
16:45	1	0	238	1	0	68	62	46	0	16	250	0	0	0	0	11	693
Hr Total	1	0	972	15	0	217	210	178	0	75	1038	0	0	0	0	57	2763
17:00	0	0	276	3	0	89	77	56	0	21	246	0	0	0	0	14	782
17:15	1	0	287	4	0	74	90	50	0	28	275	0	0	0	0	10	819
17:30	0	0	265	3	0	64	109	52	0	19	260	0	0	0	0	14	786
17:45	0	0	273	2	0	70	88	56	0	40	240	0	0	0	0	9	778
Hr Total	1	0	1101	12	0	297	364	214	0	108	1021	0	0	0	0	47	3165
TOTAL	2	0	4107	64	0	627	678	542	0	255	4188	0	0	0	0	412	10875

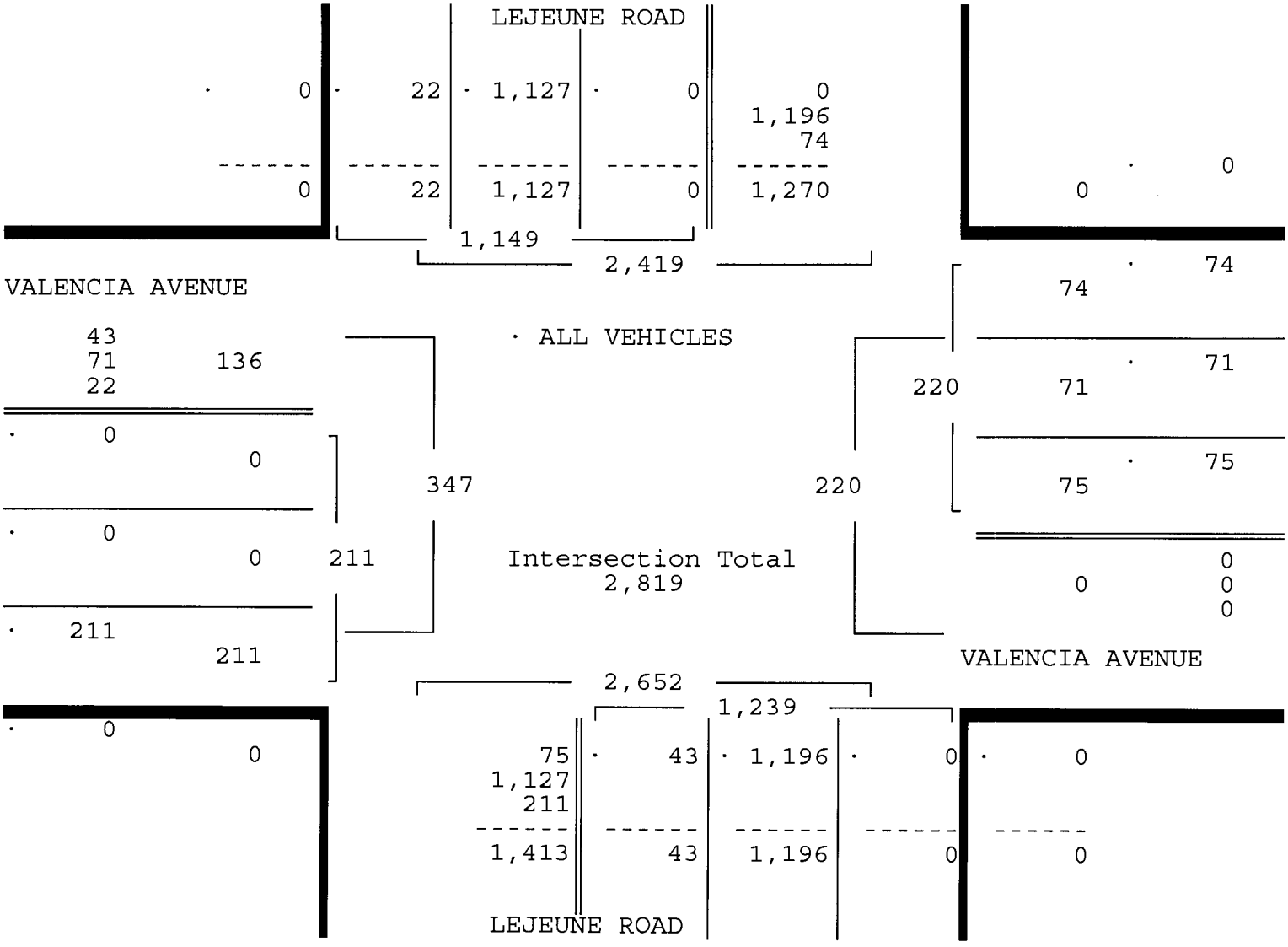
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

VALENCIA AVENUE & LEJEUNE ROAD
CORAL GABLES, FLORIDA
COUNTED BY: JUAN RAMIREZ
SIGNALIZED WITH STOP

Site Code : 00140141
Start Date: 06/24/14
File I.D. : VALELEJE

ALL VEHICLES

	LEJEUNE ROAD From North				VALENCIA AVENUE From East				LEJEUNE ROAD From South				VALENCIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/24/14																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 06/24/14																	
Peak start	08:00				08:00				08:00				08:00				
Volume	0	0	1127	22	0	75	71	74	0	43	1196	0	0	0	0	211	
Percent	0%	0%	98%	2%	0%	34%	32%	34%	0%	3%	97%	0%	0%	0%	0%	100%	
Pk total	1149				220				1239				211				
Highest	08:45				08:45				08:15				08:45				
Volume	0	0	300	6	0	31	18	21	0	14	303	0	0	0	0	81	
Hi total	306				70				317				81				
PHF	.94				.79				.98				.65				



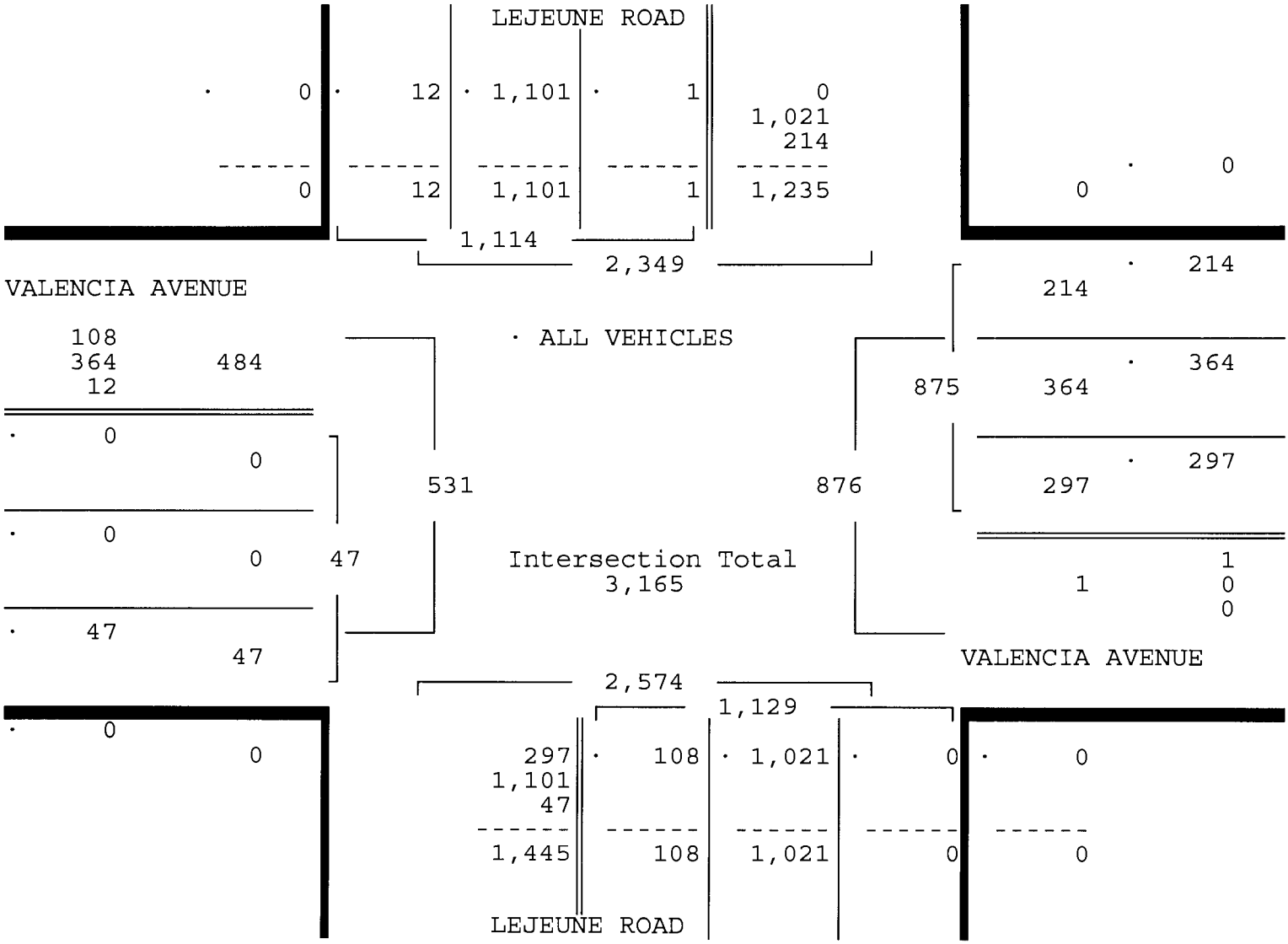
Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
Phone (561) 272-3255

VALENCIA AVENUE & LEJEUNE ROAD
CORAL GABLES, FLORIDA
COUNTED BY: JUAN RAMIREZ
SIGNALIZED WITH STOP

Site Code : 00140141
Start Date: 06/24/14
File I.D. : VALELEJE
Page : 3

ALL VEHICLES

	LEJEUNE ROAD From North				VALENCIA AVENUE From East				LEJEUNE ROAD From South				VALENCIA AVENUE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 06/24/14																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 06/24/14																	
Peak start	17:00				17:00				17:00				17:00				
Volume	1	0	1101	12	0	297	364	214	0	108	1021	0	0	0	0	47	
Percent	0%	0%	99%	1%	0%	34%	42%	24%	0%	10%	90%	0%	0%	0%	0%	100%	
Pk total	1114				875				1129				47				
Highest	17:15				17:30				17:15				17:00				
Volume	1	0	287	4	0	64	109	52	0	28	275	0	0	0	0	14	
Hi total	292				225				303				14				
PHF	.95				.97				.93				.84				



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

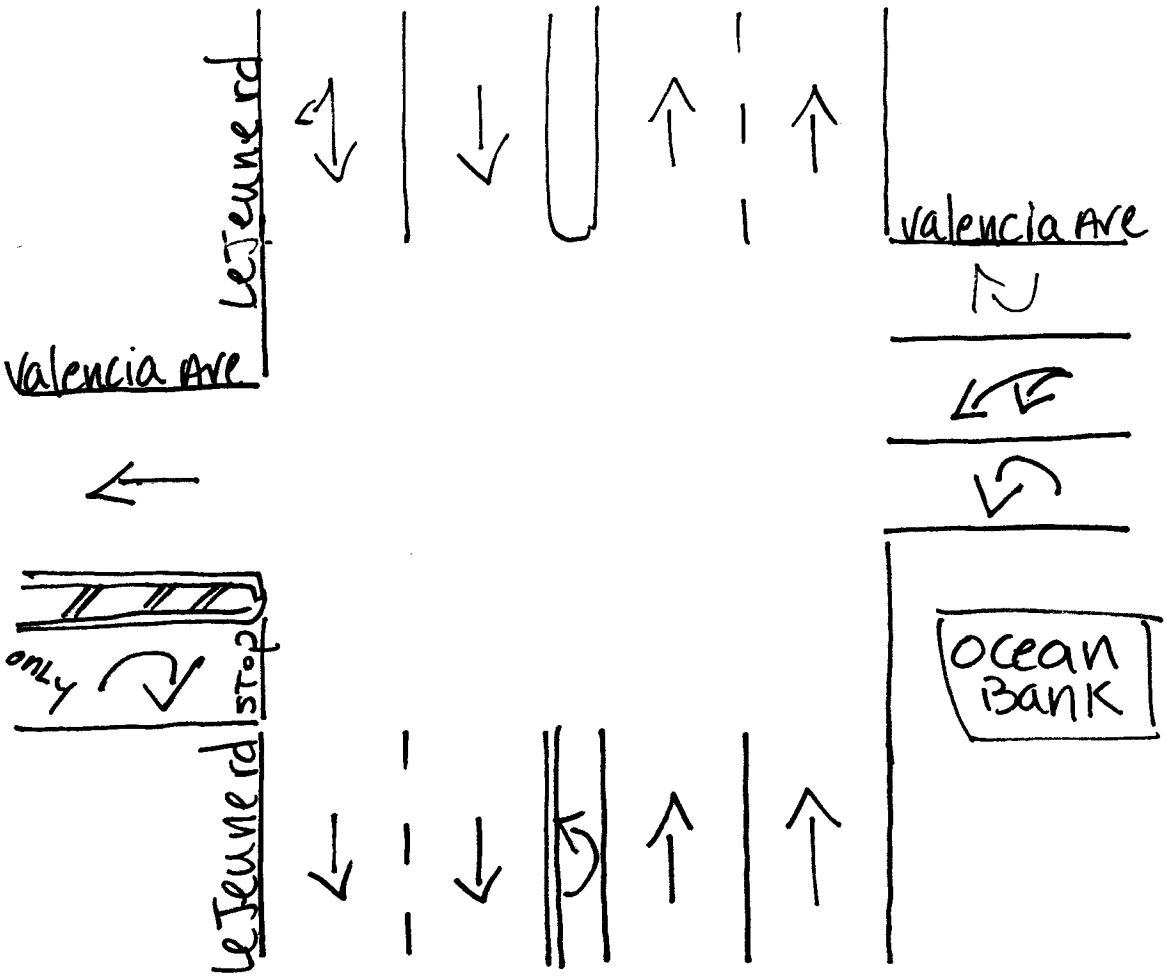
VALENCIA AVENUE & LEJEUNE ROAD
CORAL GABLES, FLORIDA
COUNTED BY: JUAN RAMIREZ
SIGNALIZED WITH STOP

Site Code : 00140141
Start Date: 06/24/14
File I.D. : VALELEJE
Page : 1

PEDESTRIANS

	LEJEUNE ROAD From North				VALENCIA AVENUE From East				LEJEUNE ROAD From South				VALENCIA AVENUE From West				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Date 06/24/14																	
07:00	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	4
07:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	5
07:45	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	5
Hr Total	0	0	0	8	0	0	0	0	0	0	0	4	0	0	0	3	15
08:00	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
08:15	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
08:30	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	6
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	10	0	0	0	3	0	0	0	0	0	0	0	2	15
---------- * BREAK * ----------																	
16:00	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
16:15	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	1	9
16:30	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	1	4
16:45	0	0	0	6	0	0	0	1	0	0	0	0	0	0	0	1	8
Hr Total	0	0	0	23	0	0	0	3	0	0	0	0	0	0	0	3	29
17:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:30	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	3	8
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hr Total	0	0	0	6	0	0	0	1	0	0	0	1	0	0	0	4	12
TOTAL	0	0	0	47	0	0	0	7	0	0	0	5	0	0	0	12	71

North



Coral Gables, Florida
June 25, 2014
drawn by: Luis Palomino
signalized w/ stop

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

Volume Report with 24 Hour Totals

Data File : D0624019.PRN
Station : 000000062302
Identification : 000411692110
Start date : Jun 24, 14
Stop date : Jun 24, 14
City/Town : Coral Gables, FL
Location : Biltmore Way Bet Segovia & Hernando Sts
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

Jun 24 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	6	6	3	3	16	45	227	384	465	262	232
30	10	5	1	4	5	27	81	267	405	389	270	210
45	18	1	1	3	13	24	130	314	452	305	256	186
00	7	4	6	4	10	40	176	376	471	316	225	235
Hr Total	57	16	14	14	31	107	432	1184	1712	1475	1013	863

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	200	248	231	192	179	194	146	161	129	84	58	37
30	236	201	208	215	183	201	185	112	127	95	56	29
45	240	232	203	195	215	222	168	138	111	59	52	21
00	266	259	212	197	183	187	166	127	100	67	33	25
Hr Total	942	940	854	799	760	804	665	538	467	305	199	112

24 Hour Total : 14303
AM peak hour begins : 08:15 AM peak volume : 1793 Peak hour factor : 0.95
PM peak hour begins : 12:15 PM peak volume : 990 Peak hour factor : 0.93

Jun 24 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	2	1	1	5	6	12	36	95	66	42
30	5	3	1	0	0	5	5	14	47	64	52	51
45	4	1	0	0	0	4	13	34	81	54	42	38
00	3	0	0	0	4	5	14	48	90	65	41	59
Hr Total	14	6	3	1	5	19	38	108	254	278	201	190

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	65	64	74	78	153	94	65	47	35	13	9
30	71	81	63	62	67	147	95	53	40	37	28	11
45	84	66	64	76	94	122	82	48	28	21	15	7
00	72	61	70	63	86	105	84	31	44	21	15	8
Hr Total	274	273	261	275	325	527	355	197	159	114	71	35

24 Hour Total : 3983
AM peak hour begins : 08:30 AM peak volume : 330 Peak hour factor : 0.87
PM peak hour begins : 17:00 PM peak volume : 527 Peak hour factor : 0.86

Data File : D0624019.PRN
Station : 000000062302
Identification : 000411692110 Interval : 15 minutes
Start date : Jun 24, 14 Start time : 00:00
Stop date : Jun 24, 14 Stop time : 24:00
City/Town : Coral Gables, FL County : Dade
Location : Biltmore Way Bet Segovia & Hernando Sts

Jun 24 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	8	8	4	4	21	51	239	420	560	328	274
30	15	8	2	4	5	32	86	281	452	453	322	261
45	22	2	1	3	13	28	143	348	533	359	298	224
00	10	4	6	4	14	45	190	424	561	381	266	294
Hr Total	71	22	17	15	36	126	470	1292	1966	1753	1214	1053

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	247	313	295	266	257	347	240	226	176	119	71	46
30	307	282	271	277	250	348	280	165	167	132	84	40
45	324	298	267	271	309	344	250	186	139	80	67	28
00	338	320	282	260	269	292	250	158	144	88	48	33
Hr Total	1216	1213	1115	1074	1085	1331	1020	735	626	419	270	147

24 Hour Total : 18286
AM peak hour begins : 08:30 AM peak volume : 2107 Peak hour factor : 0.94
PM peak hour begins : 17:00 PM peak volume : 1331 Peak hour factor : 0.96

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

Data File : D0625020.PRN
Station : 000000062302
Identification : 000411692110
Start date : Jun 25, 14
Stop date : Jun 25, 14
City/Town : Coral Gables, FL
Location : Biltmore Way Bet Segovia & Hernando Sts
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Dade

Jun 25 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	7	6	2	6	15	44	232	406	458	258	213
30	19	6	1	4	5	12	82	296	442	367	208	223
45	19	5	7	2	9	31	136	304	441	325	230	219
00	14	3	3	3	7	43	181	385	475	314	265	217
Hr Total	77	21	17	11	27	101	443	1217	1764	1464	961	872

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	217	217	240	213	196	212	211	196	120	63	57	48
30	273	220	218	177	198	201	169	148	108	97	51	36
45	230	209	199	188	189	212	180	140	107	72	43	26
00	250	233	208	200	181	210	157	116	92	61	49	23
Hr Total	970	879	865	778	764	835	717	600	427	293	200	133

24 Hour Total : 14436
AM peak hour begins : 08:15 AM peak volume : 1816 Peak hour factor : 0.96
PM peak hour begins : 12:00 PM peak volume : 970 Peak hour factor : 0.89

Jun 25 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	3	3	3	2	1	12	15	49	77	43	68
30	5	2	0	2	4	2	5	27	53	52	44	46
45	7	0	0	0	1	10	10	34	72	52	34	54
00	3	3	0	0	2	6	19	38	79	41	45	47
Hr Total	26	8	3	5	9	19	46	114	253	222	166	215

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	69	71	66	85	133	87	58	31	33	23	16
30	69	46	47	54	87	126	98	61	29	19	15	11
45	60	61	59	63	58	110	91	47	34	33	18	10
00	56	55	65	42	106	88	66	53	33	19	15	5
Hr Total	234	231	242	225	336	457	342	219	127	104	71	42

24 Hour Total : 3716
AM peak hour begins : 08:15 AM peak volume : 281 Peak hour factor : 0.89
PM peak hour begins : 16:45 PM peak volume : 475 Peak hour factor : 0.89

