



## City of Coral Gables Planning and Zoning Staff Report

Property: **Riviera Plaza (1542 South Dixie Highway)**

Applicant: Riviera Plaza Holdings LP

Application: Alley Vacation

Public Hearing: Planning and Zoning Board

**Date & Time:** **July 12, 2017; 6:00 – 9:00 p.m.**

Location: City Commission Chambers, City Hall,  
405 Biltmore Way, Coral Gables, Florida 33134

### 1. APPLICATION REQUEST

Application request is for an Alley Vacation for the property referred to as “Riviera Plaza” located at 1542 South Dixie Highway. The Ordinance under consideration is as follows:

*An Ordinance of the City Commission of Coral Gables requesting vacation of a public alleyway pursuant to Zoning Code Article 3, Division 12, “Abandonment and Vacations” and City Code Chapter 62, Article 8, “Vacation, Abandonment and Closure of Streets, Easements and Alleys by Private Owners and the City; Application Process,” providing for the vacation of the twenty (20) foot wide alley which is three-hundred (300) feet in length lying between Tracts A and B, Block 199, Riviera Section Part 14, Coral Gables, Florida; providing for an effective date.*

An application for abandonment and vacation requires review and recommendation by the Planning and Zoning Board at one (1) public hearing, and consideration by the City Commission at two (2) public hearings (Ordinance format).

### 2. APPLICATION SUMMARY

Riviera Plaza Holdings LP (hereinafter referred to as the “Applicant”) has submitted an application for vacation of an alley in connection with the proposed construction of a new supermarket / retail building (hereinafter referred to as the “Project”) to be located at 1542 South Dixie Highway (herein referred to as the “Property”). The Property is approximately 64,000 square feet in size and is bisected by an alley at the rear of the Property. The Property lies south of South Dixie Highway with Yumuri Street to the northeast and Madruga Avenue to the southeast. The application package submitted by the Applicant is provided as Attachment A.

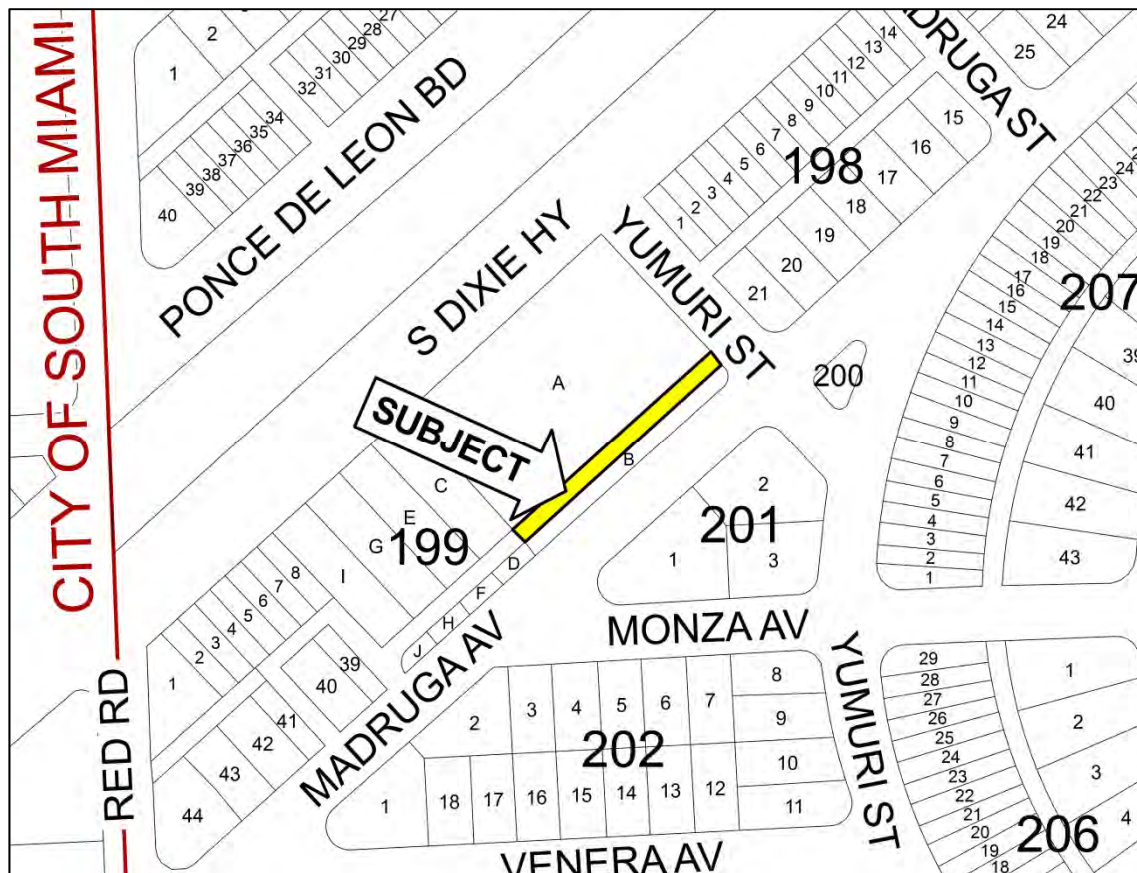
The Applicant is requesting approval to vacate, abandon, and close a portion of the alley that presently runs through the Property, from Yumuri Street on the east to the boundary line of Tracts A and B approximately 300 feet to the west (hereinafter referred to as the “Alley”). The Applicant intends to

provide an alternative access easement that will connect to what will remain of the Alley on the property to the west to Madruga Avenue. The vacation of this portion of the Alley is necessary to consolidate the building site. The Project's height, setback, and floor area are all permitted by the existing zoning.

The Alley has little benefit to the public as it does not connect two thoroughfares. Historically, the Alley was centrally located in Block 199 as envisioned by George Merrick. However, the Alley has since been relocated and is currently utilized as a driveway for the existing surface parking lot. The Project will offset any potential impacts which may be caused by the requested vacation by internalizing all service and loading functions within the proposed new building and by providing structured parking. The Project will also feature a more pedestrian-friendly, aesthetically-pleasing, and a public access easement which will continue to connect the remaining portion of the alley to Madruga Avenue.

The Applicant proposes to demolish the existing two-story structure and to construct a new 74,340 square foot supermarket and separate ground floor retail spaces on the approximately 1.5 acre site. The property is legally described as the tracts "A" and "B" of replat of a portion of Block 199 Coral Gables Riviera Section Part 14, Coral Gables, Florida, and is shown on the following location map:

Location Map





## Property Designations and Surrounding Uses

The following tables provide the subject property's designations and surrounding land uses:

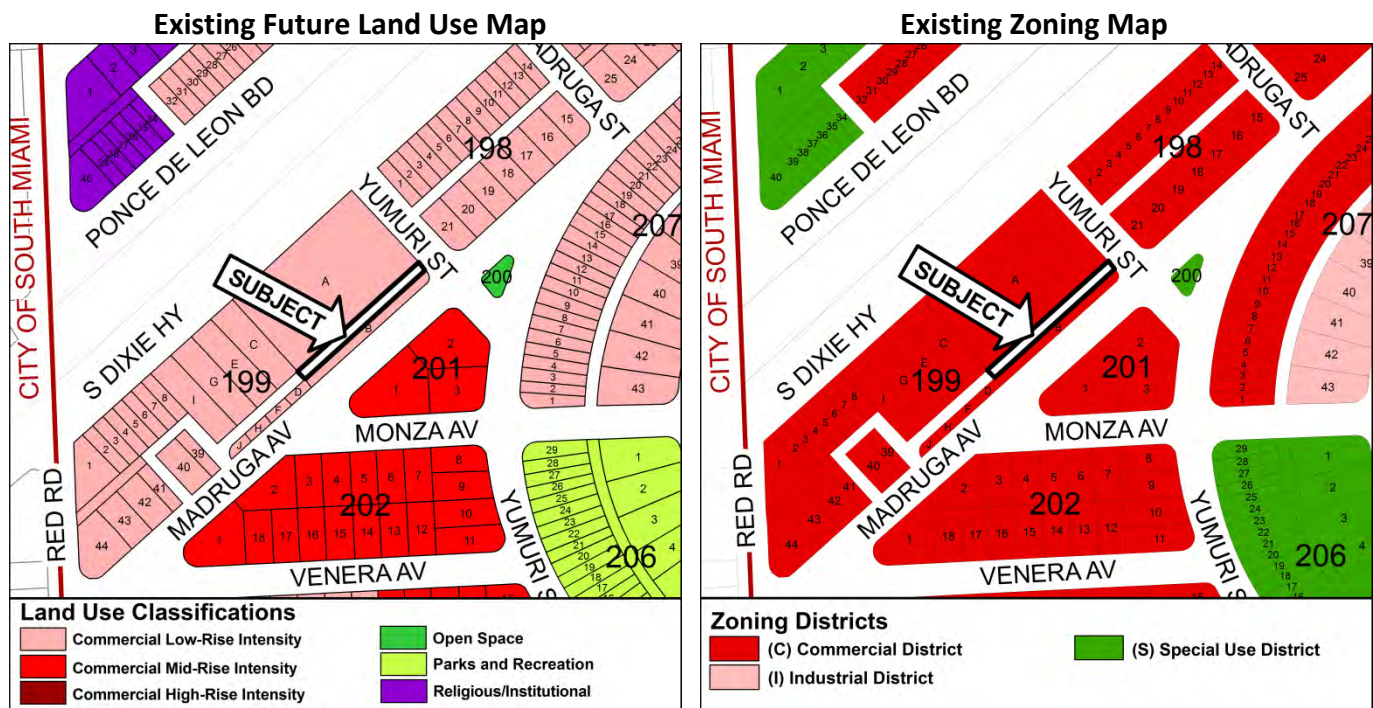
### Existing Property Designations

Comprehensive Plan Future Land Use Map designation	Commercial, Low-Rise Intensity
Zoning Map designation	Commercial (C) District

### Surrounding Land Uses

Location	Existing Land Uses	CP Designations	Zoning Designations
North	One (1) story commercial building	Commercial, Low-Rise Intensity	Commercial (C) District
South	One (1) story commercial building	Commercial, Low-Rise Intensity	Commercial (C) District
East	Four (4) story commercial building	Commercial, Mid-Rise Intensity	Commercial (C) District
West	One (1) story commercial building	Commercial, Low-Rise Intensity	Commercial (C) District

The subject property currently has the existing land use and zoning designations, as illustrated in the following maps:



## City Review Timeline

The submitted application has undergone the following City reviews:

Type of Review	Date
Development Review Committee	01.27.17
Board of Architects	04.13.17
Historic Preservation Board	N/A
Planning and Zoning Board	07.12.17
City Commission	TBD

### 3. FINDINGS OF FACT

This section of the report presents City Staff's evaluation of the Application and Findings of Facts. The City's responsibility is to review the Application for consistency with the City's Comprehensive Plan (CP) Goals, Objectives and Policies and compliance with the Zoning Code and City Code.

#### Alley Vacation

City Code Chapter 62, Article VIII, "Vacation, Abandonment and Closure of Streets, Easements and Alleys by Private Owners and the City; Application Process" requires that the Public Works Department shall review all applications for the vacation of a public right-of-way in accordance with criteria set forth in City Code Sections 62-259 and 62-262, and shall provide a recommendation to the Planning and Zoning Board.

Zoning Code, Article 3, Division 12, Section 3-1203, "Standards for review" provides the standards for review for the proposed vacations, abandonment or closure of public streets and alleyways. Review and recommendation is required by both the Public Works Department and the Development Review Committee (DRC), which is forwarded to the Planning and Zoning Board. The proposal was presented to the DRC at a meeting held on 01.27.17. Both the Public Works Department and DRC had no objection and supported this proposal.

Pursuant to the City Code requirements, the Public Works Department recommends approval of the proposed alley vacation, subject to all of the following conditions:

1. The applicant grants to the City by Deed of Dedication absolute rights of public ingress and egress and of all utilities whatever interests they need.
2. That all vehicle turning radius be adequate for all vehicles that would normally or occasionally use the alley.
3. That a vertical clearance of sixteen feet (16') extending the full length and width of the easement should be provided.
4. Applicant is responsible for the relocation of the existing utilities in the proposed alley to be vacated in accordance to the requirements of the affected utility companies including the City's gravity sanitary sewer line.

5. Applicant must seek Commission approval and provide fully executed hold harmless agreement or restrictive covenant for all proposed encroachments into, onto, under and over the City's rights-of-way.
6. Applicant must seek Florida Department of Transportation approval and for proposed improvements on or affecting South Dixie Highway.

The full report and recommendation is provided as Attachment B.

The standards provided in Zoning Code Section 3-1203, "Standards for review" and the Applicant's response to each standard is as follows:

*"The Zoning Code specifies that applications for the abandonment and vacation of public streets, alleyways and other non-fee interests may be approved provided the following is demonstrated:*

STANDARD FOR REVIEW	STAFF FINDING
Provides some benefit to the public health, safety, welfare, or convenience, but the overall benefit anticipated to result from the abandonment outweighs the specific benefit derived from the non-fee property interest, in that the vacation or abandonment will not frustrate any comprehensive plan, special purpose plan, or capital improvement program of the City.	The alley is not currently being used for its intended purpose. It is serving as a driveway for the parking area of the existing retail shopping center. The project is designed so that delivery of goods and services, trash pick-up and vehicular circulation are maintained and conducted internal to the structure, or within enclosed service bays.
The vacation or abandonment will not interfere with any planning effort of the City that is underway at the time of the application but is not yet completed.	The City does not have any planning effort underway that identifies this alleyway for future use.
The vacation or abandonment will provide a material public benefit in terms of promoting the desired development and improves the City's long-term fiscal condition and the applicant provides beneficial mitigation in the form of a proffered mitigation plan which mitigates the loss of real property, the increase in the intensity of use and/or impacts on the public health, safety and welfare including increased parking and traffic."	The alley vacation is part of The Riviera Plaza project. This will be the addition of a modern supermarket to this area of the city. The Project will internalize the traditional functions of an alley, including service and loading functions, as well as by providing structured parking and a public access easement to connect the remaining portion of the alley to Madruga Avenue.

## Consistency Evaluation of the Comprehensive Plan (CP) Goals, Objectives and Policies

This section provides those CP Goals, Objectives and Policies applicable to the Application and the determination of consistency:

REF. NO.	COMPREHENSIVE PLAN GOAL, OBJECTIVE AND POLICY	STAFF REVIEW
1.	<b>Goal FLU-1.</b> Protect, strengthen, and enhance the City of Coral Gables as a vibrant community ensuring that its neighborhoods, business opportunities, shopping, employment centers, cultural activities, historic value, desirable housing, open spaces, and natural resources make the City a very desirable place to work, live and play.	Complies
2.	<b>Objective FLU-1.1.</b> Preserve Coral Gables as a “placemaker” where the balance of existing and future uses is maintained to achieve a high quality living environment by encouraging compatible land uses, restoring and protecting the natural environment, and providing facilities and services which meet or exceed the minimum Level of Service (LOS) standards and meet the social and economic needs of the community through the Comprehensive Plan and Future Land Use Classifications and Map (see FLU-1: Future Land Use Map).	Complies
3.	<b>Objective FLU-1.2.</b> Efforts shall continue to be made to control blighting influences, and redevelopment shall continue to be encouraged in areas experiencing deterioration.	Complies
4 .	<b>Policy FLU-1.3.3.</b> Non-residential uses designated in the Comprehensive Plan which cause significant noise, light, glare, odor, vibration, dust, hazardous conditions or industrial traffic, shall provide buffering such as landscaping, walls and setbacks, when located adjacent to or across the street from incompatible uses such as residential uses.	Complies
5 .	<b>Policy FLU-1.11.1.</b> Maintain and enforce effective development and maintenance regulations through site plan review, code enforcement, and design review boards and committees.	Complies
6.	<b>Goal DES-1.</b> Maintain the City as a livable city, attractive in its setting and dynamic in its urban character.	Complies
7.	<b>Objective DES-1.1.</b> 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.	Complies
8.	<b>Policy DES-1.1.5.</b> 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.	Complies
9.	<b>Policy DES-1.1.6.</b> Maintain the character of the residential and nonresidential districts, and their peculiar suitability for particular uses.	Complies
10.	<b>Policy DES-1.2.1.</b> Continue the award of development bonuses and/or other incentives to promote Coral Gables Mediterranean design character providing for but not limited to the	Complies

REF. NO.	COMPREHENSIVE PLAN GOAL, OBJECTIVE AND POLICY	STAFF REVIEW
	following: creative use of architecture to promote public realm improvements and pedestrian amenities; provide a visual linkage between contemporary architecture and the existing and new architectural fabric; encourage landmark opportunities; and creation of public open spaces.	
11.	<b>Policy DES-1.2.2.</b> Require that private development and public projects are designed consistent with the City's unique and historical Mediterranean appearance in balance with contemporary architecture.	Complies
12.	<b>Objective MOB-1.1.</b> Provide solutions to mitigate and reduce the impacts of vehicular traffic on the environment, and residential streets in particular with emphasis on alternatives to the automobile including walking, bicycling, public transit and vehicle pooling.	Complies
13.	<b>Policy MOB-1.1.2.</b> Encourage land use decisions that encourage infill, redevelopment and reuse of vacant or underutilized parcels that support walking, bicycling and public transit use.	Complies
14.	<b>Policy MOB-1.1.4.</b> 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.	Complies
15.	<b>Policy MOB-1.1.5.</b> Improve amenities within public spaces, streets, alleys and parks to include the following improvements: seating; art; architectural elements (at street level); lighting; bicycle parking; street trees; improved pedestrian crossing with bulb-outs, small curb radii, on-street parking along sidewalks, pedestrian paths and bicycle paths to encourage walking and cycling with the intent of enhancing the feeling of safety.	Complies

*Staff Comments:* Staff's determination that this application is "consistent" with the CP Goals, Objectives and Policies that are identified is based upon compliance with conditions of approval recommended by Staff, and proffered by the Applicant.

#### 4. PUBLIC NOTIFICATION

The Applicant completed the mandatory neighborhood meeting with notification to all property owners within 1,000 feet of the property boundary. A meeting was held by the Applicant with the property owners on 06.20.17.

The Zoning Code requires that a courtesy notification be provided to all property owners within 1,000 feet of the boundary of the property. The notice indicates the following: Application filed; public hearing dates/time/location; where the application files can be reviewed and provides for an opportunity to submit comments. Approximately 396 notices were mailed. A copy of the legal



advertisement and courtesy notice are provided as Attachments C and D. A map of the notice radius is as follows:

**Courtesy Notification Radius Map**



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

**Public Notice**

Type	Date
Public information meeting	06.20.17
Courtesy notification - 1,000 feet	06.30.17
Posting of property	06.30.17
Legal advertisement	06.29.17
Posted agenda on City web page/City Hall	07.07.17
Posted Staff report on City web page	07.07.17

**5. STAFF RECOMMENDATION**

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

## Summary of the Basis for Approval

As enumerated in the Findings of Fact contained herein, Staff finds the Application is in compliance with the Comprehensive Plan, Zoning Code and other applicable City Codes, subject to the identified conditions of approval.

## Conditions of Approval

In furtherance of the Comprehensive Plan (CP) Goals, Objectives and Policies, Zoning Code and other applicable City provisions, the recommendation for approval of the Application is subject to the following conditions of approval:

The applicant, its successors or assigns, shall adhere to the following conditions:

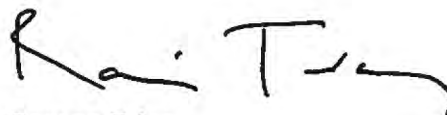
1. Further refinement of ground floor on Madruga Avenue to minimize loading driveway and roll up door on sidewalk and façade.
2. Update arcade design to ensure a minimum of 10' horizontal clearance for a pedestrian path along the entire length of the arcade. Twelve feet horizontal clearance is preferred.
3. Further refinement of north elevation to incorporate architectural details above parking entrance on Yumuri Street.

## 6. ATTACHMENTS

- A. Applicant's submittal package.
- B. 06.28.17 Public Works Alley Vacation Report and Recommendation.
- C. 06.29.17 Legal notice.
- D. 06.30.17 Courtesy notice mailed to all property owners within 1,000 feet.

Please visit the City's webpage at [www.coralgables.com](http://www.coralgables.com) to view all application materials. The complete application 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

## Planning and Zoning Board Application



### **Riviera Plaza**

1542 South Dixie Highway  
Coral Gables, FL 33146

**Riviera Plaza / 1542 South Dixie Highway**  
Planning and Zoning Board Application

Application	Tab 1
Statement of Use	Tab 2
Survey, Site Map, Aerial, Floor Plans, Elevations, and Landscape Plan	Tab 3
Traffic Impact Study	Tab 4
Contact Information	Tab 5
Historical Significance Determination	Tab 6
Deed	Tab 7
Plat	Tab 8
Ordinances and Resolutions	Tab 9
Waivers of Objection	Tab 10



# 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: 1542 South Dixie Highway

Property/project name: Riviera Plaza

Legal description: Lot(s) Tracts "A" and "B"

Block(s) 199 Section (s) Coral Gables Riviera Section Part #14

Property owner(s): Riviera Plaza Holdings LP

Property owner(s) mailing address: 848 Brickell Avenue, PH1, Miami, FL 33131

Telephone: Business 786-220-0460 Fax \_\_\_\_\_

Other \_\_\_\_\_ Email akarsenti @ 13fi.com





## City of Coral Gables Planning Division Application

Applicant(s)/agent(s): Mario Garcia-Serra

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

Telephone: Business 305-376-6061 Fax \_\_\_\_\_

Other \_\_\_\_\_ Email mgarcia-serra @ gunster.com

### Property information

Current land use classification(s): Commercial Low-Rise Intensity

Current zoning classification(s): Commercial

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

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

### Supporting information (to be completed by Planning Staff)

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

- ☐ Aerial.
- ☐ Affidavit providing for property owner's authorization to process application.
- ☐ Annexation supporting materials.
- ☐ Application fees.
- ☐ Application representation and contact information.
- ☐ Appraisal.
- ☐ Architectural/building elevations.
- ☐ 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.



## City of Coral Gables Planning Division Application

- ☐ 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.
- ☐ 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 preapplication 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.



# City of Coral Gables Planning Division Application

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

Property owner(s) signature(s): 	Property owner(s) print name: Arnaud Karsenti, Riviera Plaza Holdings LP
Property owner(s) signature(s):	Property owner(s) print name:
Property owner(s) signature(s):	Property owner(s) print name:
Address: 848 Brickell Avenue, PH1, Miami, FL 33131	
Telephone: 786-220-0460	Fax:
Email: akarsenti@13fi.com	

## NOTARIZATION

STATE OF FLORIDA/COUNTY OF

The foregoing instrument was acknowledged before me this 21<sup>st</sup> day of FEBRUARY by 2017 ARNAUD KARSENTI  
(Signature of Notary Public - State of Florida)



Elisa Seguin  
Commission # FF975191  
Expires: March 24, 2020  
Bonded thru Aaron Notary

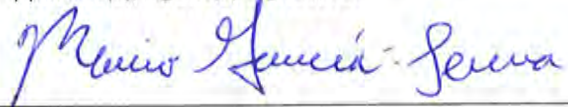


  
ELISA SEGUIN

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

☒ Personally Known OR ☐ Produced Identification; Type of Identification Produced \_\_\_\_\_



# City of Coral Gables Planning Division Application

Contract Purchaser(s) Signature:		Contract Purchaser(s) Print Name:	
Contract Purchaser(s) Signature:		Contract Purchaser(s) Print Name:	
Address:			
Telephone:	Fax:	Email:	
<b>NOTARIZATION</b>			
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)			
<input type="checkbox"/> Personally Known OR <input type="checkbox"/> Produced Identification; Type of Identification Produced _____			
Applicant(s)/Agent(s) Signature:		Applicant(s)/Agent(s) Print Name:	
		Mario Garcia-Serra	
Address: 600 Brickell Avenue, Suite 3500, Miami, FL 33131			
Telephone: 305-376-6061	Fax:	Email: mgarcia-serra@gunster.com	
<b>NOTARIZATION</b>			
STATE OF FLORIDA/COUNTY OF _____			
The foregoing instrument was acknowledged before me this <u>22nd</u> day of <u>February</u> by <u>Mario Garcia-Serra</u>			
(Signature of Notary Public - State of Florida)			
			
(Print, Type or Stamp Commissioned Name of Notary Public)			
<input checked="" type="checkbox"/> Personally Known OR <input type="checkbox"/> Produced Identification; Type of Identification Produced _____			
			



April 13, 2017

**VIA HAND DELIVERY**

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

**Re: Riviera Plaza / 1542 South Dixie Highway / Planning and Zoning Application  
/ Statement of Use**

Dear Mr. Trias:

On behalf of Riviera Plaza Holdings LP, (the "Applicant"), we respectfully submit this Statement of Use in connection with the enclosed Planning and Zoning application for vacation of an alley in connection with the proposed construction of a new supermarket / retail building (the "Project") to be located at 1542 South Dixie Highway (the "Property"). The Property is approximately 64,000 square feet in size and is bisected by an alley at the rear of the Property. The Property lies south of South Dixie Highway with Yumuri Street to the northeast and Madruga Avenue to the southeast. The Property is identified by the following Miami-Dade County Tax Folio Numbers: 03-4130-010-0010 and 03-4130-010-0011.

Pursuant to the City's Future Land Use Map, the relevant section of which is attached as **Exhibit A**, the Property is designated Commercial Low-Rise Intensity, and pursuant to the City's Zoning Map, the relevant section of which is attached as **Exhibit B**, the Property is zoned as "Commercial." The Site Specific Regulations, the relevant excerpts of which are provided as **Exhibit C**, control the Floor Area Ratio ("FAR"), height and front setback of the Property. The maximum allowable density/intensity for a Commercial zoned property is 1.5 FAR, or 2.0 with Mediterranean design incentives. Additionally, based on the Site Specific Regulations, the front setback must be at least 56 feet from U.S. Route 1, but can be reduced to 0 pursuant to the Mediterranean Design Ordinance.

Pursuant to Section 62-257 *et seq.* of the Coral Gables Code of Ordinances and Section 3-1203 of the Coral Gables Zoning Code, we respectfully request that the City vacate, abandon, and close a portion of the alley that presently runs through the Property, from Yumuri Street on the east to the boundary line of Tracts A and B approximately 300 feet to the west (the "Alley"). The Alley, which is further described in the enclosed materials, is approximately 20 feet in width and 300 feet in length. The Applicant intends to provide an alternative access easement that will



connect to what will remain of the Alley on the property to the west to Madrugá Avenue. The vacation of this portion of the Alley is necessary to consolidate the building site.

The Alley has little benefit to the public as it does not connect two thoroughfares; instead it dead ends up against another commercial development on its west side, which is the result of an ordinance previously adopted by the City Commission vacating the west 20 feet of the Alley from Red Road to the boundary line of lot 3. A copy of that previously adopted Ordinance, Ordinance No. 628, is attached to this letter as **Exhibit D**. Historically, the Alley has been utilized as a driveway for the existing surface parking lot to its North and South and is indistinguishable from that parking lot. The Project will offset any potential impacts which may be caused by the requested vacation by internalizing all service and loading functions within the proposed new building and by providing structured parking. The Project will also feature a more pedestrian-friendly and aesthetically pleasing design that more accurately reflects modern design and planning standards as well as a public access easement which will continue to connect the remaining portion of the alley to Madrugá Avenue. A sketch and legal description of the proposed alley access easement is attached as **Exhibit E**.

The Applicant proposes to demolish the existing two-story structure and to construct a new 74,340 square foot supermarket and separate ground floor retail spaces on the approximately 1.5 acre site. As mentioned above, the Project will require the vacation of the Alley that runs between Tracts "A" and "B." The proposed vacation of the alley is required to be reviewed pursuant to the criteria enumerated both in Section 3-1203 of the City's Zoning Code as well as Section 62-264 of the City's Code of Ordinances.

We respectfully submit that the proposed alley vacation complies with the applicable criteria as set forth in Section 3-1203 of the Zoning Code as follows:

**A. The non-fee property interest sought to be abandoned:**

**1. Does not provide a benefit to the public health, safety, welfare, or convenience, in that:**

**a. It is not being used by the City for any of its intended purposes.**

The alley has never served its intended purpose, as it has only ever been used as a driveway for the parking area of the retail shopping center.

**b. The Comprehensive Plan, special purpose plan, or capital improvement program does not anticipate its use; or**

The text of the Comprehensive Plan does not contemplate use of the subject alley.

**2. Provides some benefit to the public health, safety, welfare, or convenience, but the overall benefit anticipated to result from the abandonment outweighs the specific benefit derived from the non-fee property interest, in that:**

**a. The vacation or abandonment will not frustrate any comprehensive plan, special purpose plan, or capital improvement program of the City;**

The vacation of the alley will not frustrate any comprehensive plan, special purpose plan, or capital improvement program of the City.

**b. The vacation or abandonment will not interfere with any planning effort of the City that is underway at the time of the application but is not yet completed; and**

The vacation of the alley will not interfere with any current planning effort of the City.

**B. The vacation or abandonment will provide a material public benefit in terms of promoting the desired development and improves the City's long-term fiscal condition and the applicant provides beneficial mitigation in the form of a proffered mitigation plan which mitigates the loss of real property, the increase in the intensity of use and/or impacts on the public health, safety and welfare including increased parking and traffic.**

The vacation will provide a material public benefit by bringing a long-awaited modern supermarket to this area of the City. Furthermore, the Applicant will mitigate the impacts of the alley vacation by internalizing the traditional functions of an alley, including service and loading functions, as well as by providing structured parking and a public access easement to connect the remaining portion of the alley to Madrugá Avenue.

The proposed alley vacation also complies with the applicable criteria as set forth in Section 62-264 of the City's Code of Ordinances as follows:

**(1) Whether the public benefits from the use of the subject right-of-way as part of the city street system;**

The public does not currently benefit from the use of the alley as it only functions as a parking area driveway for customers of the retail shopping center and is not incorporated into the City street system.

**(2) Whether the proposed action is consistent with the city's comprehensive plan;**

Vacating the alley is consistent with the city's Comprehensive Plan because it promotes desired development in an area where such development is much needed.

**(3) The availability of alternative action to alleviate the identified problems;**

Vacating the alley is necessary to consolidate the Property and permit the Project.

**(4) The effect of the proposed action upon traffic circulation;**

The proposed action will not have any effect on traffic circulation.

**(5) The effect of the proposed action upon the safety of pedestrians and vehicular traffic;**

The proposed action will create a more pedestrian-friendly design, which will ensure the safety of pedestrians and vehicular traffic.

**(6) The effect of the proposed action upon the provision of municipal services, including, but not limited to, emergency services and waste removal; and**

The proposed action will have no effect on the provision of municipal services.

**(7) The mitigation plan proposed by the applicant to offset any potential impacts.**

The Project will offset any potential impacts by internalizing all service and loading functions within the new building and by providing structured parking as well as a public access easement to connect the remaining portion of alley to Madrugá Avenue.

Vacating a portion of this underutilized Alley is consistent with the City's Comprehensive Plan, as it permits consolidation of the Property making way for the Project which furthers various goals, policies and objectives of the City's Comprehensive Plan as further explained above. Furthermore, the Applicant will bear all costs associated with the relocation of utilities, pavements, sidewalks, curbing and removal of same. Accordingly, we respectfully request your favorable consideration of this application and look forward to working with you on this Project. If you have any questions, please do not hesitate to contact me at (305) 376-6061. Thank you for your attention to this matter.

Sincerely,

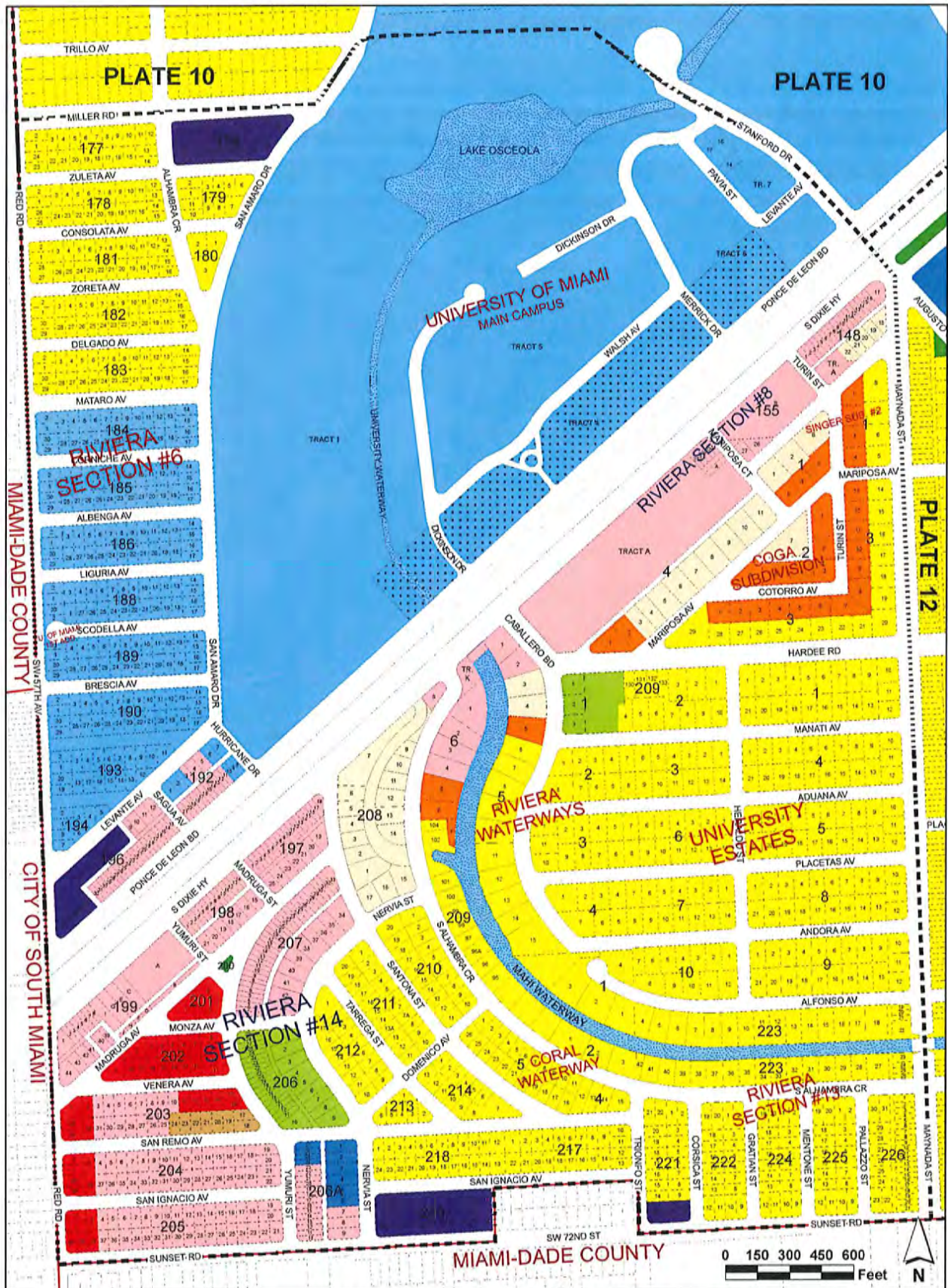
PP: 

Mario Garcia-Serra

Enclosures

# Exhibit A





# Future Land Use Map

## Land Use Classifications

- Residential Single-Family Low Density (5 Units/Acre)
- Residential Single-Family High Density (9 Units/Acre)
- Residential Multi-Family Duplex Density (9 Units/Acre)
- Residential Multi-Family Low Density (50 Feet; 20 Units/Acre)
- Residential Multi-Family Medium Density (70 Feet; 40 Units/Acre)
- Residential Multi-Family High Density (150 Feet; 60 Units/Acre)
- Commercial Low-Rise Intensity (50 Feet; 3.0 F.A.R.)
- Commercial Mid-Rise Intensity (70 Feet; 3.0 F.A.R.)
- Commercial High-Rise Intensity (150 Feet; 3.0 F.A.R.)
- Industrial

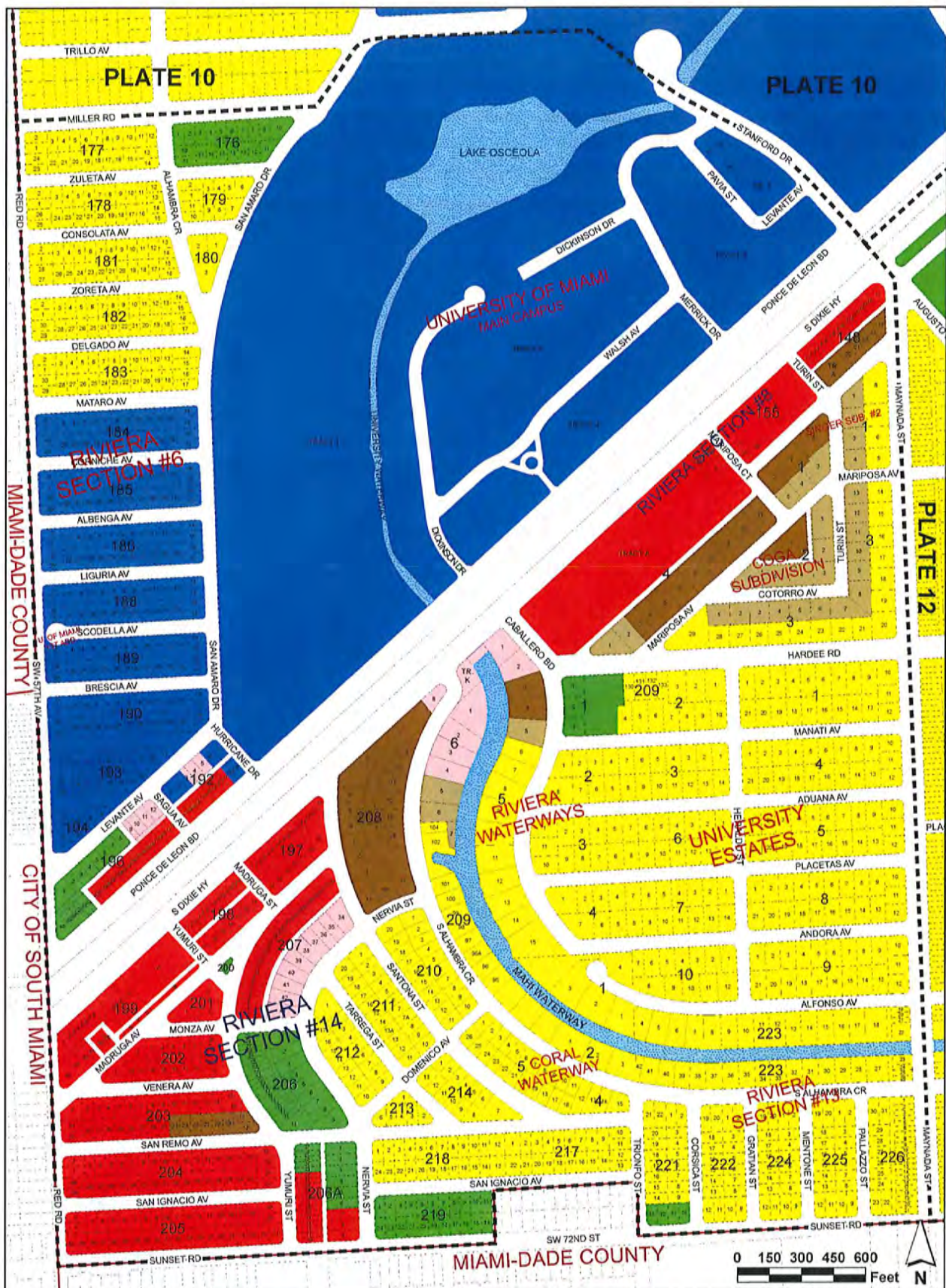
- University Campus
- University Campus Multi-Use Area
- Education
- Parks and Recreation
- Open Space
- Conservation Areas
- Public Buildings and Grounds
- Hospital
- Religious/Institutional
- Community Services and Facilities

Plate  
11 of 18

City of Coral Gables  
Planning & Zoning Division  
November 2014



# Exhibit B



# Zoning Map

## Zoning Districts

- |   |                                  |
|---|----------------------------------|
| (SFR) Single-Family Residential District  | (S) Special Use District         |
| (MF1) Multi-Family 1 Duplex District      | (P) Preservation District        |
| (MF2) Multi-Family 2 District             | (CL) Commercial Limited District |
| (MFSA) Multi-Family Special Area District | (C) Commercial District          |
| (UCD) University Campus District          | (I) Industrial District          |

**Plate  
11 of 18**

City of Coral Gables  
Planning & Zoning Division  
November 2014

# Exhibit C

## APPENDIX A - SITE SPECIFIC ZONING REGULATIONS

- C. Setbacks-Minimum side.
  - 1. The side setbacks for Lots 1 through 9, inclusive, Block 244 shall conform to the existing side setbacks in said Lots 1 through 9.
- D. Setbacks-Minimum rear.
  - 1. The rear setbacks for Lots 1 through 9, inclusive, Block 244 shall conform to the existing rear setbacks in said Lots 1 through 9.
- E. Walls and fences.
  - 1. Height, Materials and Specifications. Walls constructed or erected on the following described lots shall conform with the existing walls on the block:
    - a. Lots 1 through 9, inclusive, Block 244.

### Section A-88 - Riviera Section Part 13.

- A. Building sites.
  - 1. The north ten (10) feet of Lot 13, all of Lot 14, the south fifteen (15) feet of Lot 15 and the west ten (10) feet of adjacent vacated alley, Block 227, shall be considered as one (1) building site. (2555)

### Section A-89 - Riviera Section Part 14.

- A. Facing of lots.
  - 1. Lots 15 and 16, Block 203, shall be deemed to face Venera Avenue.
  - 2. Lots 17 and 18, Block 203, shall be deemed to face San Remo Avenue.
- B. Floor area ratio (FAR) provisions for buildings four (4) or more stories in height.
  - 1. See Archived Zoning Code Section 3-6(y).
  - 2. Maximum floor area ratio (FAR) for C District buildings four (4) stories in height located on the following described property shall not exceed 1.5: (2829)
    - a. All lots and tracts in Block 197, 198 and 199.
- C. Height of buildings.
  - 1. No buildings or structures shall be constructed or erected on the following described properties to exceed three (3) stories or forty-five (45) feet in height, whichever is less:
    - a. Lots 8 through 21, inclusive, in Block 192.
    - b. Lots 13 through 40, inclusive, in Block 196.
    - c. Lots 10 through 29, inclusive, in Block 206.
    - d. All Lots in Blocks 206A and 207. (2771)
  - 2. No apartment buildings shall be constructed or erected on the following described properties to exceed four (4) stories or forty-five (45) feet in height, whichever is less:
    - a. All lots and tracts in Blocks 197, 198 and 199.
    - b. All lots in Blocks 201 and 202.
    - c. Lots 3 through 31, inclusive, Block 203.
    - d. Lot 4 through 37, inclusive, Block 204.
    - e. Lots 4 through 37, inclusive, Block 205.
    - f. Lots 4 through 7, inclusive, Lots 9 through 13, inclusive and a portion of Lot 8, Block 208. (2771)
  - 3. No commercial buildings shall be constructed or erected on the following described buildings four (4) stories or forty-five (45) feet in height, whichever is less:
    - a. All lots and tracts in Blocks 197, 198, and 199.
    - b. All lots in Blocks 201 and 202.
    - c. Lots 3 through 10, inclusive, and Lots 25 through 31, inclusive, Block 203.
    - d. Lots 4 through 37, inclusive, Block 204.
    - e. Lots 4 through 37, inclusive, Block 205.
  - 4. No commercial buildings and/or structures shall be erected or altered on the following described properties to exceed six (6) stories or seventy-two (72) feet in height, whichever is less:
    - a. Lots 1, 2, 32, 33 and 34, Block 203.
    - b. Lots 1, 2, 3, 38, 39 and 40, Block 204.
    - c. Lots 1, 2, 3, 38, 39 and 40, Block 205.
  - 5. A structural addition, having a tower and cross of approximately sixty-eight (68) feet in height, to the First Methodist Church of South Miami, may be constructed on Lots 1 through 5,

# Exhibit D

## ORDINANCE NO. 628

AN ORDINANCE VACATING AND DISCONTINUING THAT CERTAIN 20 FOOT ALLEY RUNNING SOUTHWESTERLY AND NORTHEASTERLY IN BLOCK 199, RIVIERA SECTION PART 14, FROM RED ROAD TO THE NORTHEASTERLY BOUNDARY LINE OF LOT 3 IN SAID BLOCK EXTENDED, ACCORDING TO PLAT THEREOF FILED IN THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, TO PERMIT CONSTRUCTION OF A BUILDING OVER SAID ALLEY WHICH WOULD BE IMPOSSIBLE WITHOUT SUCH VACATION AND DISCONTINUANCE.

WHEREAS, Harley W. Vanderboegh and wife are the owners of Lots 1 to 4, both inclusive and Lots 40 to 44, both inclusive of Block 199 of 2nd Revised Plat of Coral Gables, Riviera Section, Part 14, according to a map or plat thereof, recorded in Plat Book 28 at Page 32 of the Public Records of Dade County, Florida; and

WHEREAS, the said Harley W. Vanderboegh has requested the City of Coral Gables to vacate the alley as shown on said plat, commencing at Red Road, and lying between Lots 1, 2 and 3 and Lots 44, 43 and 42 and the southwesterly 25 feet of Lot 41; and

WHEREAS the said Harley W. Vanderboegh has represented to the city that he has the written consents of the other property owners in said block to the vacation of said alley and has deeded to the city, for alley purposes, the northeasterly 25 feet of Lot 41 of said Block 199 of 2nd Revised Plat of Coral Gables Riviera Section, Part 14, according to the plat thereof recorded in Plat Book 28 at page 32, Dade County, Florida, records;

NOT, THEREFORE, BE IT ORDAINED BY THE COMMISSION OF THE CITY OF CORAL GABLES, FLORIDA:

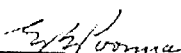
SECTION 1. That the 20 foot alley running northeasterly and southwesterly in Block 199, Riviera Section, Part 14, from Red Road to the northeasterly boundary line of lot 3 in said block, extended, according to the plat thereof recorded in the Public Records of Dade County, Florida, in Plat Book 28, at page 32, (being that portion of the alley in said block lying between lots 1, 2 and 3 and Lots 44, 43, 42 and the southwesterly 25 feet of Lot 41 thereof) be, and the same hereby is vacated.

PASSED AND ADOPTED THIS 18th DAY OF OCTOBER A. D. 1949.

APPROVED:

  
MAYOR  
W. Keith Phillips

ATTEST:

  
CITY CLERK  
E. B. Poorman

# Exhibit E





SKETCH AND LEGAL DESCRIPTION  
BY  
**PULICE LAND SURVEYORS, INC.**  
5381 NOB HILL ROAD  
SUNRISE, FLORIDA 33351

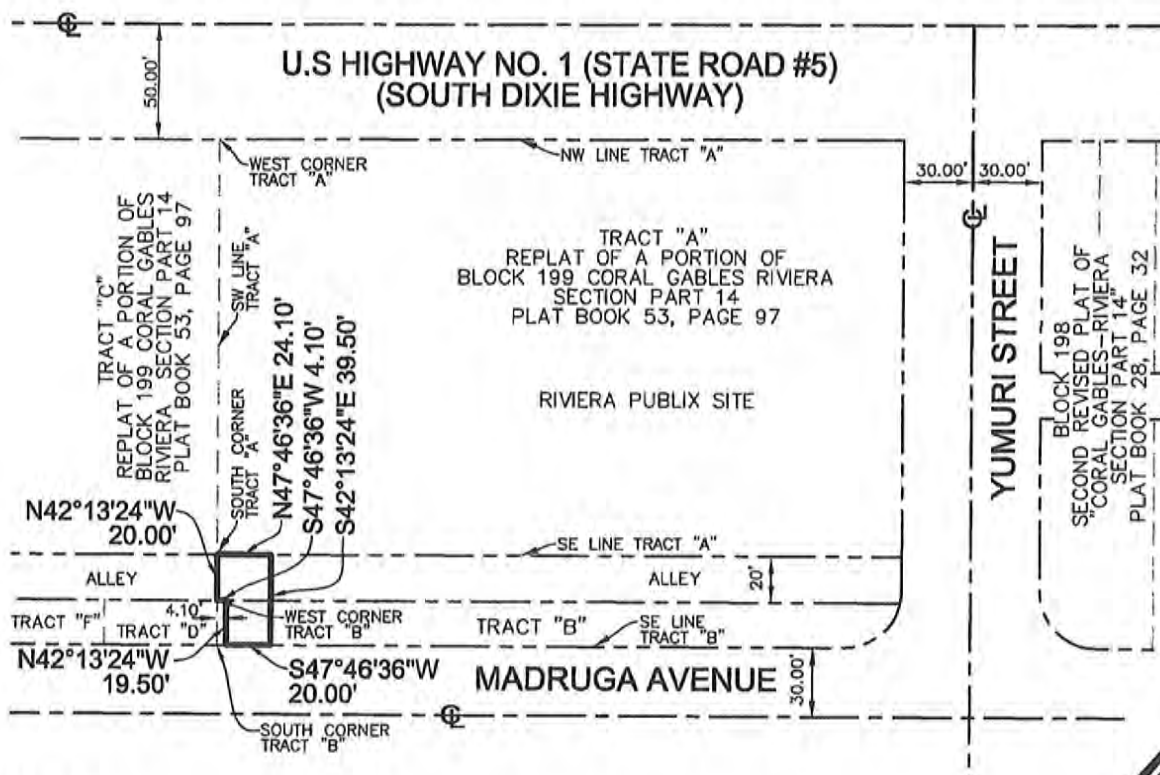
TELEPHONE: (954) 572-1777 • FAX: (954) 572-1778  
E-MAIL: surveys@pulicelandsurveyors.com CERTIFICATE OF AUTHORIZATION LB#3870



**LEGAL DESCRIPTION: ACCESS EASEMENT**

THE SOUTHWESTERLY 24.10 FEET OF TRACT "B", "REPLAT OF A PORTION OF BLOCK 199 OF CORAL GABLES RIVIERA SECTION PART 14", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 53, PAGE 97, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; LESS THE SOUTHWESTERLY 4.10 FEET THEREOF; TOGETHER WITH THE SOUTHWESTERLY 24.10 FEET OF THAT PORTION OF THE 20.00 FOOT WIDE ALLEY BETWEEN TRACTS "A" AND "B" OF SAID PLAT.

SAID LANDS SITUATE, LYING AND BEING IN THE CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA AND CONTAINING 872 SQUARE FEET, MORE OR LESS.