Data File : D0625020.PRN
Station : 000000062302
Identification : 000411692110 Interval : 15 minutes
Start date : Jun 25, 14 Start time : 00:00
Stop date : Jun 25, 14 Stop time : 24:00
City/Town : Coral Gables, FL County : Dade
Location : Biltmore Way Bet Segovia & Hernando Sts

Jun 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	10	9	5	8	16	56	247	455	535	301	281
30	24	8	1	6	9	14	87	323	495	419	252	269
45	26	5	7	2	10	41	146	338	513	377	264	273
00	17	6	3	3	9	49	200	423	554	355	310	264
Hr Total	103	29	20	16	36	120	489	1331	2017	1686	1127	1087

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	266	286	311	279	281	345	298	254	151	96	80	64
30	342	266	265	231	285	327	267	209	137	116	66	47
45	290	270	258	251	247	322	271	187	141	105	61	36
00	306	288	273	242	287	298	223	169	125	80	64	28
Hr Total	1204	1110	1107	1003	1100	1292	1059	819	554	397	271	175

24 Hour Total : 18152
AM peak hour begins : 08:15 AM peak volume : 2097 Peak hour factor : 0.95
PM peak hour begins : 17:00 PM peak volume : 1292 Peak hour factor : 0.94

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

Data File : D0624021.PRN
Station : 000000062301
Identification : 000058410124 Interval : 15 minutes
Start date : Jun 24, 14 Start time : 00:00
Stop date : Jun 24, 14 Stop time : 24:00
City/Town : Coral Gables, FL County : Dade
Location : Valencia Av Bet Lejeune Rd & Hernando St

Jun 24 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	2	19	32	63	21	7
30	2	0	0	1	1	2	5	32	46	34	16	15
45	1	0	0	1	1	3	11	31	70	28	14	16
00	2	0	0	0	0	2	9	22	74	21	16	12
Hr Total	5	0	0	2	2	7	27	104	222	146	67	50

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	15	15	13	12	20	12	9	4	7	3	3
30	16	15	11	14	16	11	15	3	11	3	2	2
45	16	7	14	15	13	11	16	4	4	4	2	1
00	23	9	16	19	13	14	11	2	3	4	1	5
Hr Total	61	46	56	61	54	56	54	18	22	18	8	11

24 Hour Total : 1097
AM peak hour begins : 08:15 AM peak volume : 253 Peak hour factor : 0.85
PM peak hour begins : 12:15 PM peak volume : 70 Peak hour factor : 0.76

Jun 24 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	1	0	0	0	5	12	24	28	41	46
30	5	1	1	0	0	0	6	20	31	39	47	36
45	2	1	1	0	1	2	6	19	36	32	31	47
00	3	0	0	0	0	2	4	28	43	42	27	52
Hr Total	13	2	3	0	1	4	21	79	134	141	146	181

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	53	55	44	54	68	104	101	54	43	21	5	2
30	56	45	48	47	66	123	80	51	19	21	8	7
45	51	39	49	53	89	124	86	36	27	17	8	4
00	53	55	49	54	75	120	75	24	32	16	4	2
Hr Total	213	194	190	208	298	471	342	165	121	75	25	15

24 Hour Total : 3042
AM peak hour begins : 11:30 AM peak volume : 208 Peak hour factor : 0.93
PM peak hour begins : 17:00 PM peak volume : 471 Peak hour factor : 0.95

Data File : D0624021.PRN
Station : 000000062301
Identification : 000058410124 Interval : 15 minutes
Start date : Jun 24, 14 Start time : 00:00
Stop date : Jun 24, 14 Stop time : 24:00
City/Town : Coral Gables, FL County : Dade
Location : Valencia Av Bet Lejeune Rd & Hernando St

Jun 24 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	1	0	0	0	7	31	56	91	62	53
30	7	1	1	1	1	2	11	52	77	73	63	51
45	3	1	1	1	2	5	17	50	106	60	45	63
00	5	0	0	0	0	4	13	50	117	63	43	64
Hr Total	18	2	3	2	3	11	48	183	356	287	213	231

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	70	59	67	80	124	113	63	47	28	8	5
30	72	60	59	61	82	134	95	54	30	24	10	9
45	67	46	63	68	102	135	102	40	31	21	10	5
00	76	64	65	73	88	134	86	26	35	20	5	7
Hr Total	274	240	246	269	352	527	396	183	143	93	33	26

24 Hour Total : 4139
AM peak hour begins : 08:15 AM peak volume : 391 Peak hour factor : 0.84
PM peak hour begins : 17:00 PM peak volume : 527 Peak hour factor : 0.98

Traffic Survey Specialists, Inc. 624 Gardenia Terrace
Delray Beach, Florida 33444 Phone (561) 272-3255
Volume Report with 24 Hour Totals

Data File : D0625022.PRN
Station : 000000062301
Identification : 000058410124 Interval : 15 minutes
Start date : Jun 25, 14 Start time : 00:00
Stop date : Jun 25, 14 Stop time : 24:00
City/Town : Coral Gables, FL County : Dade
Location : Valencia Av Bet Lejeune Rd & Hernando St

Jun 25 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	2	0	16	41	49	24	18
30	1	1	0	0	0	2	6	23	57	40	15	11
45	0	0	0	0	1	1	10	23	61	29	10	8
00	0	0	0	0	0	4	13	27	65	21	19	25
Hr Total	1	1	0	0	1	9	29	89	224	139	68	62

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	20	16	15	21	9	13	14	6	5	3	3
30	17	9	21	13	11	13	7	11	6	7	1	1
45	19	17	15	18	12	18	16	6	3	2	1	1
00	12	18	15	14	14	27	5	3	8	5	3	1
Hr Total	62	64	67	60	58	67	41	34	23	19	8	6

24 Hour Total : 1132
AM peak hour begins : 08:15 AM peak volume : 232 Peak hour factor : 0.89
PM peak hour begins : 13:30 PM peak volume : 72 Peak hour factor : 0.86

Jun 25 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	2	0	0	1	3	13	28	36	30	40
30	5	0	0	0	0	1	10	17	30	41	39	47
45	2	0	1	0	2	1	4	27	23	34	33	40
00	1	2	0	0	0	1	2	22	42	40	36	58
Hr Total	9	3	3	0	2	4	19	79	123	151	138	185

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	36	43	44	80	148	106	44	26	28	8	4
30	47	41	56	67	74	111	102	44	26	20	8	5
45	48	45	47	65	86	126	91	30	23	15	7	3
00	69	55	35	53	80	92	67	45	20	22	2	6
Hr Total	214	177	181	229	320	477	366	163	95	85	25	18

24 Hour Total : 3066
AM peak hour begins : 11:15 AM peak volume : 195 Peak hour factor : 0.84
PM peak hour begins : 17:00 PM peak volume : 477 Peak hour factor : 0.81

Data File : D0625022.PRN
Station : 000000062301
Identification : 000058410124 Interval : 15 minutes
Start date : Jun 25, 14 Start time : 00:00
Stop date : Jun 25, 14 Stop time : 24:00
City/Town : Coral Gables, FL County : Dade
Location : Valencia Av Bet Lejeune Rd & Hernando St

Jun 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	2	0	0	3	3	29	69	85	54	58
30	6	1	0	0	0	3	16	40	87	81	54	58
45	2	0	1	0	3	2	14	50	84	63	43	48
00	1	2	0	0	0	5	15	49	107	61	55	83
Hr Total	10	4	3	0	3	13	48	168	347	290	206	247

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	56	59	59	101	157	119	58	32	33	11	7
30	64	50	77	80	85	124	109	55	32	27	9	6
45	67	62	62	83	98	144	107	36	26	17	8	4
00	81	73	50	67	94	119	72	48	28	27	5	7
Hr Total	276	241	248	289	378	544	407	197	118	104	33	24

24 Hour Total : 4198
AM peak hour begins : 08:15 AM peak volume : 363 Peak hour factor : 0.85
PM peak hour begins : 17:00 PM peak volume : 544 Peak hour factor : 0.87

Signal Timings

TOD Schedule Report

for 5120: Biltmore Way&Hernando St

Print Date: 5/4/2014

Print Time: 8:29 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5120	Biltmore Way&Hernando St	DOW-1		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 / 2 / 3)	Don't Walk (Phase Bank 1 / 2 / 3)	Min Initial (Phase Bank 1 / 2 / 3)	Veh Ext (Phase Bank 1 / 2 / 3)	Max Limit (Phase Bank 1 / 2 / 3)	Max 2 (Phase Bank 1 / 2 / 3)	Yellow	Red
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 WBT	0 - 0 - 0	0 - 0 - 0	12 - 7 - 7	1 - 1 - 1	30 - 30 - 30	0 - 30 - 30	4	1
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NBT	2 - 2 - 2	14 - 14 - 14	7 - 7 - 7	3.5 - 2.5 - 2.5	15 - 15 - 15	26 - 18 - 18	4	0.6
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 EBT	0 - 0 - 0	0 - 0 - 0	12 - 7 - 7	1 - 1 - 1	30 - 30 - 30	0 - 30 - 30	4	1
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SBT	2 - 2 - 2	14 - 14 - 14	7 - 7 - 7	3.5 - 2.5 - 2.5	15 - 15 - 15	26 - 18 - 18	4	0.6

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-4-6-8
External Permit 0	——
External Permit 1	——
External Permit 2	——

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 WBT	3 -	4 NBT	5 -	6 EBT	7 -	8 SBT	Ring Offset	Offset
	3	90	0	60	0	30	0	60	0	30	0	79
	4	70	0	60	0	10	0	60	0	10	0	43
	5	90	0	55	0	25	0	55	0	25	0	5
	6	80	0	34	0	16	0	34	0	16	0	18
	7	90	0	60	0	20	0	60	0	20	0	59
	8	100	0	80	0	10	0	80	0	10	0	51
	12	80	0	60	0	10	0	60	0	10	0	27
	14	75	0	53	0	12	0	53	0	12	0	2

Local TOD Schedule

Time	Plan	DOW
0000	14	Su M T W Th F S
0030	Free	M T W Th F
0100	Free	Su S
0200	Free	M T W Th F
0300	Free	Su S
0600	14	Su M T W Th F S
0700	5	M T W Th F
0830	6	M T W Th F
1000	6	Su S
1530	7	M T W Th F
1900	12	M T W Th F
2100	14	M T W Th F
2200	14	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

TOD Schedule Report
for 3117: LeJeune Rd&Valencia Av

Print Date: 5/4/2014

Print Time: 9:15 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3117	LeJeune Rd&Valencia Av	DOW-1		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank: 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	41 - 41 - 41	0 - 41 - 41	4	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	7 - 7 - 7	9 - 9 - 9	7 - 7 - 7	2.5 - 2.5 - 2.5	20 - 20 - 20	68 - 28 - 28	4	0.8
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	16 - 16 - 16	1 - 1 - 1	41 - 41 - 41	0 - 41 - 41	4	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	2-4-6-
External Permit 0	———
External Permit 1	———
External Permit 2	———

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 -	Ring Offset	Offset
	3	90	0	61	0	16	0	61	0	0	0	4
	4	70	0	41	0	16	0	41	0	0	0	4
	5	180	0	111	0	56	0	111	0	0	0	156
	6	120	0	64	0	46	0	64	0	0	0	57
	7	130	0	101	0	68	0	101	0	0	0	96
	8	100	0	61	0	26	0	61	0	0	0	63
	12	90	0	49	0	20	0	49	0	0	0	53
	14	75	0	46	0	18	0	46	0	0	0	9

Local TOD Schedule

Time	Plan	DOW
0000	14	Su M T W Th F S
0030	Flash	M T W Th F
0100	Flash	Su S
0200	Flash	M T W Th F
0300	Flash	Su S
0600	14	Su M T W Th F S
0700	5	M T W Th F
0930	6	M T W Th F
1000	5	Su S
1530	7	M T W Th F
1900	12	M T W Th F
2100	14	M T W Th F
2200	14	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

TOD Schedule Report
for 6416: Segovia St&Valencia Av

Print Date: 5/4/2014

Print Time: 9:35 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6416	Segovia St&Valencia Av	DOW-1		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank: 1 2 3)	Don't Walk (1 2 3)	Min Initial (1 2 3)	Veh Ext (1 2 3)	Max Limit (1 2 3)	Max 2 (1 2 3)	Yellow	Red
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	30 - 35 - 35	0 - 0 - 0	4	0.6
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 WBT	2 - 2 - 2	15 - 15 - 15	7 - 7 - 7	3.5 - 3.5 - 3.5	30 - 20 - 20	0 - 0 - 0	4	0.5
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	1 - 1 - 1	30 - 35 - 35	0 - 0 - 0	4	0.6
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 EBT	2 - 2 - 2	15 - 15 - 15	7 - 7 - 7	3.5 - 3.5 - 3.5	30 - 20 - 20	0 - 0 - 0	4	0.5

Last In Service Date: unknown

Permitted Phases

	12345678
Default	2-4-6-8
External Permit 0	——
External Permit 1	——
External Permit 2	——

Current TOD Schedule	Plan	Cycle	1 -	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 EBT	Ring Offset	Offset

Local TOD Schedule

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

Current Time of Day Function

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

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

Historic Background Growth

14181
Nov 2016

Valencia Apartments

Background Growth Rate

Station	Location	2010	2011	2012	2013	2014	2015
0024	SR 953/LeJeune Rd, 200' S Coral Way/SR 972	44,500	35,500	35,500	34,000	44,500	35,500
1048	SR 976/Bird Rd, 200' W SW 42 Av	40,500	38,000	45,500	41,500	38,000	39,000
0035	SR 959/Red Rd/SW 57 Av, 200' S Coral Way/SW 24 St	15,700	12,900	13,800	13,800	14,200	15,200
1053	SR 953/ LeJeune Rd, 760' N Ponce De Leon Blvd	25,500	24,500	25,000	28,500	24,000	26,000
2534	SR 972/ Coral Way, 200' E SW 37 Av	43,000	42,500	36,000	37,000	41,500	35,500
0118	SR 90/US-41/SW 8 ST, 200' E Red Rd/SW 57 Av	44,500	41,500	40,000	39,000	41,500	44,000
Total		213,700	194,900	195,800	193,800	203,700	195,200
Yearly Growth			-8.8%	0.5%	-1.0%	5.1%	-4.2%
Growth Trend							-1.7%

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2015 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0024 - SR 953/LEJEUNE RD, 200' S CORAL WAY/SR 972

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	35500 C	N 16500	S 19000	9.00	57.40	4.60
2014	44500 C	N 23500	S 21000	9.00	59.30	5.90
2013	34000 C	N 18000	S 16000	9.00	58.90	5.70
2012	35500 C	N 18000	S 17500	9.00	59.70	4.00
2011	35500 C	N 18000	S 17500	9.00	58.20	5.70
2010	44500 C	N 22000	S 22500	7.87	58.27	3.80
2009	43000 C	N 22500	S 20500	7.98	59.96	3.20
2008	45000 C	N 23500	S 21500	8.07	66.31	3.50
2007	42000 C	N 22000	S 20000	7.90	63.12	4.70
2006	34000 C	N 15000	S 19000	7.39	58.66	7.20
2005	48000 F	N 21500	S 26500	7.70	65.70	5.50
2004	41000 C	N 18500	S 22500	8.20	67.10	9.00
2003	37500 C	N 20000	S 17500	8.10	72.30	5.00
2002	39000 C	N 17500	S 21500	9.20	68.00	4.30
2001	39000 C	N 20500	S 18500	8.20	53.50	5.70
2000	40500 C	N 21000	S 19500	8.20	53.10	4.30

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2015 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0035 - SR 959/RED RD/SW 57 AV, 200' S CORAL WAY/SW 24 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	15200 C	N 7900	S 7300	9.00	57.40	5.00
2014	14200 C	N 7000	S 7200	9.00	59.30	5.40
2013	13800 F	N 7200	S 6600	9.00	58.90	3.20
2012	13800 C	N 7200	S 6600	9.00	59.70	3.20
2011	12900 C	N 6800	S 6100	9.00	58.20	2.80
2010	15700 C	N 7700	S 8000	7.87	58.27	2.80
2009	15600 C	N 8400	S 7200	7.98	59.96	7.80
2008	15100 C	N 8000	S 7100	8.07	66.31	7.50
2007	15600 C	N 8000	S 7600	7.90	63.12	5.60
2006	16800 C	N 8200	S 8600	7.39	58.66	3.70
2005	17800 C	N 8500	S 9300	7.70	65.70	5.00
2004	17500 C	N 8300	S 9200	8.20	67.10	5.00
2003	16900 C	N 8300	S 8600	8.10	72.30	4.50
2002	17400 C	N 9000	S 8400	9.20	68.00	5.30
2001	17500 C	N 8700	S 8800	8.20	53.50	4.10
2000	15700 C	N 8000	S 7700	8.20	53.10	7.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2015 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0118 - SR 90/US-41/SW 8 ST, 200' E RED RD/SW 57 AV

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	44000 C	E 21500	W 22500	9.00	57.40	7.80
2014	41500 C	E 21000	W 20500	9.00	59.30	10.40
2013	39000 C	E 20000	W 19000	9.00	58.90	5.10
2012	40000 C	E 21000	W 19000	9.00	59.70	8.00
2011	41000 C	E 21500	W 19500	9.00	58.20	6.20
2010	44500 C	E 22000	W 22500	7.87	58.27	6.20
2009	41500 C	E 21000	W 20500	7.98	59.96	5.90
2008	42500 C	E 20500	W 22000	8.07	66.31	7.50
2007	46000 C	E 23000	W 23000	7.90	63.12	10.30
2006	48500 C	E 21500	W 27000	7.39	58.66	12.80
2005	48000 C	E 22500	W 25500	7.70	65.70	11.70
2004	46500 C	E 22000	W 24500	8.20	67.10	11.70
2003	46500 C	E 23500	W 23000	8.10	72.30	4.50
2002	21000 C	E 10500	W 10500	9.20	68.00	4.50
2001	30000 C	E 14500	W 15500	8.20	53.50	8.60
2000	20000 C	E 10000	W 10000	8.20	53.10	4.70

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2015 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
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
2005	51000 F	E 24500	W 26500	7.70	65.70	5.50
2004	43500 C	E 21000	W 22500	8.20	67.10	7.10
2003	40000 C	E 20000	W 20000	8.10	72.30	6.10
2002	45000 C	E 23500	W 21500	9.20	68.00	4.40
2001	47500 C	E 22500	W 25000	8.20	53.50	5.80
2000	44500 C	E 22500	W 22000	8.20	53.10	3.70

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2015 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
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
2005	29000 C	N 14000	S 15000	7.70	65.70	3.10
2004	28000 C	N 13500	S 14500	8.20	67.10	3.10
2003	25500 C	N 12500	S 13000	8.10	72.30	4.60
2002	25500 C	N 13000	S 12500	9.20	68.00	4.40
2001	24000 C	N 11500	S 12500	8.20	53.50	7.30
2000	26000 C	N 13500	S 12500	8.20	53.10	3.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2015 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2534 - SR 972/CORAL WAY, 200' E SW 37 AVENUE

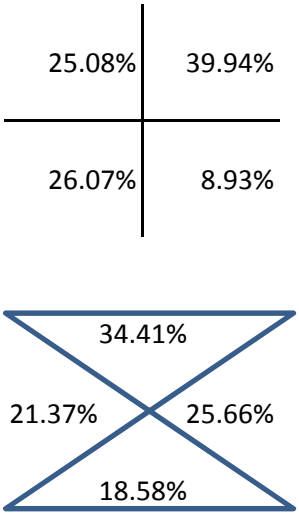
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2015	35500 C	E 16000	W 19500	9.00	57.40	5.90
2014	41500 C	E 22000	W 19500	9.00	59.30	10.00
2013	37000 C	E 17000	W 20000	9.00	58.90	2.20
2012	36000 C	E 18000	W 18000	9.00	59.70	2.00
2011	42500 C	E 21000	W 21500	9.00	58.20	3.30
2010	43000 C	E 21000	W 22000	7.87	58.27	4.10
2009	38000 C	E 19000	W 19000	7.98	59.96	2.90
2008	37000 C	E 17500	W 19500	8.07	66.31	2.40
2007	40500 C	E 19000	W 21500	7.90	63.12	1.40
2006	40500 C	E 18500	W 22000	7.39	58.66	2.00
2005	44000 C	E 20000	W 24000	7.70	65.70	2.40
2004	43500 C	E 22500	W 21000	8.20	67.10	6.40
2003	31500 C	E 13500	W 18000	8.10	72.30	4.30
2002	36500 C	E 18000	W 18500	9.20	68.00	5.30
2001	34000 C	E 16500	W 17500	8.20	53.50	3.90
2000	31500 C	E 15500	W 16000	8.20	53.10	5.70

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

Cardinal Distribution

TAZ 1078

DIRECTION	2010	2040	2018
NNE	19.70%	18.50%	19.38%
ENE	20.00%	22.10%	20.56%
ESE	5.50%	4.00%	5.10%
SSE	3.00%	6.10%	3.83%
SSW	15.50%	12.70%	14.75%
WSW	11.80%	10.00%	11.32%
WNW	10.00%	10.20%	10.05%
NNW	14.60%	16.20%	15.03%



FDOT LOS Handbook Tables
&
Seasonal Factors

TABLE 7

Generalized **Peak Hour Directional** Volumes for Florida's **Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

CLASS I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

CLASS II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

NON-STATE SIGNALIZED ROADWAY ADJUST

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

MEDIAN & TURN LANE ADJUSTMENTS

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

ONE-WAY FACILITY ADJUSTMENT

Multiply the corresponding directional volumes in this table by 1.2

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,260	3,020	3,660	3,940
3	3,360	4,580	5,500	6,080
4	4,500	6,080	7,320	8,220
5	5,660	7,680	9,220	10,360
6	7,900	10,320	12,060	12,500

FREEWAY ADJUSTMENTS

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	420	840	1,190	1,640
2	Divided	1,810	2,560	3,240	3,590
3	Divided	2,720	3,840	4,860	5,380

UNINTERRUPTED FLOW HIGHWAY ADJUSTM

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

BICYCLE MODE[2]

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

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE[2]

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

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (SCHEDULED FIXED ROUTE)[3]

(Buses in peak hour in peak direction)

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

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

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

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

* Cannot be achieved using table input value defaults.