**NOTES:**

- 1) BEARINGS ARE BASED ON THE SE LINE OF TRACT "A" BEING N47°46'36"E.
- 2) THIS IS NOT A SKETCH OF SURVEY AND DOES NOT REPRESENT A FIELD SURVEY.
- 3) THIS SKETCH IS NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

**LEGEND:**  
⊕ CENTERLINE

**FILE: RIVIERA PLAZA HOLDINGS LP**

**SCALE: 1"=80' DRAWN BY: B.E.**

**ORDER NO.: 62126**

**DATE: 11/09/16**

**ACCESS EASEMENT**

**CORAL GABLES, FLORIDA**

**FOR: RIVIERA PUBLIX**

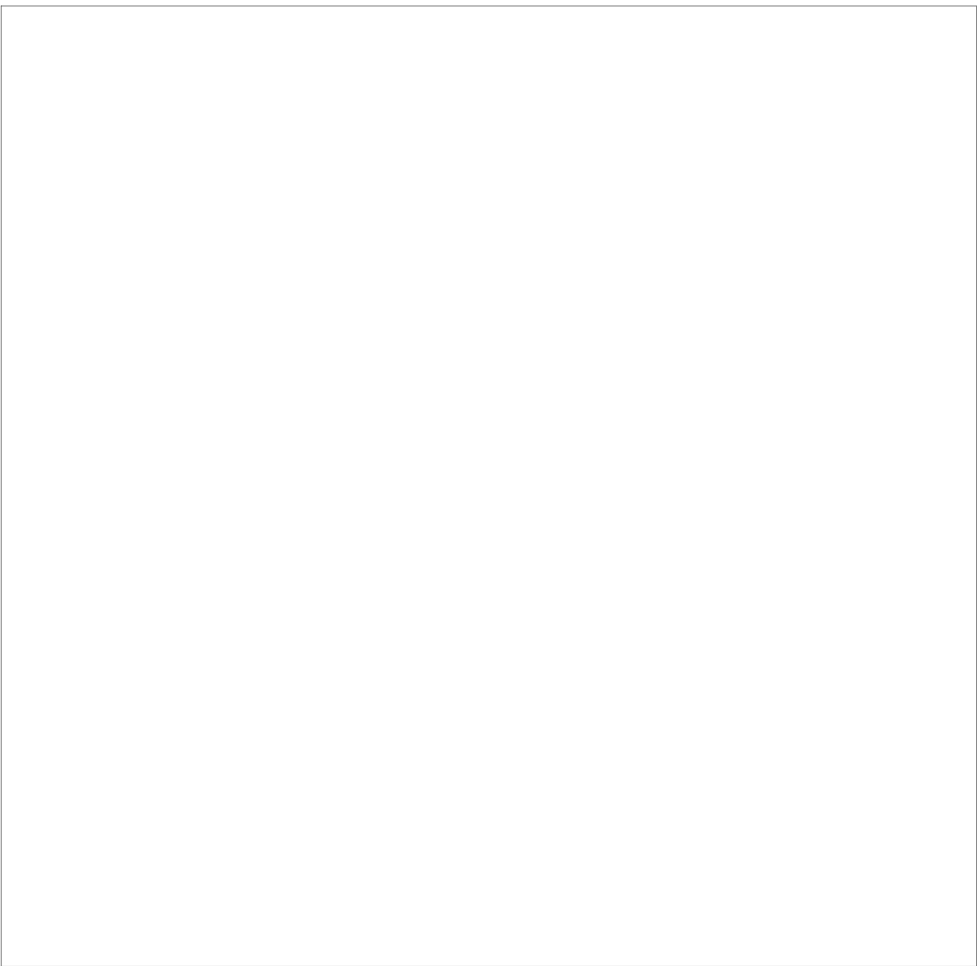
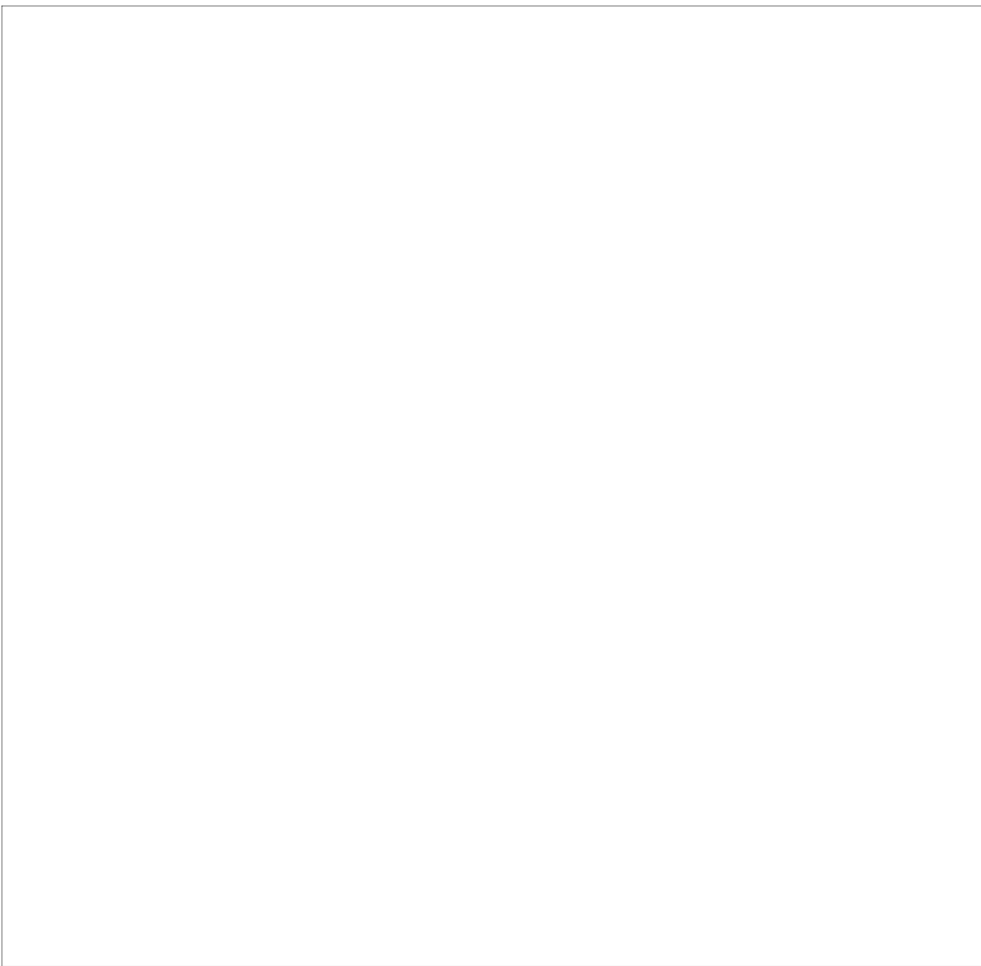
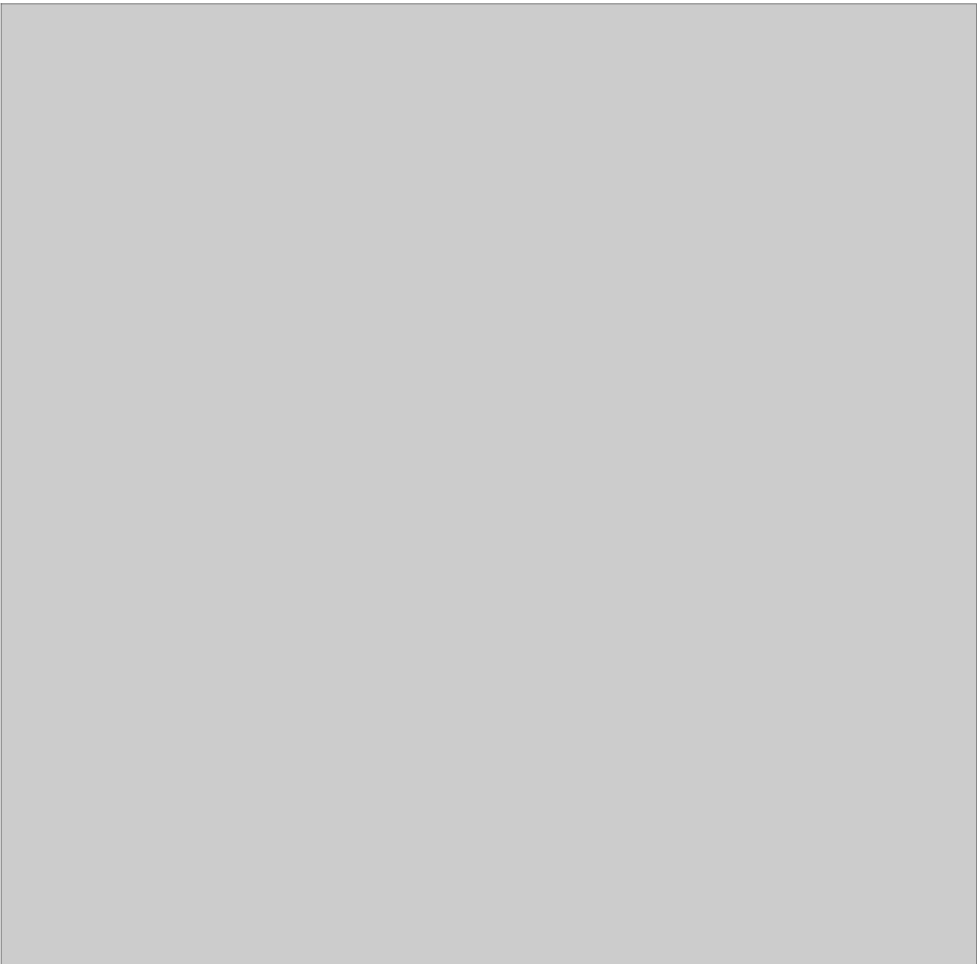
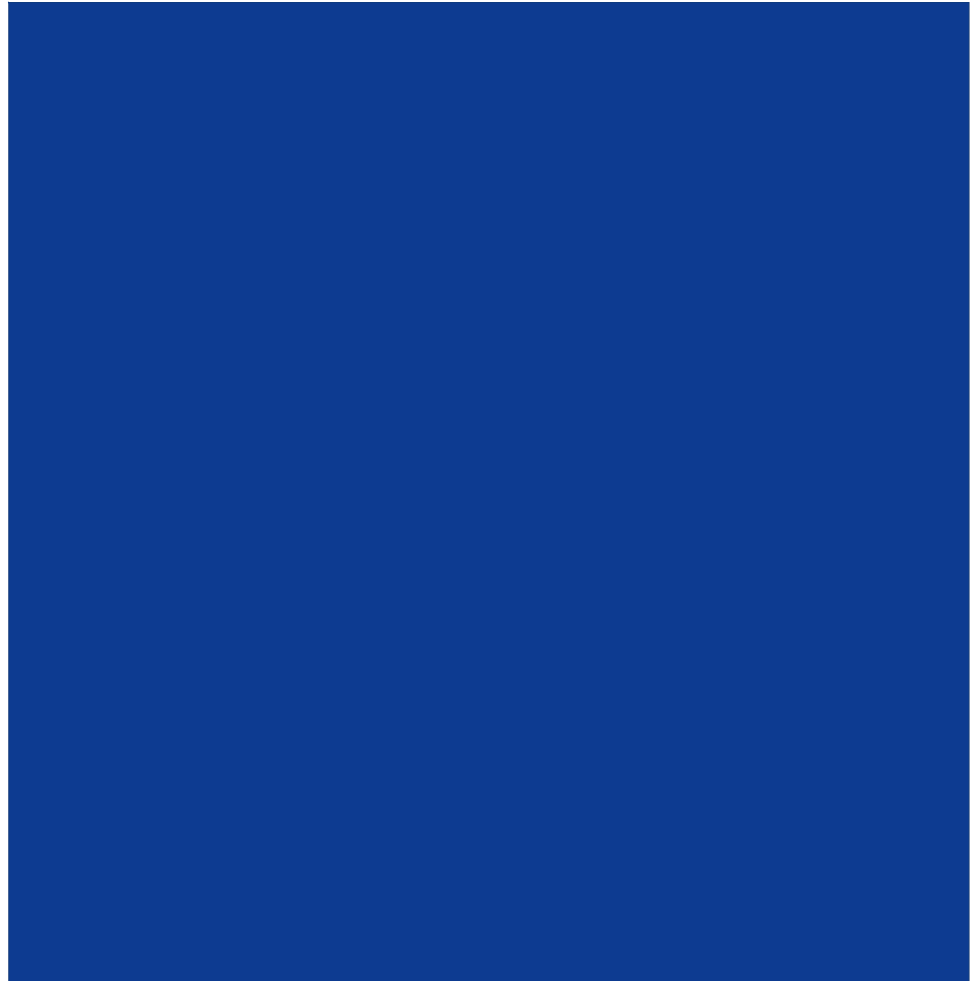
- ☒ JOHN F. PULICE, PROFESSIONAL SURVEYOR AND MAPPER LS2691  
☐ BETH BURNS, PROFESSIONAL SURVEYOR AND MAPPER LS6136  
☐ VICTOR R. GILBERT, PROFESSIONAL SURVEYOR AND MAPPER LS6274  
STATE OF FLORIDA

RIVIERA PLAZA  
1558 S DIXIE HIGHWAY

B.O.A. SET 4-13-2017

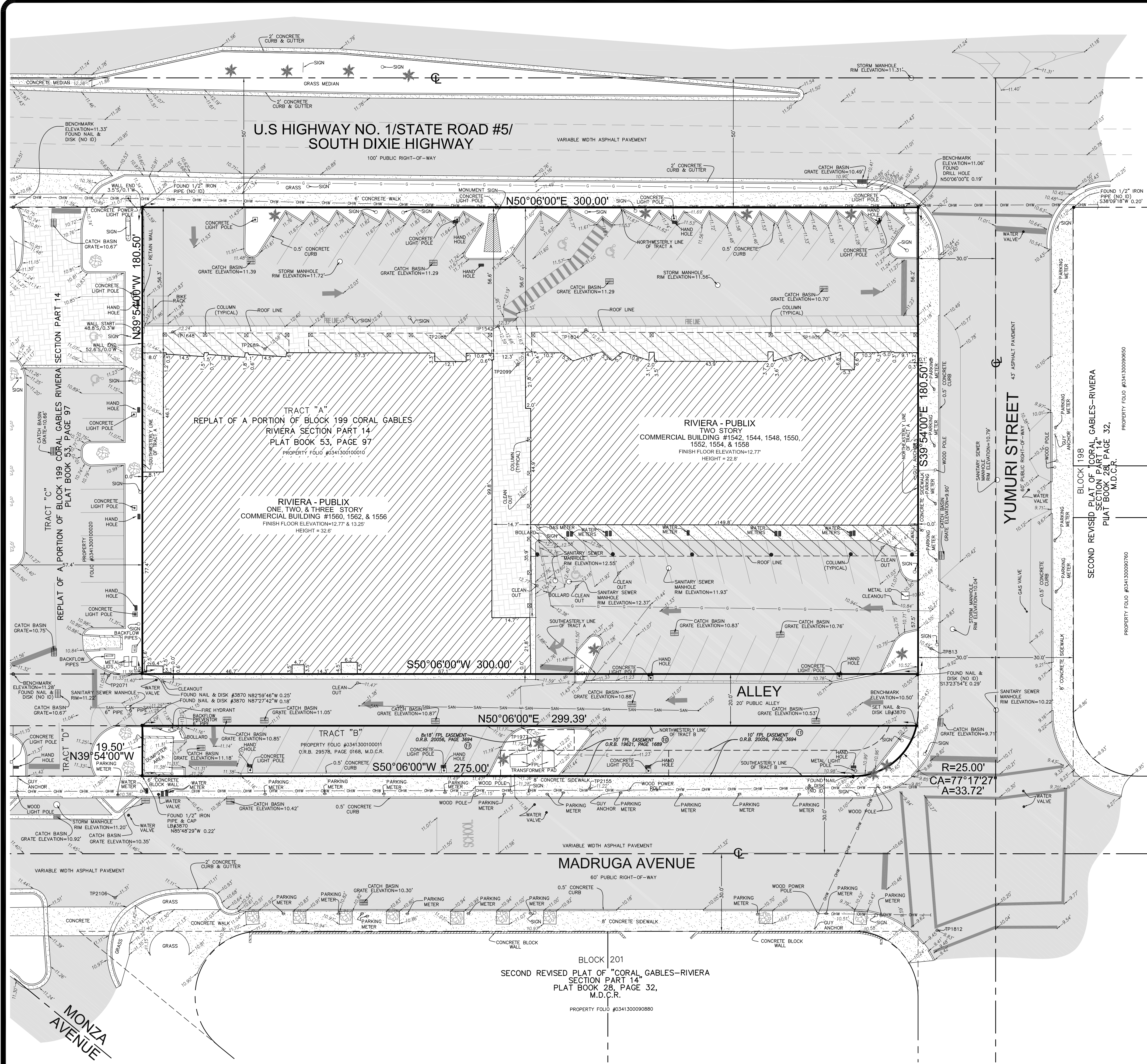
BEHAR • FONT

PARTNERS, P. A.  
ARCHITECTURE • PLANNING • INTERIORS

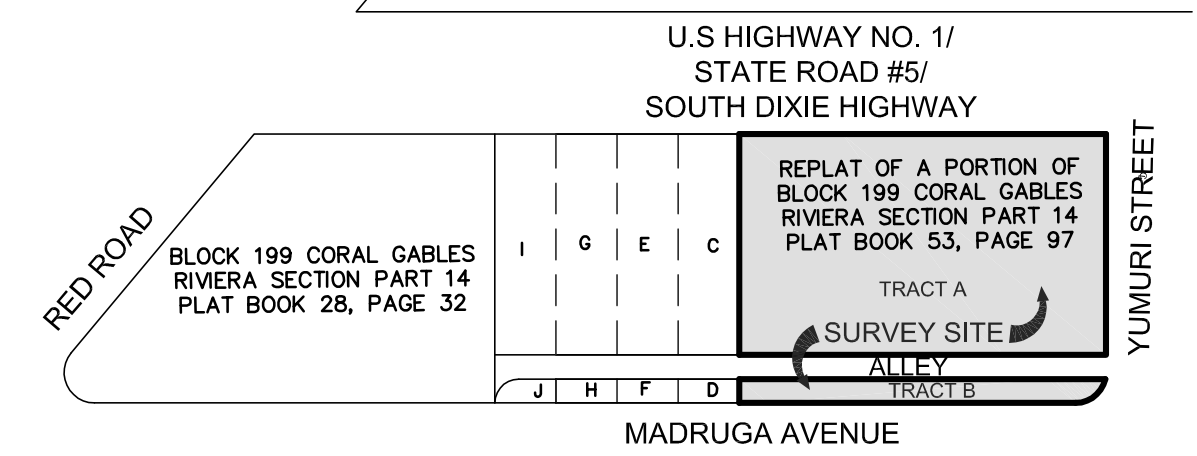


Sheet List		
#	Sheet Number	Sheet Name
1		COVER SHEET
2		SURVEY
3	CP-1	SITE MAP
4	CP-2	AERIAL VIEWS
5	CP-3	SITE PHOTOS
6	A0	ZONING CHART
7	A1	GROUND LEVEL SITE PLAN
8	A2	2nd LEVEL FLOOR PLAN
9	A3	3rd LEVEL FLOOR PLAN
10	A4	4th LEVEL FLOOR PLAN
11	A4	4th LEVEL FLOOR PLAN
12	A5	ROOF PLAN
13	A6	ELEVATIONS
14	A7	ELEVATIONS
15	A-7.1	CONTEXT ELEVATION
16	A-8	SECTIONS
17	A-9	3D VIEWS
18	L-1	LANDSCAPE PLAN
19	L-2	LANDSCAPE DETAILS AND NOTES





- LEGEND**
- CONCRETE
  - ASPHALT PAVEMENT
  - TILE
  - OVERHEAD WIRES
  - SEWER LINE
  - UNDERGROUND SANITARY SEWER LINE
  - UNDERGROUND ELECTRIC LINE
  - UNDERGROUND GAS LINE
  - CENTERLINE
  - O.R.B. OFFICIAL RECORDS BOOK
  - M.D.C.R. MIAMI-DADE COUNTY RECORDS
  - DISABLED PARKING
  - PALM TREE
  - UNIDENTIFIED TREE



**LEGAL DESCRIPTION:**  
TRACTS "A" AND "B", OF REPLAT OF A PORTION OF BLOCK 199 CORAL GABLES RIVIERA SECTION PART 14, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 53, AT PAGE 97, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

- NOTES:**
- 1) THIS SITE CONTAINS A TOTAL OF 59,867 SQUARE FEET (1.3744 ACRES) MORE OR LESS.
  - 2) ELEVATIONS ARE BASED ON NATIONAL GEODETIC VERTICAL DATUM OF 1929. MIAMI-DADE COUNTY BENCHMARK P-601; ELEVATION: 10.13 FEET
  - 3) FLOOD ZONE: X; BASE FLOOD ELEVATION: NONE; PANEL #120639 0458L; MAP DATE: 9/11/09.
  - 4) THIS SITE LIES IN SECTION 30, TOWNSHIP 54 SOUTH, RANGE 41 EAST, MIAMI-DADE COUNTY, FLORIDA.
  - 5) BEARINGS ARE BASED ON THE NORTH LINE OF TRACT "A" BEING N50°06'00"E.
  - 6) REASONABLE EFFORTS WERE MADE REGARDING THE EXISTENCE AND THE LOCATION OF UNDERGROUND UTILITIES. THIS FIRM, HOWEVER, DOES NOT ACCEPT RESPONSIBILITY FOR THIS INFORMATION. BEFORE EXCAVATION OR CONSTRUCTION CONTACT THE APPROPRIATE UTILITY COMPANIES FOR FIELD VERIFICATION.
  - 7) THE HORIZONTAL POSITIONAL ACCURACY OF WELL DEFINED IMPROVEMENTS ON THIS SURVEY IS ±0.07'. THE VERTICAL ACCURACY OF ELEVATIONS OF WELL DEFINED IMPROVEMENTS ON THIS SURVEY IS ±0.07'.
  - 8) THIS SITE CONTAINS 67 TOTAL PARKING SPACES (64 REGULAR & 3 DISABLED).
  - 9) THIS SURVEY WAS PREPARED WITH BENEFIT OF OWNER'S POLICY OF TITLE INSURANCE, FILE No. 1062-3304846 PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY, DATED APRIL 15, 2015 AT 8:53 AM.
- THE FOLLOWING ARE SCHEDULE B EXCEPTIONS TO SAID POLICY;  
ITEMS 1, 2, 3, 4, 5 & 6 - DELETED.  
ITEM 7 - NOT ADDRESSED.  
ITEM 8 - RESTRICTIONS, DEDICATIONS, CONDITIONS, RESERVATIONS, EASEMENTS AND OTHER MATTERS IN PLAT BOOK 53, PAGE 97 AFFECT THIS SITE. THERE ARE NO PLATTED EASEMENTS.  
ITEM 9 - DECLARATION OF RESTRICTIVE COVENANT IN O.R.B. 14990, PAGE 2460 AFFECTS THIS SITE BUT IS NOT PLOTTABLE.  
ITEM 10 - FLORIDA POWER & LIGHT COMPANY EASEMENT IN O.R.B. 19621, PAGE 1689 AFFECTS THIS SITE AS DEPICTED HEREON.  
ITEM 11 - FLORIDA POWER & LIGHT COMPANY EASEMENT IN O.R.B. 20056, PAGE 3694 AFFECTS THIS SITE AS DEPICTED HEREON.  
ITEM 12 - NOT ADDRESSED.  
ITEM 13 - SURVEY MATTERS DEPICTED HEREON.  
ITEM 14 - MORTGAGE IN O.R.B. 29578, PAGE 173 AFFECTS THIS SITE BUT IS NOT PLOTTABLE.  
ITEM 15 - UCC FINANCING STATEMENT IN O.R.B. 29578, PAGE 193 AFFECTS THIS SITE BUT IS NOT PLOTTABLE.

**CERTIFICATION:**

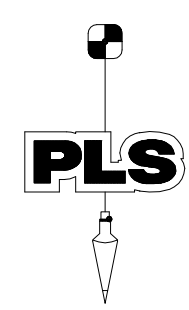
TO RIVIERA PLAZA HOLDINGS LP, A DELAWARE LIMITED PARTNERSHIP; FIRST AMERICAN TITLE INSURANCE COMPANY; BANKUNITED, N.A., ITS SUCCESSORS AND/OR ASSIGNS, AS THEIR INTEREST MAY APPEAR.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 7(a), 7(c), 8, 9, 11 OF TABLE A THEREOF.

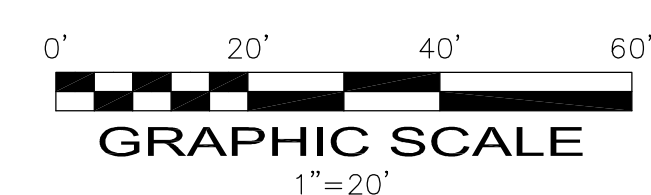
NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

□ JOHN F. PULICE, PROFESSIONAL SURVEYOR AND MAPPER LS2691  
□ BETH BURNS, PROFESSIONAL SURVEYOR AND MAPPER LS6136  
□ VICTOR R. GILBERT, PROFESSIONAL SURVEYOR AND MAPPER LS6274  
STATE OF FLORIDA

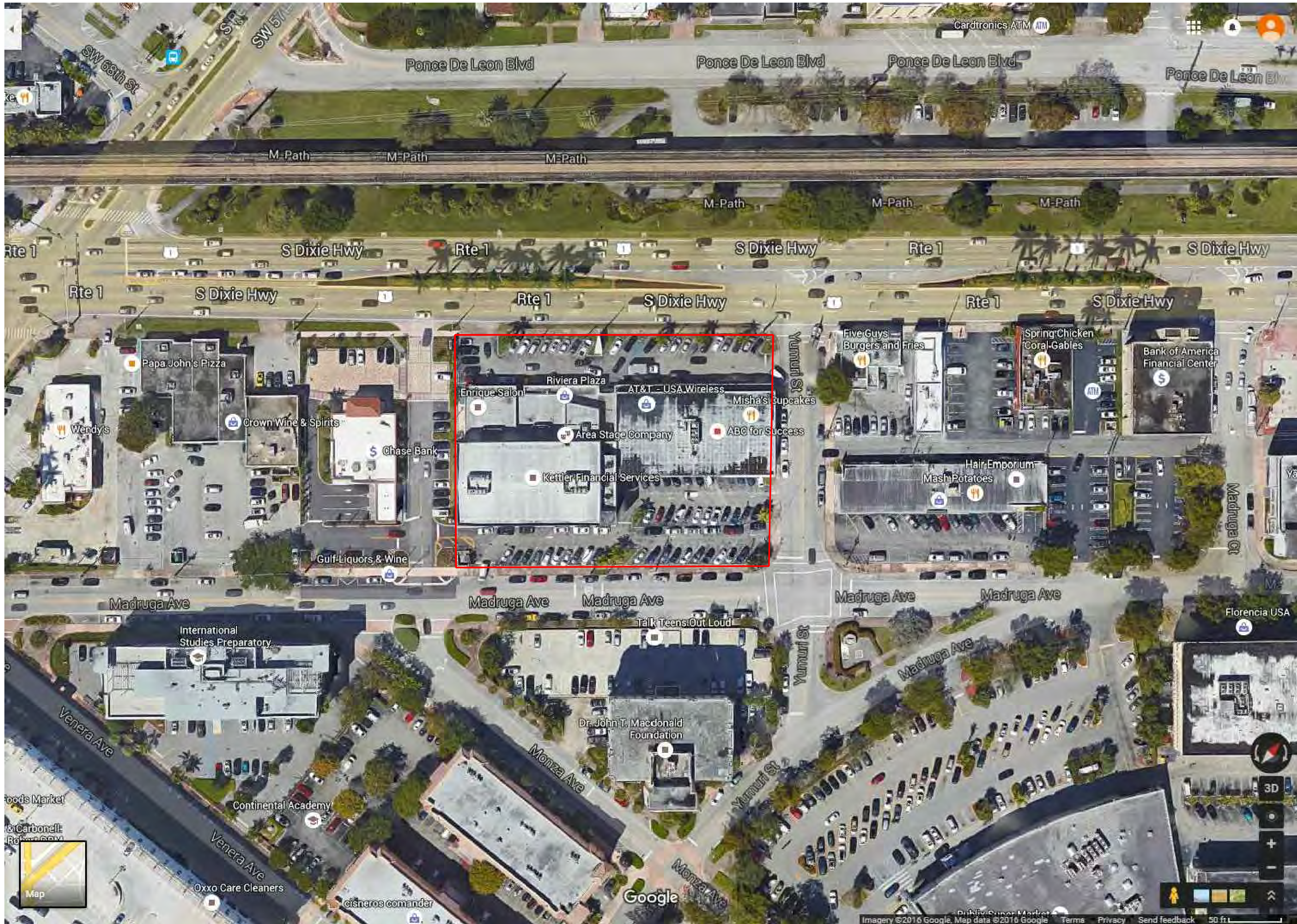
RIVIERA PUBLIX SITE		
1542 THRU 1566 SOUTH DIXIE HIGHWAY CORAL GABLES, MIAMI-DADE COUNTY FLORIDA 33146		

BOUNDARY AND TOPOGRAPHIC SURVEY ALTA/NSPS LAND TITLE SURVEY		
		
PULICE LAND SURVEYORS, INC. 5381 NOB HILL ROAD SUNRISE, FLORIDA 33351 TELEPHONE: (954) 572-1777 FAX: (954) 572-1778 E-MAIL: surveys@puliceandsurveyors.com CERTIFICATE OF AUTHORIZATION LB#3870		
DRAWN BY: M.D.	SCALE: 1" = 20'	FILE: RIVIERA PLAZA HOLDINGS LP
CHECKED BY: J.F.P.	SURVEY DATE: 5/26/16	ORDER NO.: 61260

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ALL RIGHTS RESERVED. NO PART OF THIS SURVEY  
MAY BE REPRODUCED, IN ANY FORM OR BY ANY  
MEANS, WITHOUT PERMISSION IN WRITING FROM AN  
OFFICER OF PULICE LAND SURVEYORS, INC.







SITE MAP

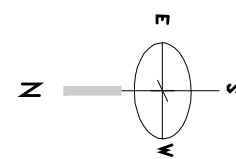
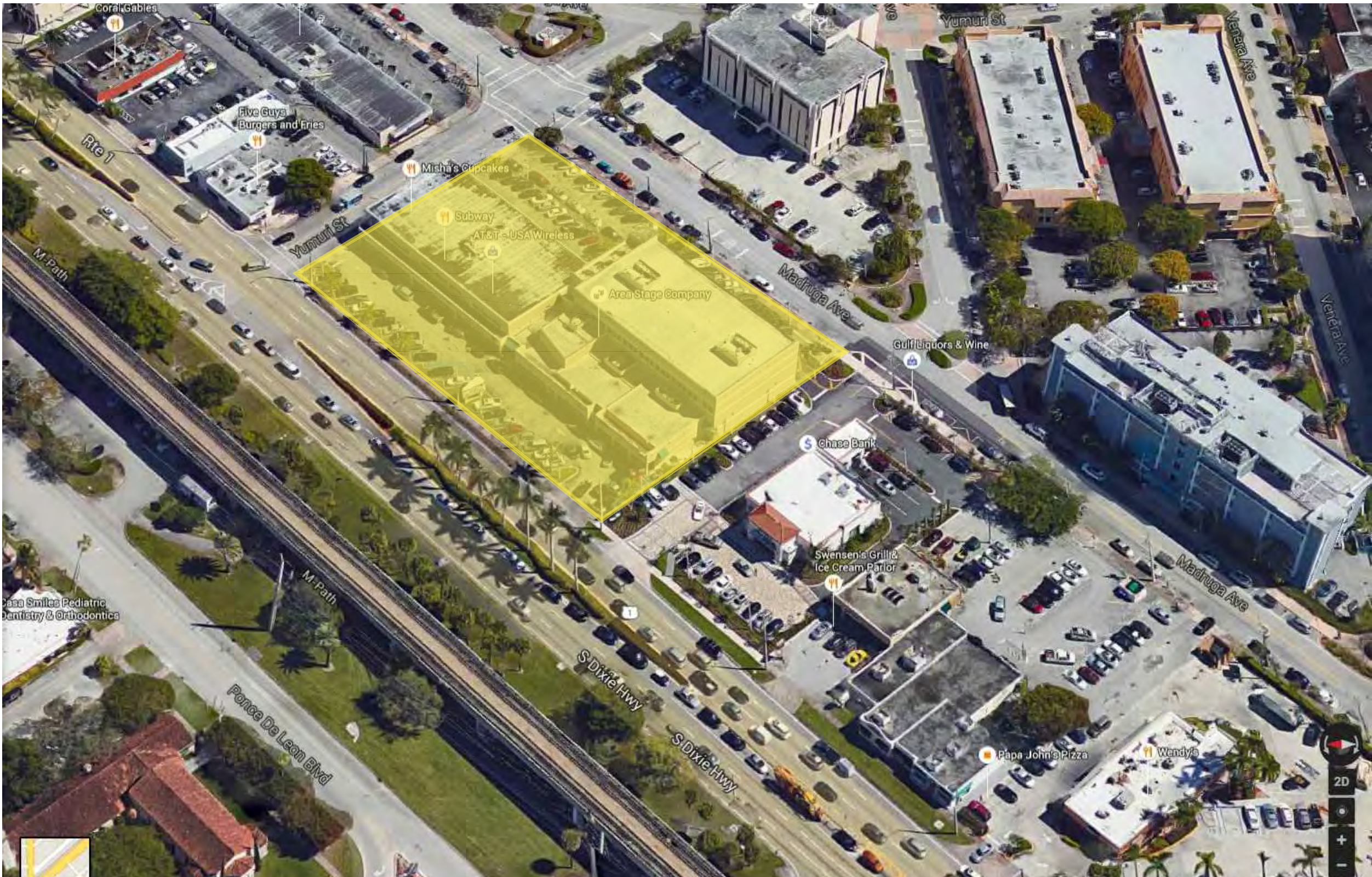
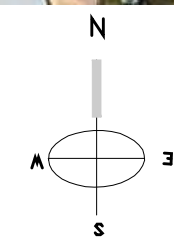
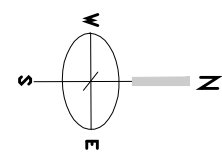
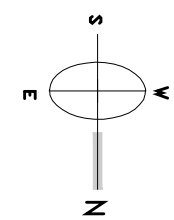
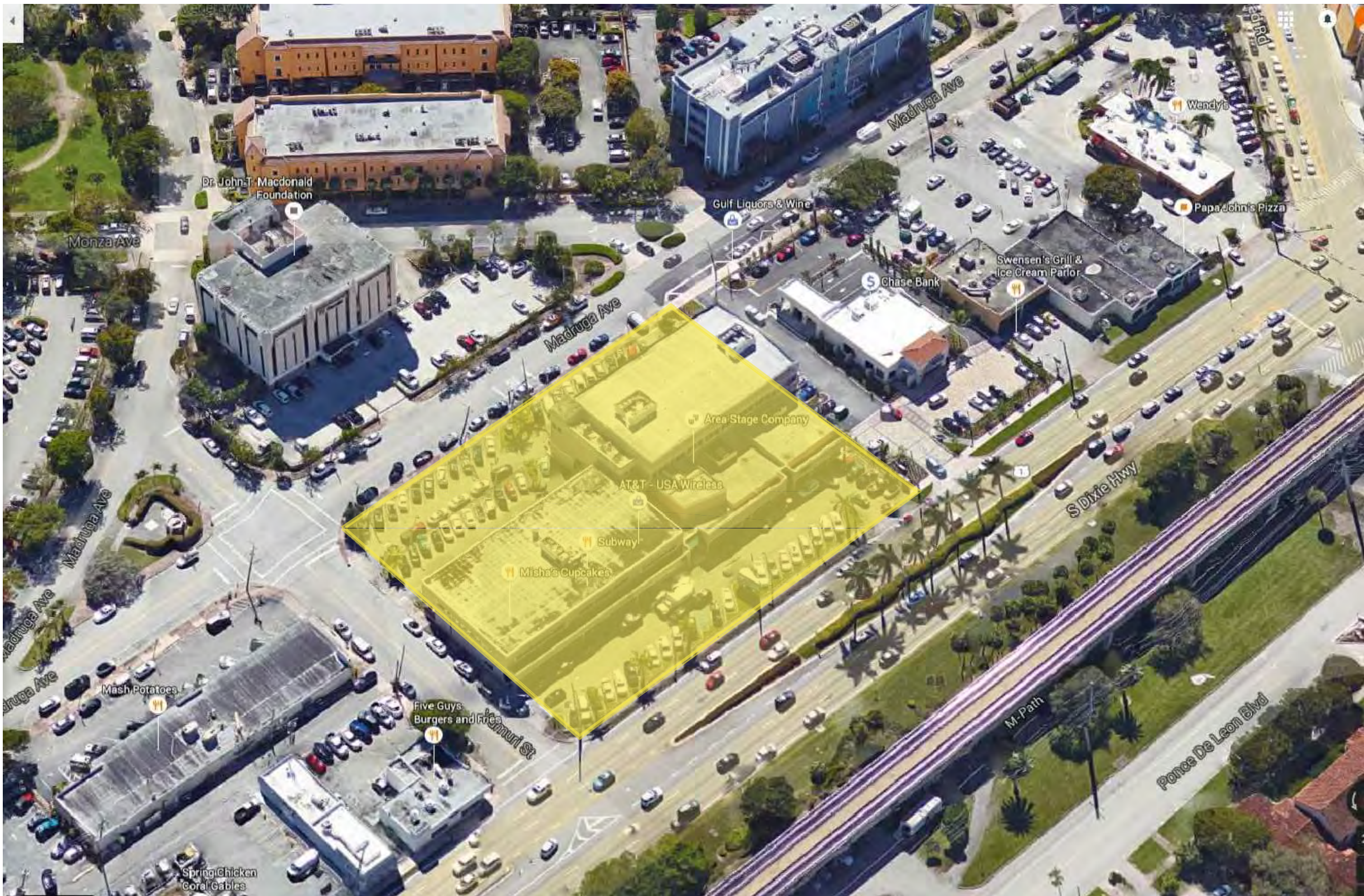
SEAL :

JAVIER FONT AR No. 12547

PROPOSED RETAIL DEVELOPMENT  
**RIVIERA PLAZA**  
1558 SOUTH DIXIE HWY  
CORAL GABLES, FLORIDA 33146

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SITE AERIALS

SEAL:

JAVIER FONT AR No. 12547

PROPOSED RETAIL DEVELOPMENT  
**RIVIERA PLAZA**  
1558 SOUTH DIXIE HWY  
CORAL GABLES, FLORIDA 33146

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PICTURE # 1



PICTURE # 3



PICTURE # 7



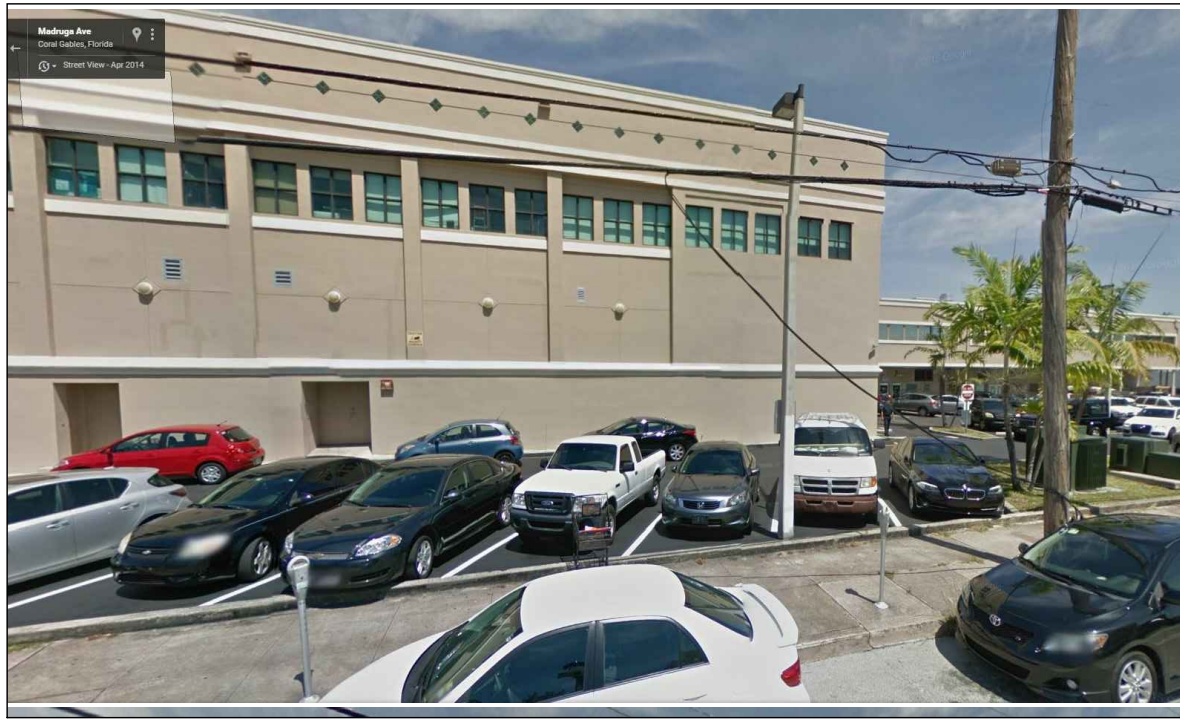
PICTURE # 9



PICTURE # 2



PICTURE # 4



PICTURE # 8



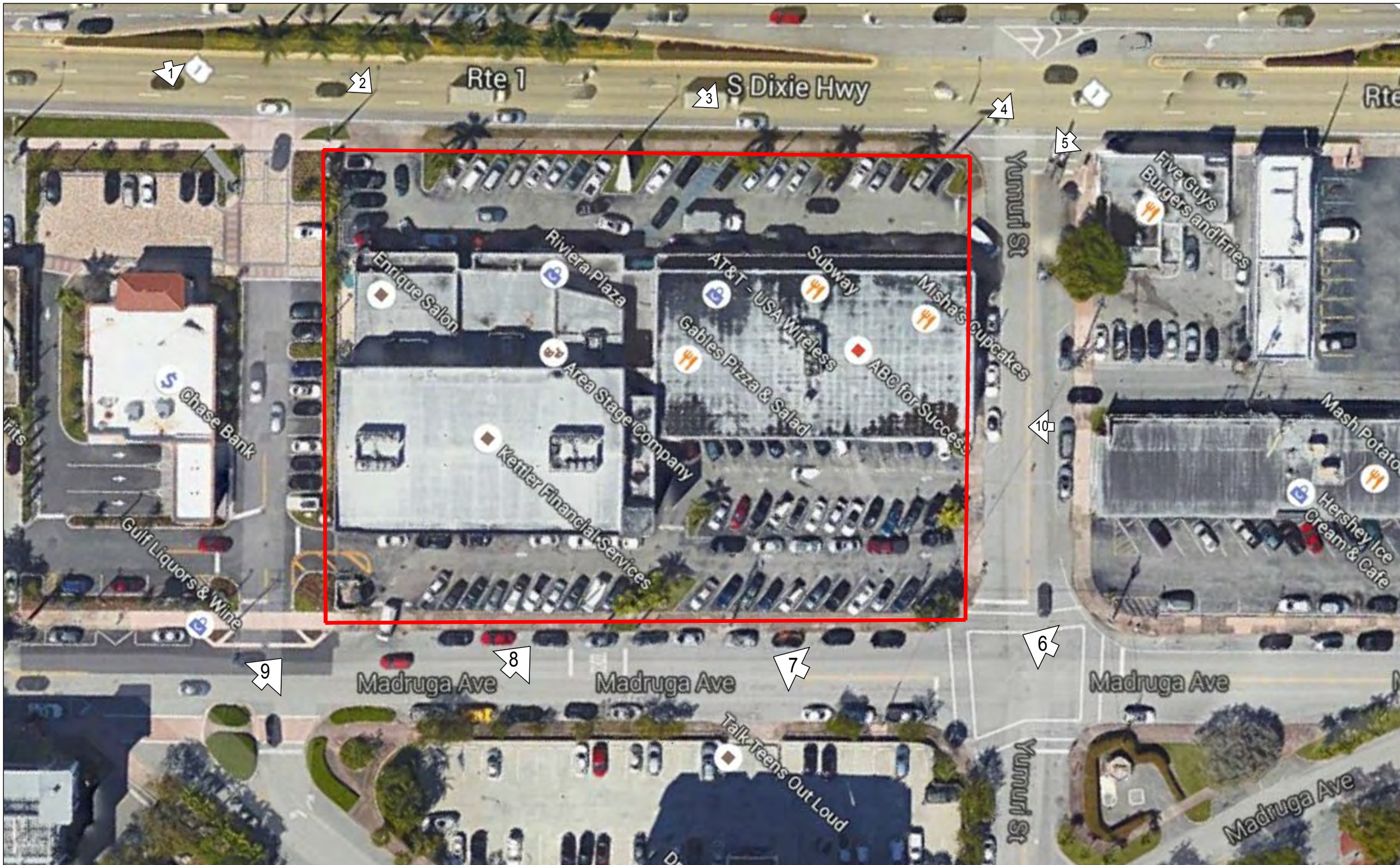
PICTURE # 10



PICTURE # 5



PICTURE # 6



 SITE MAP

NTS

SITE PHOTOS

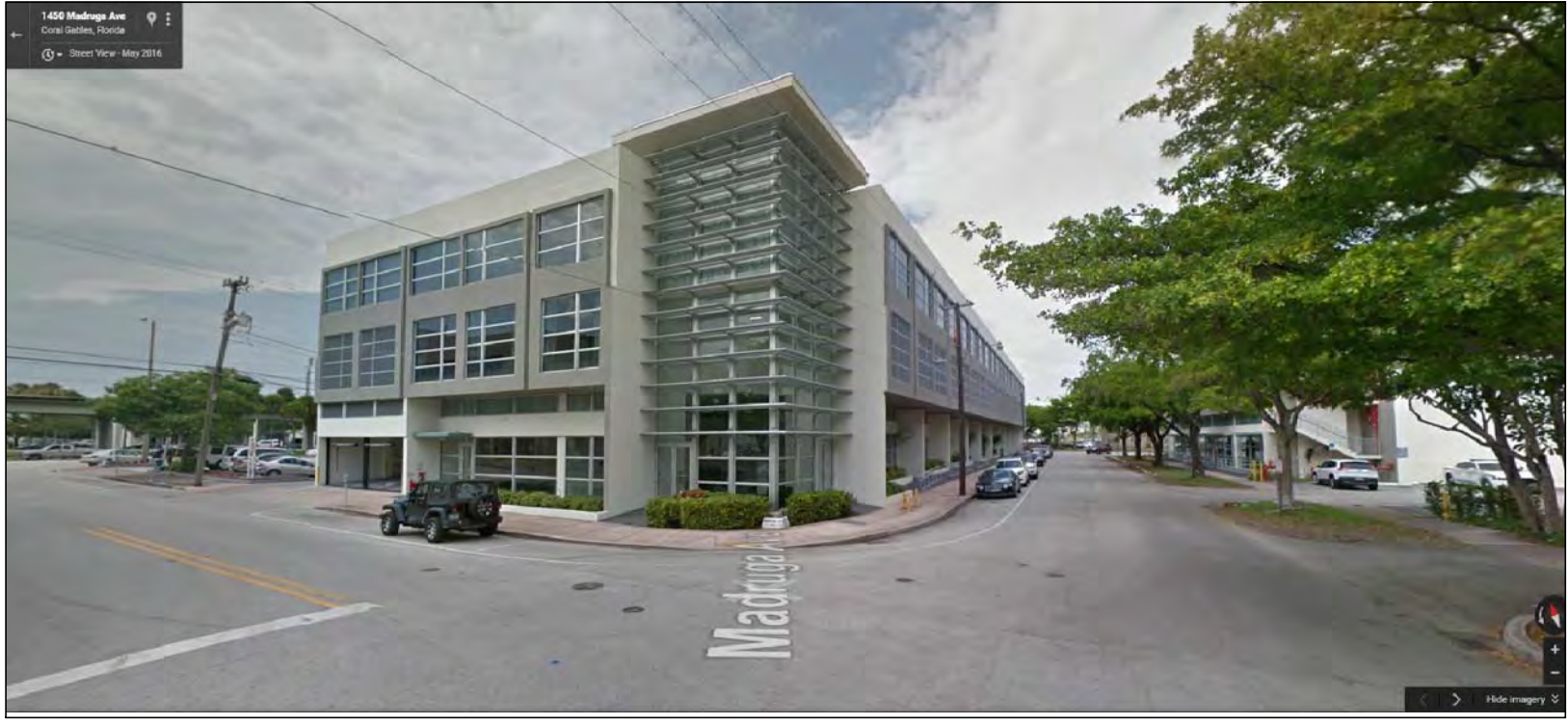
SEAL :

JAVIER FONT AR No. 12547

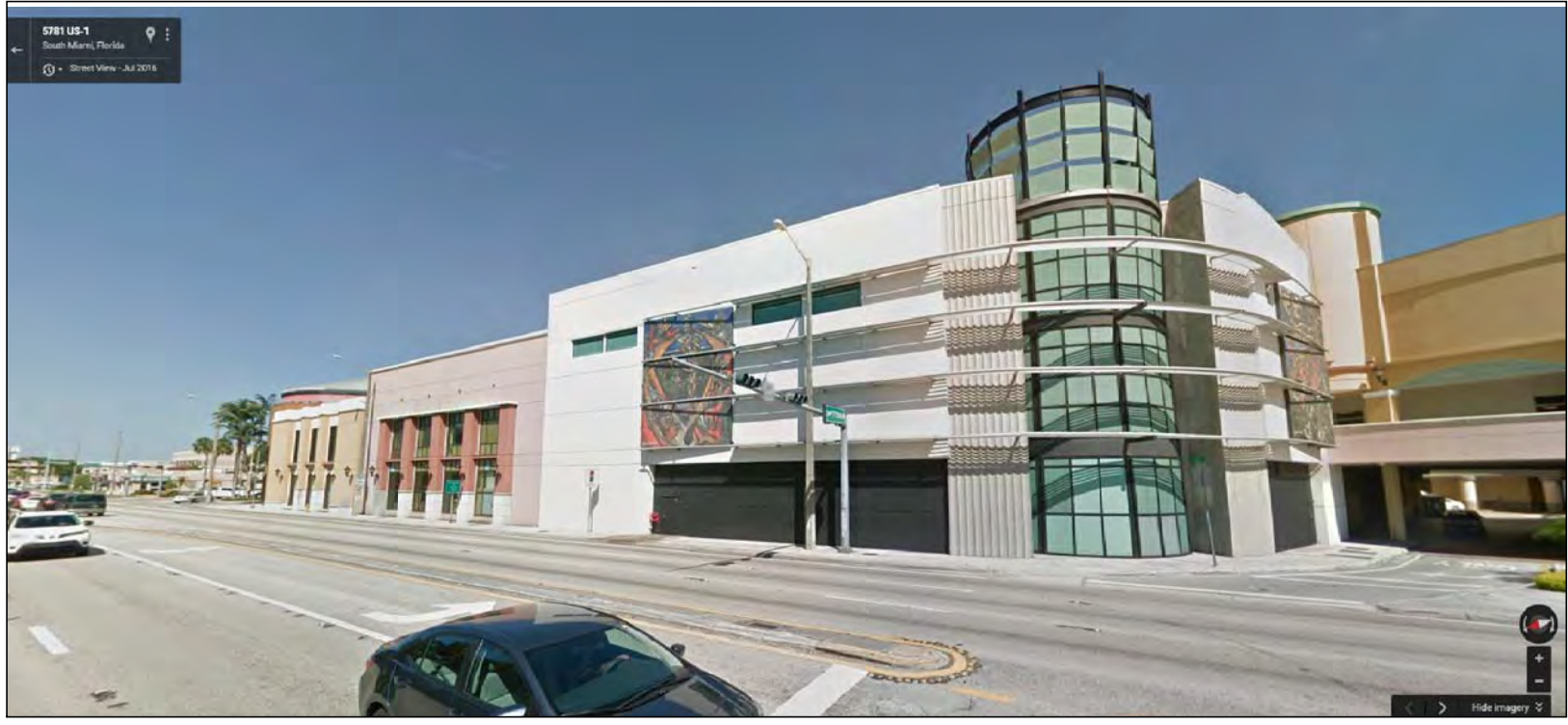
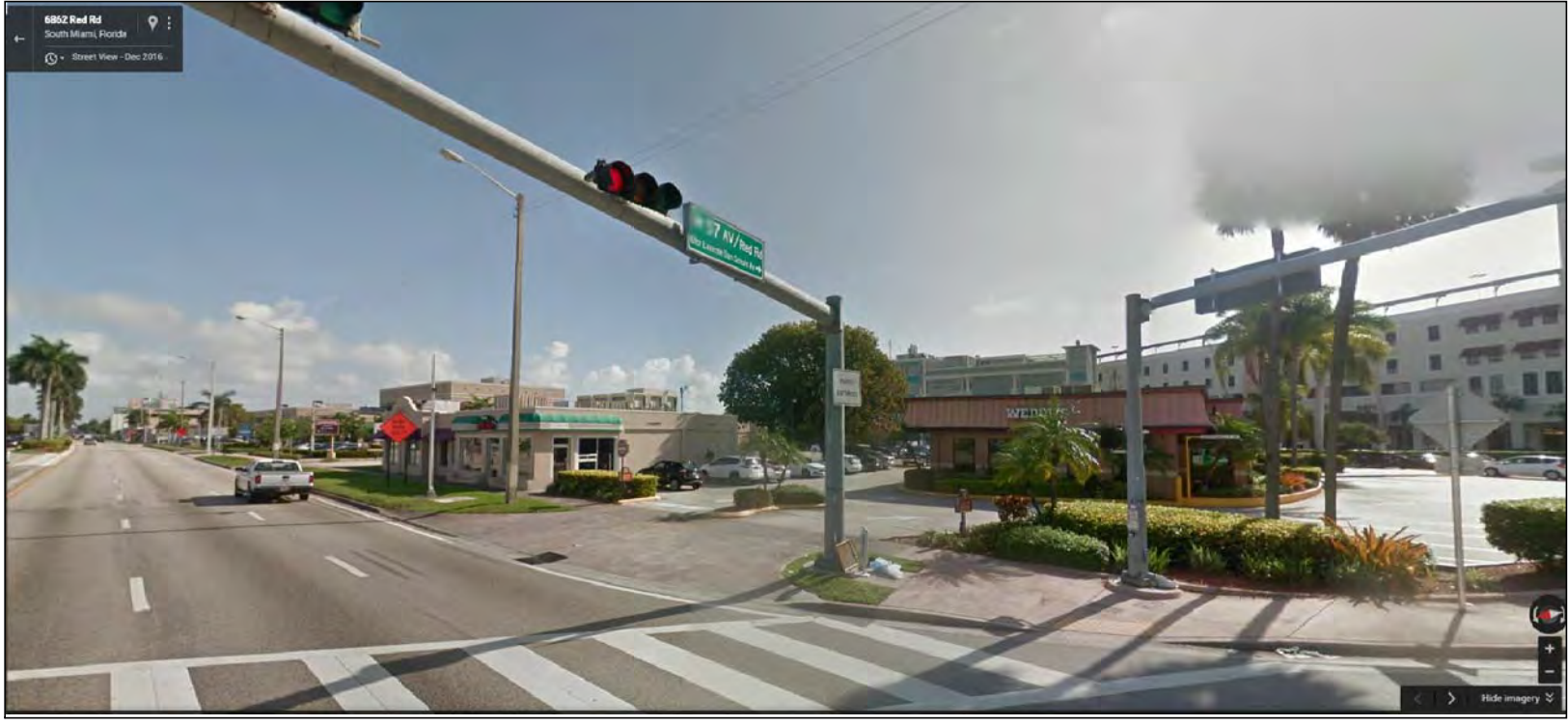
PROPOSED RETAIL DEVELOPMENT  
**RIVIERA PLAZA**  
1558 SOUTH DIXIE HWY  
CORAL GABLES, FLORIDA 33146

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MADRUGA CONTEXT ELEVATIONS



S. DIXIE HWY CONTEXT ELEVATIONS

SEAL :