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

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

2013 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8701 MIAMI-DADE SOUTH

MOCF: 0.99

WEEK	DATES	SF	PSCF
1	01/01/2013 - 01/05/2013	0.99	1.00
2	01/06/2013 - 01/12/2013	1.00	1.01
3	01/13/2013 - 01/19/2013	1.02	1.03
4	01/20/2013 - 01/26/2013	1.01	1.02
5	01/27/2013 - 02/02/2013	1.00	1.01
* 6	02/03/2013 - 02/09/2013	0.99	1.00
* 7	02/10/2013 - 02/16/2013	0.99	1.00
* 8	02/17/2013 - 02/23/2013	0.98	0.99
* 9	02/24/2013 - 03/02/2013	0.98	0.99
*10	03/03/2013 - 03/09/2013	0.99	1.00
*11	03/10/2013 - 03/16/2013	0.99	1.00
*12	03/17/2013 - 03/23/2013	0.99	1.00
*13	03/24/2013 - 03/30/2013	0.99	1.00
*14	03/31/2013 - 04/06/2013	0.99	1.00
*15	04/07/2013 - 04/13/2013	0.99	1.00
*16	04/14/2013 - 04/20/2013	0.99	1.00
*17	04/21/2013 - 04/27/2013	1.00	1.01
*18	04/28/2013 - 05/04/2013	1.00	1.01
19	05/05/2013 - 05/11/2013	1.01	1.02
20	05/12/2013 - 05/18/2013	1.01	1.02
21	05/19/2013 - 05/25/2013	1.01	1.02
22	05/26/2013 - 06/01/2013	1.01	1.02
23	06/02/2013 - 06/08/2013	1.01	1.02
24	06/09/2013 - 06/15/2013	1.01	1.02
25	06/16/2013 - 06/22/2013	1.01	1.02
26	06/23/2013 - 06/29/2013	1.02	1.03
27	06/30/2013 - 07/06/2013	1.03	1.04
28	07/07/2013 - 07/13/2013	1.04	1.05
29	07/14/2013 - 07/20/2013	1.04	1.05
30	07/21/2013 - 07/27/2013	1.04	1.05
31	07/28/2013 - 08/03/2013	1.03	1.04
32	08/04/2013 - 08/10/2013	1.02	1.03
33	08/11/2013 - 08/17/2013	1.01	1.02
34	08/18/2013 - 08/24/2013	1.00	1.01
35	08/25/2013 - 08/31/2013	1.01	1.02
36	09/01/2013 - 09/07/2013	1.01	1.02
37	09/08/2013 - 09/14/2013	1.01	1.02
38	09/15/2013 - 09/21/2013	1.01	1.02
39	09/22/2013 - 09/28/2013	1.01	1.02
40	09/29/2013 - 10/05/2013	1.00	1.01
41	10/06/2013 - 10/12/2013	1.00	1.01
42	10/13/2013 - 10/19/2013	0.99	1.00
43	10/20/2013 - 10/26/2013	0.99	1.00
44	10/27/2013 - 11/02/2013	1.00	1.01
45	11/03/2013 - 11/09/2013	1.00	1.01
46	11/10/2013 - 11/16/2013	1.00	1.01
47	11/17/2013 - 11/23/2013	1.00	1.01
48	11/24/2013 - 11/30/2013	1.00	1.01
49	12/01/2013 - 12/07/2013	0.99	1.00
50	12/08/2013 - 12/14/2013	0.99	1.00
51	12/15/2013 - 12/21/2013	0.99	1.00
52	12/22/2013 - 12/28/2013	1.00	1.01
53	12/29/2013 - 12/31/2013	1.02	1.03

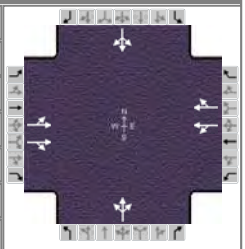
* PEAK SEASON

Appendix D
Intersection Capacity Analysis Worksheets

Existing Conditions

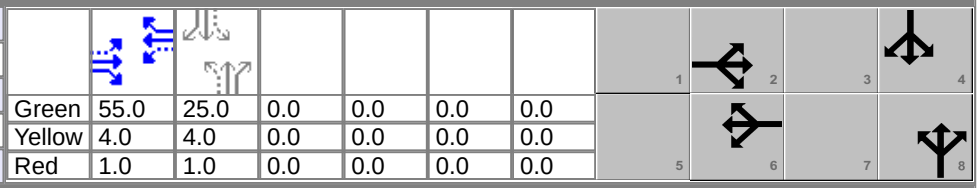
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	DPA			Duration, h	0.25
Analyst		Analysis Date	Jul 8, 2014	Area Type	Other
Jurisdiction		Time Period		PHF	0.90
Intersection	Hernando Street	Analysis Year	2014	Analysis Period	1> 7:00
File Name	Biltmore & Hernando Existing AM.xus				
Project Description	Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	32	1330	11	10	149	6	5	30	103	16	10	14

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	55.0	25.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

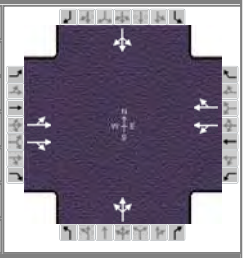
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		60.0		60.0		30.0		30.0
Change Period, ***(Y+Rc)***, s		5.0		5.0		5.0		5.0
Max Allow Headway ***(MAH)***, s		0.0		0.0		3.3		3.3
Queue Clearance Time ***(gs)***, s						8.5		3.7
Green Extension Time ***(ge)***, s		0.0		0.0		0.3		0.4
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate ***(v)***, veh/h	796		729	77		106		153			44	
Adjusted Saturation Flow Rate ***(s)***, veh/h/ln	1873		1724	1032		1710		1669			1529	
Queue Service Time ***(gs)***, s	2.9		25.7	1.0		2.3		0.0			0.0	
Cycle Queue Clearance Time ***(gc)***, s	25.4		25.7	26.6		2.3		6.5			1.7	
Capacity ***(c)***, veh/h	1187		1053	676		1045		505			481	
Volume-to-Capacity Ratio ***(X)***	0.671		0.692	0.114		0.102		0.304			0.092	
Available Capacity ***(ca)***, veh/h	1187		1053	676		1045		505			481	
Back of Queue ***(Q)***, veh/ln (50th percentile)	10.0		9.4	0.6		0.8		2.5			0.7	
Overflow Queue ***(Q3)***, veh/ln	0.0		0.0	0.0		0.0		0.0			0.0	
Queue Storage Ratio ***(RQ)*** (50th percentile)	0.00		0.00	0.00		0.00		0.00			0.00	
Uniform Delay ***(d1)***, s/veh	11.7		11.8	8.2		7.3		25.8			24.1	
Incremental Delay ***(d2)***, s/veh	3.0		3.7	0.3		0.2		0.1			0.0	
Initial Queue Delay ***(d3)***, s/veh	0.0		0.0	0.0		0.0		0.0			0.0	
Control Delay ***(d)***, s/veh	14.8		15.5	8.6		7.5		26.0			24.1	
Level of Service (LOS)	B		B	A		A		C			C	
Approach Delay, s/veh / LOS	15.1		B	7.9		A	26.0		C	24.1		C
Intersection Delay, s/veh / LOS	15.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.1	B	2.1	B	2.7	B	2.7	B
Bicycle LOS Score / LOS	1.7	A	0.6	A	0.7	A	0.6	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	DPA			Duration, h	0.25
Analyst		Analysis Date	Jul 8, 2014	Area Type	Other
Jurisdiction		Time Period		PHF	0.94
Intersection	Hernando Street	Analysis Year	2014	Analysis Period	1> 7:00
File Name	Biltmore & Hernando Existing PM.xus				
Project Description	Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (***v***), veh/h	20	818	38	13	334	10	11	22	46	47	18	72

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	60.0	20.0	0.0	0.0	0.0	0.0	5	6	7	8		
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

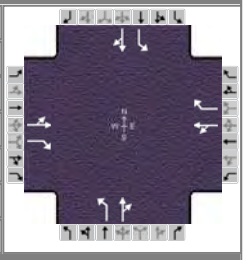
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		65.0		65.0		25.0		25.0
Change Period, ***(Y+Rc)***, s		5.0		5.0		5.0		5.0
Max Allow Headway ***(MAH)***, s		0.0		0.0		3.3		3.3
Queue Clearance Time ***(gs)***, s						5.6		8.8
Green Extension Time ***(ge)***, s		0.0		0.0		0.4		0.3
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate ***(v)***, veh/h	488		444	195		185		84			146	
Adjusted Saturation Flow Rate ***(s)***, veh/h/ln	1869		1701	1752		1711		1673			1576	
Queue Service Time ***(gs)***, s	0.0		10.6	0.0		3.6		0.0			3.0	
Cycle Queue Clearance Time ***(gc)***, s	10.4		10.6	3.4		3.6		3.6			6.8	
Capacity ***(c)***, veh/h	1288		1134	1211		1141		417			404	
Volume-to-Capacity Ratio ***(X)***	0.379		0.391	0.161		0.162		0.201			0.361	
Available Capacity ***(ca)***, veh/h	1288		1134	1211		1141		417			404	
Back of Queue ***(Q)***, veh/ln (50th percentile)	3.7		3.5	1.2		1.2		1.5			2.6	
Overflow Queue ***(Q3)***, veh/ln	0.0		0.0	0.0		0.0		0.0			0.0	
Queue Storage Ratio ***(RQ)*** (50th percentile)	0.00		0.00	0.00		0.00		0.00			0.00	
Uniform Delay ***(d1)***, s/veh	6.7		6.8	5.6		5.6		28.6			29.8	
Incremental Delay ***(d2)***, s/veh	0.9		1.0	0.3		0.3		0.1			0.2	
Initial Queue Delay ***(d3)***, s/veh	0.0		0.0	0.0		0.0		0.0			0.0	
Control Delay ***(d)***, s/veh	7.6		7.8	5.9		5.9		28.7			30.0	
Level of Service (LOS)	A		A	A		A		C			C	
Approach Delay, s/veh / LOS	7.7	A		5.9	A		28.7	C		30.0	C	
Intersection Delay, s/veh / LOS	10.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.1	B	2.1	B	2.7	B	2.7	B
Bicycle LOS Score / LOS	1.3	A	0.8	A	0.6	A	0.7	A

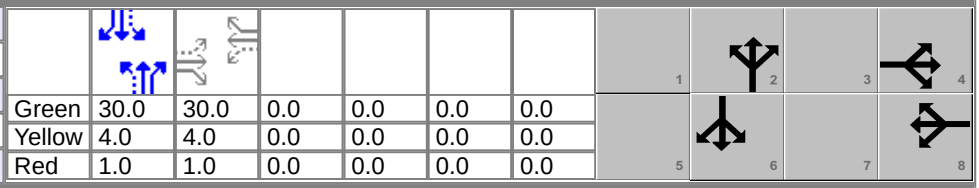
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	Jul 10, 2014	Area Type	Other
Jurisdiction		Time Period		PHF	0.75
Intersection	Valencia Avenue	Analysis Year	2014	Analysis Period	1> 7:00
File Name	Valencia & Segovia Existing AM.xus				
Project Description	Villa Valencia Existing AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	134	23	12	35	37	7	290	34	60	166	2

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	30.0	30.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

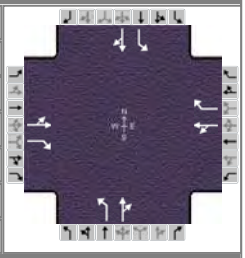
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		7.0		7.0		6.0		6.0
Phase Duration, s		35.0		35.0		35.0		35.0
Change Period, ***(Y+Rc)***, s		5.0		5.0		5.0		5.0
Max Allow Headway ***(MAH)***, s		3.1		3.1		0.0		0.0
Queue Clearance Time ***(gs),*** s		7.1		3.4				
Green Extension Time ***(ge),*** s		0.6		0.7		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate ***(v)***, veh/h		215	31		63	49	9	432		80	224	
Adjusted Saturation Flow Rate ***(s)***, veh/h/ln		1810	1610		1697	1610	1175	1865		971	1896	
Queue Service Time ***(gs)***, s		0.0	0.8		0.0	1.3	0.4	12.1		4.7	5.4	
Cycle Queue Clearance Time ***(gc)***, s		5.1	0.8		1.4	1.3	5.7	12.1		16.8	5.4	
Capacity ***(c)***, veh/h		836	690		792	690	516	799		351	813	
Volume-to-Capacity Ratio ***(X)***		0.257	0.044		0.079	0.071	0.018	0.541		0.228	0.276	
Available Capacity ***(ca)***, veh/h		836	690		792	690	516	799		351	813	
Back of Queue ***(Q)***, veh/ln (50th percentile)		1.9	0.3		0.5	0.4	0.1	5.1		1.1	2.2	
Overflow Queue ***(Q3)***, veh/ln		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Queue Storage Ratio ***(RQ)*** (50th percentile)		0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00	
Uniform Delay ***(d1)***, s/veh		12.9	11.6		11.8	11.8	14.8	14.9		21.1	13.0	
Incremental Delay ***(d2)***, s/veh		0.1	0.0		0.0	0.0	0.1	2.6		1.5	0.8	
Initial Queue Delay ***(d3)***, s/veh		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay ***(d)***, s/veh		12.9	11.7		11.8	11.8	14.9	17.5		22.6	13.8	
Level of Service (LOS)		B	B		B	B	B	B		C	B	
Approach Delay, s/veh / LOS	12.8	B		11.8	B		17.4	B		16.1	B	
Intersection Delay, s/veh / LOS	15.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	2.3	B	2.3	B
Bicycle LOS Score / LOS	0.9	A	0.7	A	1.2	A	1.0	A

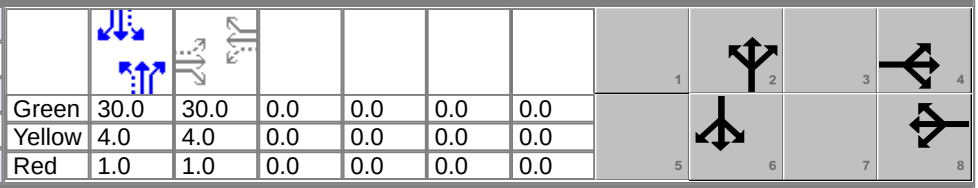
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	Jul 10, 2014	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Intersection	Valencia Avenue	Analysis Year	2014	Analysis Period	1> 7:00
File Name	Valencia & Segovia Existing PM.xus				
Project Description	Villa Valencia Existing PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	33	13	34	265	97	17	278	14	19	181	8

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	30.0	30.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		7.0		7.0		6.0		6.0
Phase Duration, s		35.0		35.0		35.0		35.0
Change Period, ***(Y+Rc)***, s		5.0		5.0		5.0		5.0
Max Allow Headway ***(MAH)***, s		3.1		3.1		0.0		0.0
Queue Clearance Time ***(gs),*** s		2.9		9.9				
Green Extension Time ***(ge),*** s		0.9		0.9		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate ***(v)***, veh/h		43	14		315	102	18	307		20	199	
Adjusted Saturation Flow Rate ***(s)***, veh/h/ln		1698	1610		1856	1610	1202	1884		1089	1886	
Queue Service Time ***(gs)***, s		0.0	0.3		0.0	2.7	0.7	7.8		0.9	4.7	
Cycle Queue Clearance Time ***(gc)***, s		0.9	0.3		7.9	2.7	5.4	7.8		8.7	4.7	
Capacity ***(c)***, veh/h		789	690		853	690	537	807		448	808	
Volume-to-Capacity Ratio ***(X)***		0.055	0.020		0.369	0.148	0.033	0.381		0.045	0.246	
Available Capacity ***(ca)***, veh/h		789	690		853	690	537	807		448	808	
Back of Queue ***(Q)***, veh/ln (50th percentile)		0.4	0.1		3.0	0.9	0.2	3.3		0.2	1.9	
Overflow Queue ***(Q3)***, veh/ln		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Queue Storage Ratio ***(RQ)*** (50th percentile)		0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00	
Uniform Delay ***(d1)***, s/veh		11.7	11.5		13.7	12.2	14.5	13.7		16.6	12.8	
Incremental Delay ***(d2)***, s/veh		0.0	0.0		0.1	0.0	0.1	1.4		0.2	0.7	
Initial Queue Delay ***(d3)***, s/veh		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay ***(d)***, s/veh		11.7	11.5		13.8	12.2	14.6	15.0		16.8	13.5	
Level of Service (LOS)		B	B		B	B	B	B		B	B	
Approach Delay, s/veh / LOS	11.7	B		13.4	B		15.0	B		13.8	B	
Intersection Delay, s/veh / LOS	13.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	2.3	B	2.3	B
Bicycle LOS Score / LOS	0.6	A	1.2	A	1.0	A	0.8	A

SHORT REPORT

General Information		Site Information	
Analyst	*DPA*	Intersection	*Valencia LeJuene*
Agency or Co.		Area Type	*All other areas*
Date Performed	*7/10/2014*	Jurisdiction	
Time Period	*Existing AM*	Analysis Year	*2014*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes			*1*	*1*	*1*	*1*	*1*	*2*			*2*	*0*
Lane Group			*R*	*L*	*LT*	*R*	*L*	*T*			*TR*	
Volume (vph)			*0*	*58*	*53*	*77*	*37*	*1086*			*1037*	*19*
% Heavy Vehicles			*0*	*0*	*0*	*0*	*0*	*0*			*0*	*0*
PHF			*0.94*	*0.94*	*0.94*	*0.94*	*0.94*	*0.94*			*0.94*	*0.94*
Pretimed/Actuated (P/A)				*P*	*P*	*P*	*P*	*P*			*P*	*P*
Startup Lost Time			*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*			*2.0*	
Extension of Effective Green			*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*			*2.0*	
Arrival Type			*3*	*3*	*3*	*3*	*3*	*3*			*3*	
Unit Extension			*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*			*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*		*0*	*0*	*0*
Lane Width			*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*			*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour			*0*	*0*	*0*	*0*	*0*	*0*			*0*	
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	WB Only	02	03	04	NS Perm	06	07	08
Timing	G = *58.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *111.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *5*	Y = *0*	Y = *0*	Y = *0*	Y = *6*	Y = *0*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *180.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate			*0*	*62*	*56*	*82*	*39*	*1155*			*1123*	
Lane Group Capacity			*0*	*582*	*612*	*520*	*224*	*2231*			*2225*	
v/c Ratio				*0.11*	*0.09*	*0.16*	*0.17*	*0.52*			*0.50*	
Green Ratio			*0.00*	*0.32*	*0.32*	*0.32*	*0.62*	*0.62*			*0.62*	
Uniform Delay d_1				*42.8*	*42.6*	*43.6*	*14.8*	*19.4*			*19.2*	
Delay Factor k				*0.50*	*0.50*	*0.50*	*0.50*	*0.50*			*0.50*	
Incremental Delay d_2				*0.4*	*0.3*	*0.6*	*1.7*	*0.9*			*0.8*	
PF Factor			*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*			*1.000*	
Control Delay				*43.2*	*42.9*	*44.2*	*16.5*	*20.3*			*20.0*	
Lane Group LOS				*D*	*D*	*D*	*B*	*C*			*C*	
Approach Delay				*43.5*			*20.2*			*20.0*		
Approach LOS				*D*			*C*			*C*		
Intersection Delay				Intersection LOS								