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PROPOSED RETAIL DEVELOPMENT  
**RIVIERA PLAZA**  
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ZONING INFORMATION		
PROJECT NAME: RIVIERA PLAZA		
PROPERTY ADDRESS: 1558 S DIXIE HWY		
PROPERTY'S LAND USE DESIGNATION : COMMERCIAL LOW RISE ZONING DESIGNATION : COMMERCIAL		
NET LOT AREA (NOT INCLUDE ALLEY): 59,733.60 SQ. FT. ( 1,371 ACRES ) ALLEY AREA: 5,998.15 SQ FT. ( 0,137 ACRES ) TOTAL NET LOT AREA (INCLUDED ALLEY): 65,731.75 SQ. FT. ( 1,508 ACRES )		
MAXIMUM F.A.R	ALLOWED/REQUIRED	PROVIDED
NET LOT AREA (NOT INCLUDED ALLEY) 59,733.60 SQ. FT. X 2.0 = 119,467.2 (WITH MED. BONUS)	119,467.2 SQ FT	74,340 SQ. FT.
TOTAL		
PROPOSED BUILDING F.A.R.		
GROUND	RETAIL # 1 = 9,172 SQFT. RETAIL # 2 = 6,662 SQFT RETAIL # 3 = 5,368 SQFT	21,202 SQ. FT.
4TH FLOOR	RETAIL # 4 = 53,138 SQFT	53,138 SQ. FT.
TOTAL		74,340 SQ. FT.
BUILDING SETBACKS		
	ALLOWED/REQUIRED	PROVIDED
FRONT ( US HIGHWAY # 1)	56' FROM US ROUTE 1	5'-8 1/2" UP TO 35'-0" IN HEIGHT 8'-7" ABOVE 35'-0" IN HEIGHT SETBACK REDUCTION PURSUANT TO THE MEDITERRANEAN DESIGN ORDINANCE
FRONT (MADRUGA AVENUE)	UP TO 15' NONE ABOVE 15' SHALL BE SETBACK 10' FROM THE PROPERTY LINE AT THE LOWER OF : a) CORNICE LINE ABOVE 15' b) THE TOP OF THE PARKING PEDESTAL c) FORTY (40) FEET	0'-0" UP TO 35'-0" IN HEIGHT 2'-0" ABOVE 35'-0" IN HEIGHT SETBACK REDUCTION PURSUANT TO THE MEDITERRANEAN DESIGN ORDINANCE
SIDE STREET ( YUMURI STREET )	15'-0"	3'-1" SETBACK REDUCTION PURSUANT TO THE MEDITERRANEAN DESIGN ORDINANCE
INTERIOR SIDE ( ADJ. PROPERTY )	UP TO 45' IN HEIGHT : 0'-0" GREATER THAN 45' IN HEIGHT : 15' PLUS 1 FOOT OF ADDITIONAL SETBACK FOR EACH 3 ' OF HEIGHT ABOVE 45'	UP TO 45' IN HEIGHT: 0'-0"

TOTAL LOT COVERAGE	REQUIRED	PROVIDED
	NO MINIMUM OR MAXIMUM REQUIRED	59,461 SQ FT.
LANDSCAPED / TOTAL OPEN SPACE AS PER 5.1105.C1 CITY OF CORAL GABLES ZONING CODE	ALLOWED/ REQUIRED	PROVIDED
GROUND LEVEL (ON-SITE) @ GROUND FLOOR - GREEN AREA.	10% OF THE BUILDING SITE ( WITH ALLEY)	3,212 SQ FT.
@ GROUND FLOOR - HARDSCAPE (PERVIOUS PAVERS)	10% OF 65,731= 6,573 SQ FT	9,793 SQ FT.
TOTAL		13,005 SQ FT.
BUILDING HEIGHTS		
AS PER CITY OF CORAL GABLES ZONING CODE MAXIMUM HEIGHT: 72'-0"	72'-0" MAXIMUM HEIGHT	72'-0"
PARKING AS PER 5.1409 CITY OF CORAL GABLES ZONING CODE	ALLOWED/REQUIRED	PROVIDED
	RETAIL PARKING ( 1 PER 250 SQ.FT. ) 74,340 SQ.FT./250 = 297.3	298
HC PARKING REQUIREMENT		
GROUP	PARKING SPACES	PROVIDED
COMMERCIAL	REQUIRED HC PARKING 2% OF 298 = 6	6
	1 PER 6 REQUIRED PARKING SPACES REQUIRED TO BE VAN ACCESSIBLE 7/6 = 1,17	2 **
** INCLUDED IN TOTAL	TOTAL HC PARKING	6
LOADING SPACES AS PER 5.1409 D CITY OF CORAL GABLES ZONING CODE	ALLOWED/REQUIRED	PROVIDED
	2	4
TOTAL PARKING SPACES PER FLOOR		
GROUND FLOOR	30 PARKING SPACES	
SECOND FLOOR PARKING	135 PARKING SPACES	
THIRD FLOOR PARKING	133 PARKING SPACES	
TOTAL	298 PARKING SPACES	

ARTICLE 5 DEVELOPMENTS STANDARDS SECTION 5 -604 CORAL GABLES MEDITERRANEAN STYLE DESIGN STANDARDS			
b. DEVELOPMENTS BONUS STANDARDS TABLE 1. REQUIRED STANDARDS (NON RESIDENTIAL)			
REF	TYPE	PROVIDED	COMMENTS
1	ARCHITECTURAL ELEMENTS ON BUILDING FACADES	YES	SEE ELEVATIONS SHEETS A-5, & A-6
2	ARCHITECTURAL RELIEF ELEMENTS AT STREET LEVEL	YES	SEE FLOOR PLAN SHEET A-1.0 & ELEVATIONS SHEETS A-5, A-6, ARCADE AND LANDSCAPING PROVIDED.
3	ARCHITECTURAL ELEMENTS ON THE TOP OF BLDG.	YES	SEE ELEVATIONS SHEETS A-5, A-6
4	BICYCLE STORAGE	YES	SEE FLOOR PLAN L-1
5	BUILDING FACADES	YES	SEE ELEVATIONS SHEETS. A-2, A-3, (VERTICAL BREAKS PROVIDED AT REGULAR INTERVALS)
6	BUILDING LOT COVERAGE	YES	
7	DRIVE THRU FACILITIES	N/A	
8	LANDSCAPE / OPEN SPACE AREA	YES	SEE SHEET THIS SHEET, A-1 & L-1
9	STREET LIGHTING	YES	STREET LIGHTS PROPOSED.
10	PARKING GARAGES	YES	SEE SHEET A-1, A-2 & A-3
11	PORTE-COCHERES	N/A	
12	SIDEWALK / PEDESTRIAN ACCESS	YES	SEE SHEET A-1
13	STRUCTURAL SOIL	YES	SEE SHEET L-1
14	WINDOWS ON MEDITERRANEAN BUILDINGS	YES	SEE ELEVATIONS SHEETS A-2, A-3.
MEDITERRANEAN STYLE DESIGN			
(ARCHITECTURAL AND PUBLIC REALM STANDARDS) TABLE 2 ( EIGHT OF TWELVE REQUIRED )			
REF	TYPE	PROVIDED	COMMENTS
1	ARCADES AND OR / LOGGIAS	YES	SEE PLAN THIS SHEET, AND A-1 FOR ARCADE PROVIDED ALONG US HIGHWAY # 1, MADRUGA AVE. & YUMURI STREET
2	BUILDING ROOF LINES	YES	
3	BUILDING STEPBACK	YES	
4	BUILDING TOWERS	N/A	
5	DRIVEWAYS	YES	PARKING GARAGE DRIVEWAY ENTRY FROM MADRUGA AVE. & YUMARI STREET
6	LIGHTING OF LANDSCAPING	YES	UPLIGHTING AT US HIGHWAY #1 7 YUMARI STREET
7	MATERIALS ON EXTERIOR BUILDING FACADES	YES	PAINTED STUCCO, W/KEYSTONE VENEER AND IMITATION KEYSTONE ACCENTS AT PEDESTRIAN ENTRIES.
8	OVERHEAD DOORS	YES	NOTE THAT NONE OF THE PARKING ENTRIES THAT MAY RECEIVE OVERHEAD DOORS.
9	KEYSTONE PAVER TREATMENT	YES	PAVERS ARE SHOWN THROUGHOUT THE GROUND FLOOR KEYSTONE TILES
10	PEDESTRIAN AMENITIES	YES	(BENCHES, EXPANDED SIDEWALKS, REFUSE CONTAINER)
11	PEDESTRIAN PASS-THROUGHS / PASEOS	YES	
12	UNDERGROUND PARKING	N/A	

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E-MAIL: info@beharfont.com

SEAL :

JAVIER FONT AR No. 12547

PROPOSED RETAIL DEVELOPMENT

RIVIERA PLAZA

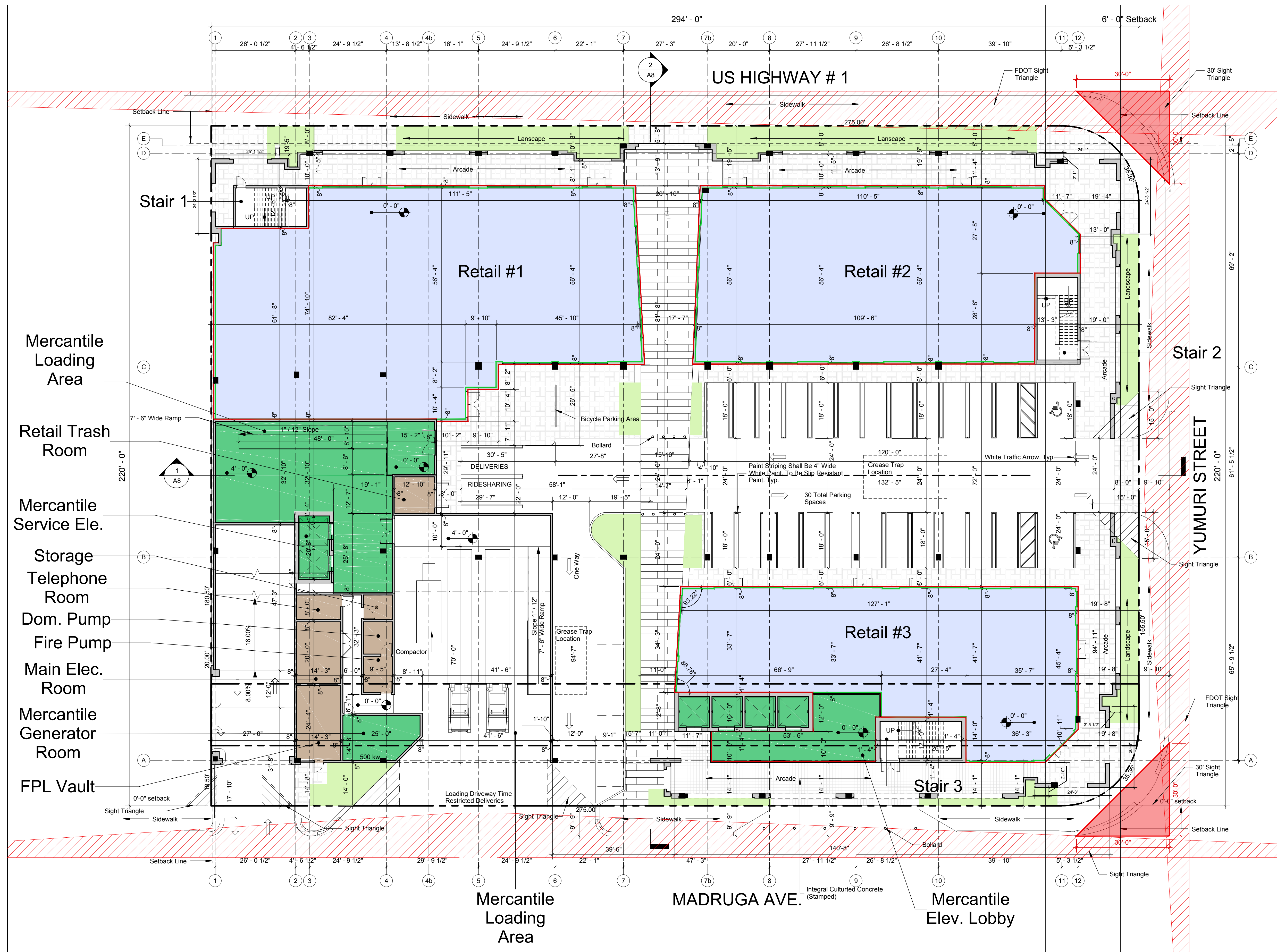
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DATE:  
02-15-2017  
PROJECT NO:  
16-039  
DRAWING NAME:  
ZONING CHART  
SHEET NO:  
A-0

ZONING CHART





GROUND FLOOR SITE PLAN  
SCALE: 1/16" = 1'-0"

SEAL :

JAVIER FONT AR No. 12547

PROPOSED RETAIL DEVELOPMENT

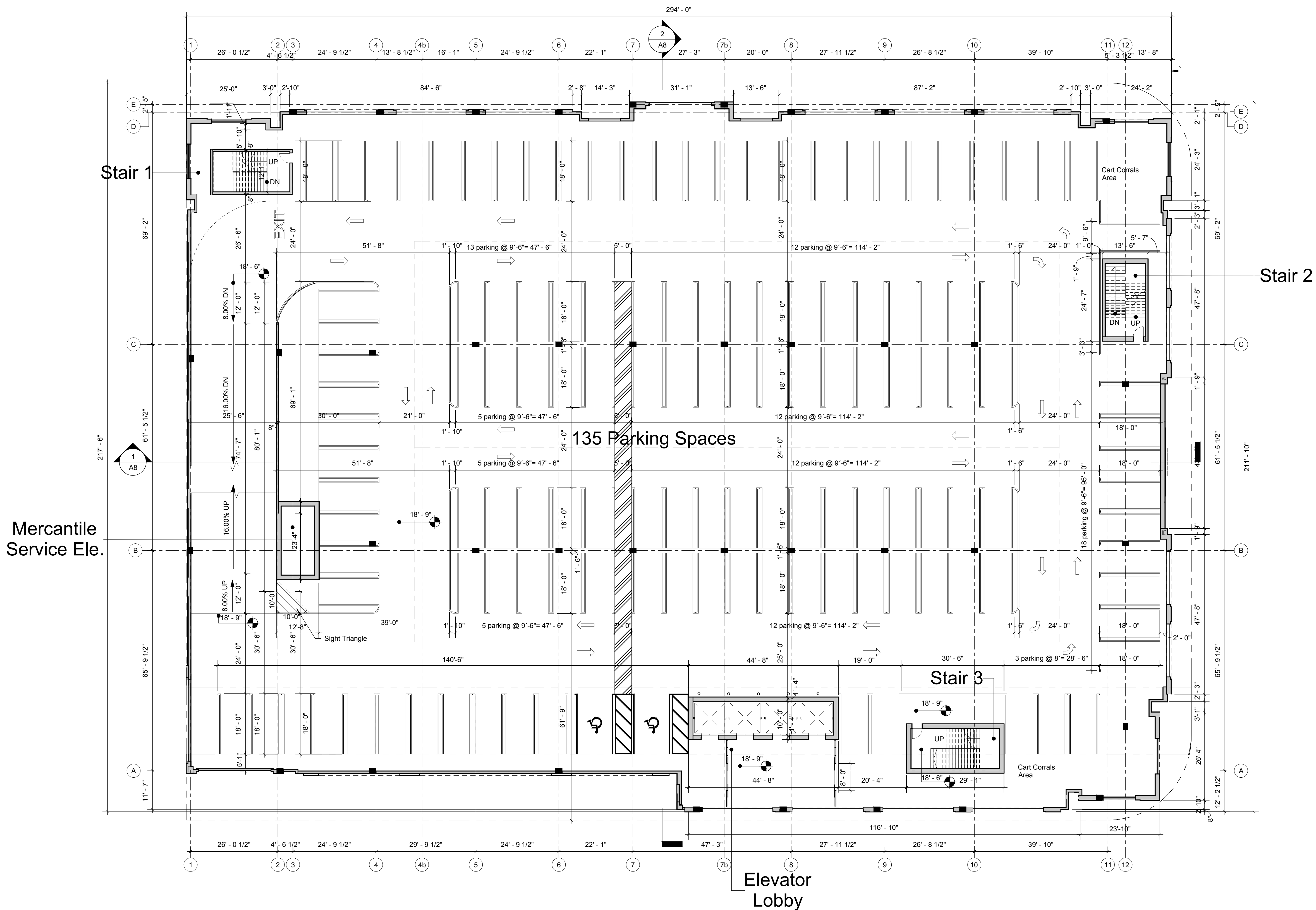
RIVIERA PLAZA

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DATE:  
02-15-2017  
PROJECT NO:  
16-039  
DRAWING NAME:  
SECOND FLOOR PLAN

SHEET NO:  
A-2



SECOND FLOOR PLAN

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



SEAL :

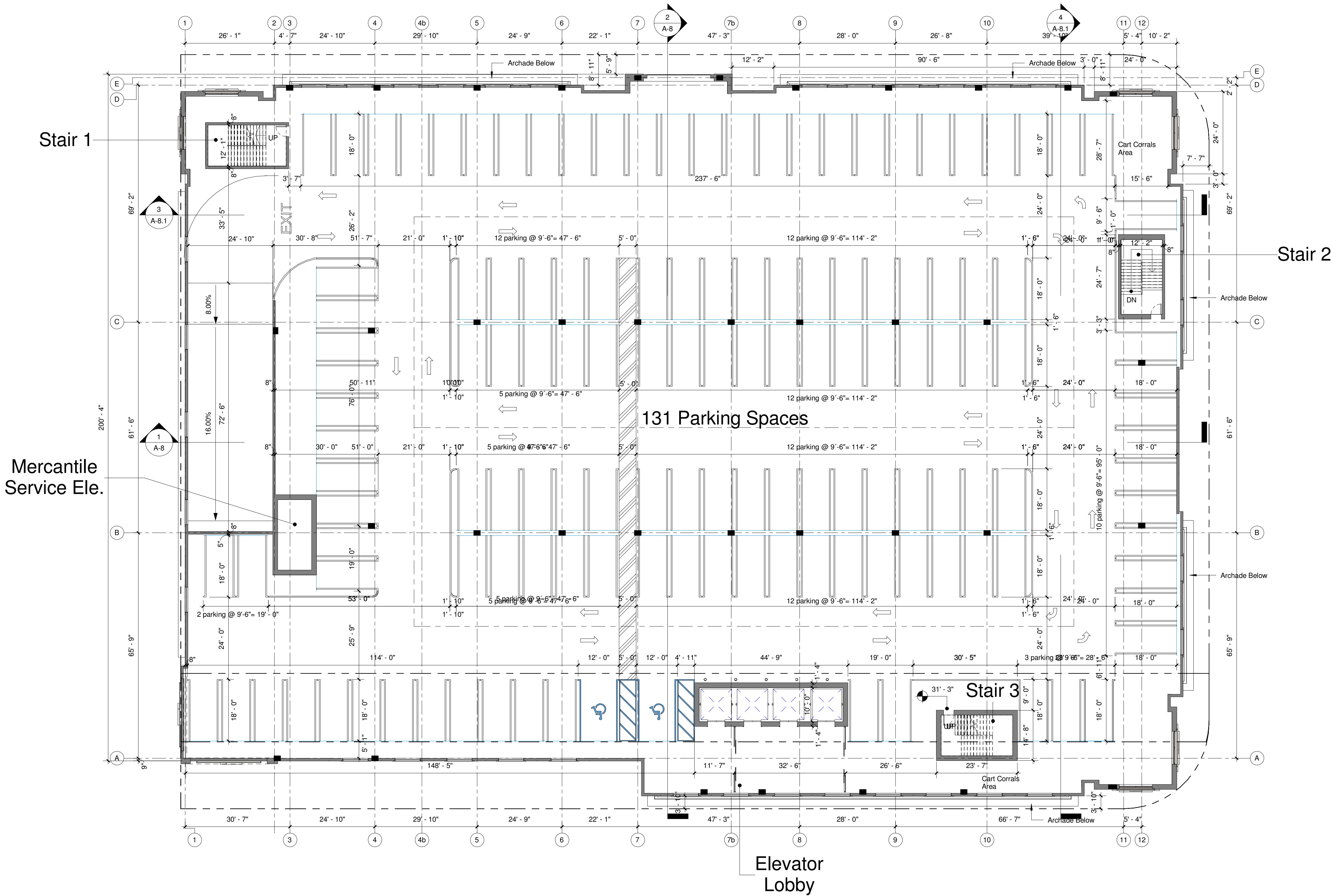
JAVIER FONT

PROPOSED  
**RIVIERA PLAZA**  
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DATE: 4/1/2017  
PROJECT NO:  
14-053  
DRAWING NAME:  
THIRD FLOOR PLAN

SHEET NO:  
**A-3**



**THIRD FLOOR PLAN**  
1/16" = 1'-0"



SEAL :

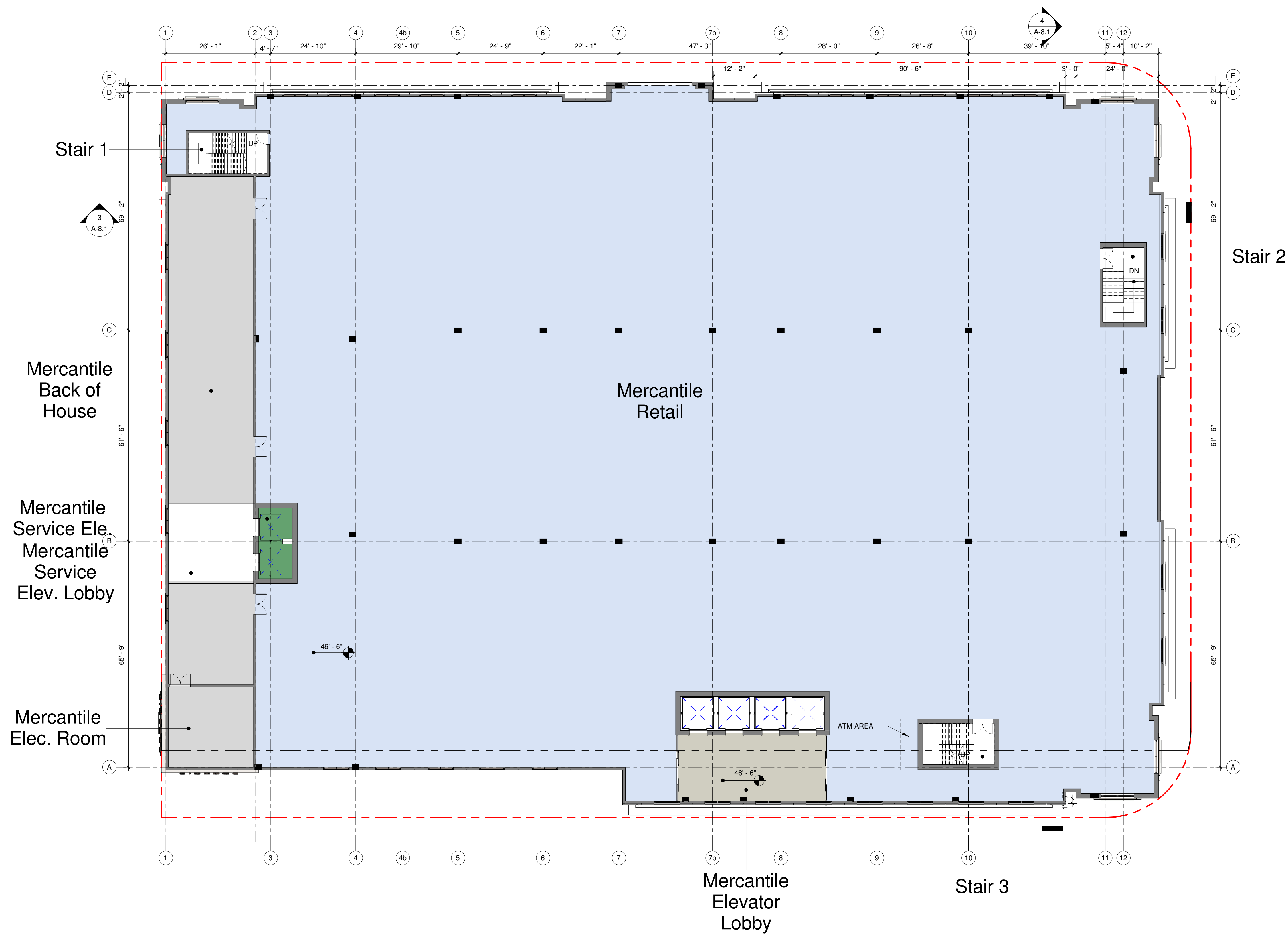
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DATE: 4/1/2017  
PROJECT NO:  
14-053  
DRAWING NAME:  
FOURTH FLOOR PLAN

SHEET NO:  
**A-4**



**FOURTH FLOOR PLAN**  
1/16" = 1'-0"

SEAL:


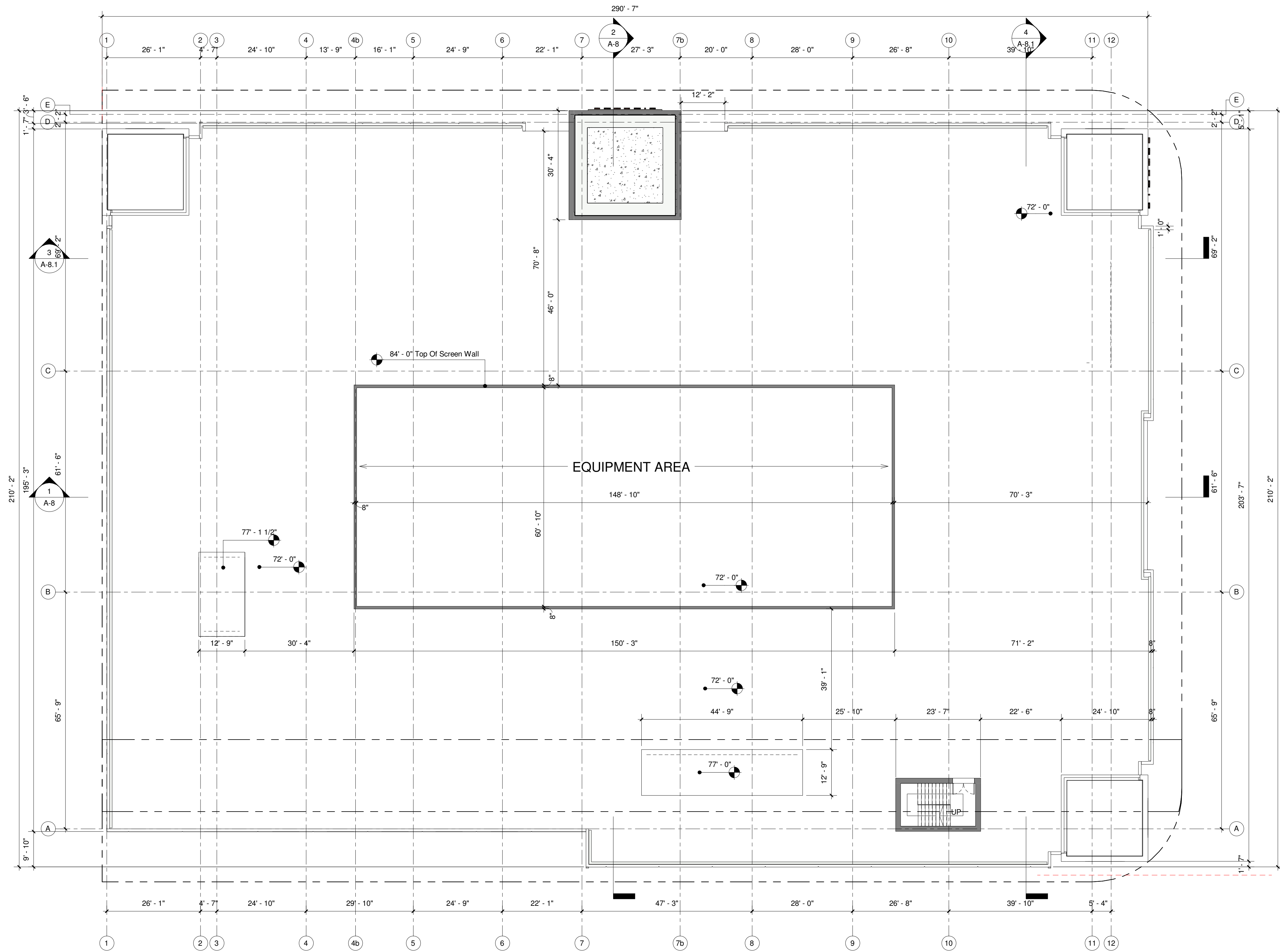
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CORAL GABLES, FLORIDA 33146

100

DATE: 4/1/2017  
PROJECT NO:  
14-053  
DRAWING NAME:  
ROOF PLAN

SHEET NO:  
**A-5**



# Roof Plan

1/16" = 1'-0"



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**RIVIERA PLAZA**  
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CORAL GABLES, FLORIDA 33146

DATE: 4/1/2017  
PROJECT NO:  
14-053  
DRAWING NAME:  
ELEVATIONS  
SHEET NO:  
**A-6**



SEAL :

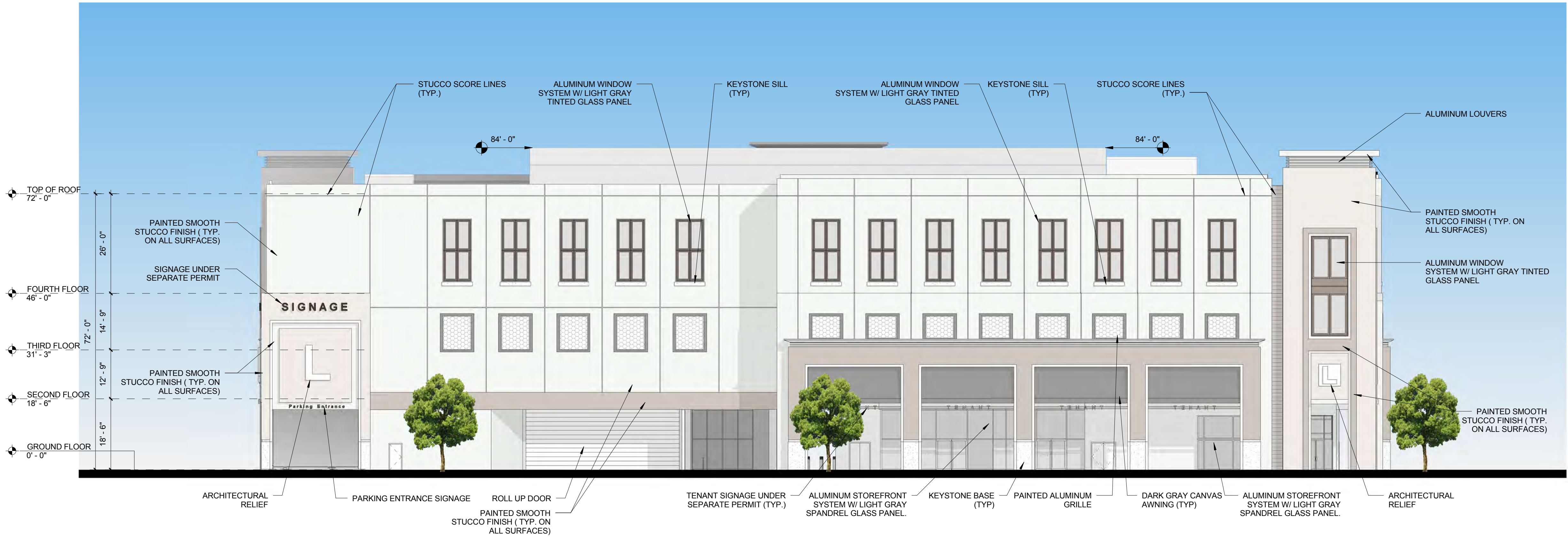
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PROPOSED  
RIVIERA PLAZA  
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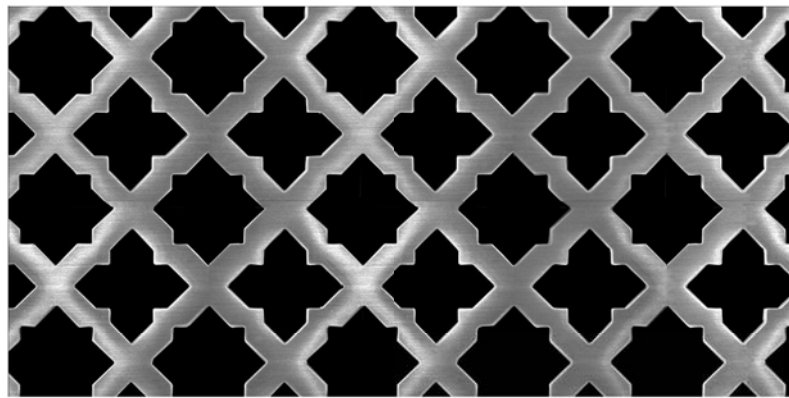
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DATE: 4/1/2017  
PROJECT NO:  
14-053  
DRAWING NAME:  
ELEVATIONS

SHEET NO:  
A-7



EAST ELEVATION - MADRUGA AVE.  
1/16" = 1'-0"



ARCHITECTURAL GRILLE



SOUTH ELEVATION  
1/16" = 1'-0"



SEAL :

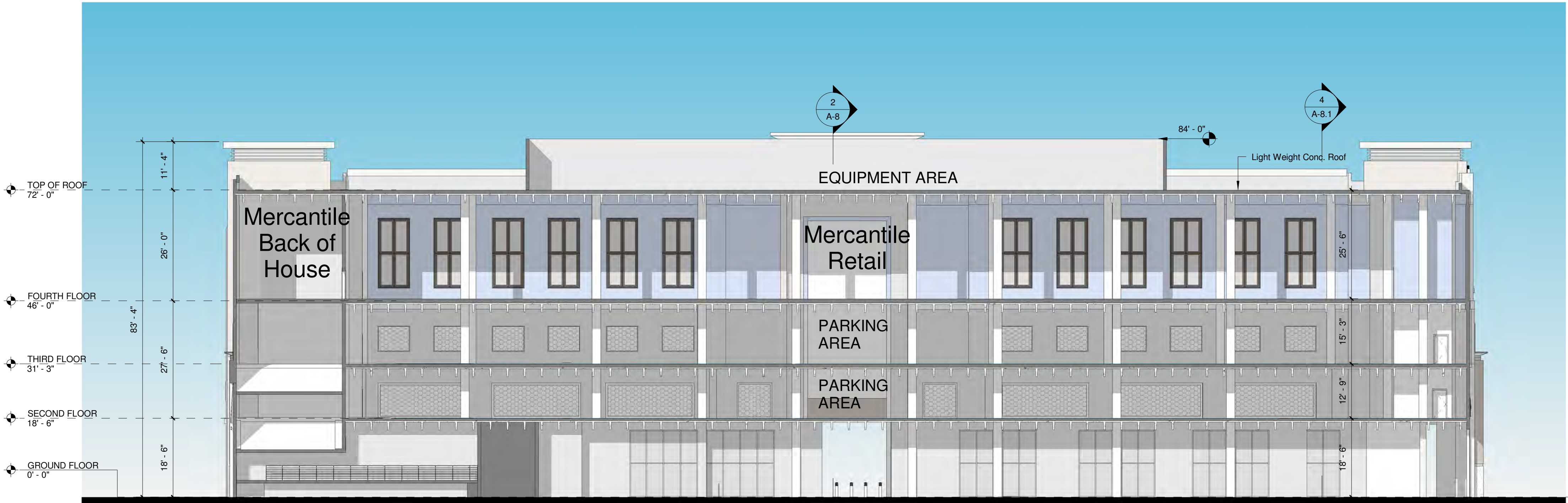
JAVIER FONT

PROPOSED  
RIVIERA PLAZA  
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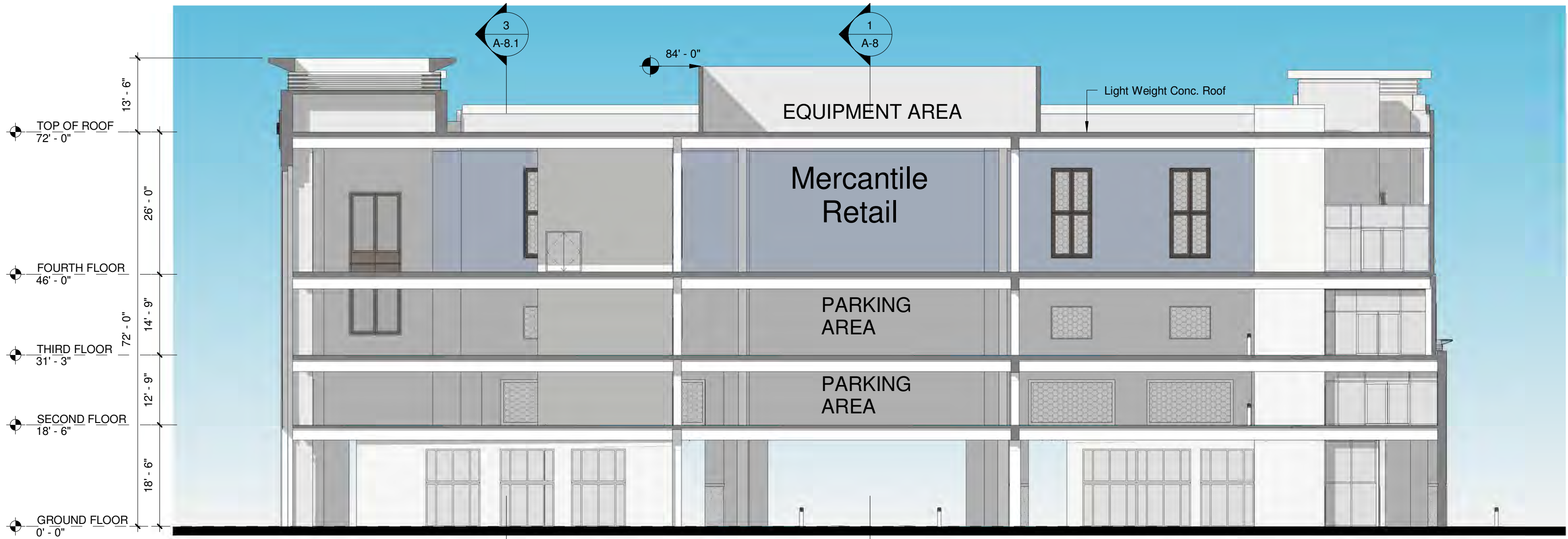
DATE: 4/1/2017  
PROJECT NO:  
14-053  
DRAWING NAME:  
BUILDING SECTIONS

SHEET NO:  
A-8



Section 1

1/16" = 1'-0"



Section 2

1/16" = 1'-0"



SEAL :

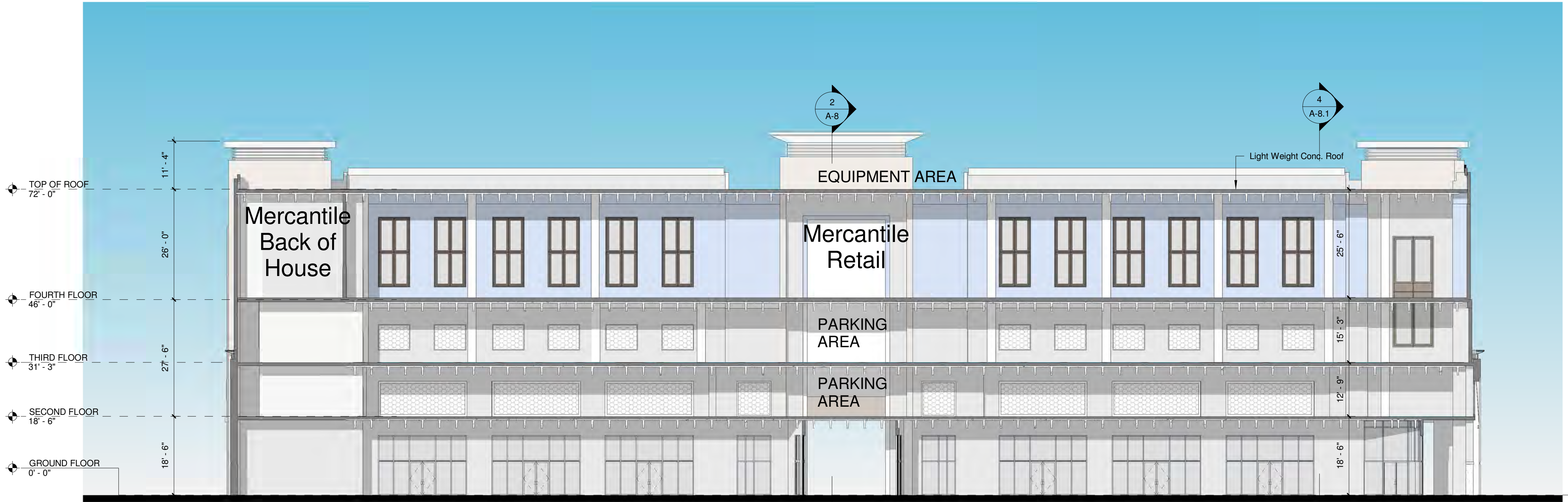
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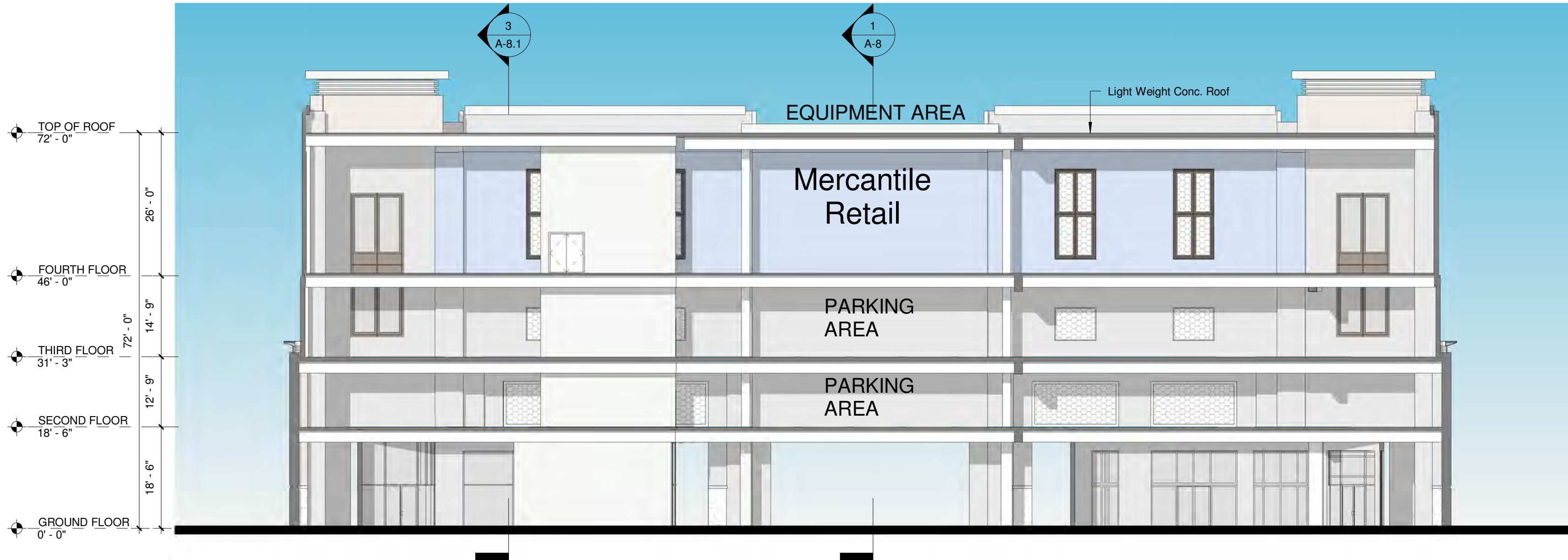
DATE: 4/1/2017  
PROJECT NO:  
14-053  
DRAWING NAME:  
BUILDING SECTIONS

SHEET NO:  
**A-8.1**



Section 3

1/16" = 1'-0"



Section 4

1/16" = 1'-0"



SEAL :

JAVIER FONT

PROPOSED  
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DATE: 4/1/2017  
PROJECT NO:  
14-053  
DRAWING NAME:  
3D VIEWS

SHEET NO:  
**A-9**



YUMURI STREET



SOUTH DIXIE HIGHWAY

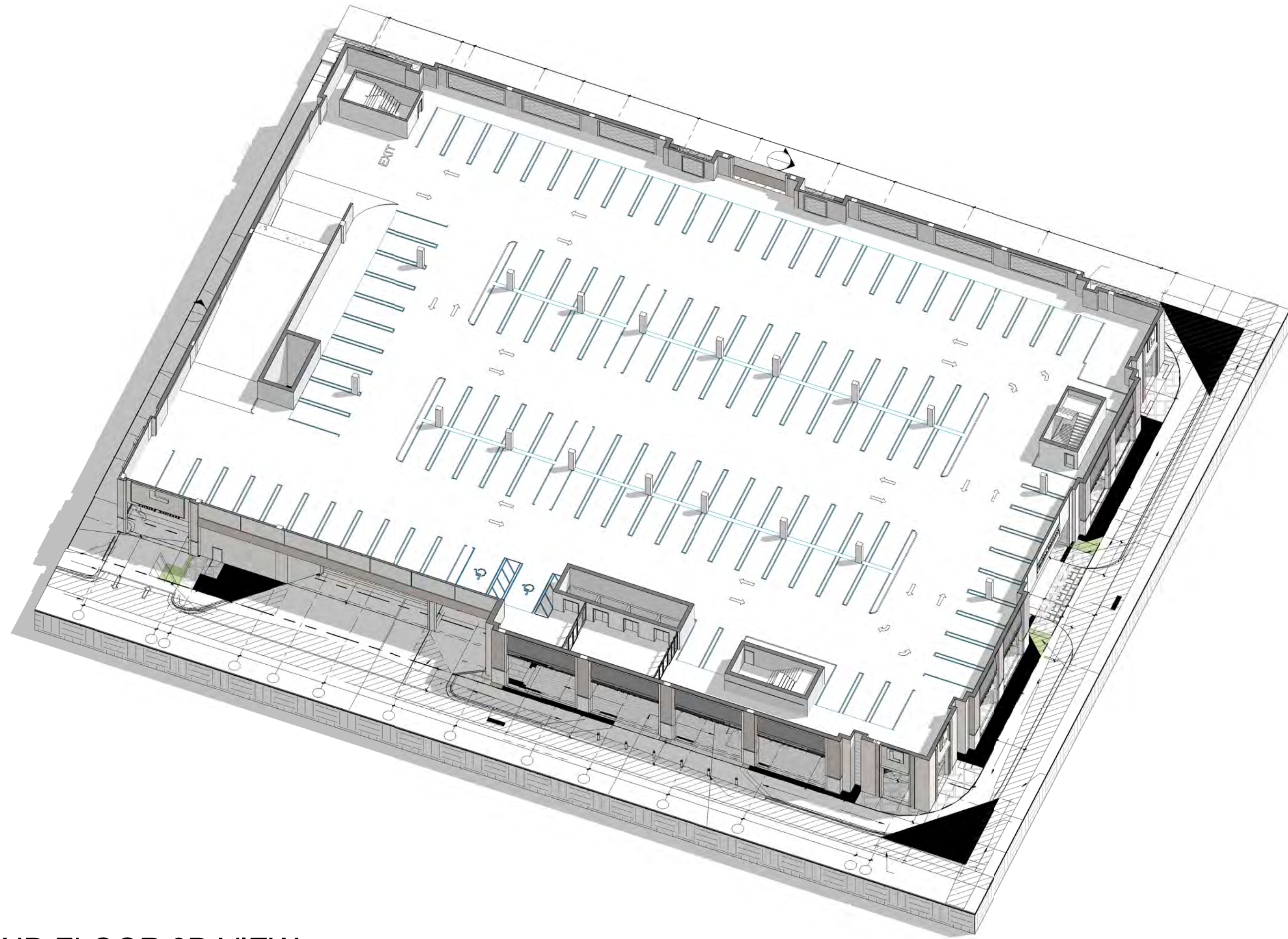


SOUTH DIXIE HIGHWAY 3Ds



MADRUGA AVE.

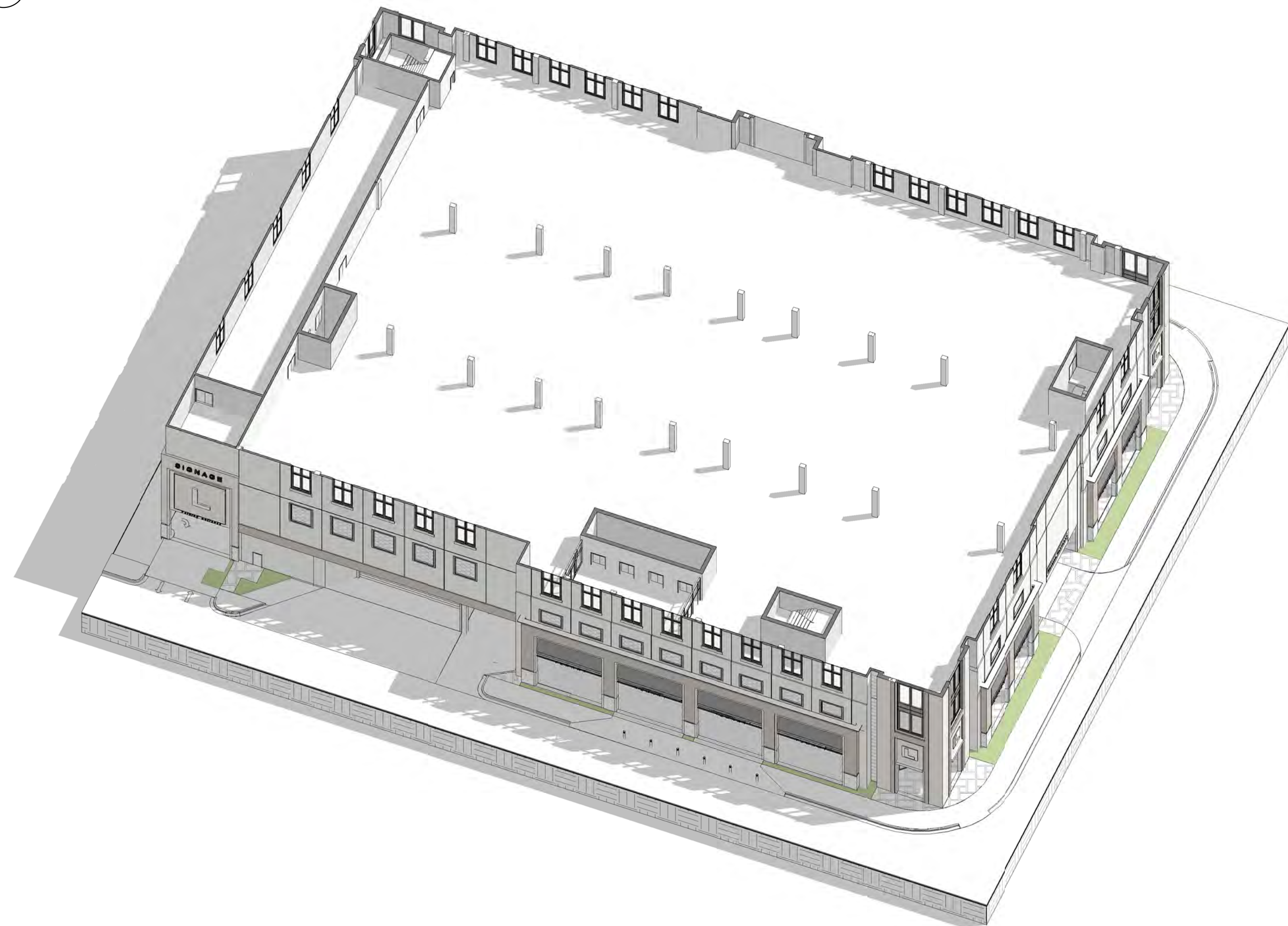




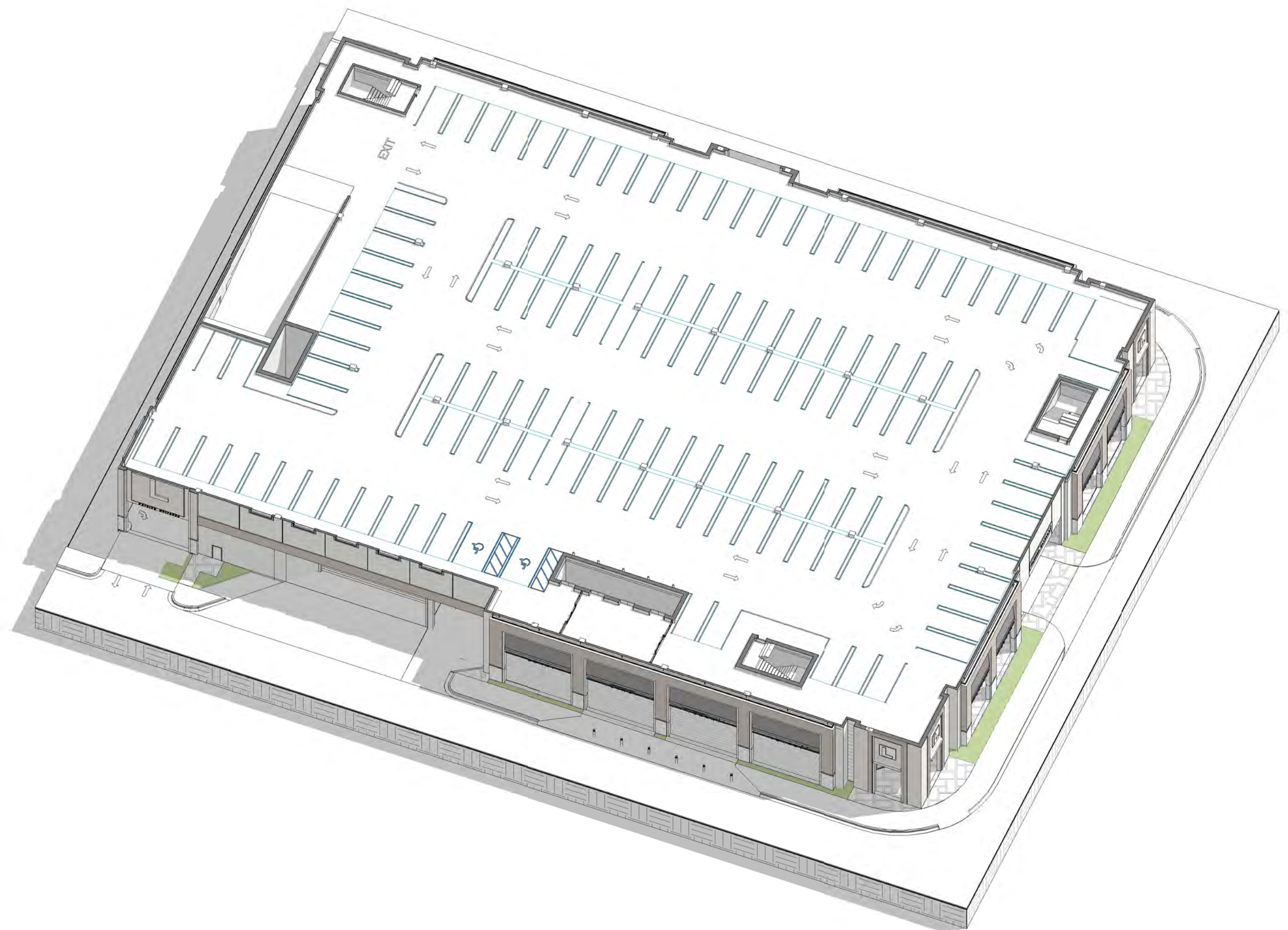
2ND FLOOR 3D VIEW



GROUND FLOOR 3D VIEW



4TH FLOOR 3D VIEW



3RD FLOOR 3D VIEW

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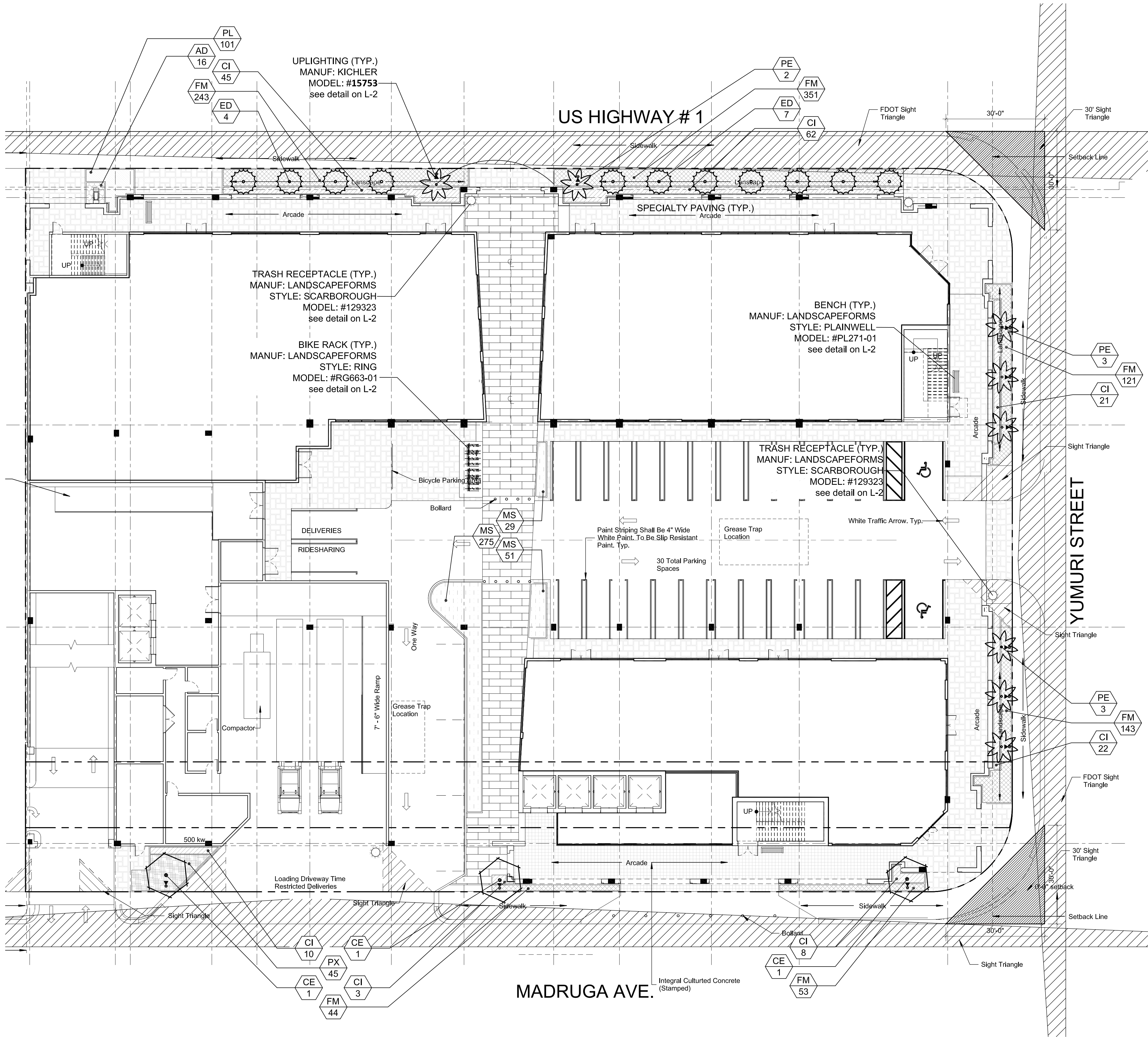
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DATE: 4/1/2017  
PROJECT NO:  
14-053  
DRAWING NAME:  
3d VIEWS

SHEET NO:  
**A10**





LANDSCAPE PLAN

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



LANDSCAPE LIST			
TREES/PALMS			
SYMBOL	QUAN.	PROPOSED MATERIAL	SPECIFICATIONS
CE	3	"Conocarpus erectus 'sericeus'	10' HT. X 4" SPR. 2" CAL.
		SILVER BUTTONWOOD	F. G.
ED	11	Elaeocarpus decipiens	12' O.A. HT. CONE
		JAPANESE BLUEBERRY TREE	100 GAL.
		Ptychosperma elegans 'single'	24' O.A. HT., SINGLE
PE	8	SINGLE ALEXANDER PALMS	F.G.