SHORT REPORT

General Information		Site Information	
Analyst	*DPA*	Intersection	*Valencia LeJeune*
Agency or Co.		Area Type	*All other areas*
Date Performed	*07/10/2014*	Jurisdiction	
Time Period	*Existing PM*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes			*1*	*1*	*1*	*1*	*1*	*2*			*2*	*0*
Lane Group			*R*	*L*	*LT*	*R*	*L*	*T*			*TR*	
Volume (vph)			*0*	*262*	*293*	*200*	*93*	*1050*			*1058*	*14*
% Heavy Vehicles			*0*	*0*	*0*	*0*	*0*	*0*			*0*	*0*
PHF			*0.90*	*0.97*	*0.97*	*0.97*	*0.97*	*0.97*			*0.97*	*0.97*
Pretimed/Actuated (P/A)				*P*	*P*	*P*	*P*	*P*			*P*	*P*
Startup Lost Time			*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*			*2.0*	
Extension of Effective Green			*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*			*2.0*	
Arrival Type			*3*	*3*	*3*	*3*	*3*	*3*			*3*	
Unit Extension			*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*			*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*		*0*	*0*	*0*
Lane Width			*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*			*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour			*0*	*0*	*0*	*0*	*0*	*0*			*0*	
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	WB Only	02	03	04	NS Perm	06	07	08
Timing	G = *68.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *101.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *5*	Y = *0*	Y = *0*	Y = *0*	Y = *6*	Y = *0*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *180.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate			*0*	*270*	*302*	*206*	*96*	*1082*			*1105*	
Lane Group Capacity			*0*	*682*	*718*	*610*	*190*	*2030*			*2026*	
v/c Ratio				*0.40*	*0.42*	*0.34*	*0.51*	*0.53*			*0.55*	
Green Ratio			*0.00*	*0.38*	*0.38*	*0.38*	*0.56*	*0.56*			*0.56*	
Uniform Delay d_1				*41.0*	*41.4*	*39.9*	*24.2*	*24.7*			*25.0*	
Delay Factor k				*0.50*	*0.50*	*0.50*	*0.50*	*0.50*			*0.50*	
Incremental Delay d_2				*1.7*	*1.8*	*1.5*	*9.3*	*1.0*			*1.1*	
PF Factor			*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*			*1.000*	
Control Delay				*42.7*	*43.2*	*41.4*	*33.5*	*25.7*			*26.0*	
Lane Group LOS				*D*	*D*	*D*	*C*	*C*			*C*	
Approach Delay				*42.6*			*26.4*			*26.0*		
Approach LOS				*D*			*C*			*C*		
Intersection Delay				Intersection LOS								

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	2	1	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	651	159	372	967
Demand Flow Rate, veh/h	664	162	379	986
Vehicles Circulating, veh/h	1002	125	1414	155
Vehicles Exiting, veh/h	139	1668	252	132
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	19.6	5.0	19.0	9.6
Approach LOS	C	A	C	A

Lane	Left	Right	Left	Left	Right	Left	Right
Designated Moves	LT	TR	LTR	LTR	R	L	LTR
Assumed Moves	LT	TR	LTR	LTR	R	L	LTR
RT Channelized							
Lane Util	0.470	0.530	1.000	0.470	0.530	0.530	0.470
Critical Headway, s	4.293	4.113	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	312	352	162	178	201	523	463
Cap Entry Lane, veh/h	533	560	1035	391	420	1006	1014
Entry HV Adj Factor	0.981	0.980	0.982	0.983	0.981	0.980	0.981
Flow Entry, veh/h	306	345	159	175	197	512	454
Cap Entry, veh/h	523	549	1017	384	412	985	995
V/C Ratio	0.585	0.628	0.156	0.455	0.479	0.520	0.457
Control Delay, s/veh	19.1	20.1	5.0	19.2	18.9	10.1	8.9
LOS	C	C	A	C	C	B	A
95th %tile Queue, veh	4	4	1	2	3	3	2

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	1	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	306	443	394	595
Demand Flow Rate, veh/h	312	452	401	607
Vehicles Circulating, veh/h	648	294	722	412
Vehicles Exiting, veh/h	371	829	237	334
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.8	10.2	10.5	8.7
Approach LOS	A	B	B	A

Lane	Left	Right	Left	Left	Right	Left	Right
Designated Moves	LT	TR	LTR	LTR	R	L	LTR
Assumed Moves	LT	TR	LTR	LT	R	L	LTR
RT Channelized							
Lane Util	0.471	0.529	1.000	0.698	0.302	0.530	0.470
Critical Headway, s	4.293	4.113	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	147	165	452	280	121	322	285
Cap Entry Lane, veh/h	695	718	920	657	682	830	847
Entry HV Adj Factor	0.977	0.982	0.980	0.982	0.983	0.979	0.981
Flow Entry, veh/h	144	162	443	275	119	315	279
Cap Entry, veh/h	679	705	902	646	670	812	830
V/C Ratio	0.212	0.230	0.491	0.426	0.178	0.388	0.337
Control Delay, s/veh	7.8	7.8	10.2	11.8	7.4	9.2	8.2
LOS	A	A	B	B	A	A	A
95th %tile Queue, veh	1	1	3	2	1	2	1

Intersection	
Intersection Delay, s/veh	6.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	355	166	94	42
Demand Flow Rate, veh/h	362	169	96	42
Vehicles Circulating, veh/h	39	187	365	135
Vehicles Exiting, veh/h	138	274	36	221
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.7	5.7	5.9	4.1
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	362	169	96	42
Cap Entry Lane, veh/h	1087	937	784	987
Entry HV Adj Factor	0.981	0.980	0.983	0.992
Flow Entry, veh/h	355	166	94	42
Cap Entry, veh/h	1066	919	771	979
V/C Ratio	0.333	0.180	0.122	0.043
Control Delay, s/veh	6.7	5.7	5.9	4.1
LOS	A	A	A	A
95th %tile Queue, veh	1	1	0	0

Intersection	
Intersection Delay, s/veh	6.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	71	423	35	73
Demand Flow Rate, veh/h	72	431	36	74
Vehicles Circulating, veh/h	52	53	81	398
Vehicles Exiting, veh/h	420	64	43	86
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.0	7.7	3.8	5.8
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	72	431	36	74
Cap Entry Lane, veh/h	1073	1072	1042	759
Entry HV Adj Factor	0.987	0.980	0.984	0.980
Flow Entry, veh/h	71	423	35	73
Cap Entry, veh/h	1059	1051	1025	744
V/C Ratio	0.067	0.402	0.035	0.098
Control Delay, s/veh	4.0	7.7	3.8	5.8
LOS	A	A	A	A
95th %tile Queue, veh	0	2	0	0

Future without Project Conditions

Intersection	
Intersection Delay, s/veh	17.1
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	2	1	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	704	172	403	1048
Demand Flow Rate, veh/h	719	175	411	1070
Vehicles Circulating, veh/h	1086	136	1532	168
Vehicles Exiting, veh/h	152	1807	273	143
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	25.7	5.1	24.1	10.6
Approach LOS	D	A	C	B

Lane	Left	Right	Left	Left	Right	Left	Right
Designated Moves	LT	TR	LTR	LTR	R	L	LTR
Assumed Moves	LT	TR	LTR	LTR	R	L	LTR
RT Channelized							
Lane Util	0.470	0.530	1.000	0.470	0.530	0.530	0.470
Critical Headway, s	4.293	4.113	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	338	381	175	193	218	567	503
Cap Entry Lane, veh/h	500	528	1027	358	387	996	1005
Entry HV Adj Factor	0.979	0.979	0.982	0.981	0.980	0.980	0.980
Flow Entry, veh/h	331	373	172	189	214	556	493
Cap Entry, veh/h	490	517	1009	351	379	976	984
V/C Ratio	0.675	0.721	0.170	0.539	0.564	0.569	0.501
Control Delay, s/veh	24.7	26.5	5.1	24.3	23.9	11.3	9.8
LOS	C	D	A	C	C	B	A
95th %tile Queue, veh	5	6	1	3	3	4	3

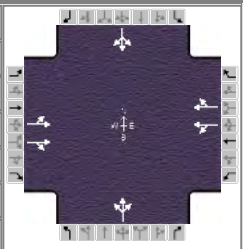
Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	2	1	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	331	478	425	645
Demand Flow Rate, veh/h	338	487	434	658
Vehicles Circulating, veh/h	701	317	781	444
Vehicles Exiting, veh/h	401	897	258	360
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.4	11.4	11.9	9.5
Approach LOS	A	B	B	A

Lane	Left	Right	Left	Left	Right	Left	Right
Designated Moves	LT	TR	LTR	LTR	R	L	LTR
Assumed Moves	LT	TR	LTR	LT	R	L	LTR
RT Channelized							
Lane Util	0.470	0.530	1.000	0.698	0.302	0.530	0.470
Critical Headway, s	4.293	4.113	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	159	179	487	303	131	349	309
Cap Entry Lane, veh/h	668	692	905	629	654	810	828
Entry HV Adj Factor	0.979	0.981	0.981	0.979	0.977	0.980	0.982
Flow Entry, veh/h	156	176	478	297	128	342	303
Cap Entry, veh/h	654	678	888	616	639	794	813
V/C Ratio	0.238	0.259	0.538	0.482	0.200	0.431	0.373
Control Delay, s/veh	8.4	8.4	11.4	13.6	8.0	10.1	8.9
LOS	A	A	B	B	A	B	A
95th %tile Queue, veh	1	1	3	3	1	2	2

HCS 2010 Signalized Intersection Results Summary

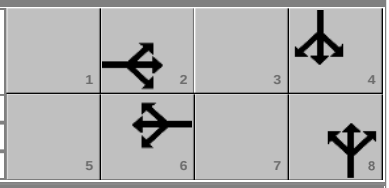
General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	Nov 1, 2016	Area Type	Other
Jurisdiction		Time Period		PHF	0.90
Intersection	Hernando Street	Analysis Year	2018	Analysis Period	1> 7:00
File Name	Biltmore & Hernando Future without AM.xus				
Project Description	Future without AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	34	1440	12	10	162	70	6	32	111	17	10	15

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	55.0	25.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



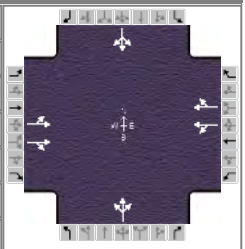
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		60.0		60.0		30.0		30.0
Change Period, *(Y+Rc)*, s		5.0		5.0		5.0		5.0
Max Allow Headway *(MAH)*, s		0.0		0.0		3.3		3.3
Queue Clearance Time *(g_s)*, s						9.1		3.7
Green Extension Time *(g_e)*, s		0.0		0.0		0.4		0.4
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate *(v)*, veh/h	862		789	122		147		166			47	
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1867		1724	1243		1579		1669			1498	
Queue Service Time *(g_s)*, s	7.9		29.5	1.1		3.6		0.0			0.0	
Cycle Queue Clearance Time *(g_c)*, s	29.5		29.5	30.7		3.6		7.1			1.7	
Capacity *(c)*, veh/h	1183		1053	804		965		505			472	
Volume-to-Capacity Ratio *(X)*	0.729		0.749	0.151		0.153		0.328			0.099	
Available Capacity *(c_a)*, veh/h	1183		1053	804		965		505			472	
Back of Queue *(Q)*, veh/ln (50th percentile)	11.7		11.0	0.9		1.2		2.8			0.7	
Overflow Queue *(Q_3)*, veh/ln	0.0		0.0	0.0		0.0		0.0			0.0	
Queue Storage Ratio *(RQ)* (50th percentile)	0.00		0.00	0.00		0.00		0.00			0.00	
Uniform Delay *(d_1)*, s/veh	12.5		12.6	8.0		7.5		26.0			24.1	
Incremental Delay *(d_2)*, s/veh	4.0		4.9	0.4		0.3		0.1			0.0	
Initial Queue Delay *(d_3)*, s/veh	0.0		0.0	0.0		0.0		0.0			0.0	
Control Delay *(d)*, s/veh	16.4		17.4	8.4		7.8		26.2			24.1	
Level of Service (LOS)	B		B	A		A		C			C	
Approach Delay, s/veh / LOS	16.9	B		8.1	A		26.2	C		24.1	C	
Intersection Delay, s/veh / LOS	16.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.1	B	2.1	B	2.7	B	2.7	B
Bicycle LOS Score / LOS	1.8	A	0.7	A	0.8	A	0.6	A

HCS 2010 Signalized Intersection Results Summary

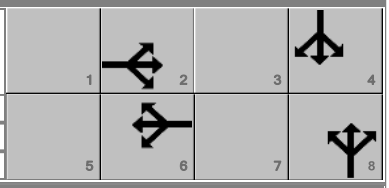
General Information				Intersection Information	
Agency	DPA			Duration, h	0.25
Analyst		Analysis Date	Nov 1, 2016	Area Type	Other
Jurisdiction		Time Period		PHF	0.94
Intersection	Hernando Street	Analysis Year	2018	Analysis Period	1> 7:00
File Name	Biltmore & Hernando Future without PM.xus				
Project Description	Future without PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	22	885	41	14	362	11	12	24	50	51	19	78

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	60.0	20.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



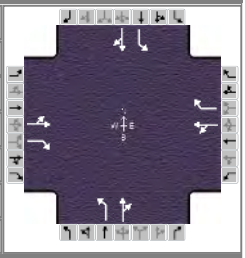
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		65.0		65.0		25.0		25.0
Change Period, *(Y+Rc)*, s		5.0		5.0		5.0		5.0
Max Allow Headway *(MAH)*, s		0.0		0.0		3.3		3.3
Queue Clearance Time (g_s), s						5.9		9.4
Green Extension Time (g_e), s		0.0		0.0		0.4		0.4
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate *(v)*, veh/h	528		481	210		201		91			157	
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1865		1701	1739		1711		1672			1575	
Queue Service Time (g_s), s	0.0		11.8	0.0		4.0		0.0			3.5	
Cycle Queue Clearance Time (g_c), s	11.5		11.8	3.7		4.0		3.9			7.4	
Capacity *(c)*, veh/h	1285		1134	1202		1141		417			404	
Volume-to-Capacity Ratio *(X)*	0.411		0.424	0.175		0.177		0.219			0.390	
Available Capacity (c_a), veh/h	1285		1134	1202		1141		417			404	
Back of Queue *(Q)*, veh/ln (50th percentile)	4.2		3.9	1.3		1.3		1.6			2.9	
Overflow Queue (Q_3), veh/ln	0.0		0.0	0.0		0.0		0.0			0.0	
Queue Storage Ratio *(RQ)* (50th percentile)	0.00		0.00	0.00		0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	6.9		7.0	5.6		5.7		28.8			30.0	
Incremental Delay (d_2), s/veh	1.0		1.2	0.3		0.3		0.1			0.2	
Initial Queue Delay (d_3), s/veh	0.0		0.0	0.0		0.0		0.0			0.0	
Control Delay *(d)*, s/veh	7.9		8.1	5.9		6.0		28.8			30.2	
Level of Service (LOS)	A		A	A		A		C			C	
Approach Delay, s/veh / LOS	8.0	A		6.0	A		28.8	C		30.2	C	
Intersection Delay, s/veh / LOS	10.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.1	B	2.1	B	2.7	B	2.7	B
Bicycle LOS Score / LOS	1.3	A	0.8	A	0.6	A	0.7	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	Nov 1, 2016	Area Type	Other
Jurisdiction		Time Period		PHF	0.75
Intersection	Valencia Avenue	Analysis Year	2018	Analysis Period	1> 7:00
File Name	Valencia & Segovia Future without AM.xus				
Project Description	Villa Valencia Future without AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	29	145	25	13	28	40	8	314	35	65	179	2

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	30.0	30.0	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	1.0	1.0	0.0	0.0	0.0	0.0				

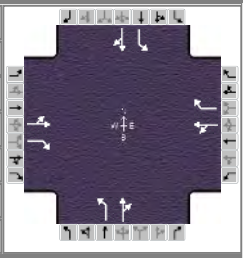
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		7.0		7.0		6.0		6.0
Phase Duration, s		35.0		35.0		35.0		35.0
Change Period, *(Y+Rc)*, s		5.0		5.0		5.0		5.0
Max Allow Headway *(MAH)*, s		3.2		3.2		0.0		0.0
Queue Clearance Time (g_s), s		7.6		7.6				
Green Extension Time (g_e), s		0.7		0.7		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate *(v)*, veh/h		232	33		55	53	11	465		87	241	
Adjusted Saturation Flow Rate *(s)*, veh/h/ln		1812	1610		1565	1610	1157	1866		942	1896	
Queue Service Time (g_s), s		0.0	0.8		0.0	1.4	0.4	13.3		5.4	5.8	
Cycle Queue Clearance Time (g_c), s		5.6	0.8		5.6	1.4	6.3	13.3		18.7	5.8	
Capacity *(c)*, veh/h		837	690		738	690	502	800		328	813	
Volume-to-Capacity Ratio *(X)*		0.277	0.048		0.074	0.077	0.021	0.582		0.264	0.297	
Available Capacity (c_a), veh/h		837	690		738	690	502	800		328	813	
Back of Queue *(Q)*, veh/ln (50th percentile)		2.1	0.3		0.5	0.4	0.1	5.6		1.3	2.4	
Overflow Queue (Q_3), veh/ln		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Queue Storage Ratio *(RQ)* (50th percentile)		0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh		13.0	11.7		11.8	11.8	15.1	15.2		22.3	13.1	
Incremental Delay (d_2), s/veh		0.1	0.0		0.0	0.0	0.1	3.1		2.0	0.9	
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay *(d)*, s/veh		13.1	11.7		11.8	11.8	15.2	18.3		24.3	14.0	
Level of Service (LOS)		B	B		B	B	B	B		C	B	
Approach Delay, s/veh / LOS	12.9	B		11.8	B		18.2	B		16.7	B	
Intersection Delay, s/veh / LOS	16.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	2.3	B	2.3	B
Bicycle LOS Score / LOS	0.9	A	0.7	A	1.3	A	1.0	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	Nov 1, 2016	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Intersection	Valencia Avenue	Analysis Year	2018	Analysis Period	1> 7:00
File Name	Valencia & Segovia Future without PM.xus				
Project Description	Villa Valencia Future without PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	9	36	14	37	387	105	18	301	15	21	196	9

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
							5	6	7	8
Green	30.0	30.0	0.0	0.0	0.0	0.0				
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	1.0	1.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		7.0		7.0		6.0		6.0
Phase Duration, s		35.0		35.0		35.0		35.0
Change Period, *(Y+Rc)*, s		5.0		5.0		5.0		5.0
Max Allow Headway *(MAH)*, s		3.1		3.1		0.0		0.0
Queue Clearance Time *(g_s)*, s		14.4		14.3				
Green Extension Time *(g_e)*, s		1.1		1.1		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate *(v)*, veh/h		47	15		446	111	19	333		22	216	
Adjusted Saturation Flow Rate *(s)*, veh/h/ln		1406	1610		1864	1610	1184	1884		1064	1885	
Queue Service Time *(g_s)*, s		0.1	0.4		0.0	2.9	0.7	8.6		1.0	5.2	
Cycle Queue Clearance Time *(g_c)*, s		12.4	0.4		12.3	2.9	5.9	8.6		9.6	5.2	
Capacity *(c)*, veh/h		664	690		855	690	523	807		429	808	
Volume-to-Capacity Ratio *(X)*		0.071	0.021		0.522	0.160	0.036	0.412		0.052	0.267	
Available Capacity *(c_a)*, veh/h		664	690		855	690	523	807		429	808	
Back of Queue *(Q)*, veh/ln (50th percentile)		0.4	0.1		4.7	1.0	0.2	3.6		0.3	2.1	
Overflow Queue *(Q_3)*, veh/ln		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Queue Storage Ratio *(RQ)* (50th percentile)		0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00	
Uniform Delay *(d_1)*, s/veh		11.9	11.5		14.9	12.3	14.8	13.9		17.2	12.9	
Incremental Delay *(d_2)*, s/veh		0.0	0.0		0.3	0.0	0.1	1.6		0.2	0.8	
Initial Queue Delay *(d_3)*, s/veh		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay *(d)*, s/veh		11.9	11.5		15.2	12.3	14.9	15.4		17.4	13.7	
Level of Service (LOS)		B	B		B	B	B	B		B	B	
Approach Delay, s/veh / LOS	11.8	B		14.6	B		15.4	B		14.1	B	
Intersection Delay, s/veh / LOS	14.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	2.3	B	2.3	B
Bicycle LOS Score / LOS	0.6	A	1.4	A	1.1	A	0.9	A

Intersection	
Intersection Delay, s/veh	6.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	384	181	100	48
Demand Flow Rate, veh/h	391	185	102	48
Vehicles Circulating, veh/h	43	201	396	148
Vehicles Exiting, veh/h	153	297	38	238
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.1	6.0	6.2	4.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	391	185	102	48
Cap Entry Lane, veh/h	1082	924	760	974
Entry HV Adj Factor	0.981	0.981	0.983	0.992
Flow Entry, veh/h	384	181	100	48
Cap Entry, veh/h	1062	906	747	967
V/C Ratio	0.361	0.200	0.134	0.049
Control Delay, s/veh	7.1	6.0	6.2	4.2
LOS	A	A	A	A
95th %tile Queue, veh	2	1	0	0

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	78	457	38	79
Demand Flow Rate, veh/h	79	466	39	81
Vehicles Circulating, veh/h	57	58	89	430
Vehicles Exiting, veh/h	454	70	47	94
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.1	8.3	3.9	6.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	79	466	39	81
Cap Entry Lane, veh/h	1067	1066	1034	735
Entry HV Adj Factor	0.987	0.981	0.983	0.981
Flow Entry, veh/h	78	457	38	79
Cap Entry, veh/h	1054	1045	1017	721
V/C Ratio	0.074	0.437	0.038	0.110
Control Delay, s/veh	4.1	8.3	3.9	6.2
LOS	A	A	A	A
95th %tile Queue, veh	0	2	0	0

SHORT REPORT

General Information		Site Information	
Analyst	*DPA*	Intersection	*Valencia LeJeune*
Agency or Co.		Area Type	*All other areas*
Date Performed	*10/31/2016*	Jurisdiction	
Time Period	*fututre wout AM*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes			*1*	*1*	*1*	*1*	*1*	*2*			*2*	*0*
Lane Group			*R*	*L*	*LT*	*R*	*L*	*T*			*TR*	
Volume (vph)			*0*	*62*	*57*	*83*	*40*	*1175*			*1123*	*20*
% Heavy Vehicles			*0*	*0*	*0*	*0*	*0*	*0*			*0*	*0*
PHF			*0.90*	*0.94*	*0.94*	*0.94*	*0.94*	*0.94*			*0.94*	*0.94*
Pretimed/Actuated (P/A)				*P*	*P*	*P*	*P*	*P*			*P*	*P*
Startup Lost Time			*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*			*2.0*	
Extension of Effective Green			*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*			*2.0*	
Arrival Type			*3*	*3*	*3*	*3*	*3*	*3*			*3*	
Unit Extension			*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*			*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*		*0*	*0*	*0*
Lane Width			*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*			*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour			*0*	*0*	*0*	*0*	*0*	*0*			*0*	
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	WB Only	02	03	04	NS Perm	06	07	08
Timing	G = *58.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *111.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *5*	Y = *0*	Y = *0*	Y = *0*	Y = *6*	Y = *0*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *180.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate			*0*	*66*	*61*	*88*	*43*	*1250*			*1216*	
Lane Group Capacity			*0*	*582*	*612*	*520*	*193*	*2231*			*2225*	
v/c Ratio				*0.11*	*0.10*	*0.17*	*0.22*	*0.56*			*0.55*	
Green Ratio			*0.00*	*0.32*	*0.32*	*0.32*	*0.62*	*0.62*			*0.62*	
Uniform Delay d_1				*42.9*	*42.7*	*43.7*	*15.3*	*20.2*			*19.9*	
Delay Factor k				*0.50*	*0.50*	*0.50*	*0.50*	*0.50*			*0.50*	
Incremental Delay d_2				*0.4*	*0.3*	*0.7*	*2.7*	*1.0*			*1.0*	
PF Factor			*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*			*1.000*	
Control Delay				*43.3*	*43.0*	*44.4*	*18.0*	*21.2*			*20.9*	
Lane Group LOS				*D*	*D*	*D*	*B*	*C*			*C*	
Approach Delay				*43.7*			*21.1*			*20.9*		
Approach LOS				*D*			*C*			*C*		
Intersection Delay				Intersection LOS								

SHORT REPORT

General Information		Site Information	
Analyst	*DPA*	Intersection	*Valencia LeJeune*
Agency or Co.		Area Type	*All other areas*
Date Performed	*10/31/2016*	Jurisdiction	
Time Period	*Future wout PM*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes			*1*	*1*	*1*	*1*	*1*	*2*			*2*	*0*
Lane Group			*R*	*L*	*LT*	*R*	*L*	*T*			*TR*	
Volume (vph)			*0*	*284*	*317*	*216*	*101*	*1137*			*1147*	*15*
% Heavy Vehicles			*0*	*0*	*0*	*0*	*0*	*0*			*0*	*0*
PHF			*0.90*	*0.97*	*0.97*	*0.97*	*0.97*	*0.97*			*0.97*	*0.97*
Pretimed/Actuated (P/A)				*P*	*P*	*P*	*P*	*P*			*P*	*P*
Startup Lost Time			*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*			*2.0*	
Extension of Effective Green			*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*			*2.0*	
Arrival Type			*3*	*3*	*3*	*3*	*3*	*3*			*3*	
Unit Extension			*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*			*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*		*0*	*0*	*0*
Lane Width			*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*			*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour			*0*	*0*	*0*	*0*	*0*	*0*			*0*	
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	WB Only	02	03	04	NS Perm	06	07	08
Timing	G = *68.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *101.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *5*	Y = *0*	Y = *0*	Y = *0*	Y = *6*	Y = *0*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *180.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate			*0*	*293*	*327*	*223*	*104*	*1172*			*1197*	
Lane Group Capacity			*0*	*682*	*718*	*610*	*161*	*2030*			*2026*	
v/c Ratio				*0.43*	*0.46*	*0.37*	*0.65*	*0.58*			*0.59*	
Green Ratio			*0.00*	*0.38*	*0.38*	*0.38*	*0.56*	*0.56*			*0.56*	
Uniform Delay d_1				*41.6*	*42.1*	*40.4*	*27.2*	*25.6*			*25.9*	
Delay Factor k				*0.50*	*0.50*	*0.50*	*0.50*	*0.50*			*0.50*	
Incremental Delay d_2				*2.0*	*2.1*	*1.7*	*18.3*	*1.2*			*1.3*	
PF Factor			*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*			*1.000*	
Control Delay				*43.6*	*44.2*	*42.1*	*45.5*	*26.8*			*27.2*	
Lane Group LOS				*D*	*D*	*D*	*D*	*C*			*C*	
Approach Delay				*43.4*			*28.4*			*27.2*		
Approach LOS				*D*			*C*			*C*		
Intersection Delay				Intersection LOS								

Future with Project Conditions

Intersection	
Intersection Delay, s/veh	17.2
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	2	1	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	705	172	407	1048
Demand Flow Rate, veh/h	720	175	415	1070
Vehicles Circulating, veh/h	1086	140	1532	171
Vehicles Exiting, veh/h	155	1807	274	144
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	25.7	5.2	24.3	10.6
Approach LOS	D	A	C	B

Lane	Left	Right	Left	Left	Right	Left	Right
Designated Moves	LT	TR	LTR	LTR	R	L	LTR
Assumed Moves	LT	TR	LTR	LTR	R	L	LTR
RT Channelized							
Lane Util	0.469	0.531	1.000	0.470	0.530	0.530	0.470
Critical Headway, s	4.293	4.113	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	338	382	175	195	220	567	503
Cap Entry Lane, veh/h	500	528	1024	358	387	994	1002
Entry HV Adj Factor	0.980	0.978	0.982	0.981	0.980	0.980	0.980
Flow Entry, veh/h	331	374	172	191	216	556	493
Cap Entry, veh/h	491	517	1006	351	379	974	982
V/C Ratio	0.675	0.723	0.171	0.544	0.569	0.570	0.502
Control Delay, s/veh	24.7	26.7	5.2	24.6	24.2	11.3	9.8
LOS	C	D	A	C	C	B	A
95th %tile Queue, veh	5	6	1	3	3	4	3

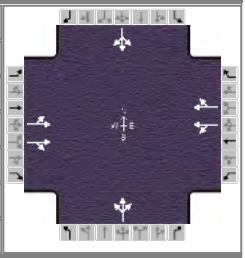
Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	2	1	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	333	478	426	649
Demand Flow Rate, veh/h	340	487	435	662
Vehicles Circulating, veh/h	705	319	780	446
Vehicles Exiting, veh/h	403	896	265	360
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.5	11.4	11.9	9.6
Approach LOS	A	B	B	A

Lane	Left	Right	Left	Left	Right	Left	Right
Designated Moves	LT	TR	LTR	LTR	R	L	LTR
Assumed Moves	LT	TR	LTR	LT	R	L	LTR
RT Channelized							
Lane Util	0.471	0.529	1.000	0.699	0.301	0.530	0.470
Critical Headway, s	4.293	4.113	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	160	180	487	304	131	351	311
Cap Entry Lane, veh/h	666	690	904	629	655	809	827
Entry HV Adj Factor	0.979	0.981	0.981	0.979	0.977	0.980	0.981
Flow Entry, veh/h	157	177	478	298	128	344	305
Cap Entry, veh/h	652	677	887	616	640	793	811
V/C Ratio	0.240	0.261	0.539	0.483	0.200	0.434	0.376
Control Delay, s/veh	8.5	8.5	11.4	13.6	8.0	10.1	9.0
LOS	A	A	B	B	A	B	A
95th %tile Queue, veh	1	1	3	3	1	2	2

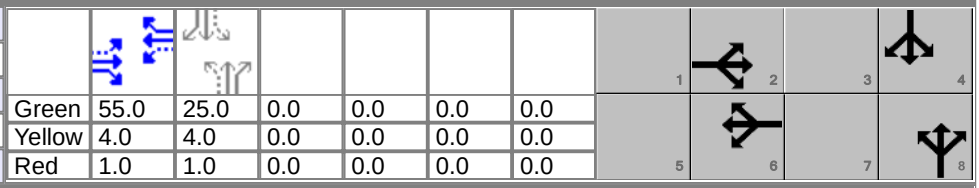
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	Nov 1, 2016	Area Type	Other
Jurisdiction		Time Period		PHF	0.90
Intersection	Hernando Street	Analysis Year	2018	Analysis Period	1> 7:00
File Name	Biltmore & Hernando Future with project AM.xus				
Project Description	Future with project AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	37	1440	11	8	162	7	6	31	115	17	9	15

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	55.0	25.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

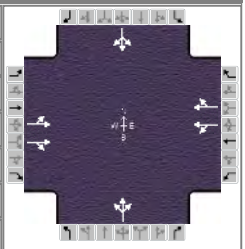
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		60.0		60.0		30.0		30.0
Change Period, *(Y+Rc)*, s		5.0		5.0		5.0		5.0
Max Allow Headway *(MAH)*, s		0.0		0.0		3.3		3.3
Queue Clearance Time (g_s), s						9.3		3.7
Green Extension Time (g_e), s		0.0		0.0		0.4		0.4
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate *(v)*, veh/h	863		790	85		112		169			46	
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1869		1724	1141		1708		1666			1476	
Queue Service Time (g_s), s	9.2		29.6	1.0		2.4		0.0			0.0	
Cycle Queue Clearance Time (g_c), s	29.6		29.6	30.6		2.4		7.3			1.7	
Capacity *(c)*, veh/h	1184		1054	741		1044		504			467	
Volume-to-Capacity Ratio *(X)*	0.729		0.750	0.115		0.107		0.335			0.098	
Available Capacity (c_a), veh/h	1184		1054	741		1044		504			467	
Back of Queue *(Q)*, veh/ln (50th percentile)	11.8		11.1	0.7		0.8		2.8			0.7	
Overflow Queue (Q_3), veh/ln	0.0		0.0	0.0		0.0		0.0			0.0	
Queue Storage Ratio *(RQ)* (50th percentile)	0.00		0.00	0.00		0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	12.5		12.6	8.2		7.3		26.1			24.1	
Incremental Delay (d_2), s/veh	4.0		4.9	0.3		0.2		0.1			0.0	
Initial Queue Delay (d_3), s/veh	0.0		0.0	0.0		0.0		0.0			0.0	
Control Delay *(d)*, s/veh	16.5		17.5	8.5		7.5		26.3			24.1	
Level of Service (LOS)	B		B	A		A		C			C	
Approach Delay, s/veh / LOS	16.9	B		7.9	A		26.3	C		24.1	C	
Intersection Delay, s/veh / LOS	17.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.1	B	2.1	B	2.7	B	2.7	B
Bicycle LOS Score / LOS	1.9	A	0.6	A	0.8	A	0.6	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	DPA			Duration, h	0.25
Analyst		Analysis Date	Nov 1, 2016	Area Type	Other
Jurisdiction		Time Period		PHF	0.94
Intersection	Hernando Street	Analysis Year	2018	Analysis Period	1> 7:00
File Name	Biltmore & Hernando Future with project PM.xus				
Project Description	Future with project PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	32	885	40	4	362	11	12	23	51	51	13	78

Signal Information													
Cycle, s	90.0	Reference Phase	2										
Offset, s	0	Reference Point	End							1	2	3	4
Uncoordinated	No	Simult. Gap E/W	On	Green	60.0	20.0	0.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	0.0	0.0	0.0	0.0			
				Red	1.0	1.0	0.0	0.0	0.0	0.0	5	6	7	8

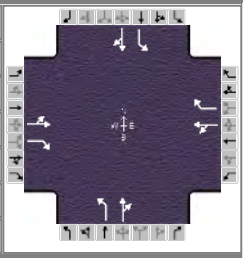
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		8.0		8.0		8.0		8.0
Phase Duration, s		65.0		65.0		25.0		25.0
Change Period, *(Y+Rc)*, s		5.0		5.0		5.0		5.0
Max Allow Headway *(MAH)*, s		0.0		0.0		3.3		3.3
Queue Clearance Time (g_s), s						5.9		9.1
Green Extension Time (g_e), s		0.0		0.0		0.4		0.4
Phase Call Probability						1.00		1.00
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate *(v)*, veh/h	529		489	210		191		91			151	
Adjusted Saturation Flow Rate *(s)*, veh/h/ln	1840		1702	1878		1710		1670			1566	
Queue Service Time (g_s), s	0.0		12.1	0.0		3.8		0.0			3.1	
Cycle Queue Clearance Time (g_c), s	11.6		12.1	3.7		3.8		3.9			7.1	
Capacity *(c)*, veh/h	1269		1135	1293		1140		417			402	
Volume-to-Capacity Ratio *(X)*	0.417		0.431	0.162		0.168		0.220			0.375	
Available Capacity (c_a), veh/h	1269		1135	1293		1140		417			402	
Back of Queue *(Q)*, veh/ln (50th percentile)	4.2		3.9	1.3		1.2		1.6			2.7	
Overflow Queue (Q_3), veh/ln	0.0		0.0	0.0		0.0		0.0			0.0	
Queue Storage Ratio *(RQ)* (50th percentile)	0.00		0.00	0.00		0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	6.9		7.0	5.6		5.6		28.8			29.9	
Incremental Delay (d_2), s/veh	1.0		1.2	0.3		0.3		0.1			0.2	
Initial Queue Delay (d_3), s/veh	0.0		0.0	0.0		0.0		0.0			0.0	
Control Delay *(d)*, s/veh	7.9		8.2	5.9		5.9		28.9			30.1	
Level of Service (LOS)	A		A	A		A		C			C	
Approach Delay, s/veh / LOS	8.1	A		5.9	A		28.9	C		30.1	C	
Intersection Delay, s/veh / LOS	10.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.1	B	2.1	B	2.7	B	2.7	B
Bicycle LOS Score / LOS	1.3	A	0.8	A	0.6	A	0.7	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	Nov 1, 2016	Area Type	Other
Jurisdiction		Time Period		PHF	0.75
Intersection	Valencia Avenue	Analysis Year	2018	Analysis Period	1> 7:00
File Name	Valencia & Segovia Future with project AM.xus				
Project Description	Villa Valencia Future with project AM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	29	145	25	16	40	50	8	314	37	67	176	1

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	30.0	30.0	0.0	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	1.0	1.0	0.0	0.0	0.0	0.0				

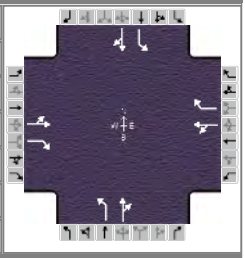
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		7.0		7.0		6.0		6.0
Phase Duration, s		35.0		35.0		35.0		35.0
Change Period, *(Y+Rc)*, s		5.0		5.0		5.0		5.0
Max Allow Headway *(MAH)*, s		3.2		3.2		0.0		0.0
Queue Clearance Time (g_s), s		7.6		7.6				
Green Extension Time (g_e), s		0.8		0.8		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate *(v)*, veh/h		232	33		75	67	11	468		89	236	
Adjusted Saturation Flow Rate *(s)*, veh/h/ln		1805	1610		1629	1610	1162	1865		940	1898	
Queue Service Time (g_s), s		0.0	0.8		0.0	1.7	0.4	13.4		5.6	5.7	
Cycle Queue Clearance Time (g_c), s		5.6	0.8		5.6	1.7	6.1	13.4		19.0	5.7	
Capacity *(c)*, veh/h		834	690		764	690	507	799		326	813	
Volume-to-Capacity Ratio *(X)*		0.278	0.048		0.098	0.097	0.021	0.586		0.274	0.290	
Available Capacity (c_a), veh/h		834	690		764	690	507	799		326	813	
Back of Queue *(Q)*, veh/ln (50th percentile)		2.1	0.3		0.6	0.6	0.1	5.7		1.3	2.4	
Overflow Queue (Q_3), veh/ln		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Queue Storage Ratio *(RQ)* (50th percentile)		0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh		13.0	11.7		11.9	11.9	15.0	15.3		22.5	13.1	
Incremental Delay (d_2), s/veh		0.1	0.0		0.0	0.0	0.1	3.1		2.1	0.9	
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay *(d)*, s/veh		13.1	11.7		11.9	11.9	15.1	18.4		24.6	14.0	
Level of Service (LOS)		B	B		B	B	B	B		C	B	
Approach Delay, s/veh / LOS	12.9	B		11.9	B		18.3	B		16.9	B	
Intersection Delay, s/veh / LOS	16.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	2.3	B	2.3	B
Bicycle LOS Score / LOS	0.9	A	0.7	A	1.3	A	1.0	A

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.25
Analyst		Analysis Date	Nov 1, 2016	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Intersection	Valencia Avenue	Analysis Year	2018	Analysis Period	1> 7:00
File Name	Valencia & Segovia Future with project PM.xus				
Project Description	Villa Valencia Future with Project PM				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	36	14	38	288	110	18	301	18	28	194	8

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
							5	6	7	8
Green	30.0	30.0	0.0	0.0	0.0	0.0				
Yellow	4.0	4.0	0.0	0.0	0.0	0.0				
Red	1.0	1.0	0.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		7.0		7.0		6.0		6.0
Phase Duration, s		35.0		35.0		35.0		35.0
Change Period, *(Y+Rc)*, s		5.0		5.0		5.0		5.0
Max Allow Headway *(MAH)*, s		3.1		3.1		0.0		0.0
Queue Clearance Time (g_s), s		10.8		10.8				
Green Extension Time (g_e), s		1.0		1.0		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate *(v)*, veh/h		46	15		343	116	19	336		29	213	
Adjusted Saturation Flow Rate *(s)*, veh/h/ln		1689	1610		1852	1610	1187	1881		1061	1887	
Queue Service Time (g_s), s		0.0	0.4		0.0	3.1	0.7	8.7		1.4	5.1	
Cycle Queue Clearance Time (g_c), s		8.8	0.4		8.8	3.1	5.8	8.7		10.1	5.1	
Capacity *(c)*, veh/h		785	690		851	690	526	806		426	809	
Volume-to-Capacity Ratio *(X)*		0.059	0.021		0.403	0.168	0.036	0.417		0.069	0.263	
Available Capacity (c_a), veh/h		785	690		851	690	526	806		426	809	
Back of Queue *(Q)*, veh/ln (50th percentile)		0.4	0.1		3.4	1.0	0.2	3.6		0.4	2.1	
Overflow Queue (Q_3), veh/ln		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Queue Storage Ratio *(RQ)* (50th percentile)		0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh		11.7	11.5		13.9	12.3	14.8	13.9		17.4	12.9	
Incremental Delay (d_2), s/veh		0.0	0.0		0.1	0.0	0.1	1.6		0.3	0.8	
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay *(d)*, s/veh		11.7	11.5		14.1	12.4	14.9	15.5		17.7	13.7	
Level of Service (LOS)		B	B		B	B	B	B		B	B	
Approach Delay, s/veh / LOS	11.7	B		13.6	B		15.5	B		14.2	B	
Intersection Delay, s/veh / LOS	14.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.3	B	2.3	B	2.3	B
Bicycle LOS Score / LOS	0.6	A	1.2	A	1.1	A	0.9	A