SHRUBS AND GROUNDCOVERS			
SYMBOL	QUAN.	PROPOSED MATERIAL	SPECIFICATIONS
AD	16	Asparagus densiflorus 'Myer's'	18"HT. X 18" SPR. / 18" O.C.
		FOXTAIL FERN	3 GAL.
CI	171	"Chrysobalanus icaco 'Red Tip'	24" HT. X 24" SPR. / 24" O.C.
		RED TIP COCOPLUM	3 GAL.
FM	955	Ficus microcarpa 'Green Island'	15" HT. X 15" SPR. / 15" O.C.
		GREEN ISLAND FICUS	3 GAL.
MS	355	Microsorium scolopendrium	12" HT. X 12" SPR. / 15" O.C.
		WART FERN	1 GAL.
PL	101	Pentas lanceolata "New Look Red"	12" HT. X 12" SPR. / 12" O.C.
		DWARF PENTAS	1 GAL.
PX	45	Philodendron 'Xanadu'	24" HT. X 24" SPR. / 24" O.C.
		XANADU PHILODENDRON	3 GAL.

LANDSCAPE LEGEND Information Required to be Permanently Affixed to Plan			
Zoning District: Commercial		Net Lot Area 1.508 acres 65,731.75 s.f.	
OPEN SPACE		REQUIRED/ ALLOWED	PROVIDED
A. Square Feet of open space required by Article 5, Development Standards:			
Net lot area = 65,731 s.f. x 10 % = 6,573 s.f.		6,573 s.f.	13,005 s.f.
STREET TREES (maximum average spacing of 35' o.c.):			
A. 108 linear feet along Madrug Avenue =		3	3
B. Total Trees Required		3	3

NOTES:

LIGHTING:  
Street lighting shall be provided and located on all streets/rights-of-way. The type of fixture shall be the approved City of Coral Gables light fixture and location/spacing, etc. shall be the subject to review and approval by the Department of Public Works.

STRUCTURAL SOIL:  
Structural soil shall be utilized within all rights-of-way for all street level planting areas with root barriers approved by the Public Service Department.

IRRIGATION:  
a. At the time of installation, all newly planted and relocated plant material shall be watered by temporary or permanent irrigation systems that produce a minimum of one hundred and ten (110%) percent plant material coverage.  
b. Irrigation shall be prohibited within native plant communities and natural forest communities, except for temporary systems needed to establish newly planted material. Temporary irrigation systems shall be disconnected immediately after establishment of plant communities. Irrigation systems shall be designed to conserve water by allowing differential operation schedules based on hydrozone.  
c. Irrigation systems shall be designed, operated, and maintained to not overthrow or overflow onto any impervious surfaces.  
i. Low trajectory spray heads, and/or low volume water distributing or application devices, shall be used. Overhead irrigation systems shall only be permitted in bonafide agricultural activity areas.  
ii. Gray water shall be used where approved systems are available.  
iii. A moisture or rain sensor device shall be required on all irrigation systems equipped with automatic controls. Irrigation systems shall be timed to operate only during hours and on days permitted under Miami-Dade County Code.

PLANTING:  
a. Plant material shall be Florida no. 1 or better as defined by the latest edition of "Grades and Standards for Nursery Plants".  
b. All trees planted adjacent to accessible routes and accessible areas shall not have limbs below 80".

W H D

WITKIN HULTS  
DESIGN GROUP

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PHONE: 305.362.9081 FAX: 305.362.9082  
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SEAL:

ANDY WITKIN LA No. 0000889

PROPOSED RETAIL  
RIVIERA PLAZA  
1558 S. DIXIE HIGHWAY  
CORAL GABLES, FL 33146

DATE:  
05-31-16  
PROJECT NO:  
16-039  
DRAWING NAME:  
LANDSCAPE PLAN  
SHEET NO:

L-1





W  
D

W  
D

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PROPOSED RETAIL  
RIVIERA PLAZA  
1558 S. DIXIE HIGHWAY  
CORAL GABLES, FL 33146

**SOD NOTES:**

-All planting plans are issued as directives for site layout. Any deviations, site changes, etcetera are to be brought to the attention of the Landscape Architect for clarification prior to installation.

- Tree and shrub pits will be supplemented with "Agriform Pells", 21 gram size with a 20-10-5 analysis, or substitute application accepted by Landscape Architect. Deliver in manufacturer's standard containers showing weight, analysis and name of manufacturer.









RIVIERA















# Riviera Plaza

## *Traffic Study*

David Plummer & Associates



**Prepared By:**  
David Plummer & Associates

**Prepared For:**  
13th Floor Investment

**Prepared In:**  
May 2017

**DPA Job #:**  
16180



## **Responses to the Atkins Comments on Behalf of City of Coral Gables (December 29, 2016)**

### **Re: Review of South Dixie Traffic Impact Analysis dated June 2016**

- 1. Page 14, Exhibit 4 - Existing Intersection Capacity Analysis: How was it determined which facilities would receive the additional delay percentages to the LOS E local capacity threshold? Were pedestrian movements considered in the analyses?**

*Response: Based on the Coral Gables comprehensive plan, roadways and parallel roads within ½ mile where commuter rail or express bus public transit service exists, shall operate at no greater than 150% of their capacity. Since the Metrorail is located along US-1, the LOS standard E+50% was used for approaches along US 1 as well as intersection approaches where the roadway is parallel. Yes, pedestrian volumes were included in the analysis.*

- 2. Page 16, Committed Developments: It would be useful to show the committed development locations in Exhibit 7 in order to better understand how the committed trips were distributed.**

*Response: Exhibit 7 was revised to include the committed developments location.*

- 3. Page 16, Committed Developments: The Gables Waterway trip generation is not included within Appendix F. Was it reflected in the analysis? It should be included in the documentation and in the analysis.**

*Response: Gables Waterway was included in the analysis. Supporting documentation has been included in Appendix F, as requested.*

- 4. Page 17, Future without Project Intersection Capacity Analysis: Exhibit 7 provides the Total Volumes with committed development trips and background traffic. These volumes are difficult to reconcile with the committed development trips. Please provide documentation (map/table) of committed development trips distribution only.**

*Response: A volume development worksheet has been included in Appendix D. This worksheet includes all components of future traffic projections including background growth, committed development trip distributions and project traffic distribution used in the analysis.*

- 5. Page 17, Project Trip Generation: The trip generation tables in Appendix G show zero internal trips being generated, but Exhibit 8 lists internalization rates of 2.1% (AM) and 1.1% (PM) based on the Trip Generation Manual User's Guide and Handbook. Please clarify the source of these percentages.**

*Response: An internal matrix was developed between Supermarket and the proposed retail. Although ITE's Trip Generation Manual latest edition does not provide Unconstrained Internal Capture Rates*



*between Retail uses, the 9<sup>th</sup> edition provides Retail-Retail interaction rates which range between 20-30%. A conservative unconstrained internal capture rate of 5% between supermarket and other retail uses was used in the analysis. The matrix is included in Appendix G. The reported internalization rates reported are based on these matrices.*

- 6. Page 21, Project Trip Generation: Please explain or show the methodology for how the 21.5 KSF Specialty Retail land use as noted on Pages 3 and 4 was decreased to 10.8 KSF in Exhibit 8. The 10.8 KSF noted may just be a typo because that size was originally proposed in the methodology letter, but it appears a custom rate was used for the AM and PM peaks. Using Land Use Code 820 there would be a total of 147 AM and 58 PM peak hour trips. Exhibit 8 shows a total of 23 AM and 73 PM peak hour trips. Please clarify what was done, and update all analyses and documentation if needed.**

*Response: The correct number for specialty retail is 21,533 SF. The 10,830 SF was carried over from a previous development plan. Exhibit 8 was revised to reflect the currently proposed square feet for the specialty retail component of the project. Regardless of the typographical error, the trip generation for this component was performed for 21,533 SF using trip generation rates and/or equations for Specialty Retail (Land Use Code 826) as proposed in the methodology. The ITE worksheet is included in Appendix G. Since ITE does not provide a rate or equation for the AM peak hour for this use, the AM to daily ratio for Shopping Center was used. Attachment A shows ITE's trip generation including the shopping center use along with the calculations for the AM peak hour trip generation.*

- 7. Page 21, Project Trip Generation: At the bottom of Exhibit 8, it is acceptable to show the net new trips of 69 trips in the AM Peak Hour and 144 trips in the PM Peak Hour. However, the text states that existing site trips were "deducted from the study area" per the statement at the bottom of Page 20. Please clarify whether existing traffic volumes were reduced to account for existing site uses (and how that was done) or only the net new site trips were distributed to the roadway network. Based on the response, modify the report to clearly describe the process followed.**

*Response: Because access for the proposed uses is different than that in the existing shopping center, a distribution of trips was established for trips associated with the existing 55,161 SF shopping center. These trips were deducted from the study area intersections based on this distribution. Project traffic was then added to the study area based on the distribution reflected in Exhibit 10. Volume development worksheets (included in Appendix D) reflect the assignment of this use.*

- 8. Page 24, Future with Project Intersection Capacity Analysis: Notes below Exhibit 11 state that a Signal Timing Improvement was conducted. Please confirm that analyst reviewed existing signal timing plans to verify intersections are not part of an existing coordination plan. If they are part of a coordination plan please ensure revised timing improvements are feasible with existing coordination plans. Were pedestrian movements considered in the analyses?**

*Response: The recommended signal timing improvements will be sent to the Miami-Dade County Traffic Signals and Signs Division for review. It is customary that once the proposed project is open to traffic, their site engineer will observe operations at the intersection during the peak hours. Based on*



*these observations, county will further adjust signal timing and signal coordination, as needed. Pedestrian volumes were included in the analysis.*

**9. Page 27, Circulation Plan: Will bicycle racks be provided somewhere within the project?**

*Response: Response to be provided by others.*

**10. Several exhibits have incorrect page numbers. Please revise and compare to the Table of Contents.**

*Response: Page numbers have been changed as needed.*

**11. Appendix A – Site Plan:**

**A. The truck loading zone is accessed from Madrugá Ave. and will require a back-in movement. While the room to do this within the public street and onsite appear adequate, it is noted that such maneuvers will interrupt traffic flow on Madrugá Ave. in both directions of flow. What is the expected frequency of such truck delivery arrivals? Will store staff assist with traffic control during the back-in maneuvers?**

**B. Based on dimensions in the site plan, car parking spaces appear to be sized nominally at 9.5 ft. wide by 18 ft. long. This should accommodate most cars, but there will be some longer cars and trucks which may extend into the aisles, as happens with surface parking lots.**

**C. On level 3, at the southwest corner of the deck, there are spaces in the dead-end aisle that will be somewhat difficult to exit from due to the configuration.**

**D. Are particular spaces to be designated for employee parking only?**

**E. On level 2, the radius to enter the ramp at the south end of the deck to go up to level 3 is minimal, requiring a motorist to swing into the opposing downward lane around a blind corner due to the service elevator stack. This appears to be an undesirable configuration. Was the site triangle checked? Can it be improved?**

**F. On levels 2 and 3, there are several potential “right-side to right-side” right turns which will require motorists to swing into the opposing aisle lanes, since there is essentially no turn radius provided. These movements, while slow speed in nature, are also partially blocked by parked vehicles. This configuration may have been a conscious choice by the designer and may meet design criteria applicable to this project, but this review notes the condition created by the design.**

*Response: Response to be provided by others.*



## ATTACHMENT A

### Trip Generation Summary

Alternative: Alternative 1

Phase:

Project: Publix

Open Date: 10/12/2016

Analysis Date: 10/12/2016

ITE	Land Use	Weekday Average Daily Trips				Weekday AM Peak Hour of Adjacent Street Traffic				Weekday PM Peak Hour of Adjacent Street Traffic			
		*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
820	Shopping Ctr		1252	1251	2503		38	23	61		103	111	214
	21.53 Gross Leasable Area 1000 SF												
826	Retail		477	477	954						32	41	73
	21.53 Gross Leasable Area 1000 SF												
850	SUPERMARKET 1		2889	2888	5777		119	73	192		273	263	536
	56.5 Gross Floor Area 1000 SF												
Unadjusted Volume			4618	4616	9234		157	96	253		408	415	823
Internal Capture Trips			0	0	0		0	0	0		0	0	0
Pass-By Trips			0	0	0		0	0	0		132	132	264
Volume Added to Adjacent Streets			4618	4616	9234		157	96	253		276	283	559

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

Specialty Retail (LUC 826) AM Peak Hour Tgen =  $61 / 2503 \times 954 = 23$  vph

Inbound:  $38 / 61 \times 23 = 14$  vph

Outbound:  $23 / 61 \times 23 = 9$  vph

\* - Custom rate used for selected time period.

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

TRIP GENERATION 2014, TRAFFICWARE, LLC

P. 1



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## **EXECUTIVE SUMMARY**

The Riviera Plaza project will be located at 1542 South Dixie Highway in Coral Gables, Florida. The site is located within the Gables Re-development Infill District (GRID), the city's traffic concurrency exception area. The project proposes to replace an existing 55,161 SF shopping center with the new development consisting of a 56,500 SF supermarket and 21,533 SF specialty retail. Access to and from the proposed retail will be provided on a full access two-way driveway located on Yumuri Street, and an outbound only access to Madruga Avenue. Access to above ground level parking garage is provided via a ramp accessing Madruga Avenue and providing full two-way access. Parking is provided both at ground level and above ground in the garage. A total of 32 ground spaces and 262 spaces in the garage are provided.

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 except for the S Dixie Highway/Yumuri Street and Red Road/Madruga Avenue intersections, all intersections analyzed will operate within the adopted LOS standards with signal timing improvements.

As with the existing and future without project conditions, the minor approach of the S Dixie Highway/Yumuri Street intersection continues to operate at low levels of service and experience some delays. In addition, the minor approach of Madruga Avenue will exceed the adopted standard during the PM peak hour. This is due to the fact that for un-signalized intersections the software tends to overestimate delay measurements for the minor approaches and does not account for gaps in traffic created by the upstream signalized intersections to allow the minor street traffic flow. If the minor approach delays do reach the software estimates, observed behavior shows drivers will find alternate routes. All other intersections analyzed are projected to operate within the city's LOS standard during the morning and afternoon peak periods. It should be noted that project traffic represents less than 5% of the overall volumes at both intersections.

In addition, a mobility and circulation plan was completed as part of the study. The plan shows that the project study area is currently served by various Miami-Dade Transit bus routes and the Metrorail. The project is located in an area that is conducive for pedestrian and bicycle activities providing a linear bike path parallel to US 1, ample sidewalks, and crosswalks.



## **1.0 INTRODUCTION**

### **1.1 Project Background**

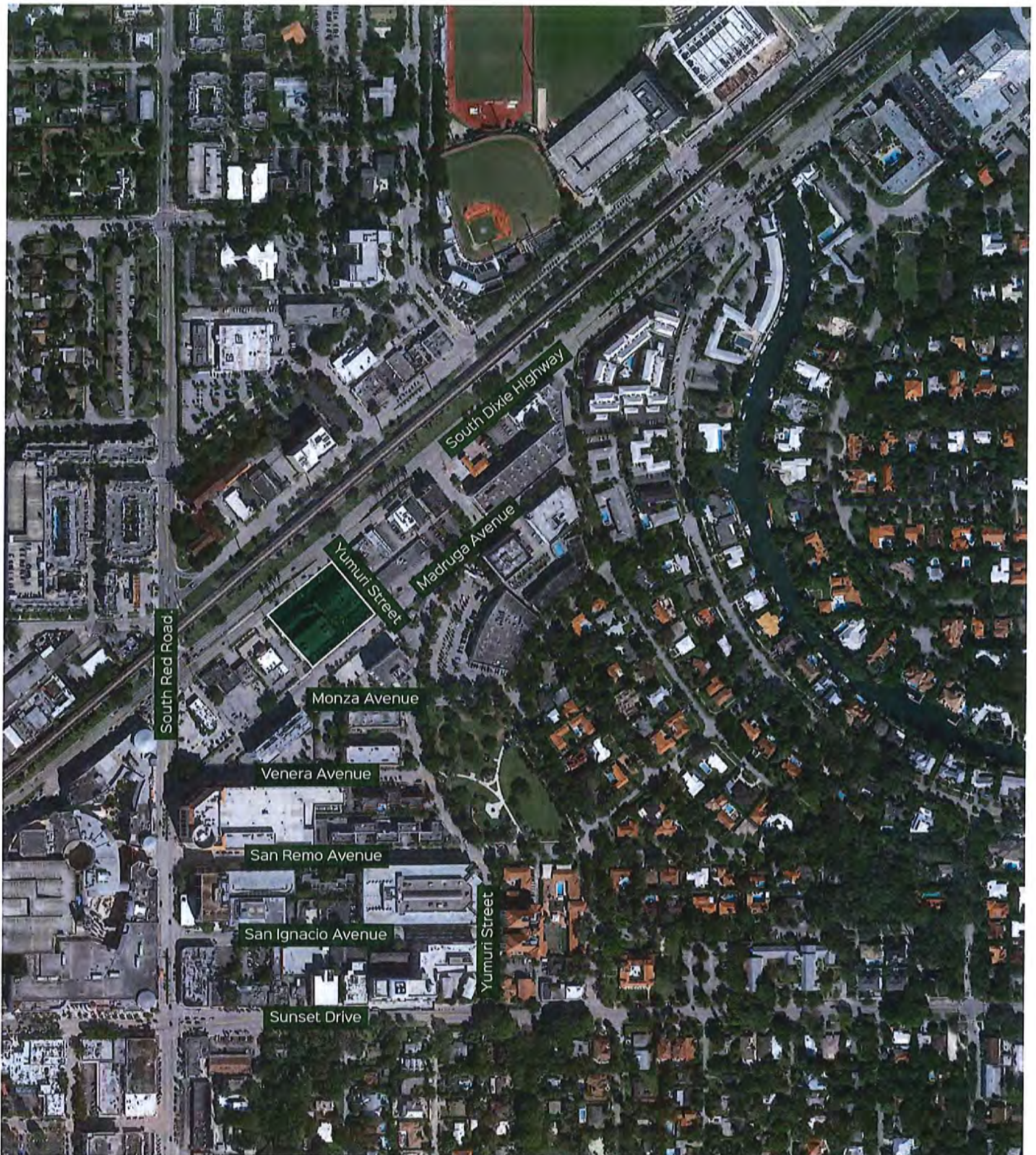
The Riviera Plaza project will be located at 1542 South Dixie Highway in Coral Gables, Florida (See Exhibit 1). The site is located within the Gables Re-development Infill District (GRID), the city's traffic concurrency exception area. The project proposes to replace an existing 55,161 SF shopping center with the new development consisting of a 56,500 SF supermarket and 21,533 SF specialty retail. Access to and from the proposed retail will be provided on a full access two-way driveway located on Yumuri Street, and an outbound only access to Madruga Avenue. Access to above ground level parking garage is provided via a ramp accessing Madruga Avenue and providing full two-way access. Parking is provided both at ground level and above ground in the garage. A total of 32 ground spaces and 262 spaces in the garage are provided. The site plan is provided in Appendix A.

This traffic study is consistent with the methodology previously discussed with and agreed to by the city of Coral Gables Public Works Department. The methodology is provided in Appendix B. Project build-out is anticipated by 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 intersection analyses.





Project Location

# Exhibit 1

## Location Map





### 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 were collected for the AM (7-9 AM) and PM (4-6 PM) hours on a typical weekday at the following intersections:
  - US-1 / Yumuri Street (U)
  - US-1 / SW 57<sup>th</sup> Avenue (S)
  - Yumuri Street / Madruga Avenue (U)
  - SW 57<sup>th</sup> Avenue / Madruga Avenue (U)
  - Sunset Drive / Yumuri Street (S)
  - Sunset Drive / SW 57<sup>th</sup> Avenue (S)

S= Signalized  
U=Un-signalized

- Signal Location and Timing – Existing signal phasing and timing for the signalized intersection were obtained from Miami-Dade County.
- Trip Generation – project trips were 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 was 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 were consulted to determine a growth factor consistent with historical annual growth in the area. The growth factor was applied to the existing traffic volumes to establish background traffic.
- Future Transportation Projects – The 2015 TIP and the 2040 LRTP was reviewed and considered in the analysis at project build-out.



- Committed Developments – Committed developments were provided by the city.
- Intersection capacity analysis was done using the Synchro software. Operation analysis at driveways providing access to/from the site was conducted.
- Multimodal Considerations - Pedestrian, bicycle and transit facilities are defined in a Circulation Plan. Existing bus and mass transit routes including schedule and bus stop locations was discussed as part of the study.



## 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 below.

### 2.1 Roadway Characteristics

#### South Dixie Highway (US-1)

*US-1* is a state principal arterial state roadway that provides northeast/southwest access throughout Miami-Dade County. Within the study area, *US-1* is a two-way, six-lane, divided roadway. On-street parking is not permitted. The Florida Department of Transportation (FDOT) has jurisdiction over *US-1*. The posted speed limit is 40 mph.

#### Yumuri Street

*Yumuri Street* is a local roadway that provides north/south access from South Dixie Highway (US - 1) to Sunset Drive (SW 72nd Street). *Yumuri Street* is a two-way, two-lane, undivided roadway with on-street parallel parking on both sides of the roadway. The City of Coral Gables operates and maintains *Yumuri Street*. The posted speed limit is 30 mph.

#### Red Road (SW 57<sup>th</sup> Avenue)

*SW 57<sup>th</sup> Avenue* is a county minor arterial that provides north/south access throughout Miami-Dade County. *SW 57<sup>th</sup> Avenue* is a two-way, four-lane, divided roadway with on-street parallel parking on portions of the roadway. Miami-Dade County operates and maintains *SW 57<sup>th</sup> Avenue*. The posted speed limit is 35 mph.

#### Madruga Avenue

*Madruga Avenue* is a local roadway that provides northeast/southwest access within the study area. Within the study area, *Madruga Avenue* is a two-way, two-lane, undivided roadway with on-street



parallel parking on both sides of the roadway. The City of Coral Gables operates and maintains *Madrugá Avenue*. The posted speed limit is 30 mph.

*Sunset Drive (SW 72<sup>nd</sup> Street)*

*SW 72<sup>nd</sup> Street* is a county minor arterial that provides east/west access throughout Miami-Dade County. Within the study area *SW 72<sup>nd</sup> Street* is a two-way, two-lane, undivided roadway with on-street parallel parking on portions of the roadway. Miami-Dade County operates and maintains *SW 72<sup>nd</sup> Street*. The speed limit is not posted within the study limits.

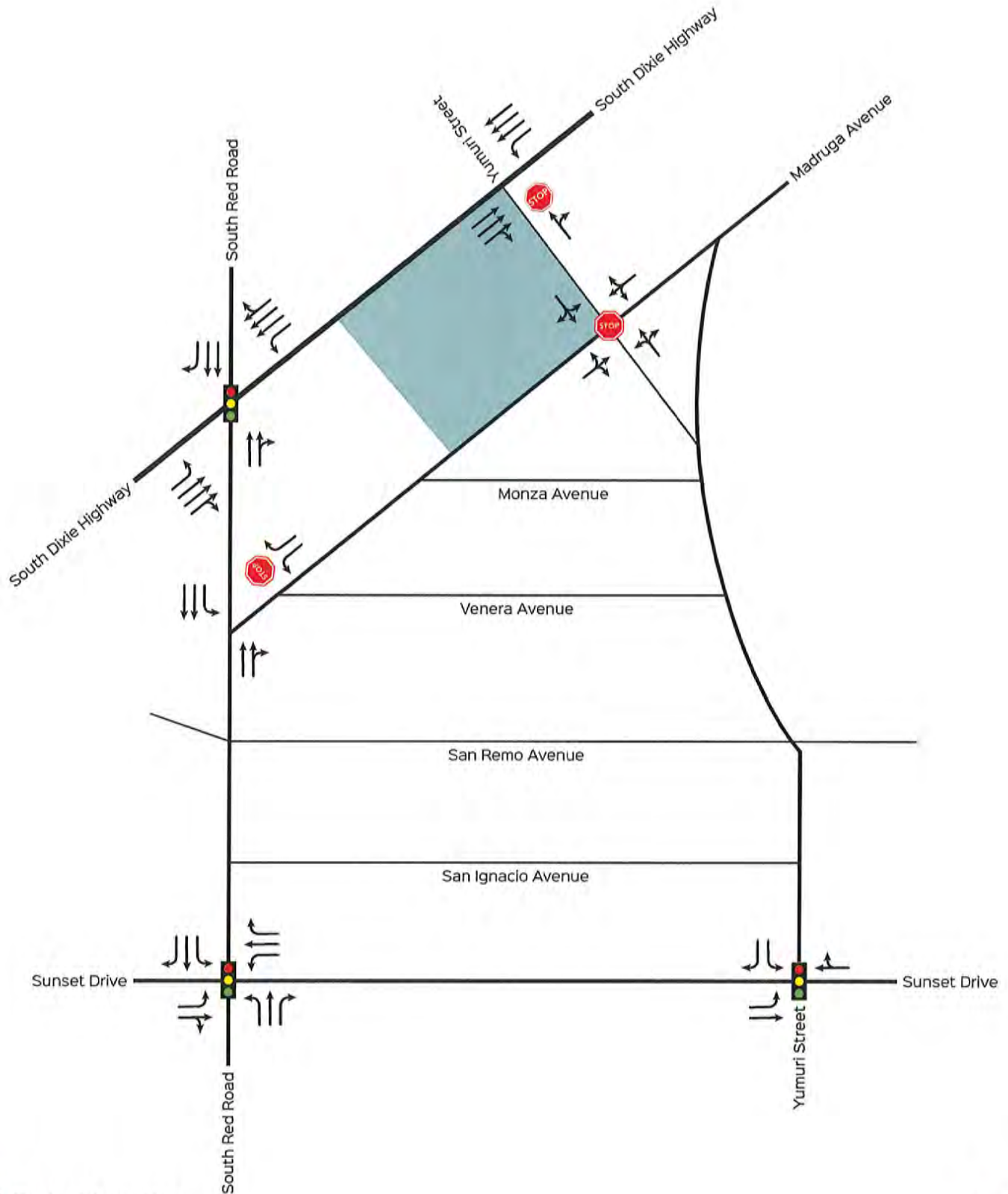
## **2.2 Traffic Counts**

Vehicle turning movement counts were collected on June 1, 2016 and June 2, 2016 at the study intersections during the AM (7 – 9 AM) and PM (4 – 6 PM) peak periods. The counts were adjusted to reflect the average annual daily traffic conditions using the latest weekly volume adjustment factors obtained from FDOT. A weekly volume adjustment factor of 1.01 (Miami-Dade County South) corresponding to the dates of the counts was used. Traffic counts and FDOT season factors are provided in Appendix C.

## **2.3 Intersection Data**

Signal timing data was obtained from Miami-Dade County for the signalized intersection 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 intersections analyzed are shown in Exhibit 3. The signal timings are also provided in Appendix C.



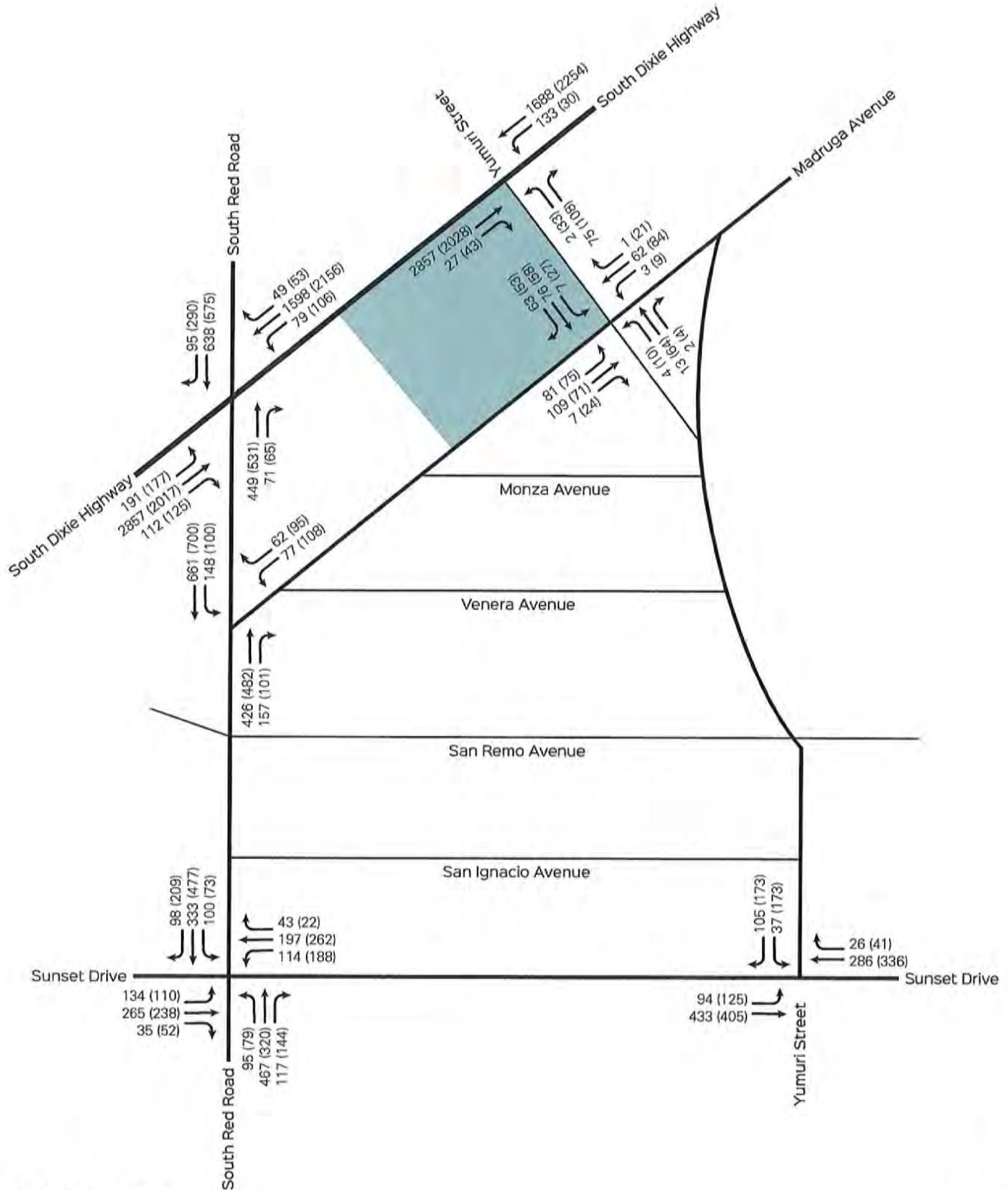


■ Project Location

## Exhibit 2

### Existing Lane Configuration







## 2.4 Walking / Other Modes of Transportation

The Metrorail system is a 25-mile dual track, elevated rapid transit system that provides service to Miami International Airport (MIA) and runs from Kendall through South Miami, Coral Gables, and downtown Miami; to the Civic Center/Jackson Memorial Hospital area; and to Brownsville, Liberty City, Hialeah, and Medley in northwest Miami-Dade, with connections to Broward and Palm Beach counties at the Tri-Rail/Metrorail transfer station. The 23 accessible Metrorail stations are about one mile apart, providing easy access for bus riders, pedestrians, and passengers who are dropped off and picked up. The University Station is located within ½ a mile from the project. The area is provided with sidewalks on both sides of US 1 and a pedestrian overpass accessing the station is currently under construction at Mariposa Court. In addition, Miami-Dade Transit provides several bus stops at Metrorail stations for easy transfer to areas not serviced by Metrorail. All service vehicles (Metrobus, Metrorail, Coral Gables Trolley, etc.) have equipment to service bikers. A bike lane is provided on the north side of US1 running from Brickell to the Kendall Area.

Plans for the area include the *10-mile Underline*, which will be Miami-Dade County's first mobility corridor integrating all modes of transit. The plan calls for transforming the threadbare path under the Metrorail along South Dixie Highway into a garland of verdant gardens, playgrounds and recreational spots linked by 10 miles of side-by-side bike and pedestrian trails. The limits expand from the *downtown lip of the Miami River*, where the plan calls for an outdoor viewing "room" composed of cascading stone steps, to *suburban Dadeland*, where it contemplates workout stations and sports courts cradled between Metrorail's two southernmost stations. The proposed Underline would embed alternative transportation within a long, slender park to create a potentially defining urban amenity.



## **2.5 Intersection Capacity Analysis**

The proposed project is located within the city of Coral Gables Redevelopment and Infill District (GRID), which is a Transportation Concurrency Area established by the city to promote development within its boundaries. In essence, this ordinance establishes that roadways within the geographical area of the GRID are exempt from the citywide traffic LOS Standards.

The *SYNCHRO* software was used to perform intersection capacity analysis at the analyzed intersections. Synchro is a macroscopic analysis and optimization software application that implements the Intersection Capacity Utilization method for determining intersection capacity. Exhibit 4 shows the resulting LOS for existing conditions during morning and afternoon peak periods. The results show that although the overall level of service of the intersection of Sunset Drive/Red Road meet the adopted level of service standards, the eastbound and westbound approaches currently exceed these during both AM and PM peak hours. All other intersections analyzed operate within the city's LOS standards. Analysis worksheets are included in Appendix D.



**Exhibit 4: Existing Intersection Capacity Analysis  
Weekday AM and PM Peak Period Conditions**

Intersection	Signalized/ Un-signalized	Direction	AM Peak LOS	PM Peak LOS	LOS Standard
US -1 / Yumuri Street	Un-signalized	NB	F	F	E
US -1 / SW 57th Avenue	Signalized	NB	E + 30%	E + 38%	E + 50%
		SB	E + 42%	E + 14%	E + 50%
		EB	C	C	E
		WB	B	C	E
		<i>Overall</i>	<b>D</b>	<b>D</b>	<b>NA</b>
Yumuri Street / Madruga Avenue	Un-signalized	NB	A	A	E
		SB	A	A	E
		EB	A	A	E + 50%
		WB	A	A	E + 50%
SW 57th Avenue / Madruga Avenue	Un-signalized	WB	E	E	E + 50%
Sunset Drive / Yumuri Street	Signalized	SB	C	C	E
		EB	A	A	E
		WB	B	B	E
		<i>Overall</i>	<b>B</b>	<b>B</b>	<b>E</b>
Sunset Drive / SW 57th Avenue	Signalized	NB	C	B	E
		SB	C	C	E
		EB	F	F	E
		WB	F	F	E
		<i>Overall</i>	<b>D</b>	<b>D</b>	<b>E</b>

Source: David Plummer & Associates



### 3.0 PLANNED AND PROGRAMED ROADWAY IMPROVEMENTS

The 2017 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. Growth trend analysis indicated that the area growth has been negative in the past 5 years. For purposes of this analysis, a conservative 0.5% annual growth rate was used for the study. Historic growth trend documentation is included in Appendix E.

The city was consulted to determine any committed development in the vicinity of the project site. The following four committed developments were considered for estimating future traffic volumes in this study:

- Gables Waterway
- Shoma Park Tower
- Paseo de la Riviera
- UHealth

Exhibit 5 provides a tabulation of AM and PM peak hour trips generated by the committed development, along with the approved land uses. Committed development information is included in Appendix F.



### Exhibit 5: Committed Development Trip Generation

Project	ITE Land Use	Size/Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
Gables Waterway	Condominium (Land Use 230)	20 DU	2	12	14	11	5	16
Shoma Park Tower	Condominium (Land Use 230)	65 DU	6	31	37	28	14	42
	Specialty Retail (Land Use 826)	3,401 SF	0	0	0	4	5	9
Paseo de la Riviera	Apartment (Land Use 223)	236 DU	21	50	71	54	38	92
	Hotel (Land Use 310)	252 Rooms	78	56	134	78	73	151
	Restaurant (Land Use 931)	4,380 SF	0	0	0	22	11	33
	Specialty Retail (Land Use 826)	14,094 SF	0	0	0	17	21	38
UHealth Gables	Medical Office/ Surgery/ Imaging (Land Use 720)	114,580 SF	216	58	274	92	237	329
	Clinic (Land Use 630)	74,825 SF	255	68	323	105	283	388

\* Gross vehicle trip ends. Appendix D reflects adjustments for existing land uses, pass-by, internal, and transit trips.

## 4.2 Future without Project Intersection Capacity Analysis

Future without project conditions was obtained by adding background traffic with committed development trips. Exhibit 6 shows the resulting LOS for morning and afternoon peak conditions for future without project. Exhibit 7 shows the projected turning movements for future without project traffic. All intersections operate within the city's LOS standards (LOS E). Capacity worksheets are included in Appendix D.



**Exhibit 6: Future without Project Intersection Capacity Analysis**  
**Weekday AM and PM Peak Period Conditions**

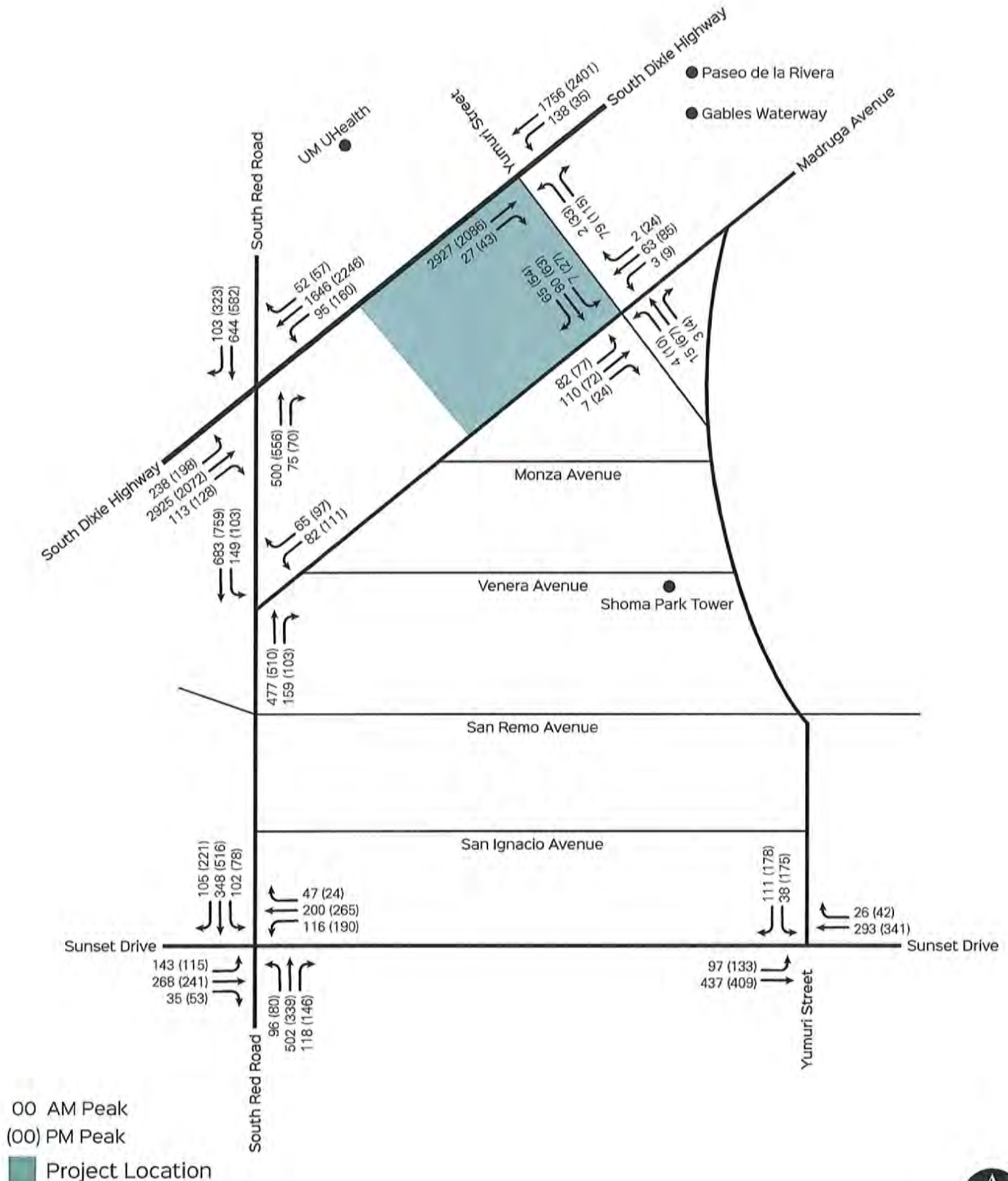
Intersection	Signalized/ Un-signalized	Direction	AM Peak LOS	PM Peak LOS	LOS Standard
US -1 / Yumuri Street	Un-signalized	NB	F	F	E
US -1 / SW 57th Avenue	Signalized	NB	E + 49.8%	E + 55%	E + 50%
		SB	E + 44%	E + 15%	E + 50%
		EB	C	C	E
		WB	C	C	E
		<i>Overall</i>	<b>D</b>	<b>D</b>	<b>NA</b>
Yumuri Street / Madruga Avenue	Un-signalized	NB	A	A	E
		SB	A	A	E
		EB	A	A	E + 50%
		WB	A	A	E + 50%
SW 57th Avenue / Madruga Avenue	Un-signalized	WB	E	E + 9%	E + 50%
Sunset Drive / Yumuri Street	Signalized	SB	C	C	E
		EB	A	A	E
		WB	B	B	E
		<i>Overall</i>	<b>B</b>	<b>B</b>	<b>E</b>
Sunset Drive / SW 57th Avenue	Signalized	NB	C	B	E
		SB	C	C	E
		EB	F	F	E
		WB	E	F	E
		<i>Overall</i>	<b>D</b>	<b>D</b>	<b>E</b>

Source: David Plummer & Associates

### 4.3 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 free-standing site driveways. See Appendix G for project trip generation worksheets.





## Exhibit 7

### Future Without Project AM & PM Peak Hour Traffic Volumes



The proposed development plan incorporates general retail uses and a supermarket. Although ITE does not provide data of interaction between these uses, it is likely that some interaction would occur. Patrons of the supermarket are likely to use other facilities in the specialty retail such as a fast food restaurant, dry cleaners or a retail shop, and vice-versa. An internalization matrix, included in Appendix G, was developed to establish internal project trips. Because of the lack of data regarding this interaction, internalization was kept to a minimum between these uses.

Research shows that a percentage of retail trips to and from a site are “*pass-by*” trips. ITE describes *pass-by* as trips “*attracted from traffic passing the site on an adjacent street*”. *Pass-by* trips are already using the existing roadway network. *Pass-by* trips were established based on the guidelines in the FDOT *Site Impact Handbook*.

The project site is located in an area where pedestrian; bike and transit activity is common between the existing site and surrounding properties. The project site is less than ½ a mile from the University Metrorail Station. Access to other routes and the Coral Gables Trolley are available through the Metrorail system. This area is also serviced by Miami-Dade transit bus routes. In addition, the proximity of University of Miami generates numerous pedestrian trips in this area. Census data for the area shows that other modes of transportation represent approximately 10% of the trips in the area. The project trip generation summary is provided in Exhibit 8.

The existing site is currently occupied by a 55,161 SF Shopping Center. Traffic generated is currently using the surrounding street network and is accounted for in the traffic counts. In order to avoid double counting, the trips generated by these uses were deducted from the study area. A trip distribution was established consistent with current access and parking location. Exhibit 8 also shows trips associated with this use.



### Exhibit 8: Project Trip Generation Summary

Proposed ITE Land Use Designation <sup>1</sup>	Size/Units	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Supermarket (ITE LUC 850)	56,500 SF	119	73	192	273	263	536
Specialty Retail Center <sup>2</sup> (ITE LUC 826)	21,533 SF	14	9	23	32	41	73
Subtotal Gross Trips		133	82	215	305	304	609
Other Modes of Transportation	10%	-13	-8	-21	-31	-30	-61
Internalization <sup>3</sup>	AM 2.1% PM 1.1%	-2	-2	-4	-3	-3	-6
Pass-By Trips <sup>4</sup> (Supermarket)	36%	-38	-23	-62	-87	-85	-172
Net External Trips (Proposed)		80	49	129	184	186	370

Existing ITE Land Use Designation <sup>1</sup>	Size/Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Shopping Center (ITE LUC 820)	55,161 SF	67	41	108	193	209	402
Transit / Pedestrian Trips	10%	-7	-4	-11	-19	-21	-40
Pass-By Trips <sup>4</sup> (Shopping Center)	34%	-23	-24	-47	-68	-68	-136
Net External Trips (Existing)		37	13	60	106	120	226

Proposed Uses	80	49	129	184	186	370
Existing Uses	-37	-13	-60	-106	-120	-226
Net New External Trips			69			144

<sup>1</sup>Based on ITE Trip Generation Manual, Ninth Edition

<sup>2</sup>AM Peak Hour Vehicle Trips based on ratio of Land Use 820 AM Rates.

<sup>3</sup> Internal capture is based on ITE Trip Generation Manual User's Guide and Handbook, Ninth Edition

<sup>4</sup>Pass by is based on ITE Trip Generation Manual User's Guide and Handbook, Ninth Edition, and adjusted for 10% threshold of adjacent roadway volume.



## 4.4 Project Trip Assignment

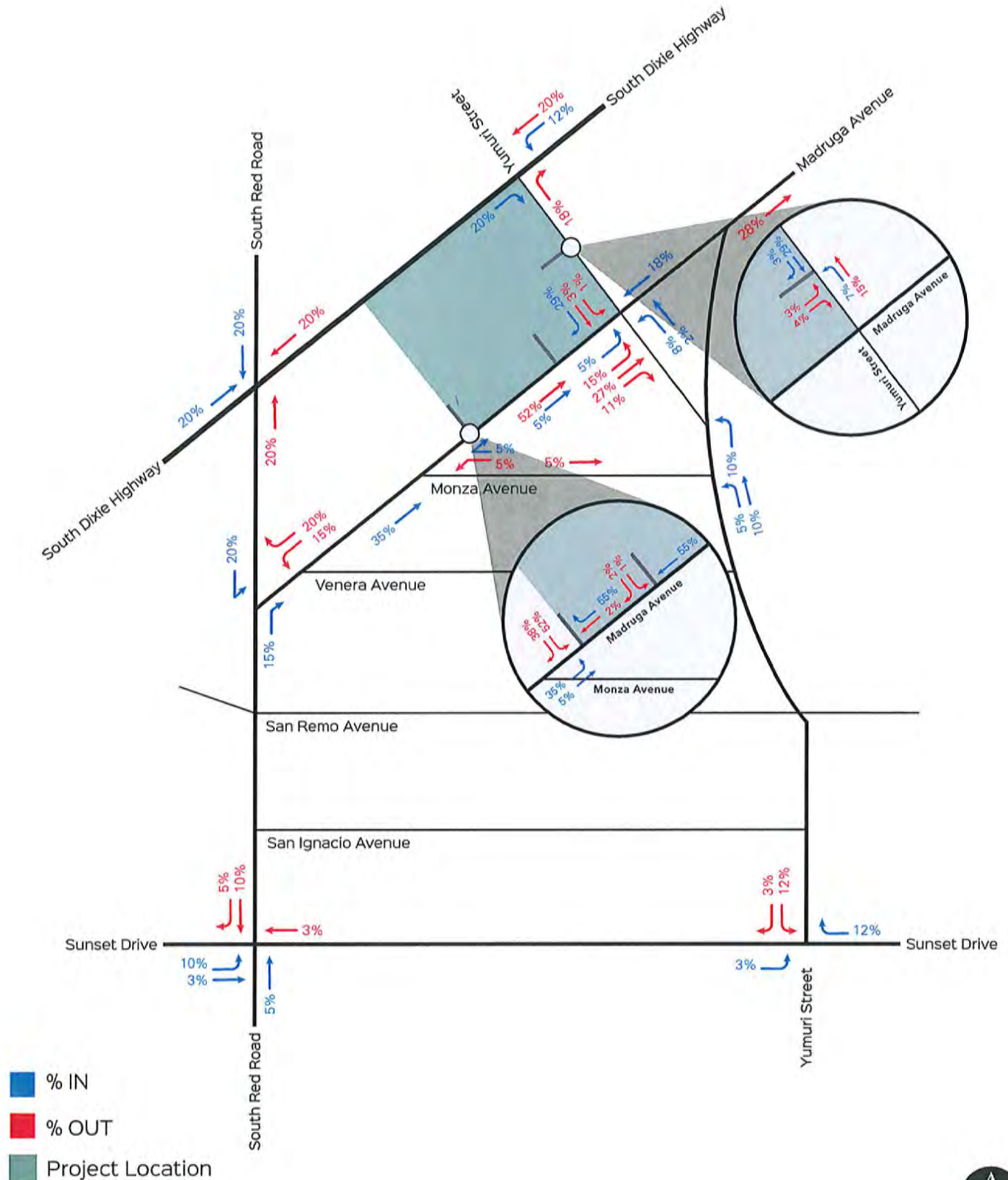
Project traffic was distributed and assigned to the study area using the Cardinal Distribution for TAZ 1103 shown in Exhibit 9. The Cardinal Distribution gives a generalized distribution of trips from a TAZ to other parts of Miami-Dade County. The distribution can be summarized as follows: 12.65% to the north, 35.91% to the south, 39.31% to the east, and 12.28% to the west. 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 10.