Intersection	
Intersection Delay, s/veh	6.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	420	182	98	41
Demand Flow Rate, veh/h	429	186	100	41
Vehicles Circulating, veh/h	31	226	425	149
Vehicles Exiting, veh/h	159	299	35	263
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.5	6.2	6.4	4.1
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	429	186	100	41
Cap Entry Lane, veh/h	1095	901	739	974
Entry HV Adj Factor	0.980	0.981	0.983	0.993
Flow Entry, veh/h	420	182	98	41
Cap Entry, veh/h	1073	884	726	967
V/C Ratio	0.392	0.206	0.135	0.042
Control Delay, s/veh	7.5	6.2	6.4	4.1
LOS	A	A	A	A
95th %tile Queue, veh	2	1	0	0

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	87	460	33	90
Demand Flow Rate, veh/h	89	469	34	91
Vehicles Circulating, veh/h	52	59	96	439
Vehicles Exiting, veh/h	478	70	45	89
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.2	8.3	3.8	6.4
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	89	469	34	91
Cap Entry Lane, veh/h	1073	1065	1027	728
Entry HV Adj Factor	0.977	0.980	0.985	0.984
Flow Entry, veh/h	87	460	33	90
Cap Entry, veh/h	1048	1044	1011	717
V/C Ratio	0.083	0.440	0.033	0.125
Control Delay, s/veh	4.2	8.3	3.8	6.4
LOS	A	A	A	A
95th %tile Queue, veh	0	2	0	0

SHORT REPORT

General Information		Site Information	
Analyst	*DPA*	Intersection	*Valencia LeJeune*
Agency or Co.		Area Type	*All other areas*
Date Performed	*07/10/2014*	Jurisdiction	
Time Period	*fututre with Project AM*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes			*1*	*1*	*1*	*1*	*1*	*2*			*2*	*0*
Lane Group			*R*	*L*	*LT*	*R*	*L*	*T*			*TR*	
Volume (vph)			*0*	*62*	*57*	*83*	*40*	*1175*			*1123*	*21*
% Heavy Vehicles			*0*	*0*	*0*	*0*	*0*	*0*			*0*	*0*
PHF			*0.90*	*0.94*	*0.94*	*0.94*	*0.94*	*0.94*			*0.94*	*0.94*
Pretimed/Actuated (P/A)				*P*	*P*	*P*	*P*	*P*			*P*	*P*
Startup Lost Time			*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*			*2.0*	
Extension of Effective Green			*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*			*2.0*	
Arrival Type			*3*	*3*	*3*	*3*	*3*	*3*			*3*	
Unit Extension			*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*			*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*		*0*	*0*	*0*
Lane Width			*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*			*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour			*0*	*0*	*0*	*0*	*0*	*0*			*0*	
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	WB Only	02	03	04	NS Perm	06	07	08
Timing	G = *58.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *111.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *5*	Y = *0*	Y = *0*	Y = *0*	Y = *6*	Y = *0*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *180.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate			*0*	*66*	*61*	*88*	*43*	*1250*			*1217*	
Lane Group Capacity			*0*	*582*	*612*	*520*	*193*	*2231*			*2225*	
v/c Ratio				*0.11*	*0.10*	*0.17*	*0.22*	*0.56*			*0.55*	
Green Ratio			*0.00*	*0.32*	*0.32*	*0.32*	*0.62*	*0.62*			*0.62*	
Uniform Delay d_1				*42.9*	*42.7*	*43.7*	*15.3*	*20.2*			*20.0*	
Delay Factor k				*0.50*	*0.50*	*0.50*	*0.50*	*0.50*			*0.50*	
Incremental Delay d_2				*0.4*	*0.3*	*0.7*	*2.7*	*1.0*			*1.0*	
PF Factor			*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*			*1.000*	
Control Delay				*43.3*	*43.0*	*44.4*	*18.0*	*21.2*			*20.9*	
Lane Group LOS				*D*	*D*	*D*	*B*	*C*			*C*	
Approach Delay				*43.7*			*21.1*			*20.9*		
Approach LOS				*D*			*C*			*C*		
Intersection Delay				Intersection LOS								

SHORT REPORT

General Information		Site Information	
Analyst	*DPA*	Intersection	*Valencia LeJeune*
Agency or Co.		Area Type	*All other areas*
Date Performed	*10/31/2016*	Jurisdiction	
Time Period	*Future with Project PM*	Analysis Year	

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes			*1*	*1*	*1*	*1*	*1*	*2*			*2*	*0*
Lane Group			*R*	*L*	*LT*	*R*	*L*	*T*			*TR*	
Volume (vph)			*0*	*284*	*317*	*216*	*101*	*1137*			*1145*	*17*
% Heavy Vehicles			*0*	*0*	*0*	*0*	*0*	*0*			*0*	*0*
PHF			*0.90*	*0.97*	*0.97*	*0.97*	*0.97*	*0.97*			*0.97*	*0.97*
Pretimed/Actuated (P/A)				*P*	*P*	*P*	*P*	*P*			*P*	*P*
Startup Lost Time			*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*			*2.0*	
Extension of Effective Green			*2.0*	*2.0*	*2.0*	*2.0*	*2.0*	*2.0*			*2.0*	
Arrival Type			*3*	*3*	*3*	*3*	*3*	*3*			*3*	
Unit Extension			*3.0*	*3.0*	*3.0*	*3.0*	*3.0*	*3.0*			*3.0*	
Ped/Bike/RTOR Volume	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*		*0*	*0*	*0*
Lane Width			*12.0*	*12.0*	*12.0*	*12.0*	*12.0*	*12.0*			*12.0*	
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*
Parking/Hour												
Bus Stops/Hour			*0*	*0*	*0*	*0*	*0*	*0*			*0*	
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*			*3.2*	

Phasing	WB Only	02	03	04	NS Perm	06	07	08
Timing	G = *68.0*	G = *0.0*	G = *0.0*	G = *0.0*	G = *101.0*	G = *0.0*	G = *0.0*	G = *0.0*
	Y = *5*	Y = *0*	Y = *0*	Y = *0*	Y = *6*	Y = *0*	Y = *0*	Y = *0*

Duration of Analysis (hrs) = *0.25* | Cycle Length C = *180.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate			*0*	*293*	*327*	*223*	*104*	*1172*			*1198*	
Lane Group Capacity			*0*	*682*	*718*	*610*	*160*	*2030*			*2025*	
v/c Ratio				*0.43*	*0.46*	*0.37*	*0.65*	*0.58*			*0.59*	
Green Ratio			*0.00*	*0.38*	*0.38*	*0.38*	*0.56*	*0.56*			*0.56*	
Uniform Delay d_1				*41.6*	*42.1*	*40.4*	*27.3*	*25.6*			*26.0*	
Delay Factor k				*0.50*	*0.50*	*0.50*	*0.50*	*0.50*			*0.50*	
Incremental Delay d_2				*2.0*	*2.1*	*1.7*	*18.7*	*1.2*			*1.3*	
PF Factor			*1.000*	*1.000*	*1.000*	*1.000*	*1.000*	*1.000*			*1.000*	
Control Delay				*43.6*	*44.2*	*42.1*	*46.0*	*26.8*			*27.2*	
Lane Group LOS				*D*	*D*	*D*	*D*	*C*			*C*	
Approach Delay				*43.4*			*28.4*			*27.2*		
Approach LOS				*D*			*C*			*C*		
Intersection Delay				Intersection LOS								

Appendix E
Project Trip Generation

Trip Generation Summary

Alternative: Alternative 1
Phase:
Project: Villa Valencia 14181

Open Date: 8/18/2016
Analysis Date: 8/18/2016

ITE	Land Use		Weekday Average Daily Trips *	Enter	Exit	Total	Weekday AM Peak Hour of Adjacent Street Traffic *	Enter	Exit	Total	Weekday PM Peak Hour of Adjacent Street Traffic *	Enter	Exit	Total
230	CONDO 1			139	138	277		4	20	24		18	9	27
	38	Dwelling Units												
Unadjusted Volume				139	138	277		4	20	24		18	9	27
Internal Capture Trips				0	0	0		0	0	0		0	0	0
Pass-By Trips				0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets				139	138	277		4	20	24		18	9	27

Total Weekday Average Daily Trips Internal Capture = 0 Percent
Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent
Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

Summary of Multi-Use Trip Generation
Average Weekday Driveway Volumes (Unadjusted for Internal Trips)

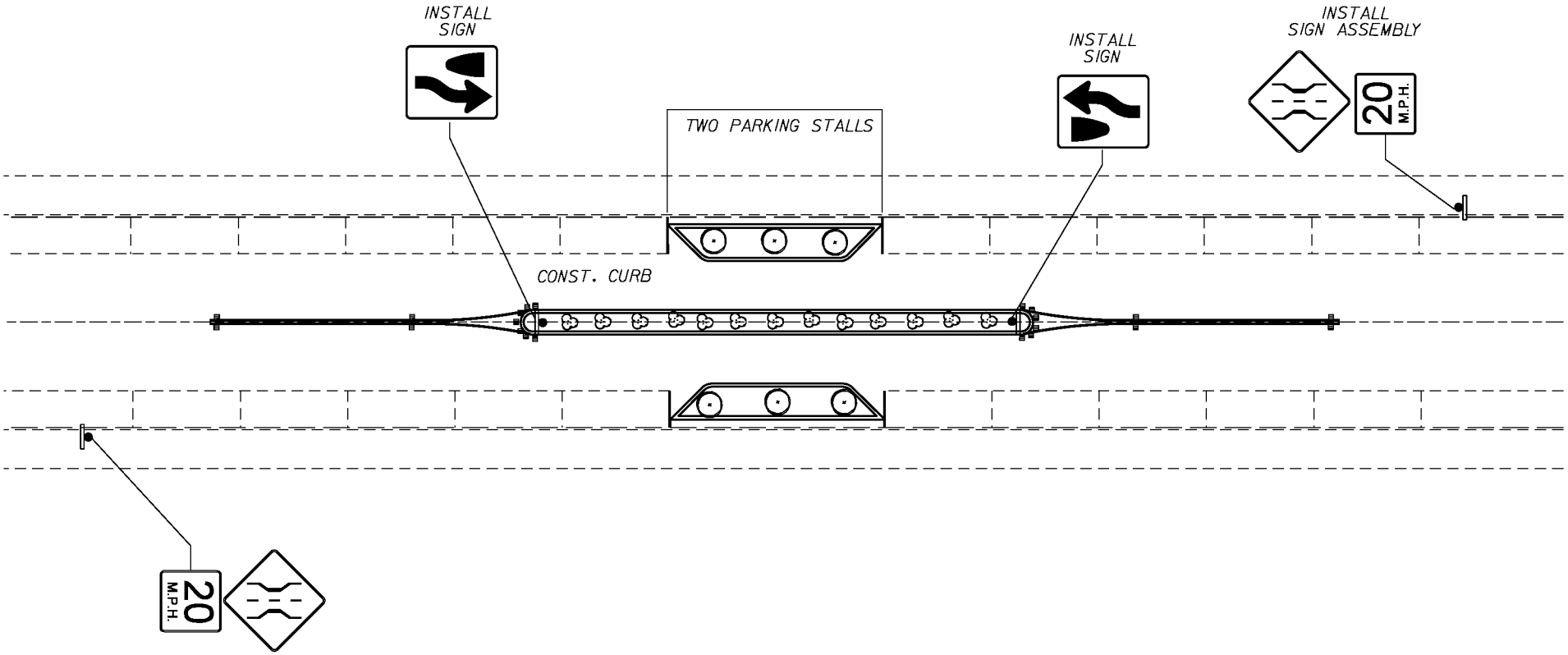
Project: Valencia Apartments #14181 Open Date:
Phase: Analysis Date: 06/12/2014

Description: Existing

ITE: Land Use	24 Hour Two-Way Volume	AM Pk Hour Enter	AM Pk Hour Exit	PM Pk Hour Enter	PM Pk Hour Exit
220: Apartments 34 Dwelling Units [E]	330	4	16	24	12
Total Driveway Volume	330	4	16	24	12
Total Peak Hour Pass-By Trips		0	0	0	0
Total Peak Hour Vol. Added to Adjacent Streets		4	16	24	12

Note: A zero indicates no data available.
Source: Institute of Transportation Engineers
Trip Generation Manual, 9th Edition, 2012

Appendix F
Proposed Improvements



dpa	PROJECT: VILLA VALENCIA	TITLE: CONCEPTUAL CENTER MEDIAN TRAFFIC CALMING IMPROVEMENTS	EXHIBIT 1

Villa Valencia Pedestrian Improvements Summary of Deficiencies

NORTH
MAP NOT TO SCALE

Villa Valencia Pedestrian Improvements Summary of Deficiencies

NORTH
MAP NOT TO SCALE

Villa Valencia Pedestrian Improvements Summary of Deficiencies

NORTH
MAP NOT TO SCALE

Historical Resources & Cultural Arts

2327 SALZEDO STREET
CORAL GABLES
FLORIDA 33134

305.460.5093
hist@coralgables.com

November 28, 2016

Valencia 34 Development, LLC
2665 South Bayshore Drive, Suite 410
Coconut Grove, FL 33133

Re: 515 Valencia Avenue, legally described as Lots 27 to 36 inclusive, Block 7, Coral Gables Biltmore Section, PB 20-28

Dear Sirs:

Section 3-1107(g) of the Coral Gables Zoning Code states that "All demolition permits for non-designated buildings and/or structures must be approved by the Historic Preservation Officer or designee. The approval is valid for eighteen (18) months from issuance and shall thereafter expire and the approval is deemed void unless the demolition permit has been issued by the Development Services Department. The Historic Preservation Officer may require review by the Historic Preservation Board if the building and/or structure to be demolished is eligible for designation as a local historic landmark or as a contributing building, structure or property within an existing local historic landmark district. This determination of eligibility is preliminary in nature and the final public hearing before the Historic Preservation Board on Local Historic Designation shall be within sixty (60) days from the Historic Preservation Officer determination of "eligibility." Consideration by the Board may be deferred by mutual agreement by the property owner and the Historic Preservation Officer. The Historic Preservation Officer may require the filing of a written application on the forms prepared by the Department and may request additional background information to assist the Board in its consideration of eligibility. Independent analysis by a consultant selected by the City may be required to assist in the review of the application. All fees associated with the analysis shall be the responsibility of the applicant. The types of reviews that could be conducted may include but are not limited to the following: property appraisals; archeological assessments; and historic assessments."

Therefore, please be advised that after careful research and study of our records and the information you presented the following information has been determined:

515 Valencia Avenue, legally described as Lots 27 to 36 inclusive, Block 7, Coral Gables Biltmore Section, according to the plat thereof as recorded in Plat Book 20 Page 28 of the public records of Miami-Dade County, Florida, does not meet the minimum eligibility criteria for designation as a local historic landmark. Therefore, the Historical Resources staff will not require review by the Historic Preservation Board if an application is made for a demolition permit.

This letter is a reissue of the previous letter dated May 2, 2016. Please note that, pursuant to Section 2-705(b)(15) of the Coral Gables Zoning Code, this determination does not constitute a development order and is valid for a period of eighteen (18) months. In the case where the Historic Preservation Officer or designee determines that the property does not meet the minimum eligibility criteria for designation, a permit for the demolition of the property must be issued within the eighteen-month period.

Upon expiration of the eighteen-month period, you will be required to file a new application. Any change from the foregoing may be made upon a demonstration of a change in the material facts upon which this determination was made.

If you have any further questions concerning this matter, please do not hesitate to contact this office.

Sincerely,

Dona M. Spain
Historic Preservation Officer

cc: Mario Garcia-Serra, Esq., 600 Brickell Avenue, Suite 3500, Miami, FL 33131
Craig Leen, City Attorney
Miriam S. Ramos, Deputy City Attorney
Charles Wu, Assistant Development Services Director
Ramon Trias, Planning & Zoning Director
William Miner, Building Director
Virginia Goizueta, Plans Processor Lead
Historical Significance Request Property File

Historical Resources & Cultural Arts

2327 Salzedo Street
Coral Gables
Florida 33134

P 305.460.5093
E hist@coralgables.com

November 28, 2016

Valencia 34 Development, LLC
2665 South Bayshore Drive, Suite 410
Coconut Grove, FL 33133

Re: 525 Valencia Avenue, legally described as Lots 35 to 38 inclusive, Block 7, Coral Gables Biltmore Section, PB 20-28

Dear Sirs:

Section 3-1107(g) of the Coral Gables Zoning Code states that "All demolition permits for non-designated buildings and/or structures must be approved by the Historic Preservation Officer or designee. The approval is valid for eighteen (18) months from issuance and shall thereafter expire and the approval is deemed void unless the demolition permit has been issued by the Development Services Department. The Historic Preservation Officer may require review by the Historic Preservation Board if the building and/or structure to be demolished is eligible for designation as a local historic landmark or as a contributing building, structure or property within an existing local historic landmark district. This determination of eligibility is preliminary in nature and the final public hearing before the Historic Preservation Board on Local Historic Designation shall be within sixty (60) days from the Historic Preservation Officer determination of "eligibility." Consideration by the Board may be deferred by mutual agreement by the property owner and the Historic Preservation Officer. The Historic Preservation Officer may require the filing of a written application on the forms prepared by the Department and may request additional background information to assist the Board in its consideration of eligibility. Independent analysis by a consultant selected by the City may be required to assist in the review of the application. All fees associated with the analysis shall be the responsibility of the applicant. The types of reviews that could be conducted may include but are not limited to the following: property appraisals; archeological assessments; and historic assessments."

Therefore, please be advised that after careful research and study of our records and the information you presented the following information has been determined:

525 Valencia Avenue, legally described as Lots 35 to 38 inclusive, Block 7, Coral Gables Biltmore Section, according to the plat thereof as recorded in Plat Book 20 Page 28 of the public records of Miami-Dade County, Florida, does not meet the minimum eligibility criteria for designation as a local historic landmark. Therefore, the Historical Resources staff will not require review by the Historic Preservation Board if an application is made for a demolition permit.

This letter is a reissue of the previous letter dated May 2, 2016. Please note that, pursuant to Section 2-705(b)(15) of the Coral Gables Zoning Code, this determination does not constitute a development order and is valid for a period of eighteen (18) months. In the case where the Historic Preservation Officer or designee determines that the property does not meet the minimum eligibility criteria for designation, a permit for the demolition of the property must be issued within the eighteen-month period.

Upon expiration of the eighteen-month period, you will be required to file a new application. Any change from the foregoing may be made upon a demonstration of a change in the material facts upon which this determination was made.

If you have any further questions concerning this matter, please do not hesitate to contact this office.

Sincerely,

Dona M. Spain
Historic Preservation Officer

cc: Mario Garcia-Serra, Esq., 600 Brickell Avenue, Suite 3500, Miami, FL 33131
Craig Leen, City Attorney
Miriam S. Ramos, Deputy City Attorney
Charles Wu, Assistant Development Services Director
Ramon Trias, Planning & Zoning Director
William Miner, Building Director
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Historical Significance Request Property File

Historical Resources & Cultural Arts

2327 Salzedo Street
Coral Gables
Florida 33134

305.460.5093
hist@coralgables.com

November 28, 2016

Valencia 34 Development, LLC
2665 South Bayshore Drive, Suite 410
Coconut Grove, FL 33133

Re: 501 Valencia Avenue, legally described as Lots 24 to 26 inclusive, Block 7, Coral Gables Biltmore Section, PB 20-28

Dear Sirs:

Section 3-1107(g) of the Coral Gables Zoning Code states that "All demolition permits for non-designated buildings and/or structures must be approved by the Historic Preservation Officer or designee. The approval is valid for eighteen (18) months from issuance and shall thereafter expire and the approval is deemed void unless the demolition permit has been issued by the Development Services Department. The Historic Preservation Officer may require review by the Historic Preservation Board if the building and/or structure to be demolished is eligible for designation as a local historic landmark or as a contributing building, structure or property within an existing local historic landmark district. This determination of eligibility is preliminary in nature and the final public hearing before the Historic Preservation Board on Local Historic Designation shall be within sixty (60) days from the Historic Preservation Officer determination of "eligibility." Consideration by the Board may be deferred by mutual agreement by the property owner and the Historic Preservation Officer. The Historic Preservation Officer may require the filing of a written application on the forms prepared by the Department and may request additional background information to assist the Board in its consideration of eligibility. Independent analysis by a consultant selected by the City may be required to assist in the review of the application. All fees associated with the analysis shall be the responsibility of the applicant. The types of reviews that could be conducted may include but are not limited to the following: property appraisals; archeological assessments; and historic assessments."