**Exhibit 9: Cardinal Distribution  
(TAZ 1103)**

Direction	Distribution
NNE	22.54%
ENE	10.51%
ESE	1.77%
SSE	1.50%
SSW	11.15%
WSW	27.57%
WNW	11.74%
NNW	13.37%
Total	100.00%

Source: Miami-Dade Long Range Transportation Plan





## Exhibit 10

### Project Trip Distribution



## **4.5 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 11 shows the resulting LOS for the morning and afternoon peak hour conditions for future with project. The results show that although the overall level of service of the intersections of S Dixie Highway/Red Road and Sunset Drive/Red Road are projected to meet the adopted level of service standards, several approaches will exceed (or continue to exceed) these standards during both AM and PM peak hours. Signal timing adjustments are recommended for all LOS standards to be met at the subject intersections.

As with the existing and future without project conditions, the minor approach of the S Dixie Highway/Yumuri Street intersection continues to operate at low levels of service and experience undesirable levels of delay. In addition, the minor approach of Madrugá Avenue will exceed the adopted standard during the PM peak hour. This is due to the fact that for un-signalized intersections the software tends to overestimate delay measurements for the minor approaches and does not account for gaps in traffic created by the upstream signalized intersections to allow the minor street traffic flow. If the minor approach delays do reach the software estimates, observed behavior shows drivers will find alternate routes. All other 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. Exhibit 12 shows the projected turning movement volumes for future with project.

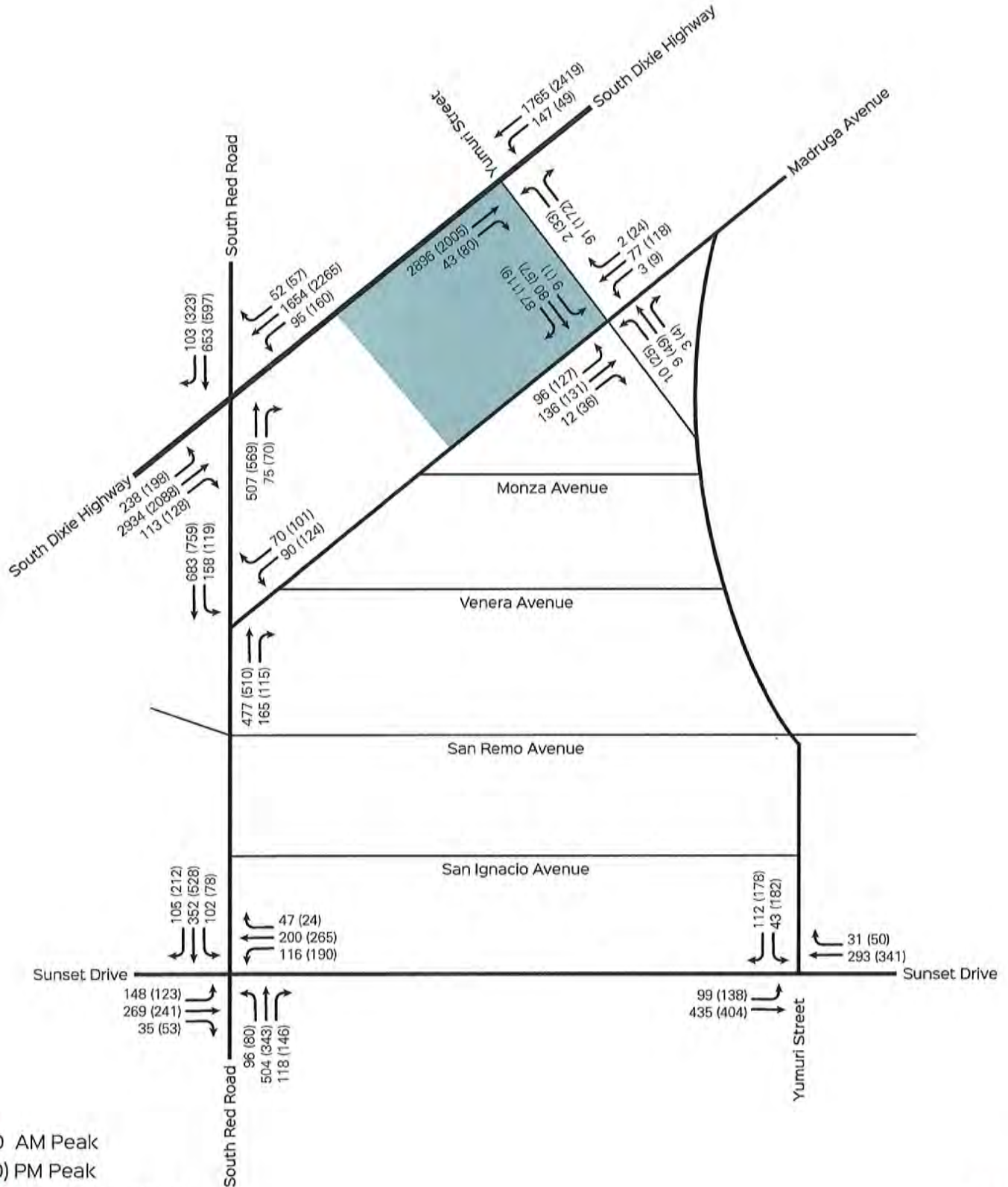
**Exhibit 11: Future with Project Intersection Capacity Analysis  
Weekday AM and PM Peak Period Conditions**

Intersection	Signalized/ Unsignalized	Direction	AM Peak LOS	PM Peak LOS	LOS Standard
US -1 / Yumuri Street	Un-signalized	NB	F	F	E
US -1 / SW 57th Avenue	Signalized	NB	E + 44% <sup>1</sup>	E + 39% <sup>1</sup>	E + 50%
		SB	E + 38% <sup>1</sup>	E + 38% <sup>1</sup>	E + 50%
		EB	C	C	E
		WB	C	C	E
		<i>Overall</i>	<b>D</b>	<b>D</b>	<b>NA</b>
Yumuri Street / Madruga Avenue	Un-signalized	NB	A	A	E
		SB	A	A	E
		EB	B	B	E + 50%
		WB	A	A	E + 50%
SW 57th Avenue / Madruga Avenue	Un-signalized	WB	E + 38%	F	E + 50%
Sunset Drive / Yumuri Street	Signalized	SB	C	C	E
		EB	A	A	E
		WB	B	B	E
		<i>Overall</i>	<b>B</b>	<b>B</b>	<b>E</b>
Sunset Drive / SW 57th Avenue	Signalized	NB	C	B	E
		SB	C	C	E
		EB	E <sup>1</sup>	E <sup>1</sup>	E
		WB	E <sup>1</sup>	E <sup>1</sup>	E
		<i>Overall</i>	<b>D</b>	<b>D</b>	<b>E</b>
Project Ramp / Madruga Avenue	Un-signalized	NBL	A	A	NA
		SB	B	D	
Project Driveway / Madruga Avenue	Un-signalized	SB	A	B	NA
Project Driveway / Yumuri Street	Un-signalized	NBL	A	B	NA
		EB	A	A	NA

\*Eastbound/westbound movements are free-flow and do not receive a LOS.  
<sup>1</sup> with Signal Timing Improvements

Source: David Plummer & Associates





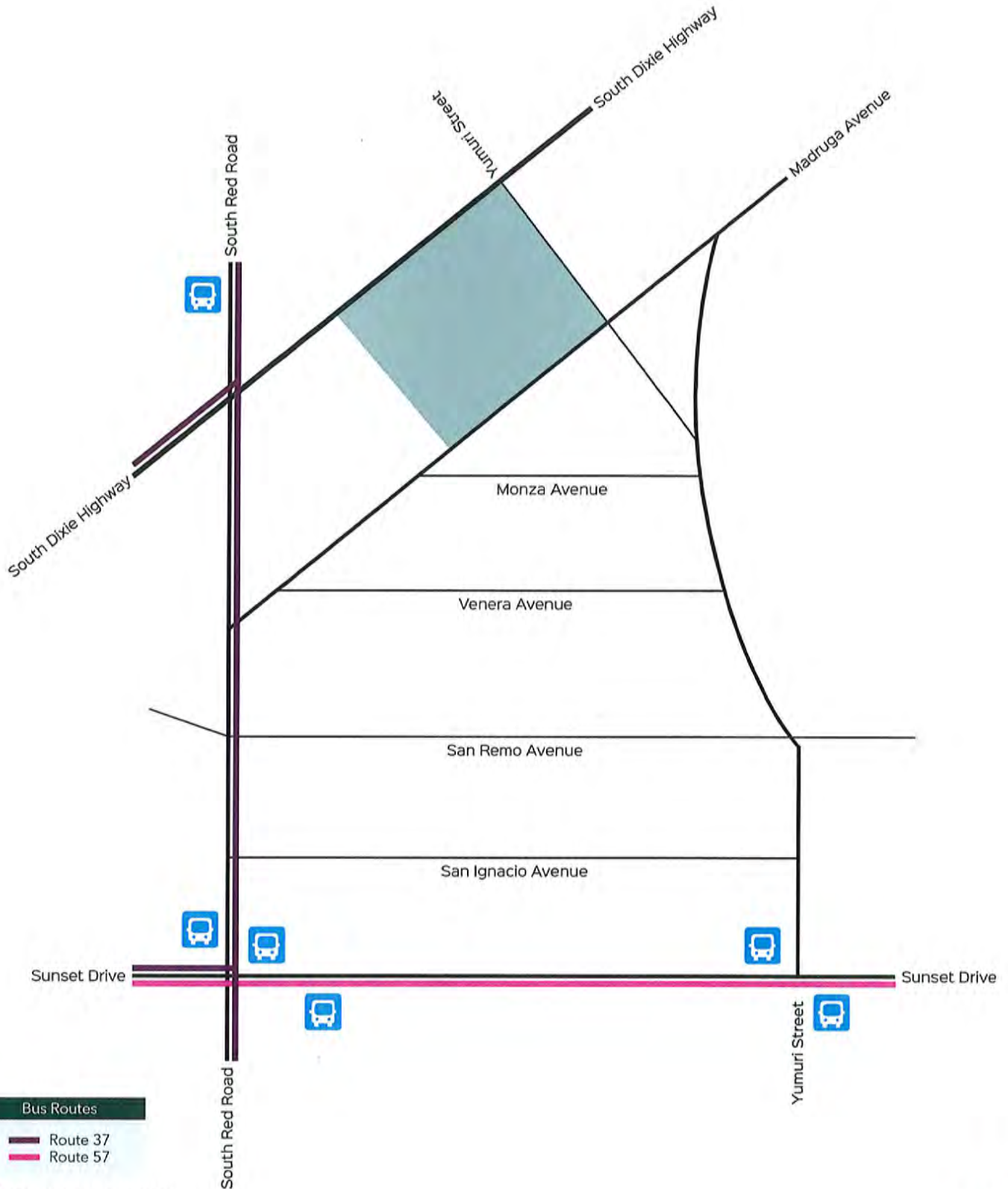
## **5.0 CIRCULATION PLAN**

Access to and from the proposed retail will be provided on a full access two-way driveway located on Yumuri Street, plus an additional outbound only access to Madruga Avenue. Access to the above ground level parking garage is provided via a ramp accessing Madruga Avenue and providing full two-way access. The project will also provide a separated delivery truck load/off-load area.

As previously discussed, The University Metrorail Station is located within ½ a mile from the project. Two bus routes (Routes 37 and 57) service this area of Coral Gables. The closest bus stops to the project site are located on Red Road south of South Dixie Highway. Exhibit 13 graphically portrays available transit including bus stops in the area. Appendix H provides the bus route maps and schedules.

The area is provided with sidewalks on both sides of US 1 and a pedestrian overpass accessing the station is currently under construction at Mariposa Court. Signalized intersections adjacent to the site have clearly marked crosswalks and provide pedestrian signals. A bike path is provided under the elevated Metrorail (M-Path) and SW 72<sup>nd</sup> Street. The location of the project allows this pedestrian/bike path to cross directly adjacent to the site. Exhibit 14 portrays the site's circulation and mobility plan was prepared for the site. The plan shows the project driveways, location of street signals, delivery areas, sidewalk connections, and pedestrian crosswalks.





**Exhibit 13**  
Circulation Plan - Bus Routes







Project Location      ■ Sidewalks  
Exhibit 14      ■ Crosswalks  
Circulation Plan - Mobility      ■ Bike Lane





## 6.0 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 except for the S Dixie Highway/Yumuri Street and Red Road/Madruga Avenue intersections, all intersections analyzed will operate within the adopted LOS standards with signal timing improvements.

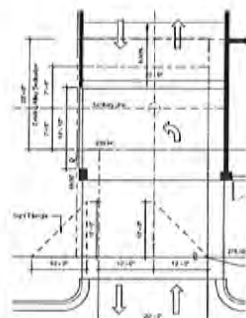
As with the existing and future without project conditions, the minor approach of the S Dixie Highway/Yumuri Street intersection continues to operate at low levels of service and experience some delays. In addition, the minor approach of Madruga Avenue will exceed the adopted standard during the PM peak hour. This is due to the fact that for un-signalized intersections the software tends to overestimate delay measurements for the minor approaches and does not account for gaps in traffic created by the upstream signalized intersections to allow the minor street traffic flow. If the minor approach delays do reach the software estimates, observed behavior shows drivers will find alternate routes. All other intersections analyzed are projected to operate within the city's LOS standard during the morning and afternoon peak periods. It should be noted that project traffic represents less than 5% of the overall volumes at both intersections.

In addition, a mobility and circulation plan was completed as part of the study. The plan shows that the project study area is currently served by various Miami-Dade Transit bus routes and the Metrorail. The project is located in an area that is conducive for pedestrian and bicycle activities providing a linear bike path parallel to US 1, ample sidewalks, and crosswalks.

# **Appendix A**

## **Site Plan**



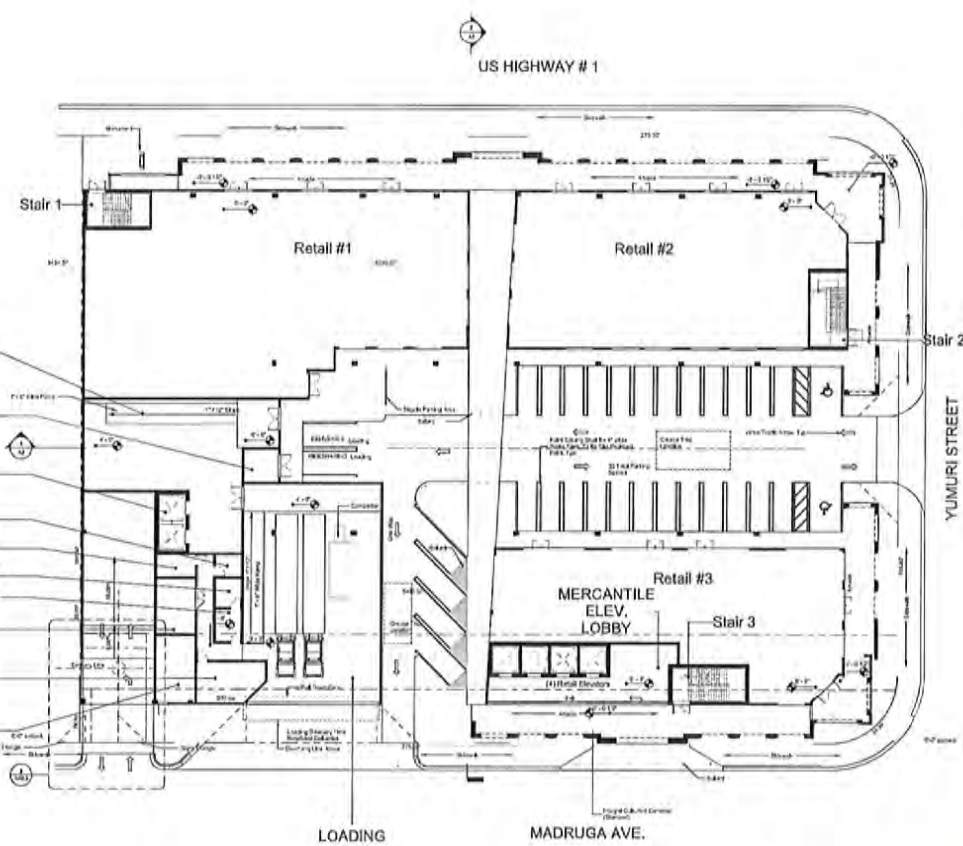


Alley DedicationEnlarge  
1/8"=1'-0"

Room Legend

- MERCANTILE ELEV. LOBBY
- MERCANTILE GENERATOR ROOM
- MERCANTILE LOADING AREA
- MERCANTILE SERVICE ELE.
- LOADING AREA

- MERCANTILE LOADING AREA
- RETAIL TRASH ROOM
- MERCANTILE SERVICE ELE.
- STORAGE TELEPHONE ROOM
- DOM. PUMP
- FIRE PUMP
- MAIN ELEC. ROOM
- MERCANTILE GENERATOR ROOM
- FPL VAULT



SITE/ GROUND LEVEL FLOOR PLAN  
1/8"=1'-0"



JAVIER FONT

PROJECT  
**RIVIERA PLAZA**  
 10000 S.W. 11th Avenue  
 MIAMI, FLORIDA 33148



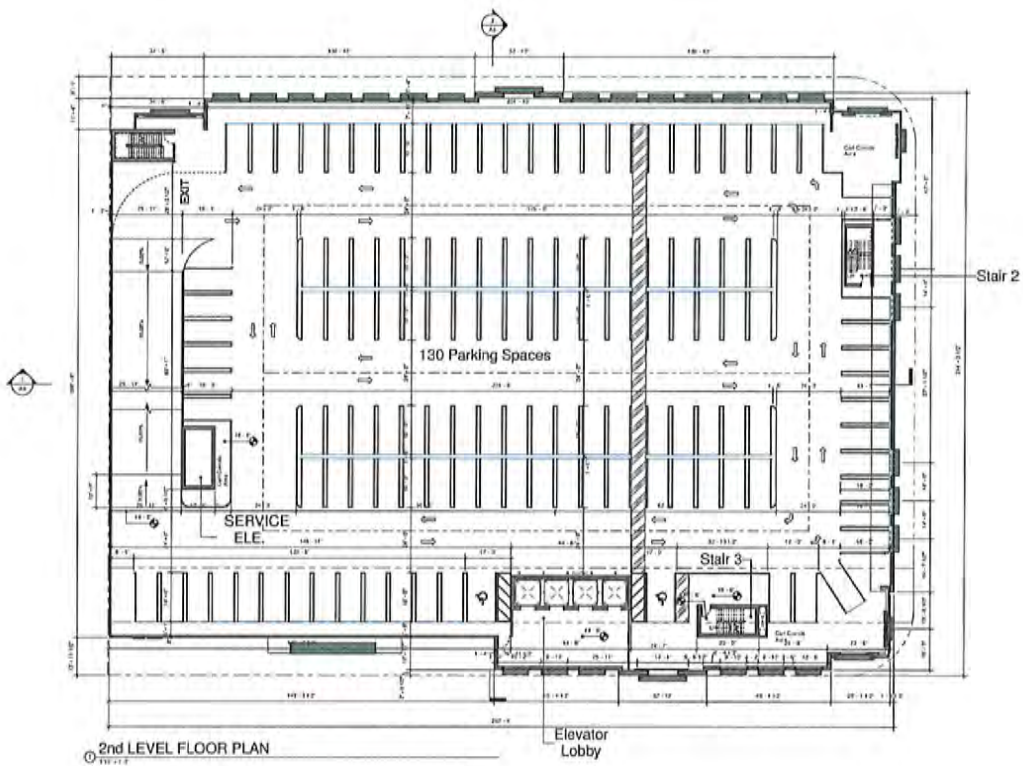
SEAL:

JAVIER FORT

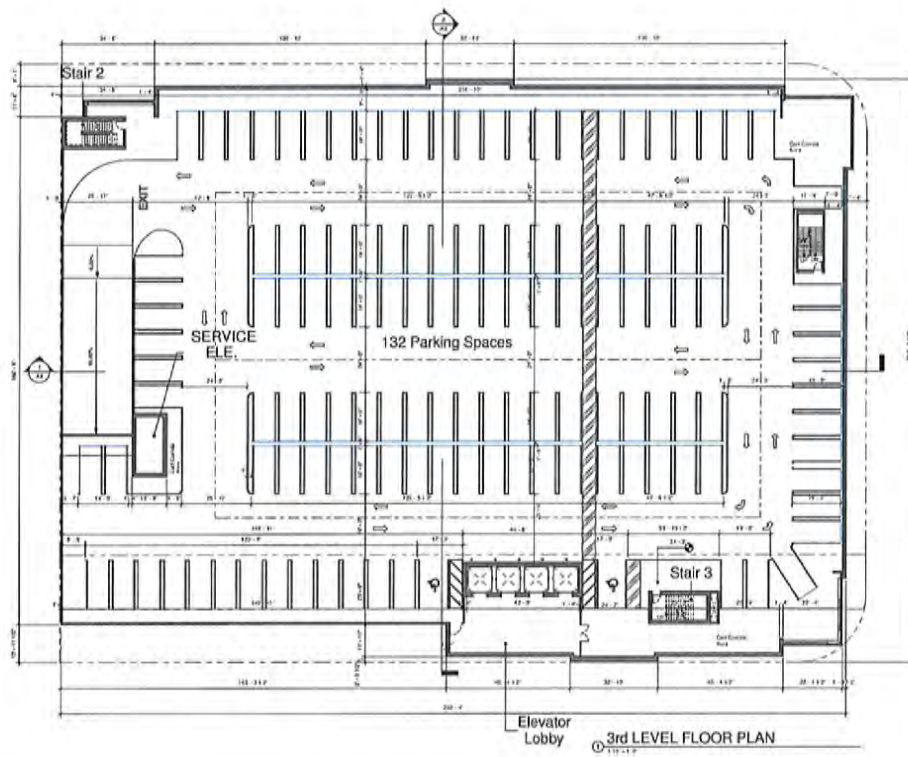
PROPOSED  
**RIVIERA PLAZA**  
1008 E. ONE WAY  
CORAL GABLES, FLORIDA 33146

BEHAR FORT ARCHITECTS, P.A. HAS PREPARED AND SUBMITTED THIS PROJECT FOR THE PROJECTING JURISDICTION OF THE ARCHITECT AND HAS PROVIDED THE NECESSARY INFORMATION.

DATE: 3/7/2014  
PROJECT NO: 14-003  
DRAWING NAME:  
2nd LEVEL FLOOR PLAN  
140887.rvt  
**A2**







SEAL

JAVIER FONT

PROPOSED  
**RIVIERA PLAZA**  
CONDOMINIUMS  
CONDOMINIUMS, S.A. 50,000,000,000.00  
CONDOMINIUMS, S.A. 50,000,000,000.00

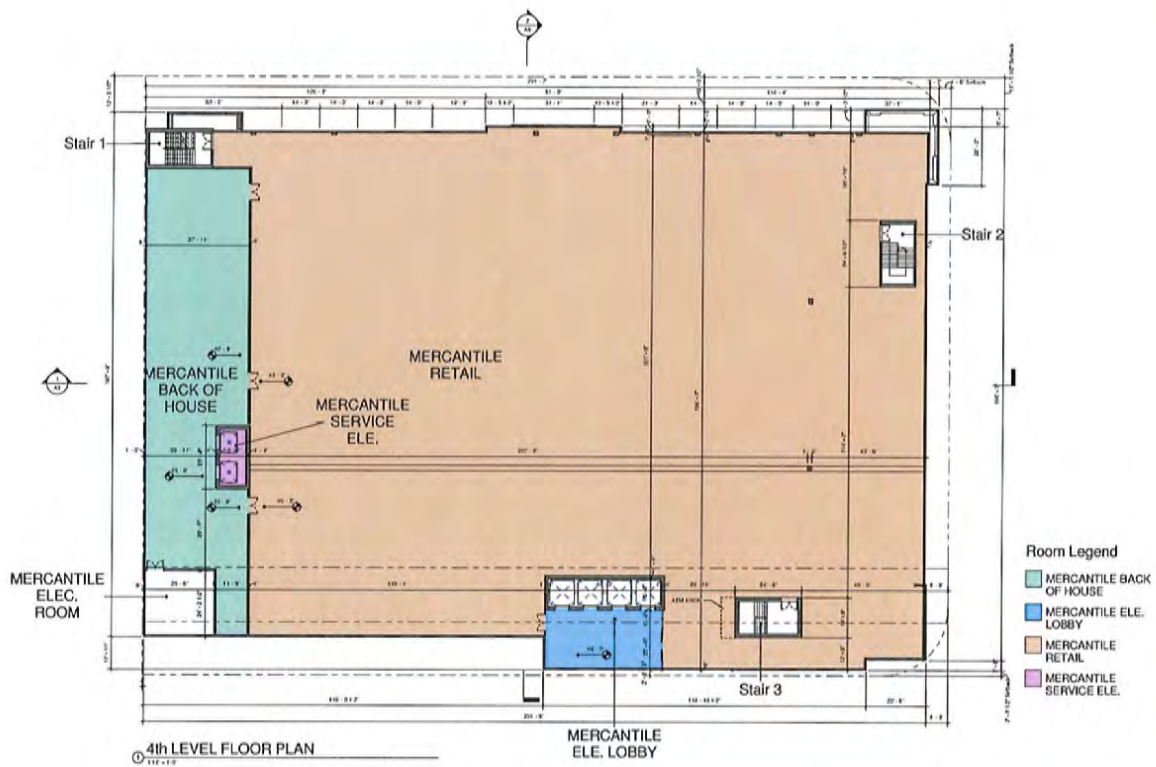
DATE: 3/2014  
PROJECT NO: 14-100  
DRAWING NAME:  
3rd LEVEL FLOOR PLAN  
SHEET NO:  
**A3**

SEAL:

JAVIER FONT

RIVIERA PLAZA  
 CORRAL, SAN JUAN, PUERTO RICO

DATE: 09/11/2018  
 PROJECT NO: 14-003  
 DRAWING NAME:  
 4th LEVEL FLOOR PLAN  
 SHEET NO:  
**A4**





# **Appendix B**

## **Methodology**

## **Riviera Plaza – 1542 South Dixie Highway Traffic Analysis Methodology**

**May 23, 2016**  
**Revised: May 25, 2016**

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:** 1542 South Dixie Highway in Coral Gables, FL.
- Existing Site:** 55,161 SF Shopping Center
- Proposed Plan:** 46,279 SF Supermarket and 10,830 SF Specialty Retail

The proposed 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:
    - US-1 / Yumuri Street (U)
    - US-1 / SW 57<sup>th</sup> Avenue (S)
    - Yumuri Street / Madruga Avenue (U)
    - SW 57<sup>th</sup> Avenue / Madruga Avenue (U)
    - *Sunset Drive / Yumuri Street (U)*
    - *Sunset Drive / SW 57<sup>th</sup> Avenue (S)*
- S= Signalized  
R= Roundabout  
U=Un-signalized
- 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, 9<sup>th</sup> 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 2015 TIP and the 2040 LRTP will be reviewed and considered in the analysis at project build-out.
- Committed Developments – Committed developments will be provided by the city.
- Intersection analysis will be done using Highway Capacity Software (HCS) based on the 2010 Highway Capacity Manual (HCM) or the Synchro software. Operation analysis at driveways providing access to/from the site will also be conducted.
- Multimodal Considerations - Pedestrian, bicycle and transit facilities will be defined in a Circulation Plan. Existing bus and mass transit routes including schedule and bus stop locations will be discussed as part of the study.

w:\16\16180\methodology\_rev.docx

**Appendix C**  
**Data Collection**  
Traffic Volumes  
Signal Timings  
Historic Background Growth  
Seasonal Factors



# **Traffic Volumes**

## TURNING MOVEMENT COUNTS

Project Name: Riviera Plaza - 1542 South Dixie Highway  
 Location: US -1 / Yumuri Street  
 Observer: Trident Engineering

Project Number: 16180  
 Count Date: 6/1/2016  
 Day of Week: Wednesday

		Yumuri Street								US -1								GRAND TOTAL
TIME INTERVAL		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	1		21	22				0		760	3	763	52	282		334	1,119
07:15 AM	07:30 AM	1		17	18				0		741	5	746	42	407		449	1,213
07:30 AM	07:45 AM	1		8	9				0		713	2	715	23	414		437	1,161
07:45 AM	08:00 AM	0		10	10				0		701	11	712	23	397		420	1,142
08:00 AM	08:15 AM	0		19	19				0		703	2	705	28	452		480	1,204
08:15 AM	08:30 AM	1		30	31				0		705	7	712	42	481		523	1,266
08:30 AM	08:45 AM	0		21	21				0		681	14	695	21	463		484	1,200
08:45 AM	09:00 AM	0		23	23				0		654	10	664	33	446		479	1,166

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

		Yumuri Street								US -1								
TIME INTERVAL		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
08:00 AM	09:00 AM	2	0	75	77	0	0	0	0	0	2857	27	2885	133	1688	0	1821	4,783
PEAK HOUR FACTOR		0.76				#DIV/0!				0.97				0.94				0.95

Note: 2014 FDOT Seasonal Weekly Volume Factor = 1.01



## TURNING MOVEMENT COUNTS

Project Name: Riviera Plaza - 1542 South Dixie Highway  
 Location: US -1 / Yumuri Street  
 Observer: Trident Engineering

Project Number: 16180  
 Count Date: 6/1/2016  
 Day of Week: Wednesday

TIME INTERVAL		Yumuri Street								US -1								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	11		21	32				0		495	8	503	6	613		619	1,154
04:15 PM	04:30 PM	7		27	34				0		461	16	477	10	381		391	902
04:30 PM	04:45 PM	5		25	30				0		464	6	470	4	678		682	1,182
04:45 PM	05:00 PM	5		32	37				0		484	11	495	11	607		618	1,150
05:00 PM	05:15 PM	15		29	44				0		511	11	522	7	607		614	1,180
05:15 PM	05:30 PM	10		24	34				0		534	12	546	7	554		561	1,141
05:30 PM	05:45 PM	9		23	32				0		548	8	556	6	457		463	1,051
05:45 PM	06:00 PM	3		33	36				0		519	13	532	9	566		575	1,143

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

TIME INTERVAL		Yumuri Street								US -1								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:30 PM	05:30 PM	33	0	108	141	0	0	0	0	0	2028	43	2071	30	2254	0	2284	4,496
PEAK HOUR FACTOR					0.82	#DIV/0!				0.93				0.91				0.98

Note: 2014 FDOT Seasonal Weekly Volume Factor = 1.01

## TURNING MOVEMENT COUNTS

Project Name: Riviera Plaza - 1542 South Dixie Highway  
 Location: US -1 / SW 57th Avenue  
 Observer: Trident Engineering

Project Number: 16180  
 Count Date: 6/2/2016  
 Day of Week: Thursday

TIME INTERVAL		SW 57th Avenue								US -1								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM		96	16	112		144	24	168	41	757	20	818	11	264	14	289	1,387
07:15 AM	07:30 AM		116	27	143		146	17	163	45	728	27	800	18	391	8	417	1,523
07:30 AM	07:45 AM		104	19	123		160	10	170	47	703	31	781	11	403	9	423	1,497
07:45 AM	08:00 AM		122	10	132		161	28	189	48	712	26	786	19	377	13	409	1,516
08:00 AM	08:15 AM		110	14	124		174	25	199	44	701	33	778	19	435	11	465	1,566
08:15 AM	08:30 AM		121	10	131		158	23	181	65	711	29	805	31	446	15	492	1,609
08:30 AM	08:45 AM		123	24	147		176	37	213	54	686	26	766	24	431	19	474	1,600
08:45 AM	09:00 AM		97	21	118		144	25	169	35	659	29	723	24	417	9	450	1,460

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

TIME INTERVAL		SW 57th Avenue								US -1								GRAND TOTAL			
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND							
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL				
07:45 AM	08:45 AM	0	449	71	520	0	638	95	733	191	2857	112	3160	79	1598	49	1727	6,140			
PEAK HOUR FACTOR					0.91				0.92				0.97				0.93				0.98

Note: 2014 FDOT Seasonal Weekly Volume Factor = 1.01



## TURNING MOVEMENT COUNTS

Project Name: Riviera Plaza - 1542 South Dixie Highway  
 Location: US -1 / SW 57th Avenue  
 Observer: Trident Engineering

Project Number: 16180  
 Count Date: 6/2/2016  
 Day of Week: Thursday

		SW 57th Avenue								US -1								GRAND TOTAL
TIME		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
INTERVAL		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM		112	14	126		107	77	184	30	492	51	573	26	599	9	634	1,517
04:15 PM	04:30 PM		119	27	146		155	91	246	43	455	40	538	29	355	9	393	1,323
04:30 PM	04:45 PM		143	23	166		157	94	251	26	454	21	501	40	638	13	691	1,609
04:45 PM	05:00 PM		161	16	177		154	88	242	33	479	29	541	34	568	16	618	1,578
05:00 PM	05:15 PM		132	6	138		130	42	172	57	520	27	604	26	585	14	625	1,539
05:15 PM	05:30 PM		139	18	157		151	68	219	25	529	25	579	20	538	19	577	1,532
05:30 PM	05:45 PM		126	12	138		148	66	214	75	545	22	642	19	439	12	470	1,464
05:45 PM	06:00 PM		120	13	133		136	48	184	62	520	33	615	16	547	13	576	1,508

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

		SW 57th Avenue								US -1								
TIME INTERVAL	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				GRAND TOTAL	
	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL		
04:30 PM	05:30 PM	0	531	65	596	0	575	290	865	177	2017	125	2319	106	2156	53	2315	6,095
PEAK HOUR FACTOR		0.90				0.88				0.92				0.91				0.97

Note: 2014 FDOT Seasonal Weekly Volume Factor = 1.01

## TURNING MOVEMENT COUNTS

Project Name: Riviera Plaza - 1542 South Dixie Highway  
 Location: Madruga Ave & Yumuri St  
 Observer: Trident Engineering

Project Number: 16180  
 Count Date: 6/2/2016  
 Day of Week: Thursday

TIME INTERVAL		Yumuri Street								Madruga Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	1	2	0	3	2	15	29	46	24	26	1	51	0	26	0	26	126
07:15 AM	07:30 AM	0	4	1	5	1	18	15	34	16	23	2	41	1	19	0	20	100
07:30 AM	07:45 AM	2	2	0	4	0	14	6	20	16	18	0	34	0	11	0	11	69
07:45 AM	08:00 AM	0	1	2	3	1	20	13	34	14	28	0	42	0	12	1	13	92
08:00 AM	08:15 AM	3	5	0	8	1	17	15	33	15	24	1	40	2	14	1	17	98
08:15 AM	08:30 AM	0	4	0	4	0	27	11	38	19	30	4	53	1	11	0	12	107
08:30 AM	08:45 AM	2	6	0	8	2	16	15	33	26	24	3	53	1	14	0	15	109
08:45 AM	09:00 AM	0	2	0	2	6	24	20	50	30	43	3	76	0	15	0	15	143

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

		Yumuri Street								Madruga Avenue								
TIME INTERVAL		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				GRAND TOTAL
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
08:00 AM	09:00 AM	4	13	2	19	7	76	63	145	81	109	7	197	3	62	1	65	426
PEAK HOUR FACTOR		0.69				0.77				0.73				0.87				0.80

Note: 2014 FDOT Seasonal Weekly Volume Factor = 1.01



## TURNING MOVEMENT COUNTS

Project Name: Riviera Plaza - 1542 South Dixie Highway  
 Location: Madrug Ave & Yumuri St  
 Observer: Trident Engineering

Project Number: 16180  
 Count Date: 6/2/2016  
 Day of Week: Thursday

TIME INTERVAL		Yumuri Street								Madruga Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	5	17	1	23	2	18	12	32	21	12	9	42	3	16	8	27	124
04:15 PM	04:30 PM	3	14	1	18	6	17	18	41	21	16	7	44	2	23	4	29	132
04:30 PM	04:45 PM	3	22	1	26	3	14	11	28	21	15	2	38	2	21	2	25	117
04:45 PM	05:00 PM	0	13	0	13	3	12	11	26	16	17	4	37	1	13	1	15	91
05:00 PM	05:15 PM	1	18	1	20	6	17	19	42	20	22	4	46	2	27	6	35	143
05:15 PM	05:30 PM	3	19	3	25	19	17	8	44	15	18	7	40	3	19	7	29	138
05:30 PM	05:45 PM	0	14	1	15	8	11	15	34	21	26	9	56	2	30	3	35	140
05:45 PM	06:00 PM	5	9	0	14	6	9	10	25	13	15	5	33	2	18	10	30	102

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

TIME INTERVAL		Yumuri Street								Madruga Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
05:00 PM	06:00 PM	10	64	4	78	27	58	53	137	75	71	24	170	9	84	21	114	498
PEAK HOUR FACTOR		0.74				0.82				0.78				0.92				0.91

Note: 2014 FDOT Seasonal Weekly Volume Factor = 1.01

## TURNING MOVEMENT COUNTS

Project Name: Riviera Plaza - 1542 South Dixie Highway  
 Location: Madrug Ave & SW 57th Avenue  
 Observer: Trident Engineering

Project Number: 16180  
 Count Date: 6/2/2016  
 Day of Week: Thursday

TIME INTERVAL		SW 57th Avenue								Madruga Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM		96	44	140	55	117		172				0	17		17	34	346
07:15 AM	07:30 AM		102	32	134	39	143		182				0	32		26	58	374
07:30 AM	07:45 AM		110	24	134	19	175		194				0	11		6	17	345
07:45 AM	08:00 AM		116	40	156	28	172		200				0	13		9	22	378
08:00 AM	08:15 AM		98	31	129	30	195		225				0	21		16	37	391
08:15 AM	08:30 AM		107	47	154	47	166		213				0	21		15	36	403
08:30 AM	08:45 AM		124	41	165	44	179		223				0	18		13	31	419
08:45 AM	09:00 AM		91	51	142	32	162		194				0	20		20	40	376

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

TIME INTERVAL		SW 57th Avenue								Madruga Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:45 AM	08:45 AM	0	426	157	583	148	661	0	810	0	0	0	0	77	0	62	139	1,531
PEAK HOUR FACTOR				0.92				0.96				#DIV/0!				0.85		0.95

Note: 2014 FDOT Seasonal Weekly Volume Factor = 1.01



## TURNING MOVEMENT COUNTS

Project Name: Riviera Plaza - 1542 South Dixie Highway  
 Location: Madruga Ave & SW 57th Avenue  
 Observer: Trident Engineering

Project Number: 16180  
 Count Date: 6/2/2016  
 Day of Week: Thursday

TIME INTERVAL		SW 57th Avenue								Madruga Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM		94	15	109	25	154		179				0	32		20	52	340
04:15 PM	04:30 PM		114	31	145	23	198		221				0	30		25	55	421
04:30 PM	04:45 PM		138	29	167	29	188		217				0	26		28	54	438
04:45 PM	05:00 PM		146	33	179	19	196		215				0	29		25	54	448
05:00 PM	05:15 PM		102	37	139	22	162		184				0	35		26	61	384
05:15 PM	05:30 PM		145	16	161	20	175		195				0	11		18	29	385
05:30 PM	05:45 PM		109	26	135	34	156		190				0	27		28	55	380
05:45 PM	06:00 PM		107	13	120	26	158		184				0	23		19	42	346

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

TIME INTERVAL		SW 57th Avenue								Madruga Avenue								GRAND TOTAL			
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND							
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL				
04:15 PM	05:15 PM	0	482	101	583	100	700	0	800	0	0	0	0	108	0	95	203	1,587			
PEAK HOUR FACTOR					0.88				0.95				#DIV/0!				0.92				0.94

Note: 2014 FDOT Seasonal Weekly Volume Factor = 1.01

## TURNING MOVEMENT COUNTS

Project Name: Riviera Plaza - 1542 South Dixie Highway  
 Location: Sunset Dr & Yumuri St  
 Observer: Trident Engineering

Project Number: 16180  
 Count Date: 6/2/2016  
 Day of Week: Thursday

		Yumuri Street								Sunset Drive								GRAND TOTAL
TIME INTERVAL		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM				0	6		24	30	17	80		97		44	8	52	179
07:15 AM	07:30 AM				0	7		27	34	25	115		140		26	1	27	201
07:30 AM	07:45 AM				0	7		28	35	17	115		132		56	5	61	228
07:45 AM	08:00 AM				0	10		21	31	19	139		158		77	3	80	269
08:00 AM	08:15 AM				0	10		21	31	25	112		137		80	5	85	253
08:15 AM	08:30 AM				0	9		30	39	16	96		112		82	7	89	240
08:30 AM	08:45 AM				0	8		27	35	35	103		138		108	6	114	287
08:45 AM	09:00 AM				0	16		30	46	32	98		130		94	16	110	286

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

		Yumuri Street								Sunset Drive								GRAND TOTAL			
TIME INTERVAL	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL					
08:00 AM	09:00 AM	0	0	0	0	37	0	105	142	94	433	0	527	0	286	26	312	981			
PEAK HOUR FACTOR		#DIV/0!								0.82					0.94					0.87	0.93

Note: 2014 FDOT Seasonal Weekly Volume Factor = 1.01



## TURNING MOVEMENT COUNTS

Project Name: Riviera Plaza - 1542 South Dixie Highway  
 Location: Sunset Dr & Yumuri St  
 Observer: Trident Engineering

Project Number: 16180  
 Count Date: 6/2/2016  
 Day of Week: Thursday

TIME INTERVAL		Yumuri Street								Sunset Drive								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM				0	38		49	87	37	101		138		91	11	102	327
04:15 PM	04:30 PM				0	42		39	81	40	83		123		63	11	74	278
04:30 PM	04:45 PM				0	33		39	72	41	88		129		82	8	90	291
04:45 PM	05:00 PM				0	33		48	81	22	95		117		91	10	101	299
05:00 PM	05:15 PM				0	48		45	93	31	90		121		96	10	106	320
05:15 PM	05:30 PM				0	56		37	93	23	107		130		62	9	71	294
05:30 PM	05:45 PM				0	49		37	86	25	122		147		78	11	89	322
05:45 PM	06:00 PM				0	44		48	92	29	116		145		103	12	115	352

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

TIME INTERVAL		Yumuri Street								Sunset Drive								GRAND TOTAL			
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND							
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL				
05:00 PM	06:00 PM	0	0	0	0	173	0	173	346	125	405	0	530	0	336	41	378	1,254			
PEAK HOUR FACTOR		#DIV/0!								0.98					0.92					0.83	0.91

Note: 2014 FDOT Seasonal Weekly Volume Factor = 1.01

## TURNING MOVEMENT COUNTS

Project Name: Riviera Plaza - 1542 South Dixie Highway  
 Location: Sunset Dr & SW 57th Ave  
 Observer: Trident Engineering

Project Number: 16180  
 Count Date: 6/1/2016  
 Day of Week: Wednesday

TIME INTERVAL		SW 57th Avenue								Sunset Drive								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	27	103	25	155	12	96	34	142	27	60	11	98	22	31	11	64	459
07:15 AM	07:30 AM	20	90	30	140	20	66	18	104	36	64	10	110	17	22	10	49	403
07:30 AM	07:45 AM	27	112	33	172	22	77	25	124	27	63	5	95	18	42	13	73	464
07:45 AM	08:00 AM	17	123	22	162	34	76	19	129	40	69	6	115	28	43	11	82	488
08:00 AM	08:15 AM	21	94	24	139	22	79	25	126	34	67	12	113	27	38	9	74	452
08:15 AM	08:30 AM	27	150	30	207	34	94	19	147	30	63	11	104	36	61	12	109	567
08:30 AM	08:45 AM	26	131	34	191	31	77	35	143	47	77	10	134	37	74	7	118	586
08:45 AM	09:00 AM	23	122	33	178	24	94	19	137	24	61	5	90	41	80	12	133	538

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

TIME INTERVAL		SW 57th Avenue								Sunset Drive								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
08:00 AM	09:00 AM	95	467	117	679	100	333	98	531	134	265	35	434	114	197	43	355	1,998
PEAK HOUR FACTOR					0.86		0.94			0.82				0.82				0.91

Note: 2014 FDOT Seasonal Weekly Volume Factor = 1.01



## TURNING MOVEMENT COUNTS

Project Name: Riviera Plaza - 1542 South Dixie Highway  
 Location: Sunset Dr & SW 57th Ave  
 Observer: Trident Engineering

Project Number: 16180  
 Count Date: 6/1/2016  
 Day of Week: Wednesday

TIME INTERVAL		SW 57th Avenue								Sunset Drive								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	24	70	38	132	25	124	54	203	29	45	13	87	43	67	2	112	534
04:15 PM	04:30 PM	27	75	34	136	12	114	54	180	21	61	17	99	49	76	5	130	545
04:30 PM	04:45 PM	16	79	30	125	16	118	56	190	31	41	16	88	52	66	5	123	526
04:45 PM	05:00 PM	16	72	29	117	25	137	62	224	25	61	14	100	41	61	7	109	550
05:00 PM	05:15 PM	24	78	50	152	24	128	41	193	29	55	13	97	44	46	4	94	536
05:15 PM	05:30 PM	18	79	41	138	18	101	49	168	25	63	13	101	47	72	8	127	534
05:30 PM	05:45 PM	13	90	38	141	11	101	56	168	35	68	9	112	53	61	6	120	541
05:45 PM	06:00 PM	19	90	25	134	13	121	42	176	22	78	7	107	43	69	7	119	536

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

TIME INTERVAL		SW 57th Avenue								Sunset Drive								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:45 PM	05:45 PM	79	320	144	543	73	477	209	759	110	238	52	399	188	262	22	472	2,173
PEAK HOUR FACTOR		0.90				0.84				0.92				0.89				0.98

Note: 2014 FDOT Seasonal Weekly Volume Factor = 1.01

62 Gables Boulevard  
Fort Lauderdale, FL 33326  
TEL: 954-815-3265

CLIENT: DP  
JOB No: 2016-00098  
PROJECT: TMC  
COUNTY: MIAMI-DADE

File Name: 20160602 TMC VD  
Site Code: -  
Count Date: 06/02/2016 (Thu.)  
Page No: 1 of 4

	Red Rd. Southbound				Madruga Ave. Westbound				Red Rd. Northbound				Madruga Ave. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM																	
06:15 AM																	
06:30 AM																	
06:45 AM																	
Total																	
07:00 AM	0	55	117	0	0	17	0	17	0	2	94	44	0	0	0	0	346
07:15 AM	1	38	143	0	0	32	0	26	1	0	101	32	0	0	0	0	374
07:30 AM	0	19	175	0	0	11	0	6	0	0	110	24	0	0	0	0	345
07:45 AM	0	28	172	0	0	13	0	9	2	0	114	40	0	0	0	0	378
Total	1	140	607	0	0	73	0	58	3	2	419	140	0	0	0	0	1443
08:00 AM	1	29	195	0	0	21	0	16	0	0	98	31	0	0	0	0	391
08:15 AM	0	47	166	0	0	21	0	15	0	0	107	47	0	0	0	0	403
08:30 AM	0	44	179	0	0	18	0	13	0	0	124	41	0	0	0	0	419
08:45 AM	0	32	162	0	0	20	0	20	0	0	91	51	0	0	0	0	376
Total	1	152	702	0	0	80	0	64	0	0	420	170	0	0	0	0	1589
09:00 AM																	
09:15 AM																	
09:30 AM																	
09:45 AM																	
Total																	
10:00 AM																	
10:15 AM																	
10:30 AM																	
10:45 AM																	
Total																	
11:00 AM																	
11:15 AM																	
11:30 AM																	
11:45 AM																	
Total																	
12:00 PM																	
12:15 PM																	
12:30 PM																	
12:45 PM																	
Total																	
01:00 PM																	
01:15 PM																	
01:30 PM																	
01:45 PM																	
Total																	
02:00 PM																	
02:15 PM																	
02:30 PM																	
02:45 PM																	
Total																	
03:00 PM																	
03:15 PM																	
03:30 PM																	
03:45 PM																	
Total																	
04:00 PM	0	25	154	0	0	32	0	20	0	0	94	15	0	0	0	0	340
04:15 PM	0	23	198	0	0	30	0	25	0	0	114	31	0	0	0	0	421
04:30 PM	0	29	188	0	0	26	0	28	0	0	138	29	0	0	0	0	438
04:45 PM	1	18	196	0	0	29	0	25	0	0	146	33	0	0	0	0	448
Total	1	95	736	0	0	117	0	98	0	0	492	108	0	0	0	0	1647
05:00 PM	2	20	162	0	0	35	0	26	0	0	102	37	0	0	0	0	384
05:15 PM	0	20	175	0	0	11	0	18	0	0	145	16	0	0	0	0	385
05:30 PM	2	32	156	0	0	27	0	28	0	0	109	26	0	0	0	0	380
05:45 PM	0	26	158	0	0	23	0	19	0	0	107	13	0	0	0	0	346
Total	4	98	651	0	0	96	0	91	0	0	463	92	0	0	0	0	1495
06:00 PM																	
06:15 PM																	
06:30 PM																	
06:45 PM																	
Total																	



# TRIDENT Engineering

62 Gables Boulevard  
Fort Lauderdale, FL 33326  
Tel.: 954-815-3265

# IENT: DP  
JOB No: 2016-00098  
PROJECT: TMC  
COUNTY: MIAMI-DADE

File Name: 20160602 TMC VD  
Site Code: -  
Count Date: 6/2/2016 (Thu.)  
Page No: 2 of 4

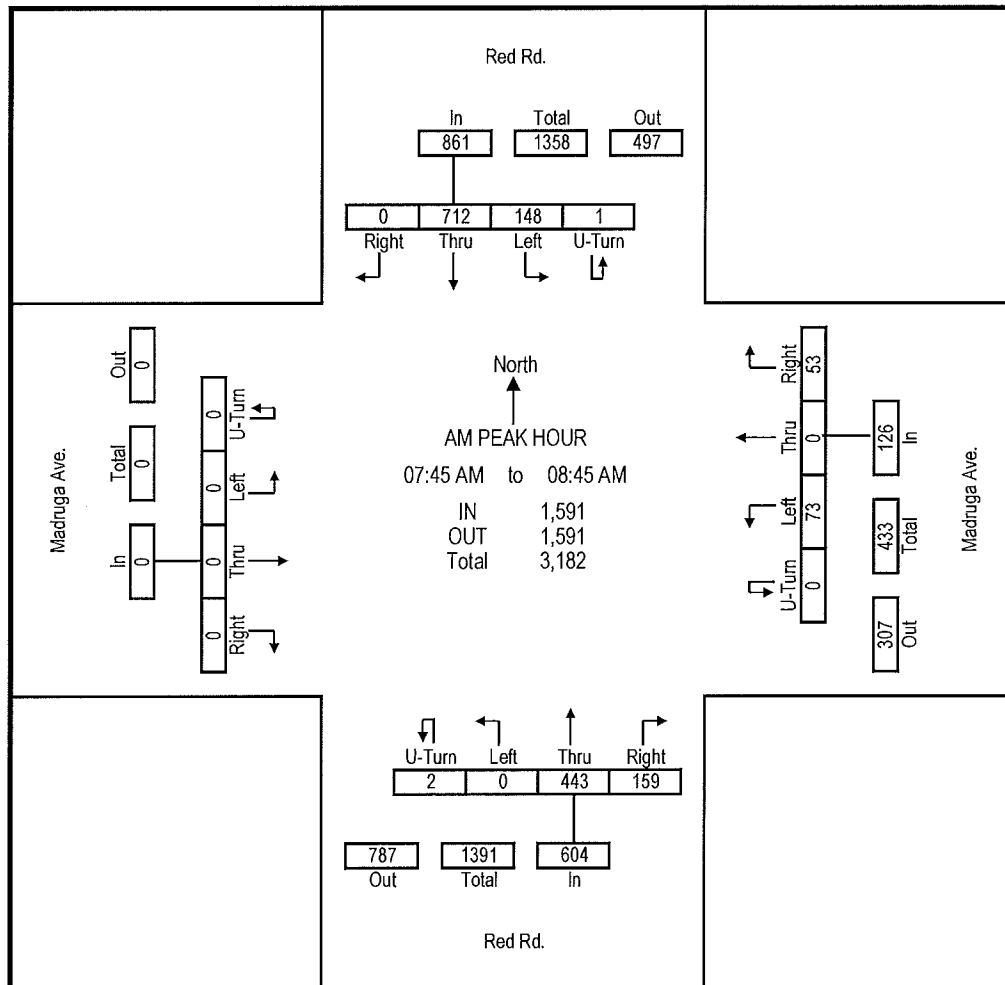
NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	Red Rd. Southbound				Madruga Ave. Westbound				Red Rd. Northbound				Madruga Ave. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:45 AM	0	28	172	0	0	13	0	9	2	0	114	40	0	0	0	0	378
08:00 AM	1	29	195	0	0	21	0	16	0	0	98	31	0	0	0	0	391
08:15 AM	0	47	166	0	0	21	0	15	0	0	107	47	0	0	0	0	403
08:30 AM	0	44	179	0	0	18	0	13	0	0	124	41	0	0	0	0	419
<b>Total</b>	<b>1</b>	<b>148</b>	<b>712</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>0</b>	<b>53</b>	<b>2</b>	<b>0</b>	<b>443</b>	<b>159</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1591</b>
PHF	0.250	0.787	0.913	0.000	0.000	0.869	0.000	0.828	0.250	0.000	0.893	0.846	0.000	0.000	0.000	0.000	0.95
Heavy Veh %	0%	1%	2%	0%	0%	1%	0%	0%	0%	0%	4%	1%	0%	0%	0%	0%	2%
App Vol %	0%	17%	83%	0%	0%	58%	0%	42%	0%	0%	73%	26%	0%	0%	0%	0%	

Intersection Peak Hour Analysis From 07:00 AM to 9:00 AM

Peak Hour for Entire Intersection Begins at : 07:45 AM to 08:45 AM



# TRIDENT Engineering

62 Gables Boulevard  
Fort Lauderdale, FL 33326  
Tel.: 954-815-3265

# IENT: DP  
JOB No: 2016-00098  
BRDCT: TMC  
COUNTY: MIAMI-DADE

File Name: 20160602 TMC VD  
Site Code: -  
Count Date: 6/2/2016 (Thu.)  
Page No: 3 of 4

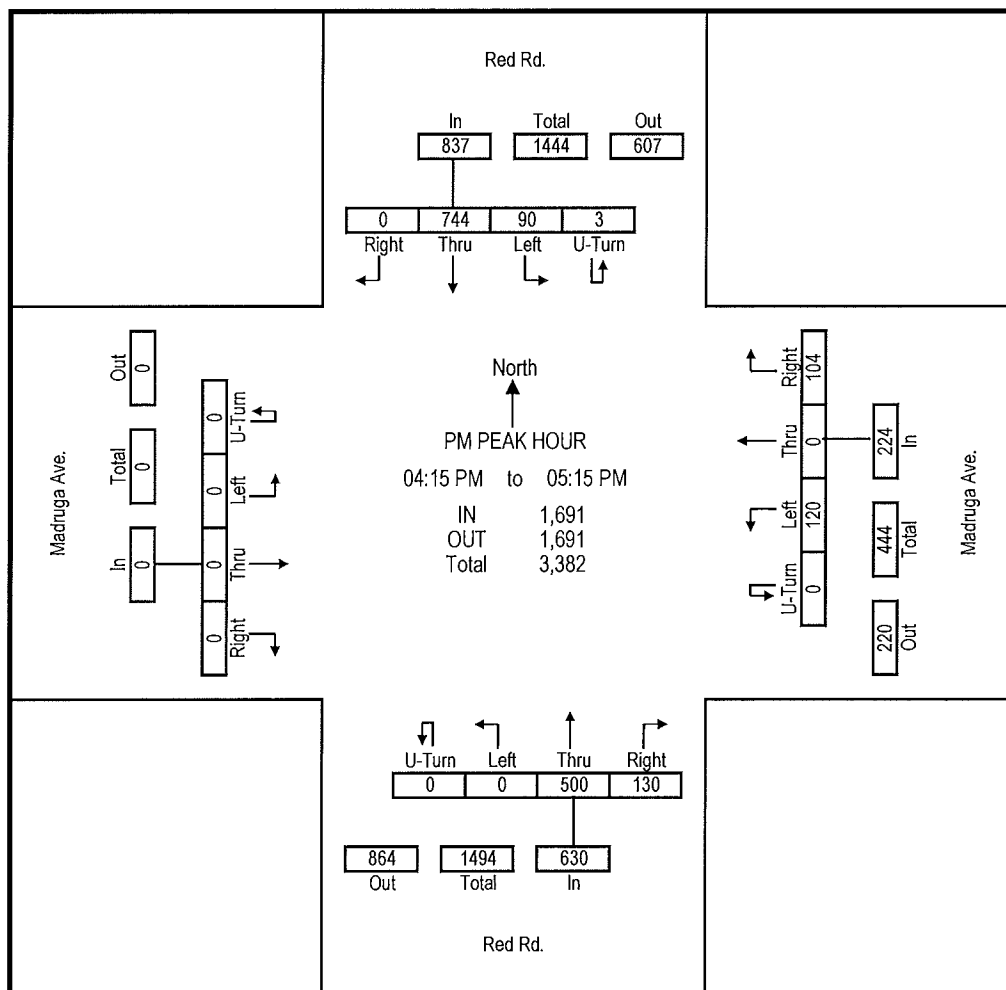
NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	Red Rd. Southbound				Madruga Ave. Westbound				Red Rd. Northbound				Madruga Ave. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
04:15 PM	0	23	198	0	0	30	0	25	0	0	114	31	0	0	0	0	421
04:30 PM	0	29	188	0	0	26	0	28	0	0	138	29	0	0	0	0	438
04:45 PM	1	18	196	0	0	29	0	25	0	0	146	33	0	0	0	0	448
05:00 PM	2	20	162	0	0	35	0	26	0	0	102	37	0	0	0	0	384
<b>Total</b>	<b>3</b>	<b>90</b>	<b>744</b>	<b>0</b>	<b>0</b>	<b>120</b>	<b>0</b>	<b>104</b>	<b>0</b>	<b>0</b>	<b>500</b>	<b>130</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1691</b>
PHF	0.375	0.776	0.939	0.000	0.000	0.857	0.000	0.929	0.000	0.000	0.856	0.878	0.000	0.000	0.000	0.000	0.94
Heavy Veh %	0%	0%	1%	0%	0%	2%	0%	0%	0%	0%	2%	1%	0%	0%	0%	0%	1%
App Vol %	0%	11%	89%	0%	0%	54%	0%	46%	0%	0%	79%	21%	0%	0%	0%	0%	

Intersection Peak Hour Analysis From 04:00 PM to 06:00 PM

Peak Hour for Entire Intersection Begins at : 04:15 PM to 05:15 PM





# TRIDENT Engineering

CLIENT: DP  
JOB No: 2016-0098  
PROJECT: TMC  
COUNTY: MIAMI-DADE

62 Gables Boulevard  
Fort Lauderdale, FL 33326  
TEL: 954-815-3265

File Name: 20160602 TMC VD  
Site Code: -  
Count Date: 6/2/2016 (Thu.)  
Page No: 4 of 4

## Groups Printed: Bicyclists & Pedestrians

	Xing - Madruga Ave. (north/south)	Xing - Red Rd. (east/west)	Xing - Madruga Ave. (north/south)	Xing - Red Rd. (east/west)	
Start Time	West Side	North Side	East Side	South Side	Int Total
06:00 AM					
06:15 AM					
06:30 AM					
06:45 AM					
Total					
07:00 AM	1	0	2	0	3
07:15 AM	1	0	1	0	2
07:30 AM	5	0	0	0	5
07:45 AM	3	0	0	0	3
Total	10	0	3	0	13
08:00 AM	2	0	0	0	2
08:15 AM	2	0	1	0	3
08:30 AM	2	0	0	0	2
08:45 AM	5	0	3	1	9
Total	11	0	4	1	16
09:00 AM					
09:15 AM					
09:30 AM					
09:45 AM					
Total					
10:00 AM					
10:15 AM					
10:30 AM					
10:45 AM					
Total					
11:00 AM					
11:15 AM					
11:30 AM					
11:45 AM					
Total					
12:00 PM					
12:15 PM					
12:30 PM					
12:45 PM					
Total					
01:00 PM					
01:15 PM					
01:30 PM					
01:45 PM					
Total					
02:00 PM					
02:15 PM					
02:30 PM					
02:45 PM					
Total					
03:00 PM					
03:15 PM					
03:30 PM					
03:45 PM					
Total					
04:00 PM	6	1	6	0	13
04:15 PM	7	0	5	1	13
04:30 PM	13	0	5	0	18
04:45 PM	13	2	4	2	21
Total	39	3	20	3	65
05:00 PM	5	5	5	3	18
05:15 PM	5	0	3	0	8
05:30 PM	10	0	3	0	13
05:45 PM	5	3	5	3	16
Total	25	8	16	6	55
06:00 PM					
06:15 PM					
06:30 PM					
06:45 PM					
Total					

62 Gables Boulevard  
Fort Lauderdale, FL 33326  
TEL: 954-815-3265

File Name: 20160601 TMC VD  
Site Code: -  
Count Date: 06/01/2016 (Wed.)  
Page No: 1 of 4

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# TRIDENT Engineering

62 Gables Boulevard

Fort Lauderdale, FL 33326

Tel.: 954-815-3265

# IENT: DP

JOB No: 2016-00098

PROJECT: TMC

COUNTY: MIAMI-DADE

File Name: 20160601 TMC VD

Site Code: -

Count Date: 6/1/2016 (Wed.)

Page No: 2 of 4

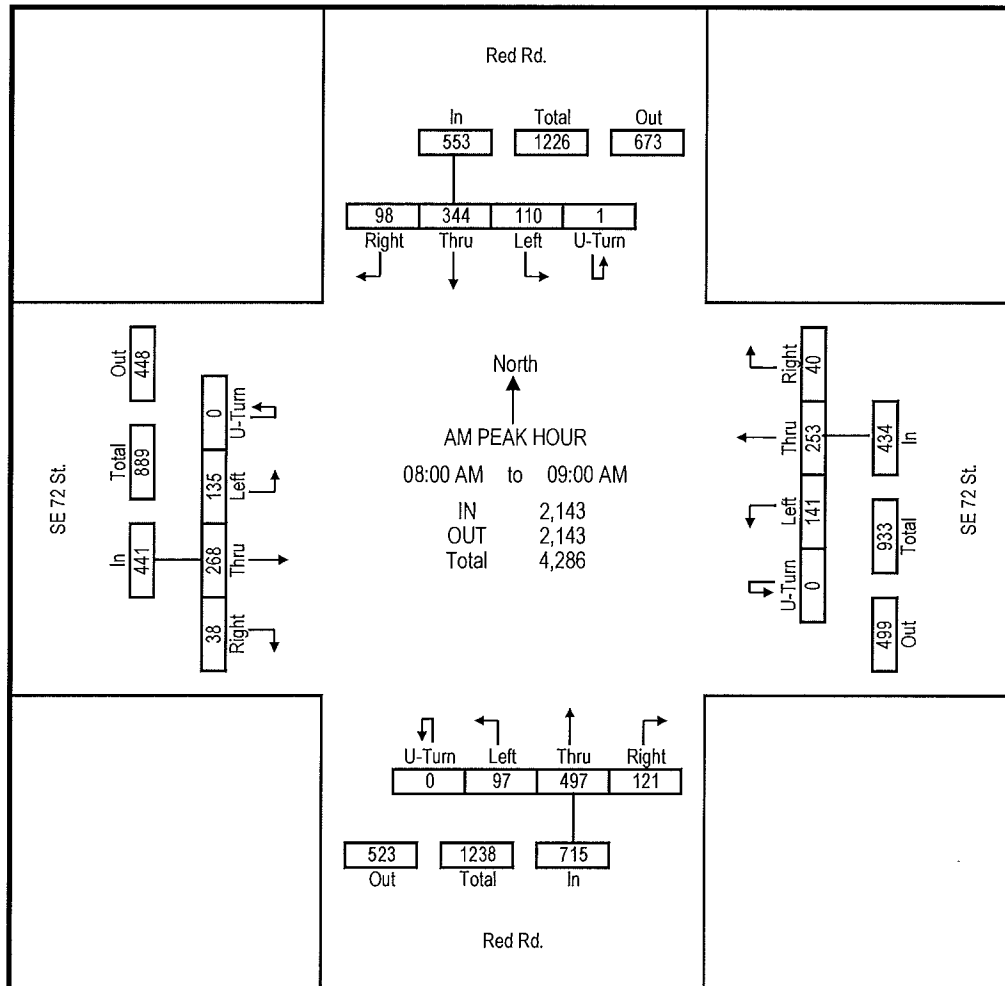
NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	Red Rd. Southbound				SE 72 St. Westbound				Red Rd. Northbound				SE 72 St. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
08:00 AM	0	22	79	25	0	27	38	9	0	21	94	24	0	34	67	12	452
08:15 AM	0	34	94	19	0	36	61	12	0	27	150	30	0	30	63	11	567
08:30 AM	1	30	77	35	0	37	74	7	0	26	131	34	0	47	77	10	586
08:45 AM	0	24	94	19	0	41	80	12	0	23	122	33	0	24	61	5	538
<b>Total</b>	<b>1</b>	<b>110</b>	<b>344</b>	<b>98</b>	<b>0</b>	<b>141</b>	<b>253</b>	<b>40</b>	<b>0</b>	<b>97</b>	<b>497</b>	<b>121</b>	<b>0</b>	<b>135</b>	<b>268</b>	<b>38</b>	<b>2143</b>
PHF	0.250	0.809	0.915	0.700	0.000	0.860	0.791	0.833	0.000	0.898	0.828	0.890	0.000	0.718	0.870	0.792	0.91
Heavy Veh %	0%	3%	3%	2%	0%	0%	1%	9%	0%	2%	2%	2%	0%	1%	4%	3%	2%
App Vol %	0%	20%	62%	18%	0%	32%	58%	9%	0%	14%	70%	17%	0%	31%	61%	9%	

Intersection Peak Hour Analysis From 07:00 AM to 9:00 AM

Peak Hour for Entire Intersection Begins at : 08:00 AM to 09:00 AM



# TRIDENT Engineering

62 Gables Boulevard  
Fort Lauderdale, FL 33326  
Tel.: 954-815-3265

# IENT: DP  
JOB No: 2016-00098  
BRDCT: TMC  
COUNTY: MIAMI-DADE

File Name: 20160601 TMC VD  
Site Code: -  
Count Date: 6/1/2016 (Wed.)  
Page No: 3 of 4

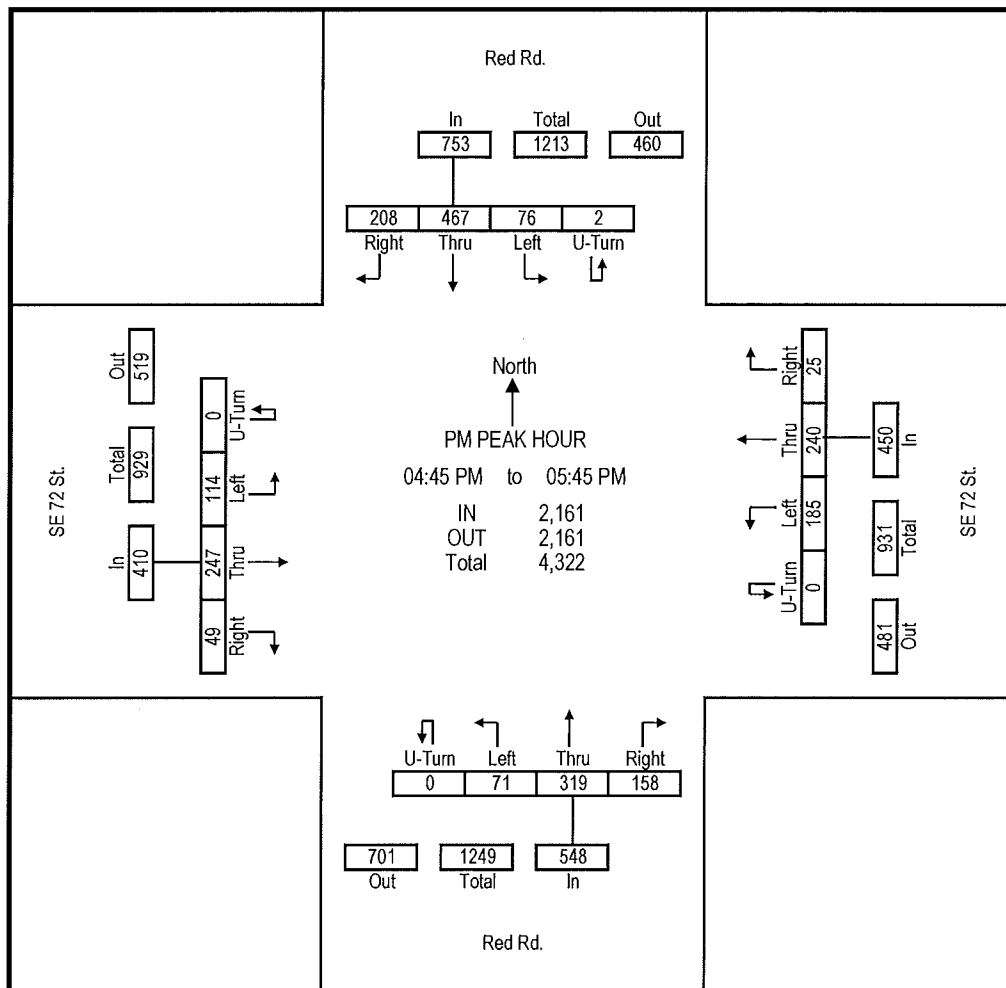
NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	Red Rd. Southbound				SE 72 St. Westbound				Red Rd. Northbound				SE 72 St. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
04:45 PM	1	24	137	62	0	41	61	7	0	16	72	29	0	25	61	14	550
05:00 PM	0	24	128	41	0	44	46	4	0	24	78	50	0	29	55	13	536
05:15 PM	1	17	101	49	0	47	72	8	0	18	79	41	0	25	63	13	534
05:30 PM	0	11	101	56	0	53	61	6	0	13	90	38	0	35	68	9	541
<b>Total</b>	<b>2</b>	<b>76</b>	<b>467</b>	<b>208</b>	<b>0</b>	<b>185</b>	<b>240</b>	<b>25</b>	<b>0</b>	<b>71</b>	<b>319</b>	<b>158</b>	<b>0</b>	<b>114</b>	<b>247</b>	<b>49</b>	<b>2161</b>
PHF	0.500	0.792	0.852	0.839	0.000	0.873	0.833	0.781	0.000	0.740	0.886	0.790	0.000	0.814	0.908	0.875	0.98
Heavy Veh %	0%	0%	1%	0%	0%	1%	3%	0%	0%	0%	2%	1%	0%	0%	1%	2%	1%
App Vol %	0%	10%	62%	28%	0%	41%	53%	6%	0%	13%	58%	29%	0%	28%	60%	12%	

Intersection Peak Hour Analysis From 04:00 PM to 06:00 PM

Peak Hour for Entire Intersection Begins at : 04:45 PM to 05:45 PM





# TRIDENT Engineering

CLIENT: DP  
JOB No: 2016-0098  
PROJECT: TMC  
COUNTY: MIAMI-DADE

62 Gables Boulevard  
Fort Lauderdale, FL 33326  
TEL: 954-815-3265

File Name: 20160601 TMC VD  
Site Code: -  
Count Date: 6/1/2016 (Wed.)  
Page No: 4 of 4

Groups Printed: Bicyclists & Pedestrians

	Xing - SE 72 St. (north/south)	Xing - Red Rd. (east/west)	Xing - SE 72 St. (north/south)	Xing - Red Rd. (east/west)	
Start Time	West Side	North Side	East Side	South Side	Int Total
06:00 AM					
06:15 AM					
06:30 AM					
06:45 AM					
Total					
07:00 AM	1	0	1	0	2
07:15 AM	4	3	2	0	9
07:30 AM	2	0	4	1	7
07:45 AM	4	1	2	1	8
Total	11	4	9	2	26
08:00 AM	9	0	2	1	12
08:15 AM	1	2	4	1	8
08:30 AM	6	0	1	1	8
08:45 AM	5	0	0	5	10
Total	21	2	7	8	38
09:00 AM					
09:15 AM					
09:30 AM					
09:45 AM					
Total					
10:00 AM					
10:15 AM					
10:30 AM					
10:45 AM					
Total					
11:00 AM					
11:15 AM					
11:30 AM					
11:45 AM					
Total					
12:00 PM					
12:15 PM					
12:30 PM					
12:45 PM					
Total					
01:00 PM					
01:15 PM					
01:30 PM					
01:45 PM					
Total					
02:00 PM					
02:15 PM					
02:30 PM					
02:45 PM					
Total					
03:00 PM					
03:15 PM					
03:30 PM					
03:45 PM					
Total					
04:00 PM	8	4	10	6	28
04:15 PM	8	0	16	16	40
04:30 PM	1	4	21	4	30
04:45 PM	3	0	9	0	12
Total	20	8	56	26	110
05:00 PM	9	0	10	4	23
05:15 PM	6	1	2	3	12
05:30 PM	13	1	14	11	39
05:45 PM	6	1	13	8	28
Total	34	3	39	26	102
06:00 PM					
06:15 PM					
06:30 PM					
06:45 PM					
Total					

62 Gables Boulevard  
Fort Lauderdale, FL 33326  
TEL: 954-815-3265

File Name: 20160601 TMC VD  
Site Code: -  
Count Date: 06/01/2016 (Wed.)  
Page No: 1 of 4

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# TRIDENT Engineering

62 Gables Boulevard

Fort Lauderdale, FL 33326

Tel.: 954-815-3265

# IENT: DP

JOB No: 2016-00098

PROJECT: TMC

COUNTY: MIAMI-DADE

File Name: 20160601 TMC VD

Site Code: -

Count Date: 6/1/2016 (Wed.)

Page No: 2 of 4

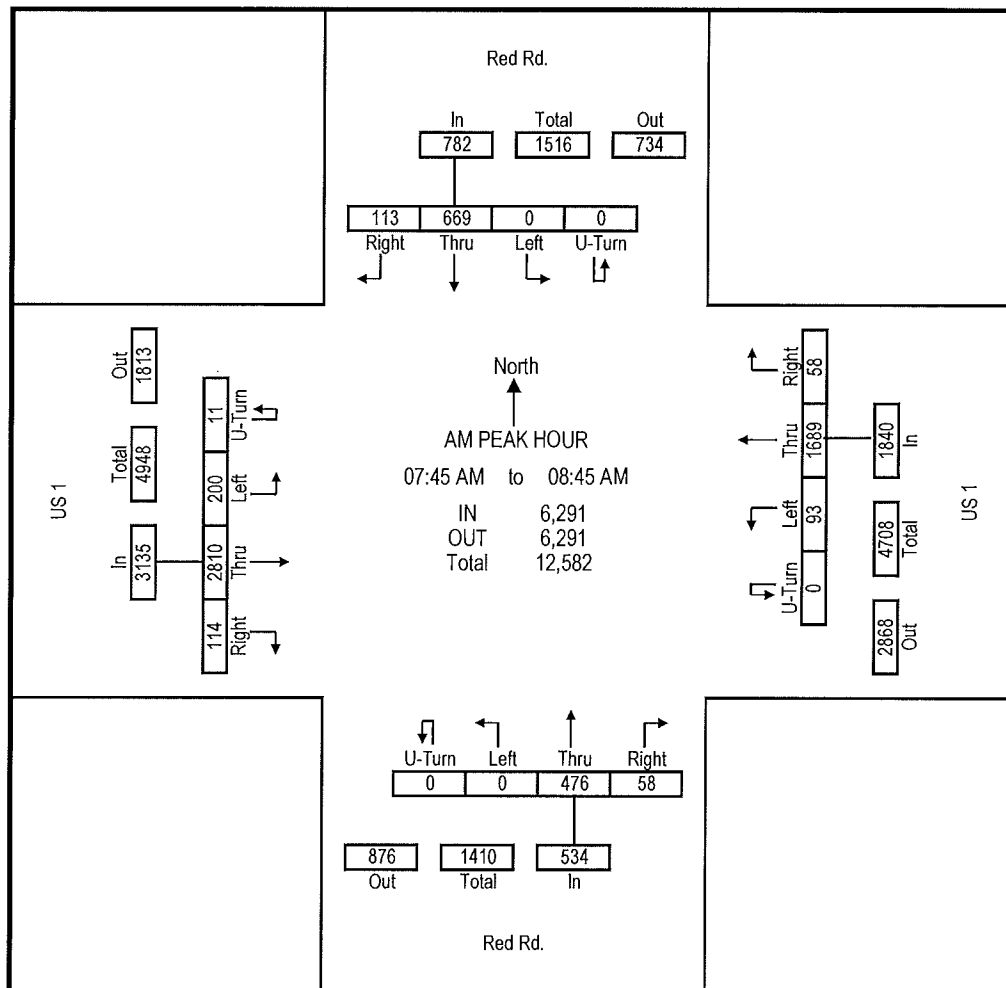
NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	Red Rd. Southbound				US 1 Westbound				Red Rd. Northbound				US 1 Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:45 AM	0	0	161	28	0	19	377	13	0	0	122	10	5	43	712	26	1516
08:00 AM	0	0	174	25	0	19	435	11	0	0	110	14	2	42	701	33	1566
08:15 AM	0	0	158	23	0	31	446	15	0	0	121	10	4	61	711	29	1609
08:30 AM	0	0	176	37	0	24	431	19	0	0	123	24	0	54	686	26	1600
<b>Total</b>	<b>0</b>	<b>0</b>	<b>669</b>	<b>113</b>	<b>0</b>	<b>93</b>	<b>1689</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>476</b>	<b>58</b>	<b>11</b>	<b>200</b>	<b>2810</b>	<b>114</b>	<b>6291</b>
PHF	0.000	0.000	0.950	0.764	0.000	0.750	0.947	0.763	0.000	0.000	0.967	0.604	0.550	0.820	0.987	0.864	0.98
Heavy Veh %	0%	0%	1%	3%	0%	9%	2%	3%	0%	0%	3%	2%	0%	1%	2%	1%	2%
App Vol %	0%	0%	86%	14%	0%	5%	92%	3%	0%	0%	89%	11%	0%	6%	90%	4%	

Intersection Peak Hour Analysis From 07:00 AM to 9:00 AM

Peak Hour for Entire Intersection Begins at : 07:45 AM to 08:45 AM



# TRIDENT Engineering

62 Gables Boulevard

Fort Lauderdale, FL 33326

Tel.: 954-815-3265

# IENT: DP

JOB No: 2016-00098

PROJECT: TMC

COUNTY: MIAMI-DADE

File Name: 20160601 TMC VD

Site Code: -

Count Date: 6/1/2016 (Wed.)

Page No: 3 of 4

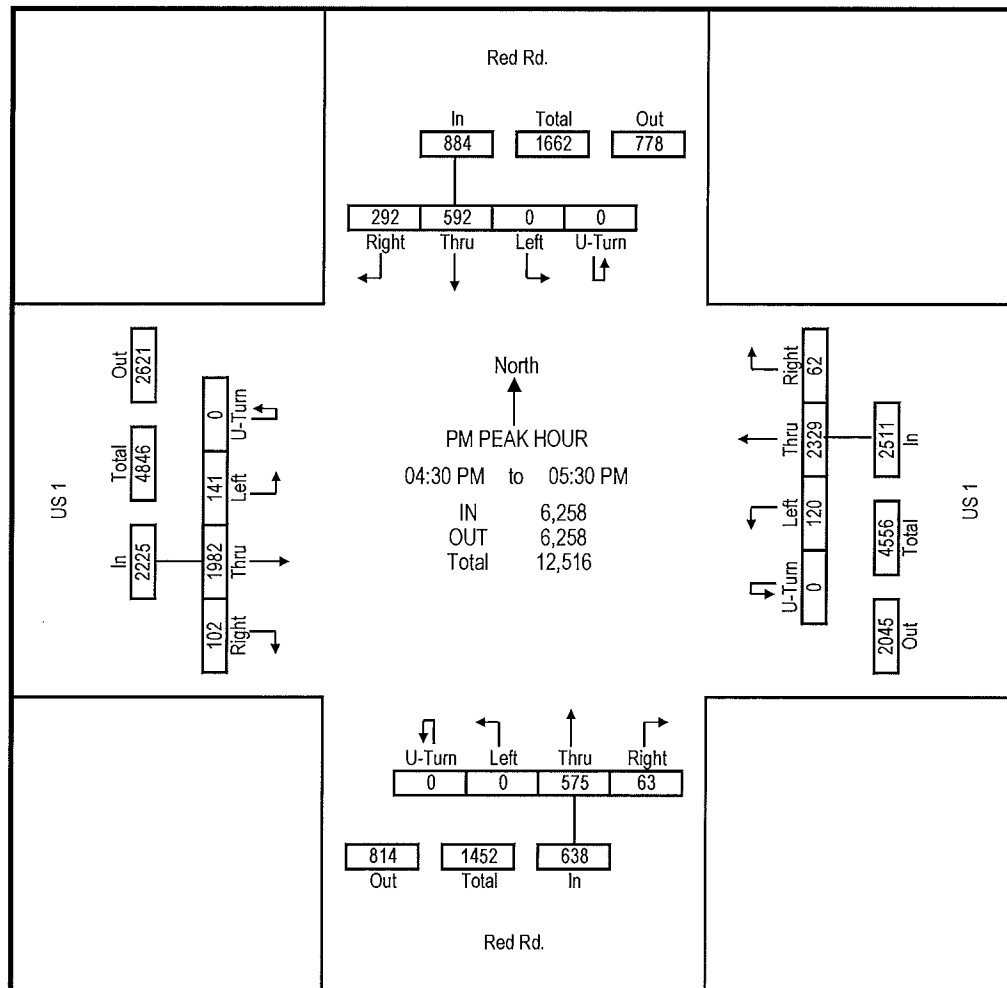
NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	Red Rd. Southbound				US 1 Westbound				Red Rd. Northbound				US 1 Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
04:30 PM	0	0	157	94	0	40	638	13	0	0	143	23	0	26	454	21	1609
04:45 PM	0	0	154	88	0	34	568	16	0	0	161	16	0	33	479	29	1578
05:00 PM	0	0	130	42	0	26	585	14	0	0	132	6	0	57	520	27	1539
05:15 PM	0	0	151	68	0	20	538	19	0	0	139	18	0	25	529	25	1532
<b>Total</b>	<b>0</b>	<b>0</b>	<b>592</b>	<b>292</b>	<b>0</b>	<b>120</b>	<b>2329</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>575</b>	<b>63</b>	<b>0</b>	<b>141</b>	<b>1982</b>	<b>102</b>	<b>6258</b>
PHF	0.000	0.000	0.943	0.777	0.000	0.750	0.913	0.816	0.000	0.000	0.893	0.685	0.000	0.618	0.937	0.879	0.97
Heavy Veh %	0%	0%	1%	0%	0%	2%	1%	0%	0%	0%	1%	0%	0%	5%	1%	0%	1%
App Vol %	0%	0%	67%	33%	0%	5%	93%	2%	0%	0%	90%	10%	0%	6%	89%	5%	

Intersection Peak Hour Analysis From 04:00 PM to 06:00 PM

Peak Hour for Entire Intersection Begins at: 04:30 PM to 05:30 PM





# TRIDENT Engineering

CLIENT: DP  
JOB No: 2016-0098  
PROJECT: TMC  
COUNTY: MIAMI-DADE

62 Gables Boulevard  
Fort Lauderdale, FL 33326  
TEL: 954-815-3265

File Name: 20160601 TMC VD  
Site Code: -  
Count Date: 6/1/2016 (Wed.)  
Page No: 4 of 4

## Groups Printed: Bicyclists & Pedestrians

	Xing - US 1 (north/south)	Xing - Red Rd. (east/west)	Xing - US 1 (north/south)	Xing - Red Rd. (east/west)	
Start Time	West Side	North Side	East Side	South Side	Int Total
06:00 AM					
06:15 AM					
06:30 AM					
06:45 AM					
Total					
07:00 AM	1	0	0	0	1
07:15 AM	5	0	4	1	10
07:30 AM	5	3	0	1	9
07:45 AM	1	0	2	5	8
Total	12	3	6	7	28
08:00 AM	0	0	2	2	4
08:15 AM	0	2	3	4	9
08:30 AM	0	1	0	0	1
08:45 AM	0	3	0	2	5
Total	0	6	5	8	19
09:00 AM					
09:15 AM					
09:30 AM					
09:45 AM					
Total					
10:00 AM					
10:15 AM					
10:30 AM					
10:45 AM					
Total					
11:00 AM					
11:15 AM					
11:30 AM					
11:45 AM					
Total					
12:00 PM					
12:15 PM					
12:30 PM					
12:45 PM					
Total					
01:00 PM					
01:15 PM					
01:30 PM					
01:45 PM					
Total					
02:00 PM					
02:15 PM					
02:30 PM					
02:45 PM					
Total					
03:00 PM					
03:15 PM					
03:30 PM					
03:45 PM					
Total					
04:00 PM	3	3	3	3	12
04:15 PM	6	5	9	8	28
04:30 PM	0	2	10	13	25
04:45 PM	3	7	3	8	21
Total	12	17	25	32	86
05:00 PM	1	2	4	7	14
05:15 PM	1	1	2	5	9
05:30 PM	0	5	2	7	14
05:45 PM	1	3	2	1	7
Total	3	11	10	20	44
06:00 PM					
06:15 PM					
06:30 PM					
06:45 PM					
Total					

62 Gables Boulevard  
Fort Lauderdale, FL 33326  
TEL: 954-815-3265

File Name: 20160601 TMC VD  
Site Code: -  
Count Date: 06/01/2016 (Wed.)  
Page No: 1 of 4

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# TRIDENT Engineering

62 Gables Boulevard

Fort Lauderdale, FL 33326

Tel.: 954-815-3265

# IENT: DP

JOB No: 2016-00098

PROJECT: TMC

COUNTY: MIAMI-DADE

File Name: 20160601 TMC VD

Site Code: -

Count Date: 6/1/2016 (Wed.)

Page No: 2 of 4

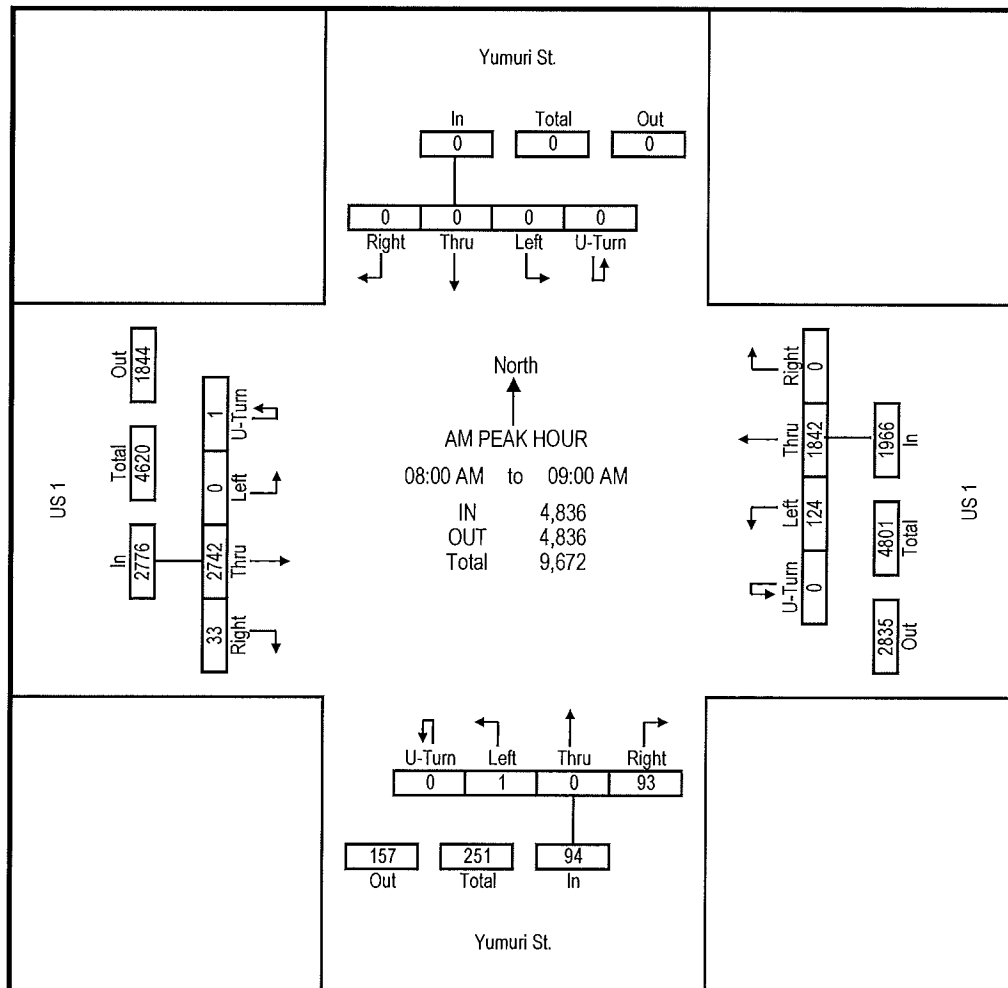
NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	Yumuri St. Southbound				US 1 Westbound				Yumuri St. Northbound				US 1 Eastbound				Int Total
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
08:00 AM	0	0	0	0	0	28	452	0	0	0	0	19	1	0	702	2	1204
08:15 AM	0	0	0	0	0	42	481	0	0	1	0	30	0	0	705	7	1266
08:30 AM	0	0	0	0	0	21	463	0	0	0	0	21	0	0	681	14	1200
08:45 AM	0	0	0	0	0	33	446	0	0	0	0	23	0	0	654	10	1166
<b>Total</b>	0	0	0	0	0	124	1842	0	0	1	0	93	1	0	2742	33	4836
PHF	0.000	0.000	0.000	0.000	0.000	0.738	0.957	0.000	0.000	0.250	0.000	0.775	0.250	0.000	0.972	0.589	0.95
Heavy Veh %	0%	0%	0%	0%	0%	1%	2%	0%	0%	0%	0%	3%	0%	0%	2%	6%	2%
App Vol %	0%	0%	0%	0%	0%	6%	94%	0%	0%	1%	0%	99%	0%	0%	99%	1%	

Intersection Peak Hour Analysis From 07:00 AM to 9:00 AM

Peak Hour for Entire Intersection Begins at : 08:00 AM to 09:00 AM



# TRIDENT Engineering

62 Gables Boulevard  
Fort Lauderdale, FL 33326  
Tel.: 954-815-3265

# IENT: DP  
JOB No: 2016-00098  
PROJECT: TMC  
COUNTY: MIAMI-DADE

File Name: 20160601 TMC VD  
Site Code: -  
Count Date: 6/1/2016 (Wed.)  
Page No: 3 of 4

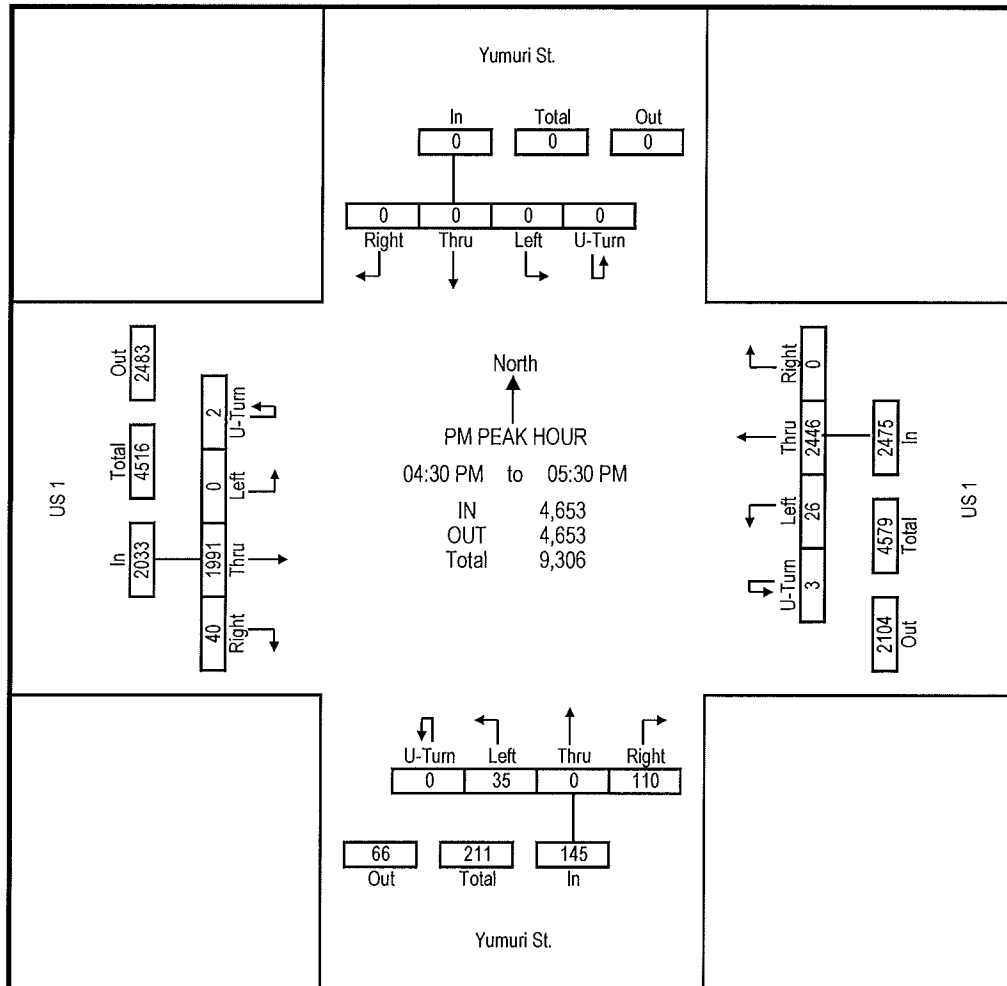
NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	Yumuri St. Southbound				US 1 Westbound				Yumuri St. Northbound				US 1 Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
04:30 PM	0	0	0	0	0	4	678	0	0	5	0	25	0	0	464	6	1182
04:45 PM	0	0	0	0	2	9	607	0	0	5	0	32	2	0	482	11	1150
05:00 PM	0	0	0	0	1	6	607	0	0	15	0	29	0	0	511	11	1180
05:15 PM	0	0	0	0	0	7	554	0	0	10	0	24	0	0	534	12	1141
<b>Total</b>	0	0	0	0	3	26	2446	0	0	35	0	110	2	0	1991	40	4653
PHF	0.000	0.000	0.000	0.000	0.375	0.722	0.902	0.000	0.000	0.583	0.000	0.859	0.250	0.000	0.932	0.833	0.98
Heavy Veh %	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	1%
App Vol %	0%	0%	0%	0%	0%	1%	99%	0%	0%	24%	0%	76%	0%	0%	98%	2%	

Intersection Peak Hour Analysis From 04:00 PM to 06:00 PM

Peak Hour for Entire Intersection Begins at : 04:30 PM to 05:30 PM





# TRIDENT Engineering

CLIENT: DP  
JOB No: 2016-0098  
PROJECT: TMC  
COUNTY: MIAMI-DADE

62 Gables Boulevard  
Fort Lauderdale, FL 33326  
TEL: 954-815-3265

File Name: 20160601 TMC VD  
Site Code: -  
Count Date: 6/1/2016 (Wed.)  
Page No: 4 of 4

## Groups Printed: Bicyclists & Pedestrians

	Xing - US 1 (north/south)	Xing - Yumuri St. (east/west)	Xing - US 1 (north/south)	Xing - Yumuri St. (east/west)	
Start Time	West Side	North Side	East Side	South Side	Int Total
06:00 AM					
06:15 AM					
06:30 AM					
06:45 AM					
Total					
07:00 AM	0	0	0	1	1
07:15 AM	0	0	0	1	1
07:30 AM	0	0	0	0	0
07:45 AM	0	0	0	1	1
Total	0	0	0	3	3
08:00 AM	0	0	0	1	1
08:15 AM	0	0	0	2	2
08:30 AM	0	0	0	2	2
08:45 AM	0	0	0	0	0
Total	0	0	0	5	5
09:00 AM					
09:15 AM					
09:30 AM					
09:45 AM					
Total					
10:00 AM					
10:15 AM					
10:30 AM					
10:45 AM					
Total					
11:00 AM					
11:15 AM					
11:30 AM					
11:45 AM					
Total					
12:00 PM					
12:15 PM					
12:30 PM					
12:45 PM					
Total					
01:00 PM					
01:15 PM					
01:30 PM					
01:45 PM					
Total					
02:00 PM					
02:15 PM					
02:30 PM					
02:45 PM					
Total					
03:00 PM					
03:15 PM					
03:30 PM					
03:45 PM					
Total					
04:00 PM	0	0	0	3	3
04:15 PM	1	0	0	4	5
04:30 PM	0	0	0	2	2
04:45 PM	1	0	1	1	3
Total	2	0	1	10	13
05:00 PM	0	0	0	1	1
05:15 PM	0	0	0	2	2
05:30 PM	0	0	0	0	0
05:45 PM	2	0	0	3	5
Total	2	0	0	6	8
06:00 PM					
06:15 PM					
06:30 PM					
06:45 PM					
Total					

62 Gables Boulevard  
Fort Lauderdale, FL 33326  
TEL: 954-815-3265

File Name: 20160602 TMC VD  
Site Code: -  
Count Date: 06/02/2016 (Thu.)  
Page No: 1 of 4

	Yumuri St. Southbound				Madruga Ave. Westbound				Yumuri St. Northbound				Madruga Ave. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
06:00 AM																	
06:15 AM																	
06:30 AM																	
06:45 AM																	
Total																	
07:00 AM	0	2	15	29	0	0	26	0	0	1	2	0	0	24	26	1	126
07:15 AM	0	1	18	15	0	1	19	0	0	0	4	1	0	16	23	2	100
07:30 AM	0	0	14	6	0	0	11	0	0	2	2	0	0	16	18	0	69
07:45 AM	0	1	20	13	0	0	12	1	0	0	1	2	0	14	28	0	92
Total	0	4	67	63	0	1	68	1	0	3	9	3	0	70	95	3	387
08:00 AM	0	1	17	15	0	2	14	1	0	3	5	0	0	15	24	1	98
08:15 AM	0	0	27	11	0	1	11	0	0	0	4	0	0	19	30	4	107
08:30 AM	0	2	16	15	0	1	14	0	0	2	6	0	0	26	24	3	109
08:45 AM	0	6	24	20	0	0	15	0	0	0	2	0	0	30	43	3	143
Total	0	9	84	61	0	4	54	1	0	5	17	0	0	90	121	11	457
09:00 AM																	
09:15 AM																	
09:30 AM																	
09:45 AM																	
Total																	
10:00 AM																	
10:15 AM																	
10:30 AM																	
10:45 AM																	
Total																	
11:00 AM																	
11:15 AM																	
11:30 AM																	
11:45 AM																	
Total																	
12:00 PM																	
12:15 PM																	
12:30 PM																	
12:45 PM																	
Total																	
01:00 PM																	
01:15 PM																	
01:30 PM																	
01:45 PM																	
Total																	
02:00 PM																	



# TRIDENT Engineering

62 Gables Boulevard

Fort Lauderdale, FL 33326

Tel.: 954-815-3265

# IENT: DP

JOB No: 2016-00098

PROJECT: TMC

COUNTY: MIAMI-DADE

File Name: 20160602 TMC VD

Site Code: -

Count Date: 6/2/2016 (Thu.)

Page No: 2 of 4

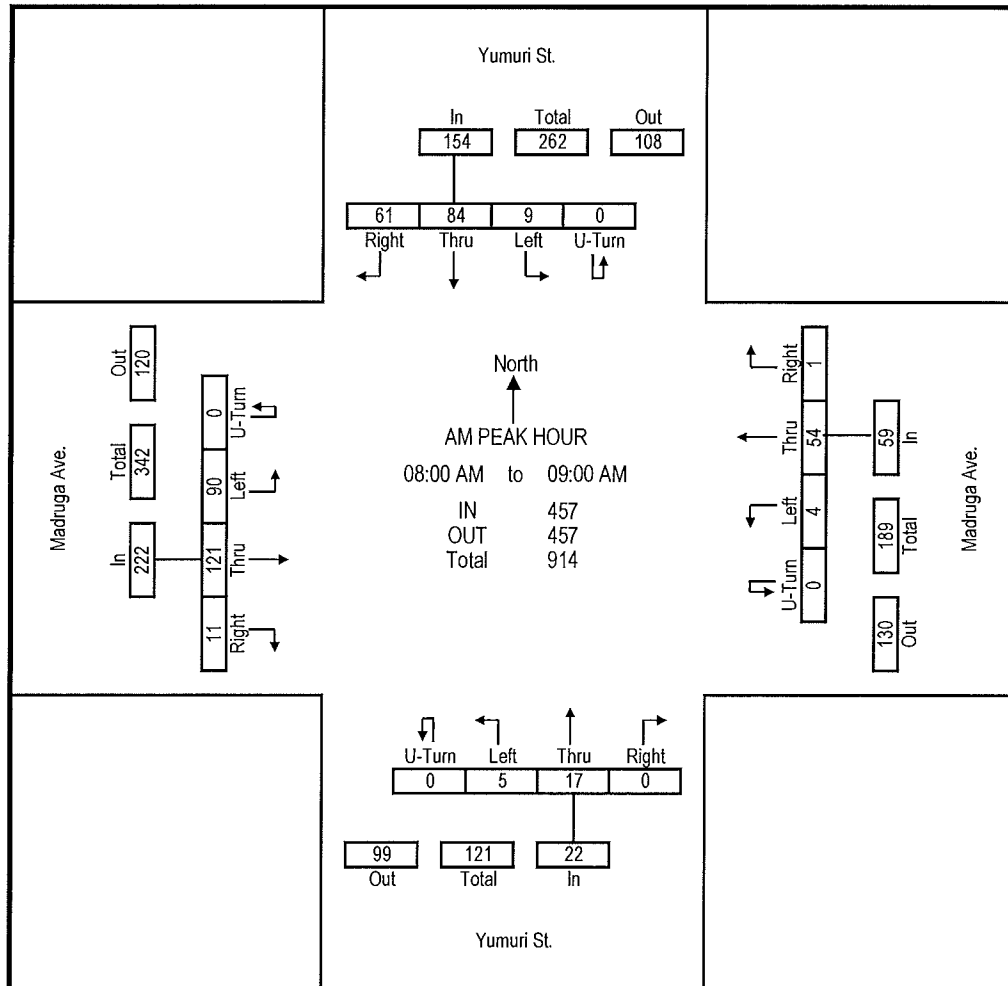
NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	Yumuri St. Southbound				Madruga Ave. Westbound				Yumuri St. Northbound				Madruga Ave. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
08:00 AM	0	1	17	15	0	2	14	1	0	3	5	0	0	15	24	1	98
08:15 AM	0	0	27	11	0	1	11	0	0	0	4	0	0	19	30	4	107
08:30 AM	0	2	16	15	0	1	14	0	0	2	6	0	0	26	24	3	109
08:45 AM	0	6	24	20	0	0	15	0	0	0	2	0	0	30	43	3	143
<b>Total</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>61</b>	<b>0</b>	<b>4</b>	<b>54</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>121</b>	<b>11</b>	<b>457</b>
PHF	0.000	0.375	0.778	0.763	0.000	0.500	0.900	0.250	0.000	0.417	0.708	0.000	0.000	0.750	0.703	0.688	0.80
Heavy Veh %	0%	0%	1%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	4%	0%	0%	2%
App Vol %	0%	6%	55%	40%	0%	7%	92%	2%	0%	23%	77%	0%	0%	41%	55%	5%	

Intersection Peak Hour Analysis From 07:00 AM to 9:00 AM

Peak Hour for Entire Intersection Begins at : 08:00 AM to 09:00 AM



# TRIDENT Engineering

62 Gables Boulevard

Fort Lauderdale, FL 33326

Tel.: 954-815-3265

# IENT: DP

JOB No: 2016-00098

PROJECT: TMC

COUNTY: MIAMI-DADE

File Name: 20160602 TMC VD

Site Code: -

Count Date: 6/2/2016 (Thu.)