Therefore, please be advised that after careful research and study of our records and the information you presented the following information has been determined:

501 Valencia Avenue, legally described as Lots 24 to 26 inclusive, Block 7, Coral Gables Biltmore Section, according to the plat thereof as recorded in Plat Book 20 Page 28 of the public records of Miami-Dade County, Florida, does not meet the minimum eligibility criteria for designation as a local historic landmark. Therefore, the Historical Resources staff will not require review by the Historic Preservation Board if an application is made for a demolition permit.

This letter is a reissue of the previous letter dated May 2, 2016. Please note that, pursuant to Section 2-705(b)(15) of the Coral Gables Zoning Code, this determination does not constitute a development order and is valid for a period of eighteen (18) months. In the case where the Historic Preservation Officer or designee determines that the property does not meet the minimum eligibility criteria for designation, a permit for the demolition of the property must be issued within the eighteen-month period.

Upon expiration of the eighteen-month period, you will be required to file a new application. Any change from the foregoing may be made upon a demonstration of a change in the material facts upon which this determination was made.

If you have any further questions concerning this matter, please do not hesitate to contact this office.

Sincerely,

Dona M. Spain
Historic Preservation Officer

cc: Mario Garcia-Serra, Esq., 600 Brickell Avenue, Suite 3500, Miami, FL 33131
Craig Leen, City Attorney
Miriam S. Ramos, Deputy City Attorney
Charles Wu, Assistant Development Services Director
Ramon Trias, Planning & Zoning Director
William Miner, Building Director
Virginia Goizueta, Plans Processor Lead
Historical Significance Request Property File

GUNSTER
FLORIDA'S LAW FIRM FOR BUSINESS

Client Number: 38055-00001
Writer's Direct Dial Number: (305) 376-6061
Writer's E-Mail Address: mgarcia-serra@gunster.com

November 22, 2016

VIA HAND DELIVERY

Mr. Ramon Trias
Planning and Zoning Director
City of Coral Gables
405 Biltmore Way
Coral Gables, FL 33134

Re: 501, 515 and 525 Valencia Avenue / Art in Public Places Statement

Dear Mr. Trias:

Pursuant to Coral Gables Zoning Code Section 3-2103.A.2, and on behalf of Valencia 34 Development, LLC, as part of the proposed development at 501, 515 and 525 Valencia Avenue, we propose contributing 1% of the Aggregate Project Value to the Art Acquisition Fund. If you have any questions, please do not hesitate to contact me at (305) 376-6061.

Sincerely,
pp. Lauren A. Kahn
Mario Garcia-Serra

MIA_ACTIVE 4542259.1

HAMED RODRIGUEZ Architects, Inc.
Architecture Planning Interiors Sustainable Solutions
3250 Mary St. # 305 Coconut Grove Fl. 33133
(305) 529-9967 AA26002034

Mr. Ramon Trias
Planning and Zoning Director
City of Coral Gables
427 Biltmore Way, 2nd Floor
Coral Gables, Florida 33134

Dear Mr. Trias,

We have received the following comments for the initial Planning and Zoning submittal of the revised Villa Valencia project. Please see our responses below in blue, along with the updated Planning and Zoning packet and drawings. Please contact us if you have any questions.

Villa Valencia Sufficiency Review 11/8/2016

1. Statement of Use, Page 3: Please update the following statement: *"both the height… and density… are well within the provisions of the underlying zoning district."* – Height is not within the provisions of the MFSA zoning district, it is part of the Biltmore Section site specifics and it exceeds the height limitation for Multi-Family Medium Density properties in the comprehensive plan.
   See attached revised Statement of Use.
2. Statement of Use, Page 2, and Page A1.0: Clarify that the maximum density for the property is 40 units/acre and 50 units / acre with Mediterranean Bonus.
   See attached revised Statement of Use.
3. Page A1.0: delete "Transitional Overlay".
   Provided, see updated Sheet A1.0.
4. Page A1.0: update Building Height Proposed: to be 131'4" and include that the rooftop architectural elements add an additional 16'1".
   Provided, see updated Sheet A-1.0
5. Page A2.1: explain the open-air area adjacent to the driveway – how is this used? Is it a vehicular area or an open air lounge.
   The open-air area adjacent to the driveway is to be utilized as an Open Air Waiting Area. There is to be no vehicular traffic in this area, see Sheet A-2.1.
6. Page A2.5:
   a. Clarify if the covered playground is included in the FAR calculation.
      Covered playground is not included in FAR calculation. See FAR diagrams.

b. Clarify if the eastern and western balconies are included in the FAR calculation (covered on three sides and supported by columns).
Balconies are not included in FAR calculations. They are covered on two sides, the two remaining open sides contain a guardrail and are not enclosed. See FAR diagrams.

7. Page A3.0: 1 – Grey Concrete Roof Tile. Explain how this meets Zoning Code Section 5-1605.C.:
   a. Colored cement tile, provided the tile is color saturated with the same color intensity throughout and the color is not surface applied, and provided the color meets with approval of the Board of Architects, taken in conjunction with the surrounding areas. Such colored cement tile roofs, which have been installed according to approved plans may be painted or repainted a different color from the original color of the installed tile subject to approval of the application and the paint specifications by the Board of Architects.
   Colored cement tile shall meet requirements of Board of Architects.
8. Page A3.0: 6- show where precast-trim/banding is on the elevations.
   Trim is indicated with keynote #6 on elevations; see Sheets A-3.0 through A-3.2
9. Page A3.0: Provide more information on the material of the ground floor openings on the parking garage – glass or solid wall or open air?
   Material for garage openings shall be composed of decorative metal grates with metal louvers behind. The openings will allow the flow of air while blocking light pollution from the garage. Please see details on Sheet A-3.0.
10. TD-1: ensure that Landscape Services Director reviews for tree removal and mitigation.
    This plan has been submitted to the Landscape Services Director for his review.
11. L-1: remove trellis from the street edge and keep as an open lawn with shade trees planted adjacent to the sidewalk.
    Trellis has been pushed back within setback lines, see Sheet A-2.1.
12. L-1: some layers in the drawing appear to be missing – will landscape be provided along the edge of the ramp along the alley?
    There is no space to plant between the ramp and the alley. There is some planting between the building and the alley.
13. L-2: the park is designed as a private amenity for residents of the building rather than as a public park. Reverse the orientation of the open space to be more open to the street with clear entrances from both Hernando and Valencia, and optionally, the alley. Current design appears as if the open space could be closed off for private events and private usage.
    To be discussed at follow-up meeting with you and City Attorney.
14. L-2 and L-3: The selection of plants needs to be reviewed by the Landscape Services Director. Wax Privet and Bridalveil are small trees considering the space available to plant in the setback in front of the garage. Consider larger shade trees in front of the parking garage that will hide the view of the parking garage. Incorporate more native species into the landscape plan.
    There was limited space between the trellis and the building, which is why the smaller trees were chosen. Now that the trellis has been shifted back, there is

room for larger trees, and the bridalveil trees have been changed to oaks. The space in front of the building is not large enough to support a large shade tree when there are oaks on the street, so we have kept wax privet trees there. We will use the code-required quantity of native plants.

15. L-7: Illustrative Park Perspective and Plan – continue to develop the design as a public park that meets the pedestrian-oriented urban context. Precedents: Savannah squares, Forest Hills Gardens parks.
    The park plan will continue to be elaborated as directed by City staff and the City Commission.
16. Traffic Study: Look at improvements to pedestrian safety at Biltmore Way roundabout and implement (ped x-ing signage missing)
    See attached Traffic Study
17. Ensure that the following are sufficient for PZB review:
    - concurrency – school and City
    - Historical Resources demolition review
      An updated Historic Determination letter is enclosed and we have submitted Concurrency Applications.
18. Missing:
    - Appendix F of the Traffic Study showing a graphic of the off-site traffic calming and pedestrian improvements.
      We have provided by PDF a complete Traffic Study including Appendix F.
    - Diagram of site section cut-through showing the height and setback of buildings across the street.
      Provided, please see sheet A-3.3 for street sections.
    - Circulation diagram of where cars can go throughout the project – does the driveway connect to the alley?
      Yes, the driveway from Valencia Avenue connects to the alley. See sheet SK-0 for vehicular circulation.
    - Public Works review of site plan and garage design for circulation
      Please see Sheet A2.1 for site plan. The site plan and garage plans have been submitted to Public Works for review.
    - Site plan showing publicly accessible spaces and open space in the project and how pedestrians and vehicles circulate.
      Please see Circulation + Open Space Diagrams at Sheet SK-0
    - FAR diagrams for each floor of the building indicating what is included and what is not.
      Provided, see sheets SK-1 through SK-4 for FAR calculation table and diagrams.
    - On-street parking replacement calculation.
      There are 18 existing on street parking spots around the property. The current proposal contains 13 on street parking spots. See table on sheet SK-0.
    - Open space diagram.
      Provided, see sheet SK-0.
    - Color site plan that includes landscaped and hardscape areas.
      Provided, see sheet L-10

- Provide a lighting plan
  Provided, see sheets LT-1 and LT-2.
- Provide a Sustainability / LEED statement or equivalent.
  Building shall meet minimum sustainability requirements (LEED Silver certification United States Green Building Council's standards) as required by Ordinance No. 2016-29.
- Provide an Art in Public Places plan or statement
  See attached Art in Public Places Statement.
- Provide a utilities relocation plan
  Provided, see Sheet C-1
- Indicate the location of bicycle parking or bicycle racks.
  Bicycle racks shall be located on levels 2, 3, and 4 of the parking garage. See sheets A-2.2 through A-2.4.

19. Conditions:
    - The public park should have a restrictive covenant or other instrument for publicly accessible open space; the proposed entrance features should not be permitted to be close with gates or other obstructions.
      Prior to issuance of Certificate of Occupancy, the Owner shall provide the City with an easement granting public access in perpetuity. This can be a condition of approval along with a requirement that public access to the park not be obstructed.
20. Architecture: Does not appear to employ Mediterranean architecture as required in MFSA. Color palette, massing and architectural elements should be updated to reflect mandatory Mediterranean architectural precedent as outlined in Section 5-605 of the City Code.
    a. Corner windows, cantilevered balconies without visible support, corner wrapping balconies, horizontal banding, and the gray and white color palette reflect modern construction and styles that are currently being constructed in other areas of Miami.
    b. The white stacked stone at the base of the building does not reflect Mediterranean precedent.
    c. The top of the building reflects more traditional construction patterns, however it appears to be more of a waterfront resort style than Coral Gables Mediterranean, with the shutters and brackets.
    d. The grey roof tile has no precedent in Coral Gables.

    As required by Section 4-104(D)(a)(1), we have complied with all the standards of Table 1 of Division 6 of Article 5 and five of the 10 standards of Table 2 of Division 6 of Article 5. The applicability of Section 5-605 is to be discussed at our follow-up meeting with the City Attorney.

MIAMI DAILY BUSINESS REVIEW

Published Daily except Saturday, Sunday and
Legal Holidays
Miami, Miami-Dade County, Florida

STATE OF FLORIDA
COUNTY OF MIAMI-DADE:

Before the undersigned authority personally appeared OCTELMA V. FERBEYRE, who on oath says that he or she is the VICE PRESIDENT, Legal Notices of the Miami Daily Business Review f/k/a Miami Review, a daily (except Saturday, Sunday and Legal Holidays) newspaper, published at Miami in Miami-Dade County, Florida, that the attached copy of advertisement, being a Legal Advertisement of Notice in the matter of

NOTICE OF PUBLIC HEARING
CITY OF CORAL GABLES - LOCAL PLANNING AGENCY / PLANNING AND ZONING BOARD - DEC. 14, 2016

in the XXXX Court,
was published in said newspaper in the issues of

12/02/2016

Affiant further says that the said Miami Daily Business Review is a newspaper published at Miami, in said Miami-Dade County, Florida and that the said newspaper has heretofore been continuously published in said Miami-Dade County, Florida each day (except Saturday, Sunday and Legal Holidays) and has been entered as second class mail matter at the post office in Miami in said Miami-Dade County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that he or she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Sworn to and subscribed before me this
2 day of DECEMBER, A.D. 2016

(SEAL)
OCTELMA V. FERBEYRE personally known to me

DIANA HERRERA
MY COMMISSION EXPIRES
SEPTEMBER 5, 2020
GG 026713
Bonded thru
Troy Fain Insurance
NOTARY PUBLIC, STATE OF FLORIDA

CITY OF CORAL GABLES, FLORIDA
NOTICE OF PUBLIC HEARING

CITY PUBLIC HEARING	**LOCAL PLANNING AGENCY / PLANNING AND ZONING BOARD**
DATES/TIMES	**WEDNESDAY, DECEMBER 14, 2016, 6:00-9:00 P.M.**
LOCATION	**CITY COMMISSION CHAMBERS, CITY HALL, 405 BILTMORE WAY, CORAL GABLES, FLORIDA, 33134**

PUBLIC NOTICE is hereby given that the City of Coral Gables, Florida, Local Planning Agency (LPA)/ Planning and Zoning Board (PZB) will conduct Public Hearings on the following:

Items 1 through 8 are related. These items were continued from the November 9, 2016 Planning and Zoning Board Meeting.

1. An Ordinance of the City Commission of Coral Gables, Florida requesting an amendment to the Future Land Use Map of the City of Coral Gables Comprehensive Plan pursuant to Zoning Code Article 3, "Development Review" Division 15, "Comprehensive Plan Text and Map Amendments," and Small Scale Amendment procedures (S.163.3187, Florida Statutes), providing for the "North Ponce de Leon Boulevard Mixed-Use Overlay District;" providing for severability, repealer and an effective date. (Legal description on file with the City) (LPA review)

2. An Ordinance of the City Commission of Coral Gables, Florida requesting an amendment to the text of the City of Coral Gables Comprehensive Plan, Future Land Use Element, Policy FLU-1.1.3, "Table FLU-4, Mixed-Use Land Use," pursuant to expedited State review procedures (S.163.3184, Florida Statutes) and Zoning Code Article 3, "Development Review," Division 15, "Comprehensive Plan Text and Map Amendments;" amending the "MXOD, Mixed-Use Overlay Districts" Land Use Classification to provide that a Mixed-Use Overlay District may be permitted as an overlay in the Multi-Family Medium Density and the Multi-Family High Density Land Uses; providing for severability, repealer and an effective date. (LPA review)

3. An Ordinance of the City Commission of Coral Gables, Florida requesting an amendment to the Zoning Map pursuant to Zoning Code Article 3, "Development Review", Division 14, "Zoning Code Text and Map Amendments", to create the "North Ponce de Leon Boulevard Mixed Use District" for portions of the Douglas Section, Section K, and Section L, Coral Gables, Florida; providing for severability, repealer and an effective date. (Legal description on file with the City)

4. An Ordinance of the City Commission of Coral Gables, Florida providing for text amendments to the City of Coral Gables Official Zoning Code, by amending Article 4, "Zoning Districts," Section 4-201, "Mixed Use District (MXD)" to allow an MXD Overlay District to be assigned in an Multi-Family 2 Zoning District under certain conditions, and to include provisions for the "North Ponce de Leon Boulevard Mixed Use District" to modify and supplement the existing Commercial and Multi-Family 2 standards and criteria to allow appropriate redevelopment that promotes walkability, enhances Ponce de Leon Boulevard, and provides a transition to the North Ponce Neighborhood Conservation District; providing for a repealer provision, providing for a severability clause, codification, and providing for an effective date.

5. An Ordinance of the City Commission of Coral Gables, Florida providing for text amendments to the City of Coral Gables Official Zoning Code, by amending Article 3, "Development Review," Division 10, "Transfer of Development Rights" to modify criteria for sending sites north of Navarre Avenue, and to allow for Commercial zoned properties with the "North Ponce Mixed Use District" overlay to be receiving sites subject to certain criteria; providing for a repealer provision, providing for a severability clause, codification, and providing for an effective date.

6. An Ordinance of the City Commission of Coral Gables, Florida requesting an amendment to the text of the City of Coral Gables Comprehensive Plan, Future Land Use Element, Policy FLU-1.1.3, "Table FLU-1. Residential Land Uses," pursuant to expedited State review procedures (S.163.3184, Florida Statutes) and Zoning Code Article 3, "Development Review," Division 15, "Comprehensive Plan Text and Map Amendments;" amending the "Multi-Family Medium Density" Land Use Classification to provide that a maximum density of 60 units/acre, or 75 units/acre with architectural incentives per the Zoning Code, shall be permitted for development within designated Residential Infill Districts; providing for severability, repealer and an effective date. (LPA review)

7. An Ordinance of the City Commission of Coral Gables, Florida requesting an amendment to the Zoning Map pursuant to Zoning Code Article 3, "Development Review", Division 14, "Zoning Code Text and Map Amendments", to create the "East Ponce de Leon Boulevard Residential Infill District" for portions of the Douglas Section, Coral Gables, Florida; providing for severability, repealer and an effective date. (Legal description on file with the City)

8. An Ordinance of the City Commission of Coral Gables, Florida providing for text amendments to the City of Coral Gables Official Zoning Code, by amending Article 4, "Zoning Districts," adding Section 4-208, "East Ponce de Leon Boulevard Residential Infill District" to modify and supplement the existing Multi-Family 2 standards and criteria to allow appropriate redevelopment that promotes walkability, enhances East Ponce de Leon Boulevard, and provides a visual connection between the Douglas Entrance and Ponce de Leon Boulevard; providing for a repealer provision, providing for a severability clause, codification, and providing for an effective date.

Items 9 and 10 are related.

9. An Ordinance of the City Commission of Coral Gables, Florida requesting review of a Planned Area Development (PAD) pursuant to Zoning Code Article 3, "Development Review," Division 5, "Planned Area Development (PAD)," for the proposed project referred to as "Villa Valencia" on the property legally described as Lots 24-38, Block 7, Biltmore Section (510 - 525 Valencia Avenue), Coral Gables, Florida; including required conditions; providing for a repealer provision, providing for a severability clause, and providing for an effective date.

10. An Ordinance of the City Commission of Coral Gables, Florida providing for a text amendment to the City of Coral Gables Official Zoning Code, Appendix A, "Site Specific Zoning Regulations", Section A-12, "Biltmore Section" adding site specific provisions increasing the maximum permitted floor area ratio for the property legally described as Lots 24-38, Block 7, Biltmore Section; providing for repealer provision, severability clause, codification, and providing for an effective date.

All interested parties are invited to attend and participate. Upon recommendation by the Board, the applications will be scheduled for City Commission consideration. Please visit the City webpage at www.coralgables.com to view information concerning the applications. The complete applications are on file and available for examination during business hours at the Planning and Zoning Division, 427 Biltmore Way, Suite 201, Coral Gables, Florida, 33134. Questions and written comments can be directed to the Planning and Zoning Division at planning@coralgables.com (FAX: 305.460.5327) or 305.460.5211.

Ramon Trias
Director of Planning and Zoning
Planning & Zoning Division
City of Coral Gables, Florida

Any person, who acts as a lobbyist pursuant to the City of Coral Gables Ordinance No. 2006-11, as amended, must register with the City Clerk prior to engaging in lobbying activities before City Staff, Boards, Committees or City Commission. A copy of the Ordinance is available in the Office of the City Clerk, City Hall. If a person decides to appeal any decision made by a Board, Committee or City Commission with respect to any matter considered at a meeting or hearing, that person will need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based (F.S. 286.0105). Any meeting may be opened and continued and, under certain circumstances, additional legal notice will not be provided. Any person requiring special accommodations in order to attend or participate in the meeting should contact the City's ADA Coordinator, Raquel Elejabarrieta (Email: relejabarrieta@coralgables.com, Telephone: 305-722-8686, TTY/TDD: 305-442-1600, at least three (3) working days prior to the meeting. All meetings are telecast live on Coral Gables TV Channel 77.

12/2 16-20/0000175965M

City of Coral Gables Courtesy Public Hearing Notice

December 2, 2016

Applicant:	**Valencia 34 Development, LLC**
Application:	**Planned Area Development Site Plan Review and Zoning Code Text Amendment**
Property:	**Villa Valencia (501 - 525 Valencia Avenue)**
Public Hearing - Date/Time/ Location:	**Planning and Zoning Board December 14, 2016, 6:00 – 9:00 p.m. City Commission Chambers, City Hall, 405 Biltmore Way, Coral Gables, Florida, 33134**

PUBLIC NOTICE is hereby given that the City of Coral Gables, Florida, Planning and Zoning Board (PZB) will conduct a Public Hearing on December 14, 2016 on the following applications at the Coral Gables City Commission Chambers, City Hall, 405 Biltmore Way, Coral Gables, Florida.