Page No: 3 of 4

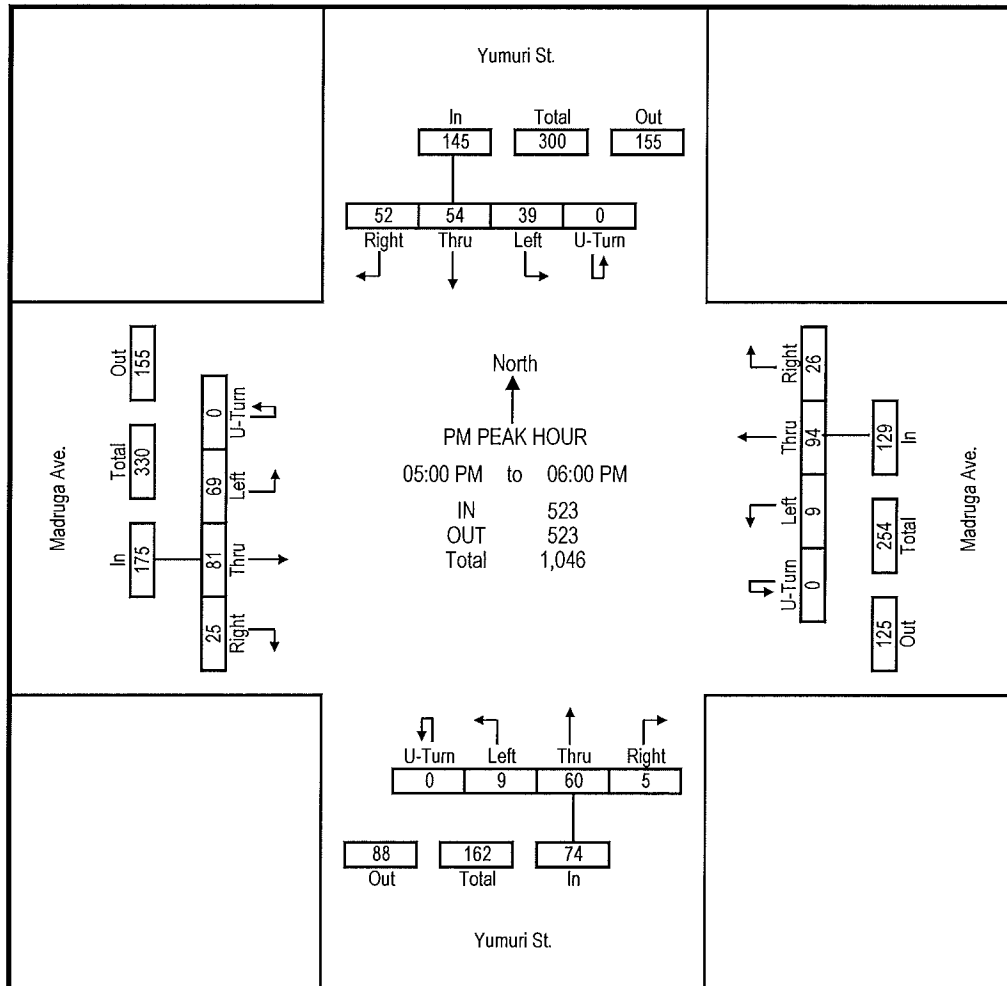
NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	Yumuri St. Southbound				Madruga Ave. Westbound				Yumuri St. Northbound				Madruga Ave. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
05:00 PM	0	6	17	19	0	2	27	6	0	1	18	1	0	20	22	4	143
05:15 PM	0	19	17	8	0	3	19	7	0	3	19	3	0	15	18	7	138
05:30 PM	0	8	11	15	0	2	30	3	0	0	14	1	0	21	26	9	140
05:45 PM	0	6	9	10	0	2	18	10	0	5	9	0	0	13	15	5	102
<b>Total</b>	<b>0</b>	<b>39</b>	<b>54</b>	<b>52</b>	<b>0</b>	<b>9</b>	<b>94</b>	<b>26</b>	<b>0</b>	<b>9</b>	<b>60</b>	<b>5</b>	<b>0</b>	<b>69</b>	<b>81</b>	<b>25</b>	<b>523</b>
PHF	0.000	0.513	0.794	0.684	0.000	0.750	0.783	0.650	0.000	0.450	0.789	0.417	0.000	0.821	0.779	0.694	0.91
Heavy Veh %	0%	0%	0%	2%	0%	0%	1%	0%	0%	0%	2%	0%	0%	0%	0%	4%	1%
App Vol %	0%	27%	37%	36%	0%	7%	73%	20%	0%	12%	81%	7%	0%	39%	46%	14%	

Intersection Peak Hour Analysis From 04:00 PM to 06:00 PM

Peak Hour for Entire Intersection Begins at : 05:00 PM to 06:00 PM





# TRIDENT Engineering

CLIENT: DP  
JOB No: 2016-0098  
PROJECT: TMC  
COUNTY: MIAMI-DADE

62 Gables Boulevard  
Fort Lauderdale, FL 33326  
TEL: 954-815-3265

File Name: 20160602 TMC VD  
Site Code: -  
Count Date: 6/2/2016 (Thu.)  
Page No: 4 of 4

## Groups Printed: Bicyclists & Pedestrians

	Xing - Madruga Ave. (north/south)	Xing - Yumuri St. (east/west)	Xing - Madruga Ave. (north/south)	Xing - Yumuri St. (east/west)	
Start Time	West Side	North Side	East Side	South Side	Int Total
06:00 AM					
06:15 AM					
06:30 AM					
06:45 AM					
Total					
07:00 AM	0	0	1	0	1
07:15 AM	0	1	0	0	1
07:30 AM	0	1	0	1	2
07:45 AM	1	0	0	0	1
Total	1	2	1	1	5
08:00 AM	4	0	0	0	4
08:15 AM	0	0	0	0	0
08:30 AM	0	0	0	0	0
08:45 AM	0	1	0	1	2
Total	4	1	0	1	6
09:00 AM					
09:15 AM					
09:30 AM					
09:45 AM					
Total					
10:00 AM					
10:15 AM					
10:30 AM					
10:45 AM					
Total					
11:00 AM					
11:15 AM					
11:30 AM					
11:45 AM					
Total					
12:00 PM					
12:15 PM					
12:30 PM					
12:45 PM					
Total					
01:00 PM					
01:15 PM					
01:30 PM					
01:45 PM					
Total					
02:00 PM					
02:15 PM					
02:30 PM					
02:45 PM					
Total					
03:00 PM					
03:15 PM					
03:30 PM					
03:45 PM					
Total					
04:00 PM	2	1	1	4	8
04:15 PM	0	5	0	2	7
04:30 PM	0	2	0	1	3
04:45 PM	0	3	0	0	3
Total	2	11	1	7	21
05:00 PM	0	2	0	4	6
05:15 PM	0	2	0	0	2
05:30 PM	1	0	0	1	2
05:45 PM	0	3	0	0	3
Total	1	7	0	5	13
06:00 PM					
06:15 PM					
06:30 PM					
06:45 PM					
Total					

62 Gables Boulevard  
Fort Lauderdale, FL 33326  
TEL: 954-815-3265

File Name: 20160602 TMC VD  
Site Code: -  
Count Date: 06/02/2016 (Thu.)  
Page No: 1 of 4

[illegible]



# TRIDENT Engineering

62 Gables Boulevard

Fort Lauderdale, FL 33326

Tel.: 954-815-3265

# IENT: DP

JOB No: 2016-00098

PROJECT: TMC

COUNTY: MIAMI-DADE

File Name: 20160602 TMC VD

Site Code: -

Count Date: 6/2/2016 (Thu.)

Page No: 2 of 4

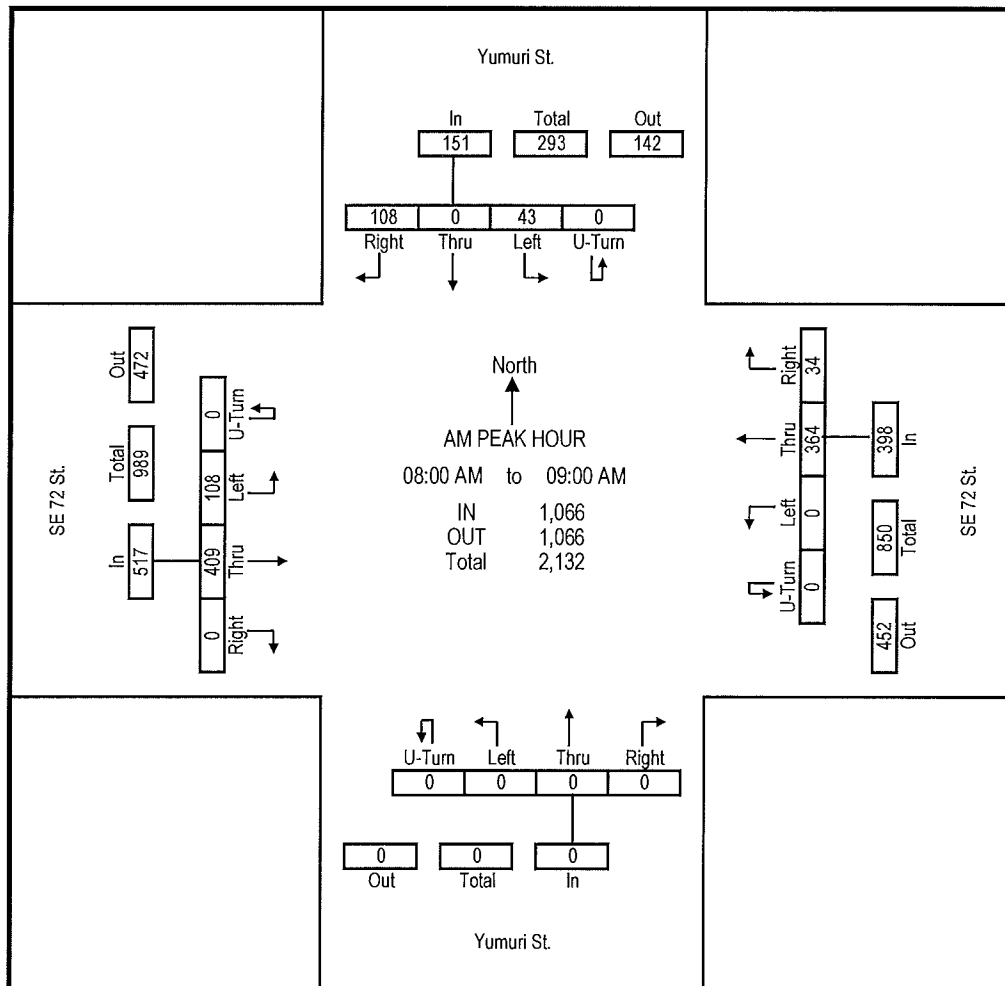
NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	Yumuri St. Southbound				SE 72 St. Westbound				Yumuri St. Northbound				SE 72 St. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
08:00 AM	0	10	0	21	0	0	80	5	0	0	0	0	0	25	112	0	253
08:15 AM	0	9	0	30	0	0	82	7	0	0	0	0	0	16	96	0	240
08:30 AM	0	8	0	27	0	0	108	6	0	0	0	0	0	35	103	0	287
08:45 AM	0	16	0	30	0	0	94	16	0	0	0	0	0	32	98	0	286
<b>Total</b>	0	43	0	108	0	0	364	34	0	0	0	0	0	108	409	0	1066
PHF	0.000	0.672	0.000	0.900	0.000	0.000	0.843	0.531	0.000	0.000	0.000	0.000	0.000	0.771	0.913	0.000	0.93
Heavy Veh %	0%	0%	0%	4%	0%	0%	3%	0%	0%	0%	0%	0%	0%	3%	4%	0%	3%
App Vol %	0%	28%	0%	72%	0%	0%	91%	9%	0%	0%	0%	0%	0%	21%	79%	0%	

Intersection Peak Hour Analysis From 07:00 AM to 9:00 AM

Peak Hour for Entire Intersection Begins at : 08:00 AM to 09:00 AM



# TRIDENT Engineering

62 Gables Boulevard  
Fort Lauderdale, FL 33326  
Tel.: 954-815-3265

# IENT: DP  
JOB No: 2016-00098  
PROJECT: TMC  
COUNTY: MIAMI-DADE

File Name: 20160602 TMC VD  
Site Code: -  
Count Date: 6/2/2016 (Thu.)  
Page No: 3 of 4

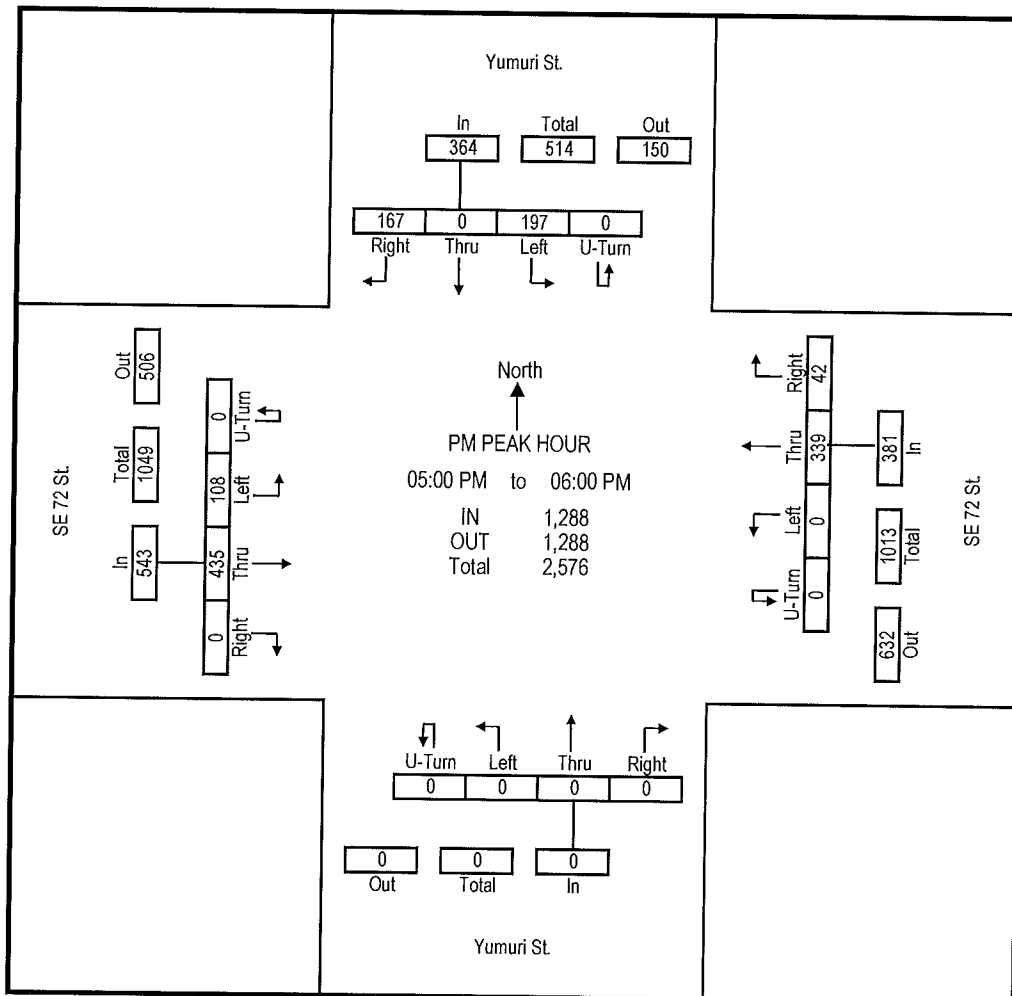
NW 10 Street

Groups Printed: Automobiles & Heavy Vehicles

	Yumuri St. Southbound				SE 72 St. Westbound				Yumuri St. Northbound				SE 72 St. Eastbound				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
05:00 PM	0	48	0	45	0	0	96	10	0	0	0	0	0	31	90	0	320
05:15 PM	0	56	0	37	0	0	62	9	0	0	0	0	0	23	107	0	294
05:30 PM	0	49	0	37	0	0	78	11	0	0	0	0	0	25	122	0	322
05:45 PM	0	44	0	48	0	0	103	12	0	0	0	0	0	29	116	0	352
<b>Total</b>	<b>0</b>	<b>197</b>	<b>0</b>	<b>167</b>	<b>0</b>	<b>0</b>	<b>339</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>108</b>	<b>435</b>	<b>0</b>	<b>1288</b>
PHF	0.000	0.879	0.000	0.870	0.000	0.000	0.823	0.875	0.000	0.000	0.000	0.000	0.000	0.871	0.891	0.000	0.91
Heavy Veh %	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	1%
App Vol %	0%	54%	0%	46%	0%	0%	89%	11%	0%	0%	0%	0%	0%	20%	80%	0%	

Intersection Peak Hour Analysis From 04:00 PM to 06:00 PM

Peak Hour for Entire Intersection Begins at : 05:00 PM to 06:00 PM





# TRIDENT Engineering

CLIENT: DP  
JOB No: 2016-0098  
PROJECT: TMC  
COUNTY: MIAMI-DADE

62 Gables Boulevard  
Fort Lauderdale, FL 33326  
TEL: 954-815-3265

File Name: 20160602 TMC VD  
Site Code: -  
Count Date: 6/2/2016 (Thu.)  
Page No: 4 of 4

Groups Printed: Bicyclists & Pedestrians

	Xing - SE 72 St. (north/south)	Xing - Yumuri St. (east/west)	Xing - SE 72 St. (north/south)	Xing - Yumuri St. (east/west)	
Start Time	Weast Side	North Side	East Side	South Side	Int Total
06:00 AM					
06:15 AM					
06:30 AM					
06:45 AM					
Total					
07:00 AM	0	0	0	0	0
07:15 AM	0	1	0	0	1
07:30 AM	0	0	1	0	1
07:45 AM	0	2	2	1	5
Total	0	3	3	1	7
08:00 AM	0	1	1	1	3
08:15 AM	3	1	1	0	5
08:30 AM	0	1	2	1	4
08:45 AM	0	0	1	1	2
Total	3	3	5	3	14
09:00 AM					
09:15 AM					
09:30 AM					
09:45 AM					
Total					
10:00 AM					
10:15 AM					
10:30 AM					
10:45 AM					
Total					
11:00 AM					
11:15 AM					
11:30 AM					
11:45 AM					
Total					
12:00 PM					
12:15 PM					
12:30 PM					
12:45 PM					
Total					
01:00 PM					
01:15 PM					
01:30 PM					
01:45 PM					
Total					
02:00 PM					
02:15 PM					
02:30 PM					
02:45 PM					
Total					
03:00 PM					
03:15 PM					
03:30 PM					
03:45 PM					
Total					
04:00 PM	0	0	1	0	1
04:15 PM	0	0	0	0	0
04:30 PM	0	1	3	0	4
04:45 PM	0	0	2	0	2
Total	0	1	6	0	7
05:00 PM	1	0	3	0	4
05:15 PM	1	1	3	0	5
05:30 PM	0	0	5	0	5
05:45 PM	0	0	2	0	2
Total	2	1	13	0	16
06:00 PM					
06:15 PM					
06:30 PM					
06:45 PM					
Total					







## **Signal Timings**



**TOD Schedule Report  
for 2998: Red Rd&US 1**

Print Date:  
5/12/2016

Print Time:  
2:09 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2998	Red Rd&US 1	DOW-5		N/A	0	0	N/A	0	Max 0
<b>Splits</b>									
PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8		
NEL	SWT	-	NBT	SWL	NET	-	SBT		
0	0	0	0	0	0	0	0		
									

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
Phase Bank								
	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	
1 NEL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	40 - 15 - 15	4.8	2
2 SWT	7 - 7 - 7	19 - 19 - 19	7 - 7 - 7	2.5 - 2.5 - 2.5	40 - 40 - 40	0 - 40 - 40	4.8	2
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NBT	5 - 5 - 5	20 - 20 - 20	7 - 7 - 7	2.5 - 2.5 - 2.5	15 - 15 - 15	35 - 21 - 21	4	3
5 SWL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	18 - 12 - 12	4.8	2
6 NET	7 - 7 - 7	19 - 19 - 19	7 - 7 - 7	2.5 - 2.5 - 2.5	40 - 40 - 40	0 - 40 - 40	4.8	2
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SBT	5 - 5 - 5	18 - 18 - 18	7 - 7 - 7	2.5 - 2.5 - 2.5	15 - 15 - 15	35 - 21 - 21	4	3

Last In Service Date: unknown

**Permitted Phases**

**12345678**  
 Default 12-456-8  
 External Permit 0 -----  
 External Permit 1 12-4-6-8  
 External Permit 2 -2-456-8

**TOD Schedule Report**  
for 2998: Red Rd&US 1

Print Date:  
5/12/2016

Print Time:  
2:09 AM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 NEL	2 SWT	3 -	4 NBT	5 SWL	6 NET	7 -	8 SBT		
1		120	10	60	0	29	10	60	0	29	0	74
2		100	18	36	0	25	12	42	0	25	0	94
5		130	15	71	0	23	15	71	0	23	0	114
6		180	8	117	0	34	22	103	0	34	0	38
7		90	6	34	0	29	6	34	0	29	0	52
8		190	8	127	0	34	22	113	0	34	0	140
9		85	13	27	0	24	13	27	0	24	0	70
10		80	10	35	0	14	8	37	0	14	0	42
11		130	14	66	0	29	14	66	0	29	0	124
12		120	10	70	0	19	10	70	0	19	0	76
13		85	6	29	0	29	6	29	0	29	0	64
14		140	10	80	0	29	15	75	0	29	0	94
15		115	13	62	0	19	13	62	0	19	0	72
17		180	37	88	0	34	6	119	0	34	0	7
18		190	37	98	0	34	6	129	0	34	0	7
19		160	23	87	0	29	16	94	0	29	0	34
20		160	23	87	0	29	19	91	0	29	0	34
21		150	18	72	0	39	18	72	0	39	0	127
22		85	13	27	0	24	13	27	0	24	0	64
23		180	23	107	0	29	16	114	0	29	0	34
25		120	3	48	0	48	8	43	0	48	0	78
26		150	23	83	0	23	23	83	0	23	0	76
27		130	15	70	0	24	15	70	0	24	0	114
28		115	13	62	0	19	13	62	0	19	0	72
29		130	15	70	0	24	15	70	0	24	0	114
30		115	16	56	0	22	16	56	0	22	0	72

Local TOD Schedule		
Time	Plan	DOW
0000	22	M T W Th F
0000	13	Su S
0100	22	Su S
0130	9	M T W Th F
0200	9	Su S
0530	10	M T W Th F
0600	17	M T W Th F
0630	7	Su S
0730	18	M T W Th F
0830	11	Su S
0930	23	M T W Th F
1100	20	M T W Th F
1400	21	Su S
1500	6	M T W Th F
1600	8	M T W Th F
1900	19	M T W Th F
2000	2	M T W Th F
2200	7	M T W Th F
2300	13	M T W Th F
2300	13	Su S

**TOD Schedule Report  
for 2998: Red Rd&US 1**

Print Date:  
5/12/2016

Print Time:  
2:09 AM

Current Time of Day Function				Local Time of Day Function				* Settings
Time	Function	Settings *	Day of Week	Time	Function	Settings *	Day of Week	
0000	TOD LOCAL MULTIFU	----4---	SuM T W ThF S	0000	TOD LOCAL MULTIFUNCT---4---	SuM T W ThF S		Blank - FREE - Phase Bank 1, Max 1
0000	TOD OUTPUTS	-----	M T W ThF	0000	TOD OUTPUTS	-----	Su S	Blank - Plan - Phase Bank 1, Max 2
0530	TOD OUTPUTS	-----	M T W ThF	0000	TOD OUTPUTS	-----	M T W ThF	1 - Phase Bank 2, Max 1
0600	TOD LOCAL MULTIFU	-----	SuM T W ThF S	0100	TOD OUTPUTS	-----	Su S	2 - Phase Bank 2, Max 2
0630	VEH MAX RECALL	-----1	M T W ThF	0530	TOD OUTPUTS	-----	M T W ThF	3 - Phase Bank 3, Max 1
0855	VEH MAX RECALL	-----	M T W ThF	0600	TOD LOCAL MULTIFUNCT-----	SuM T W ThF S		4 - Phase Bank 3, Max 2
				0630	TOD OUTPUTS	-----	Su S	5 - EXTERNAL PERMIT 1
				0630	VEH MAX RECALL	-----1	M T W ThF	6 - EXTERNAL PERMIT 2
				0855	VEH MAX RECALL	-----	M T W ThF	7 - X-PED OMIT
								8 - TBA

*No Calendar Defined/Enabled*



**TOD Schedule Report  
for 3303: Red Rd&Sunset Dr**

Print Date:  
5/12/2016

Print Time:  
2:11 AM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op.Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Settime</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
3303	Red Rd&Sunset Dr	DOW-5		N/A	0	0	N/A	0	Max 0

<u>Splits</u>							
<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
NBL	SBT	EBL	WBT	SBL	NBT	WBL	EBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
Phase Bank																				
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 NBL	0	-	0 - 0	0	-	0 - 0	5	-	5 - 5	2	-	2 - 2	5	-	5 - 5	12	-	12 - 12	3.7	2.5
2 SBT	7	-	7 - 7	15	-	15 - 15	7	-	7 - 7	1	-	1 - 1	21	-	21 - 21	0	-	56 - 56	4	2.5
3 EBL	0	-	0 - 0	0	-	0 - 0	5	-	5 - 5	2	-	2 - 2	6	-	6 - 6	16	-	16 - 16	3.7	2.4
4 WBT	7	-	7 - 7	16	-	16 - 16	10	-	7 - 7	5	-	2.5 - 2.5	23	-	23 - 23	60	-	56 - 56	4	2.4
5 SBL	0	-	0 - 0	0	-	0 - 0	5	-	5 - 5	2	-	2 - 2	5	-	5 - 5	12	-	12 - 12	3.7	2.5
6 NBT	7	-	7 - 7	15	-	15 - 15	7	-	7 - 7	1	-	1 - 1	21	-	21 - 21	0	-	56 - 56	4	2.5
7 WBL	0	-	0 - 0	0	-	0 - 0	5	-	5 - 5	2	-	2 - 2	6	-	6 - 6	16	-	16 - 16	3.7	2.4
8 EBT	7	-	7 - 7	16	-	16 - 16	10	-	7 - 7	5	-	2.5 - 2.5	23	-	23 - 23	60	-	56 - 56	4	2.4

Last In Service Date: unknown

<u>Permitted Phases</u>	
	<u>12345678</u>
Default	12345678
External Permit 0	-2-4-6-8
External Permit 1	-2-4-6-8
External Permit 2	-2-4-6-8

**TOD Schedule Report**  
for 3303: Red Rd&Sunset Dr

Print Date:  
5/12/2016

Print Time:  
2:11 AM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 NBL	2 SBT	3 EBL	4 WBT	5 SBL	6 NBT	7 WBL	8 EBT		
1		120	6	43	15	32	6	43	15	32	0	25
2		100	6	33	10	27	6	33	10	27	0	42
3		140	6	52	16	42	6	52	16	42	0	25
4		150	8	64	10	44	8	64	10	44	0	3
5		130	8	44	10	44	8	44	10	44	0	71
6		180	15	77	11	53	15	77	11	53	0	24
7		90	6	27	9	24	6	27	9	24	0	47
8		190	15	87	11	53	15	87	11	53	0	20
9		80	6	25	5	20	6	25	5	20	0	46
10		80	6	25	5	20	6	25	5	20	0	79
11		130	6	44	10	46	6	44	10	46	0	33
12		120	6	35	12	43	6	35	12	43	0	72
13		80	6	25	5	20	6	25	5	20	0	43
14		140	6	52	16	42	6	52	16	42	0	25
15		115	6	34	10	41	6	34	10	41	0	37
16		115	6	34	10	41	6	34	10	41	0	37
17		180	6	80	12	58	6	80	12	58	0	159
18		190	6	90	12	58	6	90	12	58	0	78
19		160	9	69	14	44	9	69	14	44	0	127
20		160	6	60	12	58	6	60	12	58	0	63
21		150	8	55	12	51	8	55	12	51	0	9
22		80	6	25	5	20	6	25	5	20	0	46
23		180	6	80	12	58	6	80	12	58	0	63
25		150	6	65	12	43	6	65	12	43	0	26

Local TOD Schedule		
Time	Plan	DOW
0000	22	M T W Th F
0000	13	Su S
0100	22	Su S
0130	9	M T W Th F
0200	9	Su S
0530	10	M T W Th F
0600	17	M T W Th F
0630	7	Su S
0730	18	M T W Th F
0830	11	Su S
0930	23	M T W Th F
1100	20	M T W Th F
1400	21	Su S
1500	6	M T W Th F
1600	8	M T W Th F
1900	19	M T W Th F
2000	2	M T W Th F
2200	7	M T W Th F
2300	13	M T W Th F
2300	13	Su S

Current Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	Su M T W Th F S
1100	VEH MAX RECALL	8---4---	M T W Th F
1900	VEH MAX RECALL	-----	M T W Th F

Local Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	Su M T W Th F S
1100	VEH MAX RECALL	8---4---	M T W Th F
1900	VEH MAX RECALL	-----	M T W Th F

* Settings
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

**TOD Schedule Report**  
for 5129: Sunset Dr&Yumuri St

Print Date:  
1/25/2016

Print Time:  
2:47 PM

Asset	Intersection	TOD Schedule	On Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5129	Sunset Dr&Yumuri St	DOW-2		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
EBL	WBT	-	-	-	EBT	-	SBL
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red											
Phase Bank																															
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3													
1 EBL	0	-	0	-	0	-	0	-	0	5	-	5	-	5	2	-	2	-	2	3	0										
2 WBT	0	-	0	-	0	-	0	-	0	15	-	15	-	15	1	-	1	-	1	30	-	30	-	35	0	-	45	-	0	4	1
3 -	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0
4 -	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0
5 -	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	15	-	15	-	15	1	-	1	-	1	30	-	30	-	35	0	-	45	-	0	4	1
7 -	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0
8 SBL	0	-	0	-	0	-	0	-	0	7	-	7	-	7	2.5	-	2.5	-	2.5	15	-	15	-	18	25	-	20	-	0	4	0.5

Last In Service Date: unknown

**Permitted Phases**

	<b>12345678</b>
Default	123--6-8
External Permit 0	-23--6-8
External Permit 1	-23--6-8
External Permit 2	-23--6-8

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

**Local TOD Schedule**

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0530	Free	M T W Th F
0600	Free	Su



**TOD Schedule Report**  
**for 5129: Sunset Dr&Yumuri St**

Print Date:  
1/25/2016

Print Time:  
2:47 PM

Current Time of Day Function				Local Time of Day Function				* Settings
Time	Function	Settings *	Day of Week	Time	Function	Settings *	Day of Week	
0000	TOD OUTPUTS	-----	Su M T W Th F S	0000	TOD OUTPUTS	-----	Su M T W Th F S	Blank - FREE - Phase Bank 1, Max 1
0530	TOD OUTPUTS	----3--	M T W Th F	0530	TOD OUTPUTS	----3--	M T W Th F	Blank - Plan - Phase Bank 1, Max 2
0630	TOD OUTPUTS	----2--	M T W Th F	0600	TOD OUTPUTS	-----1	Su	1 - Phase Bank 2, Max 1
0900	TOD OUTPUTS	----3--	M T W Th F	0630	TOD OUTPUTS	----2--	M T W Th F	2 - Phase Bank 2, Max 2
1500	TOD OUTPUTS	----2--	M T W Th F	0900	TOD OUTPUTS	----3--	M T W Th F	3 - Phase Bank 3, Max 1
1900	TOD OUTPUTS	----3--	M T W Th F	1000	TOD OUTPUTS	----3--	Su	4 - Phase Bank 3, Max 2
2000	TOD OUTPUTS	-----1	M T W Th F	1500	TOD OUTPUTS	----2--	M T W Th F	5 - EXTERNAL PERMIT 1
				1900	TOD OUTPUTS	----3--	M T W Th F	6 - EXTERNAL PERMIT 2
				2000	TOD OUTPUTS	-----1	M T W Th F	7 - X-PED OMIT
				2000	TOD OUTPUTS	-----1	Su	8 - TBA

**No Calendar Defined/Enabled**

## **Seasonal Factors**

2014 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 8701 MIAMI-DADE SOUTH

WEEK	DATES	SF	MOCF: 0.99 PSCF
1	01/01/2014 - 01/04/2014	0.98	0.99
2	01/05/2014 - 01/11/2014	1.01	1.02
3	01/12/2014 - 01/18/2014	1.03	1.04
4	01/19/2014 - 01/25/2014	1.02	1.03
5	01/26/2014 - 02/01/2014	1.01	1.02
6	02/02/2014 - 02/08/2014	1.00	1.01
7	02/09/2014 - 02/15/2014	1.00	1.01
8	02/16/2014 - 02/22/2014	0.99	1.00
* 9	02/23/2014 - 03/01/2014	0.99	1.00
*10	03/02/2014 - 03/08/2014	0.99	1.00
*11	03/09/2014 - 03/15/2014	0.99	1.00
*12	03/16/2014 - 03/22/2014	0.99	1.00
*13	03/23/2014 - 03/29/2014	0.99	1.00
*14	03/30/2014 - 04/05/2014	0.99	1.00
*15	04/06/2014 - 04/12/2014	0.99	1.00
*16	04/13/2014 - 04/19/2014	0.99	1.00
*17	04/20/2014 - 04/26/2014	0.99	1.00
*18	04/27/2014 - 05/03/2014	0.99	1.00
*19	05/04/2014 - 05/10/2014	0.99	1.00
*20	05/11/2014 - 05/17/2014	0.99	1.00
*21	05/18/2014 - 05/24/2014	0.99	1.00
22	05/25/2014 - 05/31/2014	1.00	1.01
23	06/01/2014 - 06/07/2014	1.01	1.02
24	06/08/2014 - 06/14/2014	1.01	1.02
25	06/15/2014 - 06/21/2014	1.02	1.03
26	06/22/2014 - 06/28/2014	1.02	1.03
27	06/29/2014 - 07/05/2014	1.03	1.04
28	07/06/2014 - 07/12/2014	1.03	1.04
29	07/13/2014 - 07/19/2014	1.04	1.05
30	07/20/2014 - 07/26/2014	1.03	1.04
31	07/27/2014 - 08/02/2014	1.02	1.03
32	08/03/2014 - 08/09/2014	1.02	1.03
33	08/10/2014 - 08/16/2014	1.01	1.02
34	08/17/2014 - 08/23/2014	1.00	1.01
35	08/24/2014 - 08/30/2014	1.01	1.02
36	08/31/2014 - 09/06/2014	1.01	1.02
37	09/07/2014 - 09/13/2014	1.01	1.02
38	09/14/2014 - 09/20/2014	1.01	1.02
39	09/21/2014 - 09/27/2014	1.01	1.02
40	09/28/2014 - 10/04/2014	1.00	1.01
41	10/05/2014 - 10/11/2014	1.00	1.01
42	10/12/2014 - 10/18/2014	0.99	1.00
43	10/19/2014 - 10/25/2014	0.99	1.00
44	10/26/2014 - 11/01/2014	1.00	1.01
45	11/02/2014 - 11/08/2014	1.00	1.01
46	11/09/2014 - 11/15/2014	1.00	1.01
47	11/16/2014 - 11/22/2014	1.00	1.01
48	11/23/2014 - 11/29/2014	1.00	1.01
49	11/30/2014 - 12/06/2014	0.99	1.00
50	12/07/2014 - 12/13/2014	0.99	1.00
51	12/14/2014 - 12/20/2014	0.98	0.99
52	12/21/2014 - 12/27/2014	1.01	1.02
53	12/28/2014 - 12/31/2014	1.03	1.04

\* PEAK SEASON

09-MAR-2015 16:07:55

830UPD

6\_8701\_PKSEASON.TXT



**Appendix D**  
**Intersection Capacity Analysis**  
**Worksheets**

**RIVIERA PLAZA - AM PEAK HOUR INTERSECTION ASSIGNMENT**

INTERSECTION	MOVEMENT	EXISTING 2016	FUTURE BACKGROUND TRAFFIC	0.5% 2	Shoma Park Tower	Paseo	UHealth	Gables Waterway	Total Committed Developments	FUTURE W/O PROJECT	Existing Project Trips	Pass by	Proposed Project Trips	Pass by	FUTURE WITH PROJECT
1 US -1 / Yumuri Street (U)	NBL	2	2		0	0	0	0	0	2	0		0		2
	NBT	0	0		0	0	0	0	0	0	0		0		0
	NBR	75	76		1	2	0	0	4	79	3	13	9	18	91
	SBL	0	0		0	0	0	0	0	0	0		0		0
	SBT	0	0		0	0	0	0	0	0	0		0		0
	SBR	0	0		0	0	0	0	0	0	0		0		0
	EBL	0	0		0	0	0	0	0	0	0		0		0
	EBT	2857	2886		1	13	27	1	41	2927	1		0	-30	2896
	EBR	27	27		0	0	0	0	0	27	0		16		43
	WBL	133	134		0	3	0	1	4	138	4	5	10	8	147
	WBT	1688	1705		0	24	24	3	51	1756	2	-5	10	-3	1765
	WBR	0	0		0	0	0	0	0	0	0		0		0
TOTAL		4782	4830		2	42	51	5	100	4930	10		44		4944
2 US -1 / SW 57th Avenue (S)	NBL	0	0		0	0	0	0	0	0	0		0		0
	NBT	449	454		2	0	45	0	47	500	3		10		507
	NBR	71	72		1	2	0	0	3	75	0		0		75
	SBL	0	0		0	0	0	0	0	0	0		0		0
	SBT	638	644		0	0	0	0	0	644	7		16		653
	SBR	95	96		0	0	7	0	7	103	0		0		103
	EBL	191	193		0	0	45	0	45	238	0		0		238
	EBT	2857	2886		0	12	27	0	39	2925	7		16		2934
	EBR	112	113		0	0	0	0	0	113	0		0		113
	WBL	79	80		0	3	12	1	16	95	0		0		95
	WBT	1598	1614		0	18	12	2	32	1646	2		10		1654
	WBR	49	49		0	3	0	0	3	52	0		0		52
TOTAL		6139	6201		2	38	148	4	192	6392	19		52		6424
3 Yumuri Street / Madruga Avenue (U)	NBL	4	4		0	0	0	0	0	4	0		6		10
	NBT	13	13		1	1	0	0	2	15	7		2		9
	NBR	2	2		0	0	0	0	0	3	0		0		3
	SBL	7	7		0	0	0	0	0	7	1	5	0	8	9
	SBT	76	77		0	3	0	0	3	80	1		1		80
	SBR	63	64		0	0	0	1	1	65	1		23		87
	EBL	81	82		0	0	0	0	0	82	15		11	18	96
	EBT	109	110		0	0	0	0	0	110	0		13	15	138
	EBR	7	7		0	0	0	0	0	7	1		6		12
	WBL	3	3		0	0	0	0	0	3	0		0		3
	WBT	62	63		0	0	0	0	0	63	0		14		77
	WBR	1	1		0	1	0	0	1	2	0		0		2
TOTAL		428	432		2	5	0	1	8	441	27		79		528

**RIVIERA PLAZA - AM PEAK HOUR INTERSECTION ASSIGNMENT**

INTERSECTION	MOVEMENT	EXISTING 2016	FUTURE BACKGROUND TRAFFIC	0.5% 2	Shoma Park Tower	Paseo	UHealth	Gables Waterway	Total Committed Developments	FUTURE W/O PROJECT	Existing Project Trips	Pass by	Proposed Project Trips	Pass by	FUTURE WITH PROJECT
4 SW 57th Avenue / Madruga Avenue (U)	NBL	0	0	0	0	0	0	0	0	0	0		0		0
	NBT	426	430	0	2	45	0	47	477	477	0		0		477
	NBR	157	159	0	0	0	0	0	159	159	6		12		165
	SBL	148	149	0	0	0	0	0	149	149	7		16		158
	SBT	661	668	0	3	12	0	15	683	683	0		0		683
	SBR	0	0	0	0	0	0	0	0	0	0		0		0
	EBL	0	0	0	0	0	0	0	0	0	0		0		0
	EBT	0	0	0	0	0	0	0	0	0	0		0		0
	EBR	0	0	0	0	0	0	0	0	0	0		0		0
	WBL	77	78	5	0	0	0	5	82	82	3		10		90
	WBT	0	0	0	0	0	0	0	0	0	0		0		0
	WBR	62	63	2	0	0	0	2	65	65	3		7		70
TOTAL		1531	1546	7	5	57	0	69	1616	1616	18		45		1643
5 Sunset Drive / Yumuri Street (U)	NBL	0	0	0	0	0	0	0	0	0	0		0		0
	NBT	0	0	0	0	0	0	0	0	0	0		0		0
	NBR	0	0	0	0	0	0	0	0	0	0		0		0
	SBL	37	37	1	0	0	0	1	38	38	2		6		43
	SBT	0	0	0	0	0	0	0	0	0	0		0		0
	SBR	105	106	1	3	0	1	5	111	111	1		1		112
	EBL	94	95	0	1	1	0	2	97	97	0		2		99
	EBT	433	437	0	0	0	0	0	437	437	2		0		435
	EBR	0	0	0	0	0	0	0	0	0	0		0		0
	WBL	0	0	0	0	0	0	0	0	0	0		0		0
	WBT	286	289	0	0	4	0	4	293	293	0		0		293
	WBR	26	26	0	0	0	0	0	26	26	5		10		31
TOTAL		981	991	3	3	5	1	11	1002	1002	9		19		1012
8 Sunset Drive / SW 57th Avenue (S)	NBL	95	96	0	0	0	0	0	96	96	0		0		96
	NBT	467	472	0	2	28	0	30	502	502	2		4		504
	NBR	117	118	0	0	0	0	0	118	118	0		0		118
	SBL	100	101	0	0	1	0	1	102	102	0		0		102
	SBT	333	336	1	3	8	0	12	348	348	1		5		352
	SBR	96	99	4	0	2	0	6	105	105	2		2		105
	EBL	134	135	0	0	8	0	8	143	143	4		8		148
	EBT	265	268	0	0	0	0	0	268	268	3		4		269
	EBR	35	35	0	0	0	0	0	35	35	0		0		35
	WBL	114	115	0	0	0	0	0	116	116	0		0		116
	WBT	197	199	1	0	0	0	1	200	200	0		0		200
	WBR	43	43	0	0	4	0	4	47	47	0		0		47
TOTAL		1998	2018	6	5	51	0	62	2080	2080	11		23		2093



**RIVIERA PLAZA - PM PEAK HOUR INTERSECTION ASSIGNMENT**





INTERSECTION	MOVEMENT	EXISTING 2016	FUTURE BACKGROUND TRAFFIC	0.5% 2	Shoma Park Tower	Paseo	UHealth	Gables Waterway	Total Committed Developments	FUTURE W/O PROJECT	Existing Project Trips	Pass by	Proposed Project Trips	Pass by	FUTURE WITH PROJECT
1 US -1 / Yumuri Street (U)	NBL	33	33		0	0	0	0	0	33	0		0		33
	NBT	0	0		0	0	0	0	0	0	0		0		0
	NBR	108	109		0	4	0	1	6	115	24	20	33	68	172
	SBL	0	0		0	0	0	0	0	0	0		0		0
	SBT	0	0		0	0	0	0	0	0	0		0		0
	SBR	0	0		0	0	0	0	0	0	0		0		0
	EBL	0	0		0	0	0	0	0	0	0		0		0
	EBT	2028	2048		0	24	11	3	38	2086	12		0	-69	2005
	EBR	43	43		0	0	0	0	0	43	0		37		80
	WBL	30	30		1	3	1	1	5	35	11	16	22	18	49
	WBT	2254	2277		0	24	98	1	124	2401	18		37	-1	2419
	WBR	0	0		0	0	0	0	0	0	0		0		0
TOTAL		4496	4541		2	55	110	6	173	4714	65		130		4759
2 US -1 / SW 57th Avenue (S)	NBL	0	0		0	0	0	0	0	0	0		0		0
	NBT	531	536		1	0	19	0	20	556	24		37		569
	NBR	65	66		0	4	0	0	4	70	0		0		70
	SBL	0	0		0	0	0	0	0	0	0		0		0
	SBT	575	581		1	0	0	0	1	582	21		37		597
	SBR	290	293		0	0	30	0	30	323	0		0		323
	EBL	177	179		0	0	19	0	19	198	0		0		198
	EBT	2017	2037		0	22	11	2	35	2072	21		37		2088
	EBR	125	126		1	0	0	1	2	128	0		0		128
	WBL	106	107		0	3	49	0	53	160	0		0		160
	WBT	2156	2178		0	18	49	1	68	2246	18		37		2265
	WBR	53	54		0	3	0	0	3	57	0		0		57
TOTAL		6095	6156		3	50	177	4	234	6390	84		148		6454
3 Yumuri Street / Madruga Avenue (U)	NBL	10	10		0	0	0	0	0	10	0		15		25
	NBT	64	65		0	2	0	0	2	67	21		4		49
	NBR	4	4		0	0	0	0	0	4	0		0		4
	SBL	27	27		0	0	0	0	0	27	12	16	2		1
	SBT	58	59		1	3	1	0	5	63	12		6		57
	SBR	53	54		0	0	0	1	1	54	6		53	18	119
	EBL	75	76		0	0	0	1	1	77	55		37	68	127
	EBT	71	72		0	0	0	0	0	72	0		50	17	139
	EBR	24	24		0	0	0	0	0	24	12		24		36
	WBL	9	9		0	0	0	0	0	9	0		0		9
	WBT	84	85		0	0	0	0	0	85	0		33		118
	WBR	21	21		0	2	0	0	2	24	0		0		24
TOTAL		500	505		1	7	1	2	11	516	118		224		709

**RIVIERA PLAZA - PM PEAK HOUR INTERSECTION ASSIGNMENT**

INTERSECTION	MOVEMENT	EXISTING 2016	FUTURE BACKGROUND TRAFFIC	0.5% 2	Shoma Park Tower	Paseo	UHealth	Gables Waterway	Total Committed Developments	FUTURE W/O PROJECT	Existing Project Trips	Pass by	Proposed Project Trips	Pass by	FUTURE WITH PROJECT
4 SW 57th Avenue / Madruga Avenue (U)	NBL	0	0		0	0	0	0	0	0	0		0		0
	NBT	482	487		0	4	19	0	23	510	0		0		510
	NBR	101	102		1	0	0	0	1	103	16		28		115
	SBL	100	101		2	0	0	0	2	103	21		37		119
	SBT	700	707		0	3	49	0	52	759	0		0		759
	SBR	0	0		0	0	0	0	0	0	0		0		0
	EBL	0	0		0	0	0	0	0	0	0		0		0
	EBT	0	0		0	0	0	0	0	0	0		0		0
	EBR	0	0		0	0	0	0	0	0	0		0		0
	WBL	108	109		2	0	0	0	2	111	24		37		124
	WBT	0	0		0	0	0	0	0	0	0		0		0
	WBR	95	96		1	0	0	0	1	97	24		28		101
TOTAL		1586	1602		6	7	68	0	81	1683	85		130		1727
5 Sunset Drive / Yumuri Street (U)	NBL	0	0		0	0	0	0	0	0	0		0		0
	NBT	0	0		0	0	0	0	0	0	0		0		0
	NBR	0	0		0	0	0	0	0	0	0		0		0
	SBL	173	175		0	0	0	0	0	175	16		22		182
	SBT	0	0		0	0	0	0	0	0	0		0		0
	SBR	173	175		0	3	0	0	3	178	6		6		178
	EBL	125	126		1	1	4	1	7	133	0		6		138
	EBT	405	409		0	0	0	0	0	409	5		0		404
	EBR	0	0		0	0	0	0	0	0	0		0		0
	WBL	0	0		0	0	0	0	0	0	0		0		0
	WBT	336	339		0	0	2	0	2	341	0		0		341
	WBR	41	41		1	0	0	0	1	42	14		22		50
TOTAL		1253	1266		2	4	6	1	13	1278	41		56		1293
6 Sunset Drive / SW 57th Avenue (S)	NBL	79	80		0	0	0	0	0	80	0		0		80
	NBT	320	323		1	4	12	0	16	339	5		9		343
	NBR	144	145		0	0	0	0	0	146	0		0		146
	SBL	73	74		0	0	4	0	4	78	0		0		78
	SBT	477	482		0	3	31	0	34	516	6		19		528
	SBR	209	211		1	0	9	0	10	221	18		9		212
	EBL	110	111		1	0	3	0	4	115	11		18		123
	EBT	238	240		0	0	0	0	0	241	11		11		241
	EBR	52	53		0	0	0	0	0	53	0		0		53
	WBL	188	190		0	0	0	0	0	190	0		0		190
	WBT	262	265		0	0	0	0	0	265	0		0		265
	WBR	22	22		0	0	2	0	2	24	0		0		24
TOTAL		2174	2196		4	6	61	0	72	2268	51		67		2283

## **Existing Conditions**



Intersection						
Int Delay, s/veh	44.8					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	2	75	2857	27	133	1688
Future Vol, veh/h	2	75	2857	27	133	1688
Conflicting Peds, #/hr	0	0	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	80	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	79	3007	28	140	1777

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	4017	1522	0	0	3040	0
Stage 1	3026	-	-	-	-	-
Stage 2	991	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	7	92	-	-	~ 36	-
Stage 1	12	-	-	-	-	-
Stage 2	289	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	0	92	-	-	~ 36	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	12	-	-	-	-	-
Stage 2	0	-	-	-	-	-





Approach	NW	NE	SW
HCM Control Delay, s	144.8	0	111.6
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT
Capacity (veh/h)	-	- 92	~ 36	-
HCM Lane V/C Ratio	-	- 0.881	3.889	-
HCM Control Delay (s)	-	- 144.8	\$ 1528	-
HCM Lane LOS	-	- F	F	-
HCM 95th %tile Q(veh)	-	- 4.9	16.2	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection

Int Delay, s/veh 27.6

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	33	108	2028	43	30	2254
Future Vol, veh/h	33	108	2028	43	30	2254
Conflicting Peds, #/hr	2	1	0	8	8	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	80	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	34	110	2069	44	31	2300

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	3082	1066	0
Stage 1	2099	-	-
Stage 2	983	-	-
Critical Hdwy	5.72	7.12	-
Critical Hdwy Stg 1	6.62	-	-
Critical Hdwy Stg 2	6.02	-	-
Follow-up Hdwy	3.81	3.91	-
Pot Cap-1 Maneuver	~ 24	189	-
Stage 1	50	-	-
Stage 2	294	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	~ 17	187	-
Mov Cap-2 Maneuver	~ 17	-	-
Stage 1	50	-	-
Stage 2	211	-	-

Approach	NW	NE	SW
HCM Control Delay, s	\$ 868.4	0	0.7
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT
Capacity (veh/h)	-	-	56	110
HCM Lane V/C Ratio	-	-	2.569	0.278
HCM Control Delay (s)	-	-	\$ 868.4	49.9
HCM Lane LOS	-	-	F	E
HCM 95th %tile Q(veh)	-	-	14.7	1

Notes













~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon



HCM 2010 Signalized Intersection Summary  
2: Red Rd & South Dixie Hwy

#16180 Existing AM

6/21/2016



















												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑			↑↑	↑	↑	↑↑↑		↑	↑↑↑	
Traffic Volume (veh/h)	0	449	71	0	638	95	191	2857	112	79	1598	49
Future Volume (veh/h)	0	449	71	0	638	95	191	2857	112	79	1598	49
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	0	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	0	458	72	0	651	97	195	2915	0	81	1631	0
Adj No. of Lanes	0	2	0	0	2	1	1	3	0	1	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	0	548	86	0	633	358	279	3481	0	106	3363	0
Arrive On Green	0.00	0.06	0.06	0.00	0.18	0.18	0.05	0.68	0.00	0.03	0.66	0.00
Sat Flow, veh/h	0	3156	479	0	3632	1567	1774	5253	0	1774	5253	0
Grp Volume(v), veh/h	0	263	267	0	651	97	195	2915	0	81	1631	0
Grp Sat Flow(s),veh/h/ln	0	1770	1773	0	1770	1567	1774	1695	0	1774	1695	0
Q Serve(g_s), s	0.0	28.0	28.3	0.0	34.0	9.7	6.8	80.5	0.0	2.8	30.4	0.0
Cycle Q Clear(g_c), s	0.0	28.0	28.3	0.0	34.0	9.7	6.8	80.5	0.0	2.8	30.4	0.0
Prop In Lane	0.00		0.27	0.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	317	317	0	633	358	279	3481	0	106	3363	0
V/C Ratio(X)	0.00	0.83	0.84	0.00	1.03	0.27	0.70	0.84	0.00	0.76	0.48	0.00
Avail Cap(c_a), veh/h	0	317	317	0	633	358	537	3481	0	406	3363	0
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	86.6	86.7	0.0	78.0	60.3	15.6	22.1	0.0	44.4	16.0	0.0
Incr Delay (d2), s/veh	0.0	16.6	17.6	0.0	43.1	0.3	3.2	2.6	0.0	4.2	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.2	15.5	0.0	20.4	9.1	4.6	38.3	0.0	2.9	14.4	0.0
LnGrp Delay(d),s/veh	0.0	103.1	104.3	0.0	121.1	60.6	18.8	24.7	0.0	48.6	16.5	0.0
LnGrp LOS		F	F		F	E	B	C		D	B	
Approach Vol, veh/h		530			748			3110			1712	
Approach Delay, s/veh		103.7			113.2			24.3			18.1	
Approach LOS		F			F			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.3	132.7		41.0	11.9	137.1		41.0				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	37.0	98.0		34.0	37.0	98.0		34.0				
Max Q Clear Time (g_c+I1), s	8.8	32.4		30.3	4.8	82.5		36.0				
Green Ext Time (p_c), s	0.6	62.4		2.3	0.1	15.3		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			40.4									
HCM 2010 LOS			D									
<b>Notes</b>												



Timings  
2: Red Rd & South Dixie Hwy

#16180 Existing AM

6/21/2016

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	449	71	0	638	95	191	2857	112	79	1598	49
Future Volume (vph)	0	449	71	0	638	95	191	2857	112	79	1598	49
Confl. Peds. (#/hr)	6		6	6		6	5		8	8		5
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type		NA			NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8	1	1	6		5	2	
Permitted Phases						8	6			2		
Detector Phase		4			8	18	1	6		5	2	
Switch Phase												
Minimum Initial (s)		7.0			7.0	5.0	5.0	7.0		5.0	7.0	
Minimum Split (s)		32.0			30.0	12.0	12.0	33.0		12.0	33.0	
Total Split (s)		41.0			41.0	44.0	44.0	105.0		44.0	105.0	
Total Split (%)		21.6%			21.6%	23.2%	23.2%	55.3%		23.2%	55.3%	
Yellow Time (s)		4.0			4.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)		3.0			3.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Recall Mode		None			None	None	None	C-Max		None	C-Max	

Intersection Summary

Cycle Length: 190





Actuated Cycle Length: 190

Offset: 7 (4%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Splits and Phases: 2: Red Rd & South Dixie Hwy





















 Ø1	 Ø2 (R)	 Ø4
44 s	105 s	41 s
 Ø5	 Ø6 (R)	 Ø8
44 s	105 s	41 s



HCM 2010 Signalized Intersection Summary  
2: Red Rd & South Dixie Hwy

#16180 Existing PM

6/21/2016

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	531	65	0	575	290	177	2017	125	106	2156	53
Future Volume (veh/h)	0	531	65	0	575	290	177	2017	125	106	2156	53
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1881	1900	0	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	0	547	67	0	593	299	182	2079	0	109	2223	0
Adj No. of Lanes	0	2	0	0	2	1	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	1	0	1	1	1	1	1	1	1	1
Cap, veh/h	0	572	70	0	640	367	202	3489	0	186	3375	0
Arrive On Green	0.00	0.24	0.24	0.00	0.18	0.18	0.05	0.68	0.00	0.03	0.66	0.00
Sat Flow, veh/h	0	3289	390	0	3668	1578	1792	5305	0	1792	5305	0
Grp Volume(v), veh/h	0	305	309	0	593	299	182	2079	0	109	2223	0
Grp Sat Flow(s),veh/h/ln	0	1787	1798	0	1787	1578	1792	1712	0	1792	1712	0
Q Serve(g_s), s	0.0	32.0	32.2	0.0	31.0	34.0	7.7	41.4	0.0	3.8	49.7	0.0
Cycle Q Clear(g_c), s	0.0	32.0	32.2	0.0	31.0	34.0	7.7	41.4	0.0	3.8	49.7	0.0
Prop In Lane	0.00		0.22	0.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	320	322	0	640	367	202	3489	0	186	3375	0
V/C Ratio(X)	0.00	0.95	0.96	0.00	0.93	0.81	0.90	0.60	0.00	0.59	0.66	0.00
Avail Cap(c_a), veh/h	0	320	322	0	640	367	314	3489	0	338	3375	0
HCM Platoon Ratio	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	71.6	71.7	0.0	76.8	69.1	40.1	16.4	0.0	17.8	19.7	0.0
Incr Delay (d2), s/veh	0.0	38.0	39.3	0.0	19.7	12.8	19.2	0.8	0.0	1.1	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.1	19.5	0.0	17.1	29.1	10.5	19.7	0.0	2.5	23.8	0.0
LnGrp Delay(d),s/veh	0.0	109.6	111.0	0.0	96.4	81.9	59.3	17.2	0.0	18.9	20.7	0.0
LnGrp LOS		F	F		F	F	E	B		B	C	
Approach Vol, veh/h		614			892			2261			2332	
Approach Delay, s/veh		110.3			91.5			20.6			20.6	
Approach LOS		F			F			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.1	131.9		41.0	12.9	136.1		41.0				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	22.0	113.0		34.0	22.0	113.0		34.0				
Max Q Clear Time (g_c+I1), s	9.7	51.7		34.2	5.8	43.4		36.0				
Green Ext Time (p_c), s	0.4	56.6		0.0	0.1	63.6		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			40.0									
HCM 2010 LOS			D									
<b>Notes</b>												