These applications have been submitted by Valencia 34 Development, LLC for a Planned Area Development located at 501 – 525 Valencia Avenue, Coral Gables, Florida. The project consists of 38 residential units and a 10,000 square foot public park. The request requires three public hearings, including review and recommendation by the Planning and Zoning Board, and 1st and 2nd Reading before the City Commission.

1. *An Ordinance of the City Commission of Coral Gables, Florida requesting review of a Planned Area Development (PAD) pursuant to Zoning Code Article 3, "Development Review," Division 5, "Planned Area Development (PAD)," for the proposed project referred to as "Villa Valencia" on the property legally described as Lots 24-38, Block 7, Biltmore Section (510 - 525 Valencia Avenue), Coral Gables, Florida; including required conditions; providing for a repealer provision, providing for a severability clause, and providing for an effective date.*

2. *An Ordinance of the City Commission of Coral Gables, Florida providing for a text amendment to the City of Coral Gables Official Zoning Code, Appendix A, "Site Specific Zoning Regulations", Section A-12, "Biltmore Section" adding site specific provisions increasing the maximum permitted floor area ratio for the property legally described as Lots 24-38, Block 7, Biltmore Section; providing for repealer provision, severability clause, codification, and providing for an effective date.*

All interested parties are invited to attend and participate. Upon recommendation by the Board, the application will be scheduled for City Commission consideration. Please visit the City webpage at www.coralgables.com to view information concerning the application. The complete application is on file and available for examination during business hours at the Planning Division, 427 Biltmore Way, Suite 201, Coral Gables, Florida, 33134. Questions and written comments regarding the application can be directed to the Planning and Zoning Division at planning@coralgables.com, FAX: 305.460.5327 or 305.460.5211. Please forward to other interested parties.

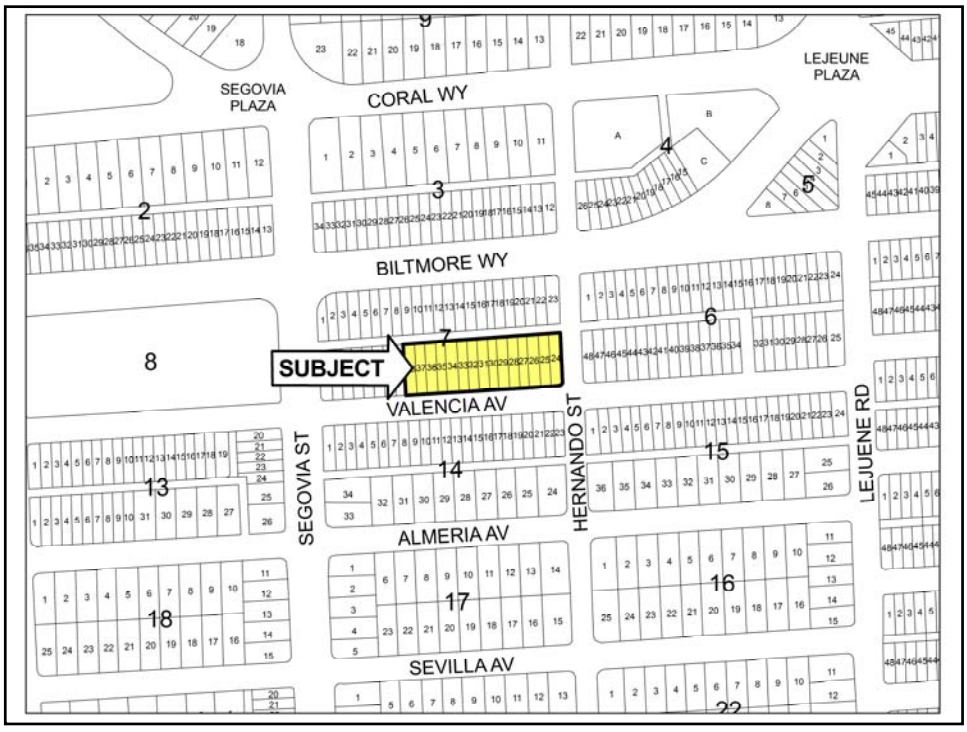
Any person requiring special accommodations in order to attend or participate in the meeting should contact the City's ADA Coordinator, Raquel Elejabarrieta (Email: relejabarrieta@coralgables.com, Telephone: 305-722-8686, TTY/TDD: 305-442-1600, at least three (3) working days prior to the meeting. All meetings are telecast live on Coral Gables TV Channel 77.

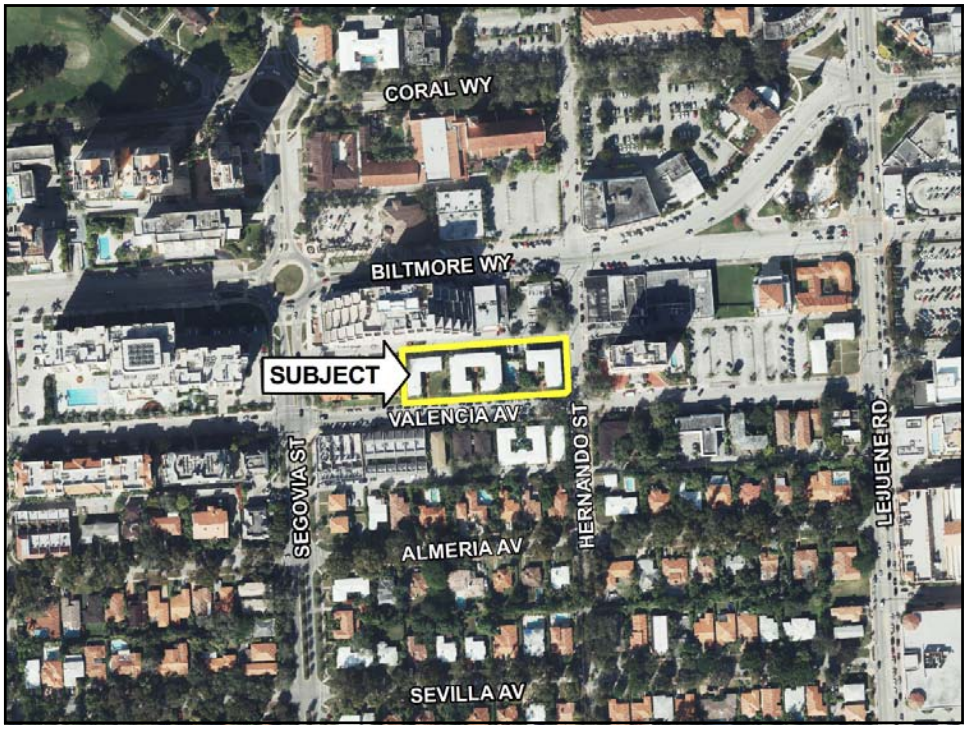
Sincerely,

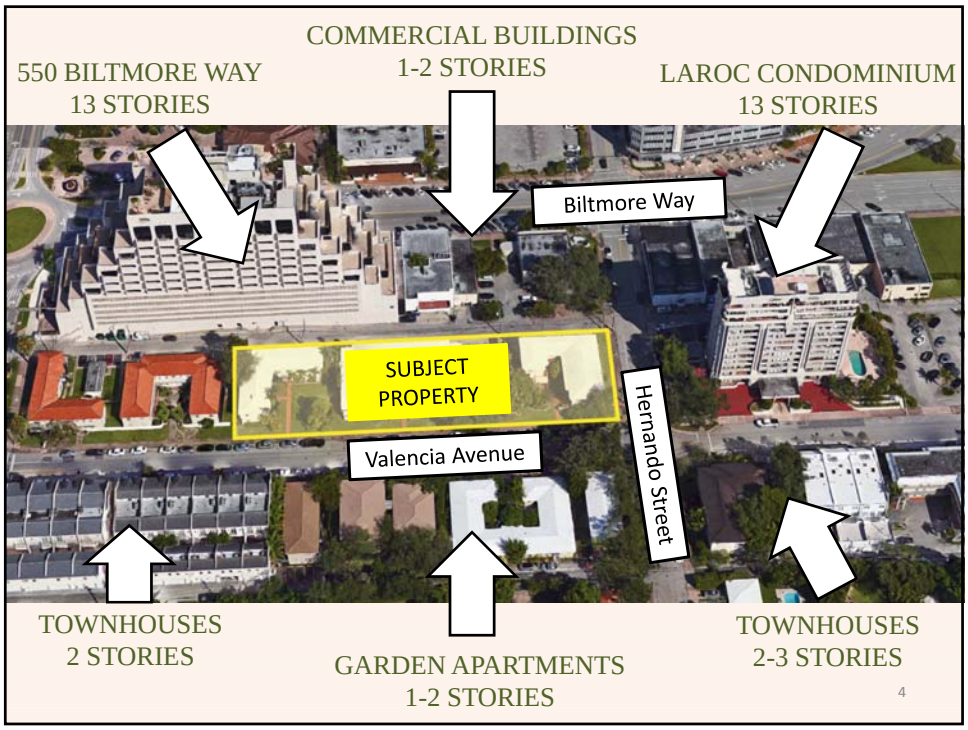
City of Coral Gables, Florida

515 Valencia (Villa Valencia)

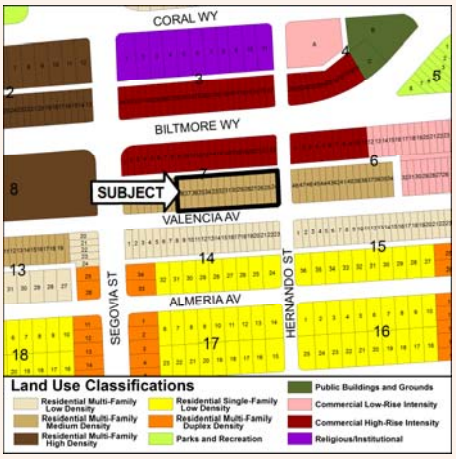
ZONING CODE TEXT AMENDMENT
PLANNED AREA DEVELOPMENT
515 VALENCIA AVENUE
PLANNING AND ZONING BOARD
DECEMBER 14, 2016



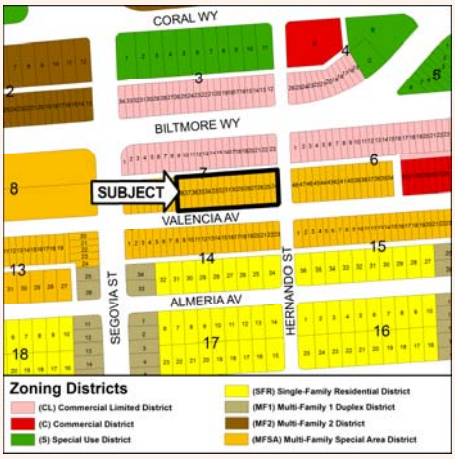

CORAL WY
BILTMORE WY
SUBJECT
VALENCIA AV
SEGOVIA ST
HERNANDO ST
LEJUENE RD
ALMERIA AV
SEVILLA AV


COMMERCIAL BUILDINGS
1-2 STORIES
550 BILTMORE WAY
13 STORIES
LAROC CONDOMINIUM
13 STORIES
Biltmore Way
SUBJECT
PROPERTY
Valencia Avenue
Hernando Street
TOWNHOUSES
2 STORIES
GARDEN APARTMENTS
1-2 STORIES
TOWNHOUSES
2-3 STORIES
4

Existing Future Land Use Map



Existing Zoning Map



5

Request #1:

Zoning Code Text Amendment

Request #2:

Planned Area Development

6

Site Plan Updates

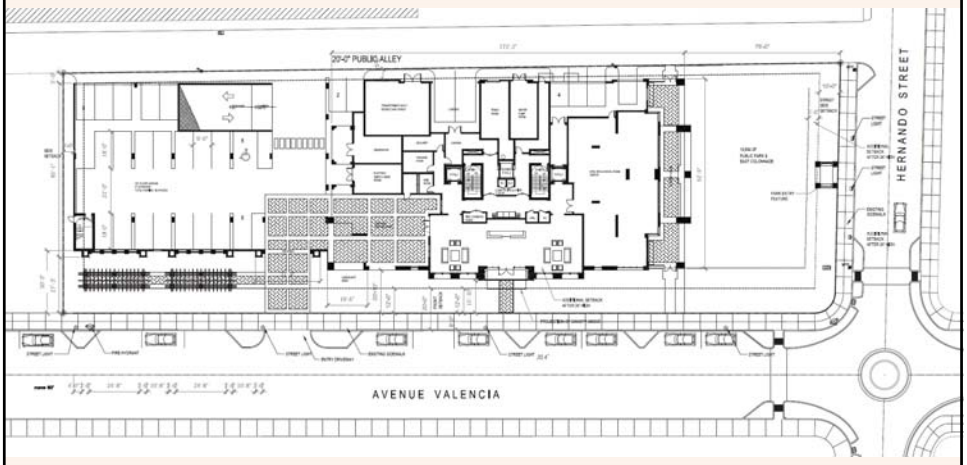
- 10,000 SF public open space
- Density reduced from 103 to 38 units
- Parking garage size reduced from 198 to 89 spaces
- Updated building massing and architectural design

7

Site Plan – 01.13.16 PZB

8

SITE PLAN – 12.14.16 PZB



9

VALENCIA ELEVATION – 01.13.16 PZB

10

VALENCIA ELEVATION – 12.14.16 PZB

11

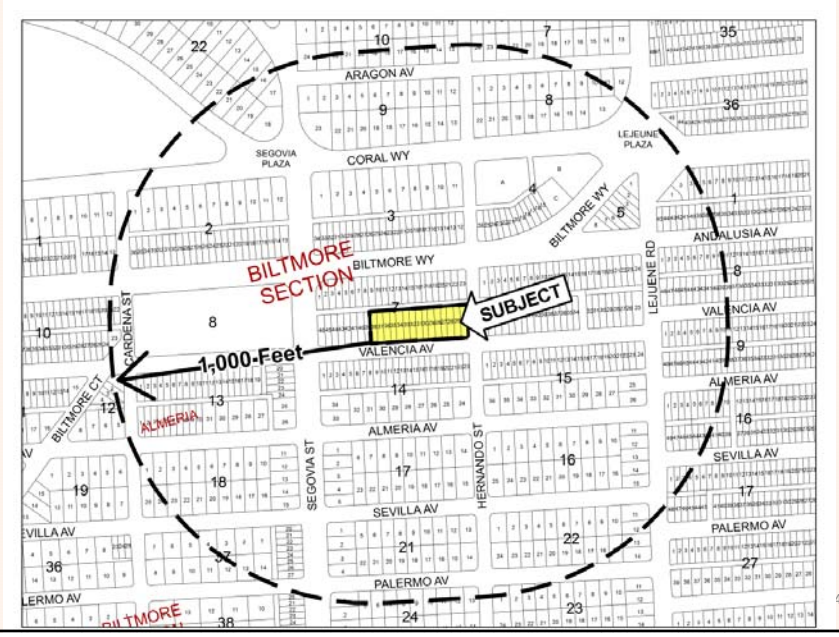
REVIEW TIMELINE

1	**DEVELOPMENT REVIEW COMMITTEE: 07.25.14**
2	**BOARD OF ARCHITECTS: 11.03.16** PRELIMINARY DESIGN
3	**NEIGHBORHOOD MEETING: 11.28.16** ZONING CODE TEXT AMENDMENT, PLANNED AREA DEVELOPMENT
4	**PLANNING AND ZONING BOARD: 12.14.16** ZONING CODE TEXT AMENDMENT, PLANNED AREA DEVELOPMENT

Staff Review

Department	DRC 07.25.14	Staff Meetings 05.16 & 12.16	Comments Provided?
Historical	X	X	Yes
Parking	X	X	Yes
Landscape	X	X	Yes
Concurrency	X	X	Yes
Police	X	X	Yes
Fire	X	X	Yes
Public Works	X	X	Yes
Zoning	X	X	Yes
BOA	X	X	Yes
Planning	X	X	Yes
Building	X	X	Yes
Economic		X	Yes

Letters to Property Owners (1,000 ft)



Public Notification

2 times	**Letters to Property Owners** Neighborhood Meeting, December 2016 PZB
3 times	**Property Posting** DRC, BOA, December 2016 PZB
3 times	**Website Posting** DRC, BOA, December 2016 PZB
1 time	**Newspaper Advertisement** December 2016 PZB

Request #1: Zoning Code Text Amendment

Section A-12 – Biltmore Section

* * *

G. Floor Area Ratio (FAR)

1. Maximum floor area ratio (FAR) for buildings located on the following described property shall be 3.0:

a. Lots 24-38 of Block 7

16

Request #2: Zoning Code Text

Findings of Fact: (see Staff Report for further analysis)

Standard	Staff Evaluation
Promotes the public health, safety, and welfare.	Complies.
Does not permit uses the Comprehensive Plan prohibits in the area affected by the district boundary change or text amendment.	Complies.
Does not allow densities or intensities in excess of the densities and intensities which are permitted by the future land use categories of the affected property.	Complies.
Will not cause a decline in the level of service for public infrastructure which is the subject of a concurrency requirement to a level of service which is less than the minimum requirements of the Comprehensive Plan.	Complies.
Does not directly conflict with an objective or policy of the Comprehensive Plan.	Complies.

17

Request #2: Zoning Code Text

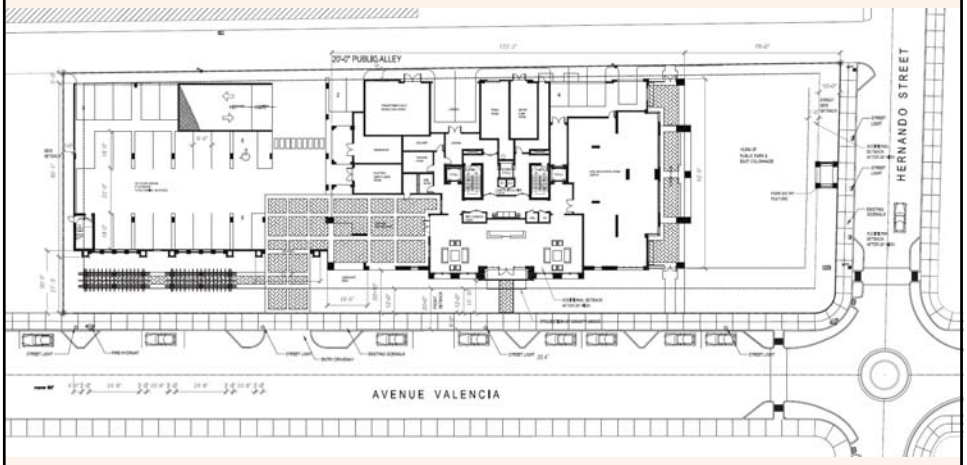
Staff Recommendation:

Staff recommends **Approval** of the proposed Zoning Code text amendment.

The standards identified in Section 3-1405 for the proposed Zoning Code text amendment are **satisfied**. The proposed project is consistent with the goals, objectives and policies in the City's Comprehensive Plan.

18

REQUEST #2: PLANNED AREA DEVELOPMENT



SITE AREA: 1.04 ACRES (45,229 SF)
FAR: 2.97 FAR (134,545 SF)
PROGRAM: 38 UNITS
PARKING: 89 SPACES

19

REQUEST #2: PLANNED AREA DEVELOPMENT

HEIGHT:

- **44' PARKING GARAGE**
- **131' TOWER**
- **147' ROOFTOP ARCHITECTURAL FEATURE**

20

Request #2: Planned Area Development

Staff Recommendation:

Staff recommends **Approval with Conditions** of the proposed Planned Area Development.

The standards identified in Section 3-503 for the proposed Planned Area Development are **satisfied**. The proposed project is consistent with the goals, objectives and policies of the City's Comprehensive Plan.

21

Conditions of Approval:

1. Construction of the proposed project shall be in substantial conformance with the application submittal.
2. A restrictive covenant will be required.
3. Traffic study issues shall be resolved.
4. Commission approval required for ROW encroachments.
5. Landscape and streetscape design require staff approval.
6. Incorporate bike lanes on Valencia Avenue.
7. Incorporate FPL "Coral Gables" street light.
8. Incorporate Silva Cell planters.
9. Recess windows and garage screens 4 inches.
10. Incorporate recycling facilities.

Conditions of Approval:

11. Implement residential permit parking zone.
12. Provide guest parking on site.
13. Reimburse city for loss of on-street parking.
14. Provide bicycle parking.
15. Provide electric vehicle charging stations.
16. Provide construction contact information and street closure information to neighbors.
17. Obtain a permit for stormwater discharge.
18. Comply with Art in Public Places.
19. Obtain final approval for public realm improvements.
20. Upgrade sewer capacity
21. Underground all overhead utilities
22. Obtains LEED certification
23. Provide a publicly accessible open space easement for public park.

515 Valencia (Villa Valencia)

Zoning Code Text Amendment
Planned Area Development
515 Valencia Avenue
planning and zoning board
December 14, 2016