# Timings

## 2: Red Rd & South Dixie Hwy

#16180 Existing PM

6/21/2016

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	531	65	0	575	290	177	2017	125	106	2156	53
Future Volume (vph)	0	531	65	0	575	290	177	2017	125	106	2156	53
Confl. Peds. (#/hr)	8		18	18		8	14		26	26		14
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type		NA			NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8	1	1	6		5	2	
Permitted Phases						8	6			2		
Detector Phase		4			8	18	1	6		5	2	
Switch Phase												
Minimum Initial (s)		7.0			7.0	5.0	5.0	7.0		5.0	7.0	
Minimum Split (s)		32.0			30.0	12.0	12.0	33.0		12.0	33.0	
Total Split (s)		41.0			41.0	29.0	29.0	120.0		29.0	120.0	
Total Split (%)		21.6%			21.6%	15.3%	15.3%	63.2%		15.3%	63.2%	
Yellow Time (s)		4.0			4.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)		3.0			3.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.0			7.0	7.0	7.0	7.0		7.0	7.0	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Recall Mode		None			None	None	None	C-Max		None	C-Max	

### Intersection Summary

Cycle Length: 190




Actuated Cycle Length: 190

Offset: 140 (74%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Splits and Phases: 2: Red Rd & South Dixie Hwy

 Ø1	 Ø2 (R)	 Ø4
29 s	120 s	41 s
 Ø5	 Ø6 (R)	 Ø8
29 s	120 s	41 s



Intersection

Intersection Delay, s/veh 9.1  
Intersection LOS A

Movement	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEU	NEL	NET	NER
Lane Configurations			↕				↕				↕	
Traffic Vol, veh/h	0	7	76	63	0	4	13	2	0	81	109	7
Future Vol, veh/h	0	7	76	63	0	4	13	2	0	81	109	7
Peak Hour Factor	0.92	0.80	0.80	0.80	0.92	0.80	0.80	0.80	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	95	79	0	5	16	3	0	101	136	9
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	SE	NW	NE
Opposing Approach	NW	SE	SW
Opposing Lanes	1	1	1
Conflicting Approach Left	SW	NE	SE
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NE	SW	NW
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.8	8.1	9.7
HCM LOS	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	41%	21%	5%	5%
Vol Thru, %	55%	68%	52%	94%
Vol Right, %	4%	11%	43%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	197	19	146	66
LT Vol	81	4	7	3
Through Vol	109	13	76	62
RT Vol	7	2	63	1
Lane Flow Rate	246	24	182	82
Geometry Grp	1	1	1	1
Degree of Util (X)	0.313	0.032	0.228	0.108
Departure Headway (Hd)	4.572	4.91	4.488	4.7
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	786	727	799	761
Service Time	2.603	2.954	2.518	2.737
HCM Lane V/C Ratio	0.313	0.033	0.228	0.108
HCM Control Delay	9.7	8.1	8.8	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.3	0.1	0.9	0.4

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SWU	SWL	SWT	SWR
Lane Configurations			↕	
Traffic Vol, veh/h	0	3	62	1
Future Vol, veh/h	0	3	62	1
Peak Hour Factor	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	78	1
Number of Lanes	0	0	1	0

Approach	SW
Opposing Approach	NE
Opposing Lanes	1
Conflicting Approach Left	NW
Conflicting Lanes Left	1
Conflicting Approach Right	SE
Conflicting Lanes Right	1
HCM Control Delay	8.3
HCM LOS	A



Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEU	NEL	NET	NER
Lane Configurations			↕				↕				↕	
Traffic Vol, veh/h	0	27	58	53	0	10	64	4	0	75	71	24
Future Vol, veh/h	0	27	58	53	0	10	64	4	0	75	71	24
Peak Hour Factor	0.92	0.91	0.91	0.91	0.92	0.91	0.91	0.91	0.92	0.91	0.91	0.91
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	30	64	58	0	11	70	4	0	82	78	26
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	SE	NW	NE
Opposing Approach	NW	SE	SW
Opposing Lanes	1	1	1
Conflicting Approach Left	SW	NE	SE
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NE	SW	NW
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.7	8.5	9.1
HCM LOS	A	A	A


Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	44%	13%	20%	8%
Vol Thru, %	42%	82%	42%	74%
Vol Right, %	14%	5%	38%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	170	78	138	114
LT Vol	75	10	27	9
Through Vol	71	64	58	84
RT Vol	24	4	53	21
Lane Flow Rate	187	86	152	125
Geometry Grp	1	1	1	1
Degree of Util (X)	0.24	0.115	0.192	0.16
Departure Headway (Hd)	4.627	4.826	4.563	4.603
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	775	741	784	777
Service Time	2.665	2.87	2.602	2.645
HCM Lane V/C Ratio	0.241	0.116	0.194	0.161
HCM Control Delay	9.1	8.5	8.7	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	0.4	0.7	0.6



Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SWU	SWL	SWT	SWR
Lane Configurations				
Traffic Vol, veh/h	0	9	84	21
Future Vol, veh/h	0	9	84	21
Peak Hour Factor	0.92	0.91	0.91	0.91
Heavy Vehicles, %	1	1	1	1
Mvmt Flow	0	10	92	23
Number of Lanes	0	0	1	0

Approach	SW
Opposing Approach	NE
Opposing Lanes	1
Conflicting Approach Left	NW
Conflicting Lanes Left	1
Conflicting Approach Right	SE
Conflicting Lanes Right	1
HCM Control Delay	8.5
HCM LOS	A

Intersection						
Int Delay, s/veh	4.1					
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Traffic Vol, veh/h	426	157	148	661	77	62
Future Vol, veh/h	426	157	148	661	77	62
Conflicting Peds, #/hr	0	4	4	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	92	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	448	165	156	696	81	65
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	618	0	1195	311
Stage 1	-	-	-	-	535	-
Stage 2	-	-	-	-	660	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	958	-	179	685
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	476	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	958	-	149	682
Mov Cap-2 Maneuver	-	-	-	-	149	-
Stage 1	-	-	-	-	549	-
Stage 2	-	-	-	-	398	-
Approach	NB		SB		SW	
HCM Control Delay, s	0		1.7		35.2	
HCM LOS					E	
Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1	SWLn2
Capacity (veh/h)	-	-	958	-	149	682
HCM Lane V/C Ratio	-	-	0.163	-	0.544	0.096
HCM Control Delay (s)	-	-	9.5	-	54.8	10.8
HCM Lane LOS	-	-	A	-	F	B
HCM 95th %tile Q(veh)	-	-	0.6	-	2.7	0.3



Intersection						
Int Delay, s/veh	6					
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Traffic Vol, veh/h	482	101	100	700	108	95
Future Vol, veh/h	482	101	100	700	108	95
Conflicting Peds, #/hr	0	18	18	0	5	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	92	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	513	107	106	745	115	101
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	638	0	1174	334
Stage 1	-	-	-	-	584	-
Stage 2	-	-	-	-	590	-
Critical Hdwy	-	-	4.12	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	-	-	2.21	-	3.51	3.31
Pot Cap-1 Maneuver	-	-	949	-	186	665
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	520	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	944	-	162	650
Mov Cap-2 Maneuver	-	-	-	-	162	-
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	459	-
Approach	NB		SB		SW	
HCM Control Delay, s	0		1.2		41.8	
HCM LOS					E	
Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1	SWLn2
Capacity (veh/h)	-	-	944	-	162	650
HCM Lane V/C Ratio	-	-	0.113	-	0.709	0.155
HCM Control Delay (s)	-	-	9.3	-	68.4	11.6
HCM Lane LOS	-	-	A	-	F	B
HCM 95th %tile Q(veh)	-	-	0.4	-	4.2	0.5



HCM Signalized Intersection Capacity Analysis  
5: SW 72nd St & Yumuri St

#16180 Existing AM  
6/21/2016



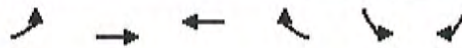
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	94	433	286	26	37	105
Future Volume (vph)	94	433	286	26	37	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0	5.0		5.0	5.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1751	1845	1820		1752	1559
Flt Permitted	0.47	1.00	1.00		0.95	1.00
Satd. Flow (perm)	875	1845	1820		1752	1559
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	101	466	308	28	40	113
RTOR Reduction (vph)	0	0	4	0	0	77
Lane Group Flow (vph)	101	466	332	0	40	36
Confl. Peds. (#/hr)	3			3	4	2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA	NA		Prot	custom
Protected Phases	1	6	2		8	8
Permitted Phases	6					1
Actuated Green, G (s)	55.0	55.0	45.0		20.0	27.0
Effective Green, g (s)	55.0	55.0	45.0		20.0	27.0
Actuated g/C Ratio	0.65	0.65	0.53		0.24	0.32
Clearance Time (s)	3.0	5.0	5.0		5.0	5.0
Lane Grp Cap (vph)	638	1193	963		412	586
v/s Ratio Prot	0.01	c0.25	0.18		c0.02	0.01
v/s Ratio Perm	0.09					0.01
v/c Ratio	0.16	0.39	0.35		0.10	0.06
Uniform Delay, d1	6.0	7.1	11.5		25.4	20.2
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.5	1.0	1.0		0.5	0.2
Delay (s)	6.5	8.0	12.5		25.9	20.4
Level of Service	A	A	B		C	C
Approach Delay (s)		7.8	12.5		21.8	
Approach LOS		A	B		C	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			11.3		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.33			
Actuated Cycle Length (s)			85.0		Sum of lost time (s)	13.0
Intersection Capacity Utilization			39.4%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

# Timings

5: SW 72nd St & Yumuri St

#16180 Existing AM

6/21/2016



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	94	433	286	26	37	105
Future Volume (vph)	94	433	286	26	37	105
Confl. Peds. (#/hr)	3			3	4	2
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Turn Type	pm+pt	NA	NA		Prot	custom
Protected Phases	1	6	2		8	8
Permitted Phases	6					1
Detector Phase	1	6	2		8	8
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0		7.0	7.0
Minimum Split (s)	9.5	23.0	23.0		23.0	23.0
Total Split (s)	10.0	60.0	50.0		25.0	25.0
Total Split (%)	11.8%	70.6%	58.8%		29.4%	29.4%
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	0.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Max	Max	Max		Max	Max

## Intersection Summary

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 77.5 (91%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 60

Control Type: Pretimed

Splits and Phases: 5: SW 72nd St & Yumuri St
















HCM Signalized Intersection Capacity Analysis  
5: SW 72nd St & Yumuri St

#16180 Existing PM

6/21/2016

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	125	405	336	41	173	173
Future Volume (vph)	125	405	336	41	173	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0	5.0		5.0	5.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1787	1881	1849		1787	1590
Flt Permitted	0.41	1.00	1.00		0.95	1.00
Satd. Flow (perm)	775	1881	1849		1787	1590
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	137	445	369	45	190	190
RTOR Reduction (vph)	0	0	5	0	0	130
Lane Group Flow (vph)	137	445	409	0	190	60
Confl. Peds. (#/hr)	1			1	10	1
Turn Type	pm+pt	NA	NA		Prot	custom
Protected Phases	1	6	2		8	8
Permitted Phases	6					1
Actuated Green, G (s)	55.0	55.0	45.0		20.0	27.0
Effective Green, g (s)	55.0	55.0	45.0		20.0	27.0
Actuated g/C Ratio	0.65	0.65	0.53		0.24	0.32
Clearance Time (s)	3.0	5.0	5.0		5.0	5.0
Lane Grp Cap (vph)	584	1217	978		420	598
v/s Ratio Prot	0.02	c0.24	c0.22		c0.11	0.02
v/s Ratio Perm	0.13					0.01
v/c Ratio	0.23	0.37	0.42		0.45	0.10
Uniform Delay, d1	6.4	6.9	12.1		27.8	20.4
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.9	0.9	1.3		3.5	0.3
Delay (s)	7.4	7.8	13.4		31.3	20.8
Level of Service	A	A	B		C	C
Approach Delay (s)		7.7	13.4		26.0	
Approach LOS		A	B		C	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			14.5		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.42			
Actuated Cycle Length (s)			85.0		Sum of lost time (s)	13.0
Intersection Capacity Utilization			48.4%		ICU Level of Service	A
Analysis Period (min)			15			

c Critical Lane Group



# Timings

5: SW 72nd St & Yumuri St

#16180 Existing PM

6/21/2016



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	125	405	336	41	173	173
Future Volume (vph)	125	405	336	41	173	173
Confl. Peds. (#/hr)	1			1	10	1
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Turn Type	pm+pt	NA	NA		Prot	custom
Protected Phases	1	6	2		8	8
Permitted Phases	6					1
Detector Phase	1	6	2		8	8
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0		7.0	7.0
Minimum Split (s)	9.5	23.0	23.0		23.0	23.0
Total Split (s)	10.0	60.0	50.0		25.0	25.0
Total Split (%)	11.8%	70.6%	58.8%		29.4%	29.4%
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	0.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	3.0	5.0	5.0		5.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Max	Max	Max		Max	Max

## Intersection Summary

Cycle Length: 85

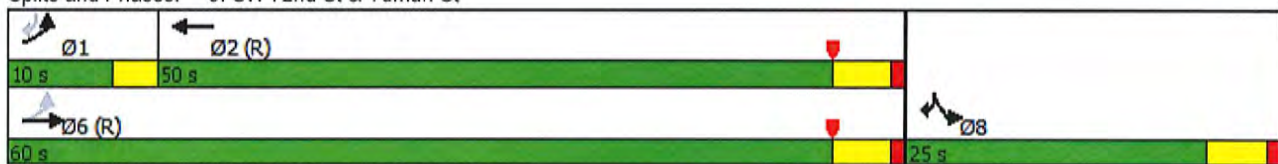
Actuated Cycle Length: 85

Offset: 77.5 (91%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Natural Cycle: 60

Control Type: Pretimed
























Splits and Phases: 5: SW 72nd St & Yumuri St





HCM Signalized Intersection Capacity Analysis  
6: SW 72nd St & Red Rd

#16180 Existing AM  
6/21/2016
























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	265	35	114	197	43	95	467	117	100	333	98
Future Volume (vph)	134	265	35	114	197	43	95	467	117	100	333	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1767	1822		1770	1863	1559	1749	1863	1542	1770	1863	1533
Flt Permitted	0.39	1.00		0.17	1.00	1.00	0.46	1.00	1.00	0.35	1.00	1.00
Satd. Flow (perm)	721	1822		319	1863	1559	856	1863	1542	650	1863	1533
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	147	291	38	125	216	47	104	513	129	110	366	108
RTOR Reduction (vph)	0	3	0	0	0	34	0	0	43	0	0	38
Lane Group Flow (vph)	147	326	0	125	216	13	104	513	86	110	366	70
Confl. Peds. (#/hr)	3		5	5		3	16		8	8		16
Turn Type	pm+pt	NA		pm+pt	NA	custom	pm+pt	NA	custom	pm+pt	NA	custom
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		14	6		7 6	2		3 2
Actuated Green, G (s)	51.6	39.6		50.8	39.2	54.2	114.5	105.5	123.1	115.1	105.8	123.8
Effective Green, g (s)	51.6	39.6		50.8	39.2	54.2	114.5	105.5	123.1	115.1	105.8	123.8
Actuated g/C Ratio	0.27	0.21		0.27	0.21	0.29	0.60	0.56	0.65	0.61	0.56	0.65
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	1.0		2.0	1.0	
Lane Grp Cap (vph)	261	379		173	384	444	558	1034	999	448	1037	998
v/s Ratio Prot	0.04	c0.18		c0.04	0.12		0.01	c0.28		c0.01	0.20	
v/s Ratio Perm	0.12			0.15		0.01	0.10		0.06	0.14		0.05
v/c Ratio	0.56	0.86		0.72	0.56	0.03	0.19	0.50	0.09	0.25	0.35	0.07
Uniform Delay, d1	56.2	72.5		57.1	67.7	49.0	16.6	25.9	12.5	18.1	23.2	12.1
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.56	1.23	0.08
Incremental Delay, d2	2.3	17.2		11.9	1.5	0.0	0.1	1.7	0.0	0.1	0.5	0.1
Delay (s)	58.5	89.7		69.0	69.2	49.0	16.7	27.6	12.5	28.2	29.1	1.0
Level of Service	E	F		E	E	D	B	C	B	C	C	A
Approach Delay (s)		80.0			66.7			23.5			23.7	
Approach LOS		F			E			C			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		43.5										
HCM 2000 Volume to Capacity ratio		0.58										
Actuated Cycle Length (s)		190.0							24.0			
Intersection Capacity Utilization		75.6%										
Analysis Period (min)		15										
c Critical Lane Group												



Timings  
6: SW 72nd St & Red Rd

#16180 Existing AM

6/21/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	265	35	114	197	43	95	467	117	100	333	98
Future Volume (vph)	134	265	35	114	197	43	95	467	117	100	333	98
Confl. Peds. (#/hr)	3		5	5		3	16		8	8		16
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA	custom	pm+pt	NA	custom	pm+pt	NA	custom
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		14	6		7 6	2		3 2
Detector Phase	3	8		7	4	14	1	6	7 6	5	2	3 2
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.0	29.0		11.0	29.0		11.0	28.0		11.0	28.0	
Total Split (s)	18.0	64.0		18.0	64.0		12.0	96.0		12.0	96.0	
Total Split (%)	9.5%	33.7%		9.5%	33.7%		6.3%	50.5%		6.3%	50.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	C-Max	None		None	None		None	Max		None	Max	

Intersection Summary

Cycle Length: 190













Actuated Cycle Length: 190

Offset: 78 (41%), Referenced to phase 3:EBL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 6: SW 72nd St & Red Rd

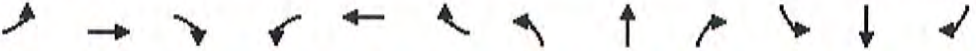











					
Ø1	Ø2		Ø3(R)	Ø4	
12 s	96 s		18 s	64 s	
					
Ø5	Ø6		Ø7	Ø8	
12 s	96 s		18 s	64 s	



# HCM Signalized Intersection Capacity Analysis 6: SW 72nd St & Red Rd

#16180 Existing PM

6/21/2016
























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	238	52	188	262	22	79	320	144	73	477	209
Future Volume (vph)	110	238	52	188	262	22	79	320	144	73	477	209
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.98		1.00	1.00	0.98	1.00	1.00	0.94	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1785	1790		1787	1881	1569	1787	1881	1510	1701	1881	1536
Flt Permitted	0.25	1.00		0.19	1.00	1.00	0.38	1.00	1.00	0.51	1.00	1.00
Satd. Flow (perm)	471	1790		354	1881	1569	722	1881	1510	907	1881	1536
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	112	243	53	192	267	22	81	327	147	74	487	213
RTOR Reduction (vph)	0	5	0	0	0	16	0	0	48	0	0	65
Lane Group Flow (vph)	112	291	0	192	267	6	81	327	99	74	487	148
Confl. Peds. (#/hr)	6		26	26		6	27		49	49		27
Turn Type	pm+pt	NA		pm+pt	NA	custom	pm+pt	NA	custom	pm+pt	NA	custom
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		1 4	6		7 6	2		3 2
Actuated Green, G (s)	47.0	36.0		47.0	36.0	49.7	119.3	111.6	128.6	118.7	111.3	128.3
Effective Green, g (s)	47.0	36.0		47.0	36.0	49.7	119.3	111.6	128.6	118.7	111.3	128.3
Actuated g/C Ratio	0.25	0.19		0.25	0.19	0.26	0.63	0.59	0.68	0.62	0.59	0.68
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	1.0		2.0	1.0	
Lane Grp Cap (vph)	192	339		170	356	410	496	1104	1022	597	1101	1037
v/s Ratio Prot	0.03	0.16		c0.07	0.14		c0.01	0.17		0.00	c0.26	
v/s Ratio Perm	0.11			c0.21		0.00	0.10		0.07	0.07		0.10
v/c Ratio	0.58	0.86		1.13	0.75	0.01	0.16	0.30	0.10	0.12	0.44	0.14
Uniform Delay, d1	58.7	74.5		67.4	72.7	52.0	15.4	19.6	10.6	14.3	22.0	11.1
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.50	1.24	0.14
Incremental Delay, d2	3.7	18.7		108.0	8.2	0.0	0.1	0.7	0.0	0.0	0.9	0.2
Delay (s)	62.4	93.3		175.5	80.9	52.0	15.4	20.3	10.6	21.5	28.2	1.7
Level of Service	E	F		F	F	D	B	C	B	C	C	A
Approach Delay (s)		84.8			117.4			17.0			20.3	
Approach LOS		F			F			B			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		52.4										
HCM 2000 Volume to Capacity ratio		0.62										
Actuated Cycle Length (s)		190.0							24.0			
Intersection Capacity Utilization		79.1%										
Analysis Period (min)		15										
c Critical Lane Group												



Timings  
6: SW 72nd St & Red Rd

#16180 Existing PM

6/21/2016

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	238	52	188	262	22	79	320	144	73	477	209
Future Volume (vph)	110	238	52	188	262	22	79	320	144	73	477	209
Confl. Peds. (#/hr)	6		26	26		6	27		49	49		27
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA	custom	pm+pt	NA	custom	pm+pt	NA	custom
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		14	6		7 6	2		3 2
Detector Phase	3	8		7	4	14	1	6	7 6	5	2	3 2
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.0	29.0		11.0	29.0		11.0	28.0		11.0	28.0	
Total Split (s)	17.0	59.0		17.0	59.0		21.0	93.0		21.0	93.0	
Total Split (%)	8.9%	31.1%		8.9%	31.1%		11.1%	48.9%		11.1%	48.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	C-Max	None		None	None		None	Max		None	Max	

Intersection Summary

Cycle Length: 190

Actuated Cycle Length: 190

Offset: 20 (11%), Referenced to phase 3:EBL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 6: SW 72nd St & Red Rd

 Ø1	 Ø2	 Ø3 (R)	 Ø4
21 s	93 s	17 s	59 s
 Ø5	 Ø6	 Ø7	 Ø8
21 s	93 s	17 s	59 s

## **Future without Project Conditions**







Intersection						
Int Delay, s/veh	52.6					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	Y		↑↑↑		Y	↑↑↑
Traffic Vol, veh/h	2	79	2927	27	138	1756
Future Vol, veh/h	2	79	2927	27	138	1756
Conflicting Peds, #/hr	0	0	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	80	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	83	3081	28	145	1848

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	4129	1559	0
Stage 1	3099	-	-
Stage 2	1030	-	-
Critical Hdwy	5.74	7.14	-
Critical Hdwy Stg 1	6.64	-	-
Critical Hdwy Stg 2	6.04	-	-
Follow-up Hdwy	3.82	3.92	-
Pot Cap-1 Maneuver	6	87	-
Stage 1	11	-	-
Stage 2	275	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	0	87	-
Mov Cap-2 Maneuver	0	-	-
Stage 1	11	-	-
Stage 2	0	-	-

Approach	NW	NE	SW
HCM Control Delay, s	177.1	0	129.3
HCM LOS	F		

Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT
Capacity (veh/h)	-	-	87	~ 33
HCM Lane V/C Ratio	-	-	0.98	4.402
HCM Control Delay (s)	-	-	177.1	1775.1
HCM Lane LOS	-	-	F	F
HCM 95th %tile Q(veh)	-	-	5.5	17.2













Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection						
Int Delay, s/veh	37.4					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	33	115	2086	43	35	2401
Future Vol, veh/h	33	115	2086	43	35	2401
Conflicting Peds, #/hr	2	1	0	8	8	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	80	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	34	117	2129	44	36	2450
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3212	1095	0	0	2180	0
Stage 1	2159	-	-	-	-	-
Stage 2	1053	-	-	-	-	-
Critical Hdwy	5.72	7.12	-	-	5.32	-
Critical Hdwy Stg 1	6.62	-	-	-	-	-
Critical Hdwy Stg 2	6.02	-	-	-	-	-
Follow-up Hdwy	3.81	3.91	-	-	3.11	-
Pot Cap-1 Maneuver	~ 20	181	-	-	103	-
Stage 1	45	-	-	-	-	-
Stage 2	269	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	~ 13	179	-	-	103	-
Mov Cap-2 Maneuver	~ 13	-	-	-	-	-
Stage 1	45	-	-	-	-	-
Stage 2	175	-	-	-	-	-
Approach	NW		NE		SW	
HCM Control Delay, s	\$ 1178.5		0		0.8	
HCM LOS	F					
Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT		
Capacity (veh/h)	-	- 47	103	-		
HCM Lane V/C Ratio	-	- 3.213	0.347	-		
HCM Control Delay (s)	-	\$ 1178.5	57.5	-		
HCM Lane LOS	-	- F	F	-		
HCM 95th %tile Q(veh)	-	- 16.4	1.4	-		
Notes						
~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    *: All major volume in platoon						



HCM 2010 Signalized Intersection Summary  
2: Red Rd & South Dixie Hwy

Future without Project AM Peak  
10/11/2016

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑			↑↑	↑	↑	↑↑↑		↑	↑↑↑	
Traffic Volume (veh/h)	0	500	75	0	644	103	238	2925	113	95	1646	52
Future Volume (veh/h)	0	500	75	0	644	103	238	2925	113	95	1646	52
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	0	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	0	510	77	0	657	105	243	2985	0	97	1680	0
Adj No. of Lanes	0	2	0	0	2	1	1	3	0	1	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	0	551	83	0	633	376	285	3441	0	115	3307	0
Arrive On Green	0.00	0.06	0.06	0.00	0.18	0.18	0.06	0.68	0.00	0.03	0.65	0.00
Sat Flow, veh/h	0	3175	463	0	3632	1567	1774	5253	0	1774	5253	0
Grp Volume(v), veh/h	0	292	295	0	657	105	243	2985	0	97	1680	0
Grp Sat Flow(s),veh/h/ln	0	1770	1775	0	1770	1567	1774	1695	0	1774	1695	0
Q Serve(g_s), s	0.0	31.2	31.4	0.0	34.0	10.4	8.7	87.3	0.0	4.4	32.8	0.0
Cycle Q Clear(g_c), s	0.0	31.2	31.4	0.0	34.0	10.4	8.7	87.3	0.0	4.4	32.8	0.0
Prop In Lane	0.00		0.26	0.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	317	318	0	633	376	285	3441	0	115	3307	0
V/C Ratio(X)	0.00	0.92	0.93	0.00	1.04	0.28	0.85	0.87	0.00	0.84	0.51	0.00
Avail Cap(c_a), veh/h	0	317	318	0	633	376	523	3441	0	401	3307	0
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	88.1	88.2	0.0	78.0	58.9	23.3	24.0	0.0	51.6	17.3	0.0
Incr Delay (d2), s/veh	0.0	31.0	32.4	0.0	45.8	0.3	7.2	3.2	0.0	6.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.1	18.3	0.0	20.7	9.8	8.9	41.7	0.0	5.2	15.4	0.0
LnGrp Delay(d),s/veh	0.0	119.0	120.5	0.0	123.8	59.2	30.5	27.3	0.0	57.7	17.9	0.0
LnGrp LOS		F	F		F	E	C	C		E	B	
Approach Vol, veh/h		587			762			3228			1777	
Approach Delay, s/veh		119.8			114.9			27.5			20.1	
Approach LOS		F			F			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.4	130.6		41.0	13.4	135.6		41.0				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	37.0	98.0		34.0	37.0	98.0		34.0				
Max Q Clear Time (g_c+I1), s	10.7	34.8		33.4	6.4	89.3		36.0				
Green Ext Time (p_c), s	0.7	60.8		0.4	0.1	8.6		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			44.4									
HCM 2010 LOS			D									
<b>Notes</b>												



Timing Report, Sorted By Phase  
2: Red Rd & South Dixie Hwy

Future without Project AM Peak  
10/11/2016



Phase Number	1	2	4	5	6	8
Movement	NEL	SWTL	NBT	SWL	NETL	SBT
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	44	105	41	44	105	41
Maximum Split (%)	23.2%	55.3%	21.6%	23.2%	55.3%	21.6%
Minimum Split (s)	12	33	32	12	33	30
Yellow Time (s)	5	5	4	5	5	4
All-Red Time (s)	2	2	3	2	2	3
Minimum Initial (s)	5	7	7	5	7	7
Vehicle Extension (s)	3	2.5	2.5	2	2.5	2.5
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	5		7	5
Flash Dont Walk (s)		19	20		19	18
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	55	99	14	55	99	14
End Time (s)	99	14	55	99	14	55
Yield/Force Off (s)	92	7	48	92	7	48
Yield/Force Off 170(s)	92	178	28	92	178	30
Local Start Time (s)	48	92	7	48	92	7
Local Yield (s)	85	0	41	85	0	41
Local Yield 170(s)	85	171	21	85	171	23

Intersection Summary

Cycle Length 190  
Control Type Actuated-Coordinated  
Natural Cycle 120  
Offset: 7 (4%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow













Splits and Phases: 2: Red Rd & South Dixie Hwy

Ø1 44 s	Ø2 (R) 105 s	Ø4 41 s
Ø5 44 s	Ø6 (R) 105 s	Ø8 41 s



HCM 2010 Signalized Intersection Summary  
2: Red Rd & South Dixie Hwy

Future without Project PM Peak  
10/11/2016

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑			↑↑	↑	↑	↑↑↑		↑	↑↑↑	
Traffic Volume (veh/h)	0	556	70	0	582	323	198	2072	128	160	2246	57
Future Volume (veh/h)	0	556	70	0	582	323	198	2072	128	160	2246	57
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1881	1900	0	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	0	573	72	0	600	333	204	2136	0	165	2315	0
Adj No. of Lanes	0	2	0	0	2	1	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	1	0	1	1	1	1	1	1	1	1
Cap, veh/h	0	570	71	0	640	400	224	3424	0	198	3271	0
Arrive On Green	0.00	0.24	0.24	0.00	0.18	0.18	0.07	0.67	0.00	0.04	0.64	0.00
Sat Flow, veh/h	0	3278	399	0	3668	1578	1792	5305	0	1792	5305	0
Grp Volume(v), veh/h	0	321	324	0	600	333	204	2136	0	165	2315	0
Grp Sat Flow(s),veh/h/ln	0	1787	1796	0	1787	1578	1792	1712	0	1792	1712	0
Q Serve(g_s), s	0.0	34.0	34.0	0.0	31.5	34.0	11.6	45.1	0.0	6.2	56.6	0.0
Cycle Q Clear(g_c), s	0.0	34.0	34.0	0.0	31.5	34.0	11.6	45.1	0.0	6.2	56.6	0.0
Prop In Lane	0.00		0.22	0.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	320	321	0	640	400	224	3424	0	198	3271	0
V/C Ratio(X)	0.00	1.00	1.01	0.00	0.94	0.83	0.91	0.62	0.00	0.83	0.71	0.00
Avail Cap(c_a), veh/h	0	320	321	0	640	400	299	3424	0	327	3271	0
HCM Platoon Ratio	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	72.4	72.4	0.0	77.0	67.3	51.4	18.1	0.0	29.1	22.8	0.0
Incr Delay (d2), s/veh	0.0	51.2	52.4	0.0	21.5	13.6	25.5	0.9	0.0	3.9	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	21.3	21.5	0.0	17.5	32.1	12.2	21.4	0.0	5.8	27.0	0.0
LnGrp Delay(d),s/veh	0.0	123.6	124.8	0.0	98.5	80.9	76.9	18.9	0.0	33.0	24.1	0.0
LnGrp LOS		F	F		F	F	E	B		C	C	
Approach Vol, veh/h		645			933			2340			2480	
Approach Delay, s/veh		124.2			92.2			24.0			24.7	
Approach LOS		F			F			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.0	128.0		41.0	15.3	133.7		41.0				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	22.0	113.0		34.0	22.0	113.0		34.0				
Max Q Clear Time (g_c+I1), s	13.6	58.6		36.0	8.2	47.1		36.0				
Green Ext Time (p_c), s	0.3	51.4		0.0	0.2	61.6		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			44.3									
HCM 2010 LOS			D									
<b>Notes</b>												



Timing Report, Sorted By Phase  
2: Red Rd & South Dixie Hwy

Future without Project PM Peak  
10/11/2016



Phase Number	1	2	4	5	6	8
Movement	NEL	SWTL	NBT	SWL	NETL	SBT
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	29	120	41	29	120	41
Maximum Split (%)	15.3%	63.2%	21.6%	15.3%	63.2%	21.6%
Minimum Split (s)	12	33	32	12	33	30
Yellow Time (s)	5	5	4	5	5	4
All-Red Time (s)	2	2	3	2	2	3
Minimum Initial (s)	5	7	7	5	7	7
Vehicle Extension (s)	3	2.5	2.5	2	2.5	2.5
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	5		7	5
Flash Dont Walk (s)		19	20		19	18
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	188	27	147	188	27	147
End Time (s)	27	147	188	27	147	188
Yield/Force Off (s)	20	140	181	20	140	181
Yield/Force Off 170(s)	20	121	161	20	121	163
Local Start Time (s)	48	77	7	48	77	7
Local Yield (s)	70	0	41	70	0	41
Local Yield 170(s)	70	171	21	70	171	23

Intersection Summary

Cycle Length 190  
Control Type Actuated-Coordinated  
Natural Cycle 90  
Offset: 140 (74%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow

Splits and Phases: 2: Red Rd & South Dixie Hwy





Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEU	NEL	NET	NER
Lane Configurations			↕				↕				↕	
Traffic Vol, veh/h	0	7	80	65	0	4	15	3	0	82	110	7
Future Vol, veh/h	0	7	80	65	0	4	15	3	0	82	110	7
Peak Hour Factor	0.92	0.80	0.80	0.80	0.92	0.80	0.80	0.80	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	100	81	0	5	19	4	0	103	138	9
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	SE	NW	NE
Opposing Approach	NW	SE	SW
Opposing Lanes	1	1	1
Conflicting Approach Left	SW	NE	SE
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NE	SW	NW
Conflicting Lanes Right	1	1	1
HCM Control Delay	9	8.2	9.8
HCM LOS	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	41%	18%	5%	4%
Vol Thru, %	55%	68%	53%	93%
Vol Right, %	4%	14%	43%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	199	22	152	68
LT Vol	82	4	7	3
Through Vol	110	15	80	63
RT Vol	7	3	65	2
Lane Flow Rate	249	28	190	85
Geometry Grp	1	1	1	1
Degree of Util (X)	0.318	0.038	0.238	0.112
Departure Headway (Hd)	4.603	4.911	4.509	4.724
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	781	727	796	757
Service Time	2.638	2.958	2.543	2.766
HCM Lane V/C Ratio	0.319	0.039	0.239	0.112
HCM Control Delay	9.8	8.2	9	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.4	0.1	0.9	0.4

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SWU	SWL	SWT	SWR
Lane Configurations			↕	
Traffic Vol, veh/h	0	3	63	2
Future Vol, veh/h	0	3	63	2
Peak Hour Factor	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	79	3
Number of Lanes	0	0	1	0

Approach	SW
Opposing Approach	NE
Opposing Lanes	1
Conflicting Approach Left	NW
Conflicting Lanes Left	1
Conflicting Approach Right	SE
Conflicting Lanes Right	1
HCM Control Delay	8.4
HCM LOS	A



Intersection

Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEU	NEL	NET	NER
Lane Configurations			↕				↕				↕	
Traffic Vol, veh/h	0	27	63	54	0	10	67	4	0	77	72	24
Future Vol, veh/h	0	27	63	54	0	10	67	4	0	77	72	24
Peak Hour Factor	0.92	0.91	0.91	0.91	0.92	0.91	0.91	0.91	0.92	0.91	0.91	0.91
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	30	69	59	0	11	74	4	0	85	79	26
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0


Approach	SE	NW	NE
Opposing Approach	NW	SE	SW
Opposing Lanes	1	1	1
Conflicting Approach Left	SW	NE	SE
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NE	SW	NW
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.8	8.6	9.2
HCM LOS	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	45%	12%	19%	8%
Vol Thru, %	42%	83%	44%	72%
Vol Right, %	14%	5%	38%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	173	81	144	118
LT Vol	77	10	27	9
Through Vol	72	67	63	85
RT Vol	24	4	54	24
Lane Flow Rate	190	89	158	130
Geometry Grp	1	1	1	1
Degree of Util (X)	0.246	0.12	0.202	0.167
Departure Headway (Hd)	4.662	4.855	4.591	4.624
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	768	735	779	773
Service Time	2.704	2.906	2.635	2.669
HCM Lane V/C Ratio	0.247	0.121	0.203	0.168
HCM Control Delay	9.2	8.6	8.8	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	0.4	0.8	0.6

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SWU	SWL	SWT	SWR
Lane Configurations				
Traffic Vol, veh/h	0	9	85	24
Future Vol, veh/h	0	9	85	24
Peak Hour Factor	0.92	0.91	0.91	0.91
Heavy Vehicles, %	1	1	1	1
Mvmt Flow	0	10	93	26
Number of Lanes	0	0	1	0

Approach	SW
Opposing Approach	NE
Opposing Lanes	1
Conflicting Approach Left	NW
Conflicting Lanes Left	1
Conflicting Approach Right	SE
Conflicting Lanes Right	1
HCM Control Delay	8.6
HCM LOS	A



Intersection

Int Delay, s/veh 5

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Traffic Vol, veh/h	477	159	149	683	82	65
Future Vol, veh/h	477	159	149	683	82	65
Conflicting Peds, #/hr	0	4	4	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	92	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	502	167	157	719	86	68

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	673	0	1264	339
Stage 1	-	-	-	-	590	-
Stage 2	-	-	-	-	674	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	914	-	161	657
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	468	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	914	-	133	654
Mov Cap-2 Maneuver	-	-	-	-	133	-
Stage 1	-	-	-	-	515	-
Stage 2	-	-	-	-	387	-

Approach	NB	SB	SW
HCM Control Delay, s	0	1.7	45.1
HCM LOS			E

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1	SWLn2
Capacity (veh/h)	-	-	914	-	133	654
HCM Lane V/C Ratio	-	-	0.172	-	0.649	0.105
HCM Control Delay (s)	-	-	9.8	-	72	11.1
HCM Lane LOS	-	-	A	-	F	B
HCM 95th %tile Q(veh)	-	-	0.6	-	3.5	0.3

Intersection

Int Delay, s/veh 7.3

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Traffic Vol, veh/h	510	103	103	759	111	97
Future Vol, veh/h	510	103	103	759	111	97
Conflicting Peds, #/hr	0	18	18	0	5	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	92	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	543	110	110	807	118	103

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	670
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.21
Pot Cap-1 Maneuver	-	-	923
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	918
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	NB	SB	SW
HCM Control Delay, s	0	1.1	54.7
HCM LOS			F












Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1	SWLn2
Capacity (veh/h)	-	-	918	-	145	634
HCM Lane V/C Ratio	-	-	0.119	-	0.814	0.163
HCM Control Delay (s)	-	-	9.5	-	92.2	11.8
HCM Lane LOS	-	-	A	-	F	B
HCM 95th %tile Q(veh)	-	-	0.4	-	5.2	0.6



# HCM Signalized Intersection Capacity Analysis 5: SW 72nd St & Yumuri St

Future without Project AM Peak

10/11/2016

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	97	437	293	26	38	110
Future Volume (vph)	97	437	293	26	38	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0	5.0		5.0	5.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1751	1845	1821		1752	1559
Flt Permitted	0.47	1.00	1.00		0.95	1.00
Satd. Flow (perm)	865	1845	1821		1752	1559
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	104	470	315	28	41	118
RTOR Reduction (vph)	0	0	4	0	0	81
Lane Group Flow (vph)	104	470	339	0	41	37
Confl. Peds. (#/hr)	3			3	4	2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA	NA		Prot	custom
Protected Phases	1	6	2		8	8
Permitted Phases	6					1
Actuated Green, G (s)	55.0	55.0	45.0		20.0	27.0
Effective Green, g (s)	55.0	55.0	45.0		20.0	27.0
Actuated g/C Ratio	0.65	0.65	0.53		0.24	0.32
Clearance Time (s)	3.0	5.0	5.0		5.0	5.0
Lane Grp Cap (vph)	632	1193	964		412	586
v/s Ratio Prot	0.01	c0.25	0.19		c0.02	0.02
v/s Ratio Perm	0.09					0.01
v/c Ratio	0.16	0.39	0.35		0.10	0.06
Uniform Delay, d1	6.0	7.1	11.6		25.4	20.2
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.6	1.0	1.0		0.5	0.2
Delay (s)	6.5	8.1	12.6		25.9	20.4
Level of Service	A	A	B		C	C
Approach Delay (s)		7.8	12.6		21.8	
Approach LOS		A	B		C	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			11.4		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.33			
Actuated Cycle Length (s)			85.0		Sum of lost time (s)	13.0
Intersection Capacity Utilization			39.9%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Timing Report, Sorted By Phase  
2: Red Rd & South Dixie Hwy

Future without Project AM Peak

10/11/2016



Phase Number	1	2	4	5	6	8
Movement	NEL	SWTL	NBT	SWL	NETL	SBT
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	44	105	41	44	105	41
Maximum Split (%)	23.2%	55.3%	21.6%	23.2%	55.3%	21.6%
Minimum Split (s)	12	33	32	12	33	30
Yellow Time (s)	5	5	4	5	5	4
All-Red Time (s)	2	2	3	2	2	3
Minimum Initial (s)	5	7	7	5	7	7
Vehicle Extension (s)	3	2.5	2.5	2	2.5	2.5
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	5		7	5
Flash Dont Walk (s)		19	20		19	18
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	55	99	14	55	99	14
End Time (s)	99	14	55	99	14	55
Yield/Force Off (s)	92	7	48	92	7	48
Yield/Force Off 170(s)	92	178	28	92	178	30
Local Start Time (s)	48	92	7	48	92	7
Local Yield (s)	85	0	41	85	0	41
Local Yield 170(s)	85	171	21	85	171	23

Intersection Summary

Cycle Length	190
Control Type	Actuated-Coordinated
Natural Cycle	120
Offset: 7 (4%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow	

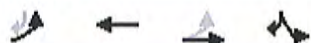
Splits and Phases: 2: Red Rd & South Dixie Hwy

Ø1 44 s	Ø2 (R) 105 s	Ø4 41 s
Ø5 44 s	Ø6 (R) 105 s	Ø8 41 s



Timing Report, Sorted By Phase  
5: SW 72nd St & Yumuri St

Future without Project AM Peak  
10/11/2016

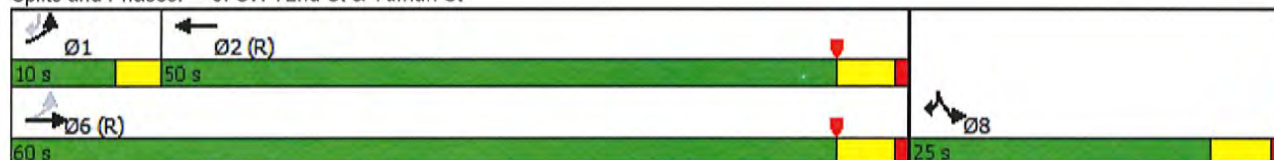


Phase Number	1	2	6	8
Movement	EBL	WBT	EBTL	SBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	Max	Max	Max	Max
Maximum Split (s)	10	50	60	25
Maximum Split (%)	11.8%	58.8%	70.6%	29.4%
Minimum Split (s)	9.5	23	23	23
Yellow Time (s)	3	4	4	4
All-Red Time (s)	0	1	1	1
Minimum Initial (s)	5	15	15	7
Vehicle Extension (s)	2	1	1	2.5
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	22.5	32.5	22.5	82.5
End Time (s)	32.5	82.5	82.5	22.5
Yield/Force Off (s)	29.5	77.5	77.5	17.5
Yield/Force Off 170(s)	29.5	77.5	77.5	17.5
Local Start Time (s)	30	40	30	5
Local Yield (s)	37	0	0	25
Local Yield 170(s)	37	0	0	25

Intersection Summary

Cycle Length	85
Control Type	Pretimed
Natural Cycle	60
Offset: 77.5 (91%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	

Splits and Phases: 5: SW 72nd St & Yumuri St



Timing Report, Sorted By Phase  
6: SW 72nd St & Red Rd

Future without Project AM Peak  
10/11/2016



Phase Number	1	2	3	4	5	6	7	8
Movement	NBL	SBTL	EBL	WBTL	SBL	NBTL	WBL	EBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	C-Max	None	None	Max	None	None
Maximum Split (s)	12	96	18	64	12	96	18	64
Maximum Split (%)	6.3%	50.5%	9.5%	33.7%	6.3%	50.5%	9.5%	33.7%
Minimum Split (s)	11	28	11	29	11	28	11	29
Yellow Time (s)	4	4	4	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	5	7	5	7	5	7	5	7
Vehicle Extension (s)	2	1	2	2.5	2	1	2	2.5
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		15		16		15		16
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	148	160	66	84	148	160	66	84
End Time (s)	160	66	84	148	160	66	84	148
Yield/Force Off (s)	154	60	78	142	154	60	78	142
Yield/Force Off 170(s)	154	45	78	126	154	45	78	126
Local Start Time (s)	70	82	178	6	70	82	178	6
Local Yield (s)	76	172	0	64	76	172	0	64
Local Yield 170(s)	76	157	0	48	76	157	0	48

Intersection Summary

Cycle Length	190
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 78 (41%), Referenced to phase 3:EBL, Start of Yellow	

Splits and Phases: 6: SW 72nd St & Red Rd

	Ø1		Ø2		Ø3(R)		Ø4
12 s	96 s	18 s	64 s	12 s	96 s	18 s	64 s
	Ø5		Ø6		Ø7		Ø8
12 s	96 s	18 s	64 s	12 s	96 s	18 s	64 s



# HCM Signalized Intersection Capacity Analysis 5: SW 72nd St & Yumuri St

Future without Project AM Peak  
10/11/2016

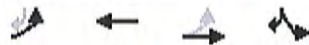


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	132	409	341	42	175	178
Future Volume (vph)	132	409	341	42	175	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0	5.0		5.0	5.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frbp, ped/bikes	1.00	1.00	1.00		1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1787	1881	1849		1787	1590
Flt Permitted	0.41	1.00	1.00		0.95	1.00
Satd. Flow (perm)	765	1881	1849		1787	1590
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	145	449	375	46	192	196
RTOR Reduction (vph)	0	0	5	0	0	134
Lane Group Flow (vph)	145	449	416	0	192	62
Confl. Peds. (#/hr)	1			1	10	1
Turn Type	pm+pt	NA	NA		Prot	custom
Protected Phases	1	6	2		8	8
Permitted Phases	6					1
Actuated Green, G (s)	55.0	55.0	45.0		20.0	27.0
Effective Green, g (s)	55.0	55.0	45.0		20.0	27.0
Actuated g/C Ratio	0.65	0.65	0.53		0.24	0.32
Clearance Time (s)	3.0	5.0	5.0		5.0	5.0
Lane Grp Cap (vph)	579	1217	978		420	598
v/s Ratio Prot	0.02	c0.24	c0.22		c0.11	0.02
v/s Ratio Perm	0.14					0.01
v/c Ratio	0.25	0.37	0.43		0.46	0.10
Uniform Delay, d1	6.5	7.0	12.1		27.8	20.5
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	1.0	0.9	1.4		3.6	0.3
Delay (s)	7.5	7.8	13.5		31.4	20.8
Level of Service	A	A	B		C	C
Approach Delay (s)		7.7	13.5		26.1	
Approach LOS		A	B		C	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			14.5		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.43			
Actuated Cycle Length (s)			85.0		Sum of lost time (s)	13.0
Intersection Capacity Utilization			49.2%		ICU Level of Service	A
Analysis Period (min)			15			

c Critical Lane Group

Timing Report, Sorted By Phase  
5: SW 72nd St & Yumuri St

Future without Project AM Peak  
10/11/2016



Phase Number	1	2	6	8
Movement	EBL	WBT	EBTL	SBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	Max	Max	Max	Max
Maximum Split (s)	10	50	60	25
Maximum Split (%)	11.8%	58.8%	70.6%	29.4%
Minimum Split (s)	9.5	23	23	23
Yellow Time (s)	3	4	4	4
All-Red Time (s)	0	1	1	1
Minimum Initial (s)	5	15	15	7
Vehicle Extension (s)	2	1	1	2.5
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	22.5	32.5	22.5	82.5
End Time (s)	32.5	82.5	82.5	22.5
Yield/Force Off (s)	29.5	77.5	77.5	17.5
Yield/Force Off 170(s)	29.5	77.5	77.5	17.5
Local Start Time (s)	30	40	30	5
Local Yield (s)	37	0	0	25
Local Yield 170(s)	37	0	0	25

Intersection Summary

Cycle Length 85  
Control Type Pretimed  
Natural Cycle 60  
Offset: 77.5 (91%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Splits and Phases: 5: SW 72nd St & Yumuri St

















# HCM Signalized Intersection Capacity Analysis 6: SW 72nd St & Red Rd

Future without Project PM Peak

10/11/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	143	268	35	116	200	47	96	502	118	102	348	105
Future Volume (vph)	143	268	35	116	200	47	96	502	118	102	348	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1767	1822		1770	1863	1559	1751	1863	1542	1770	1863	1533
Flt Permitted	0.38	1.00		0.17	1.00	1.00	0.45	1.00	1.00	0.32	1.00	1.00
Satd. Flow (perm)	714	1822		312	1863	1559	832	1863	1542	595	1863	1533
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	157	295	38	127	220	52	105	552	130	112	382	115
RTOR Reduction (vph)	0	3	0	0	0	37	0	0	40	0	0	40
Lane Group Flow (vph)	157	330	0	127	220	15	105	552	90	112	382	75
Confl. Peds. (#/hr)	3		5	5		3	16		8	8		16
Turn Type	pm+pt	NA		pm+pt	NA	custom	pm+pt	NA	custom	pm+pt	NA	custom
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		1 4	6		7 6	2		3 2
Actuated Green, G (s)	51.8	39.9		51.2	39.6	54.7	114.2	105.1	122.7	114.8	105.4	123.3
Effective Green, g (s)	51.8	39.9		51.2	39.6	54.7	114.2	105.1	122.7	114.8	105.4	123.3
Actuated g/C Ratio	0.27	0.21		0.27	0.21	0.29	0.60	0.55	0.65	0.60	0.55	0.65
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	1.0		2.0	1.0	
Lane Grp Cap (vph)	260	382		173	388	448	544	1030	995	417	1033	994
v/s Ratio Prot	0.04	c0.18		c0.04	0.12		0.01	c0.30		c0.01	0.21	
v/s Ratio Perm	0.13			0.15		0.01	0.11		0.06	0.15		0.05
v/c Ratio	0.60	0.86		0.73	0.57	0.03	0.19	0.54	0.09	0.27	0.37	0.08
Uniform Delay, d1	57.4	72.4		56.9	67.5	48.6	16.9	27.0	12.7	19.0	23.7	12.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.63	1.24	0.12
Incremental Delay, d2	3.3	17.8		13.0	1.5	0.0	0.1	2.0	0.0	0.1	0.5	0.1
Delay (s)	60.7	90.2		69.9	69.0	48.7	16.9	29.0	12.7	30.9	30.0	1.5
Level of Service	E	F		E	E	D	B	C	B	C	C	A
Approach Delay (s)		80.7			66.7			24.7			24.8	
Approach LOS		F			E			C			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		44.1										
HCM 2000 Volume to Capacity ratio		0.61										
Actuated Cycle Length (s)		190.0										
Intersection Capacity Utilization		77.7%										
Analysis Period (min)		15										
c Critical Lane Group												



Timing Report, Sorted By Phase  
6: SW 72nd St & Red Rd

Future without Project PM Peak  
10/11/2016



Phase Number	1	2	3	4	5	6	7	8
Movement	NBL	SBTL	EBL	WBTL	SBL	NBTL	WBL	EBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	C-Max	None	None	Max	None	None
Maximum Split (s)	12	96	18	64	12	96	18	64
Maximum Split (%)	6.3%	50.5%	9.5%	33.7%	6.3%	50.5%	9.5%	33.7%
Minimum Split (s)	11	28	11	29	11	28	11	29
Yellow Time (s)	4	4	4	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	5	7	5	7	5	7	5	7
Vehicle Extension (s)	2	1	2	2.5	2	1	2	2.5
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		15		16		15		16
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	148	160	66	84	148	160	66	84
End Time (s)	160	66	84	148	160	66	84	148
Yield/Force Off (s)	154	60	78	142	154	60	78	142
Yield/Force Off 170(s)	154	45	78	126	154	45	78	126
Local Start Time (s)	70	82	178	6	70	82	178	6
Local Yield (s)	76	172	0	64	76	172	0	64
Local Yield 170(s)	76	157	0	48	76	157	0	48

Intersection Summary

Cycle Length 190  
Control Type Actuated-Coordinated  
Natural Cycle 80  
Offset: 78 (41%), Referenced to phase 3:EBL, Start of Yellow

Splits and Phases: 6: SW 72nd St & Red Rd
























	Ø1		Ø2		Ø3(R)		Ø4
12 s		96 s		18 s		64 s	
	Ø5		Ø6		Ø7		Ø8
12 s		96 s		18 s		64 s	



# HCM Signalized Intersection Capacity Analysis

6: SW 72nd St & Red Rd

10/11/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	241	53	190	265	24	80	339	146	78	516	221
Future Volume (vph)	115	241	53	190	265	24	80	339	146	78	516	221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.98		1.00	1.00	0.98	1.00	1.00	0.94	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1785	1789		1787	1881	1569	1787	1881	1510	1710	1881	1536
Flt Permitted	0.25	1.00		0.18	1.00	1.00	0.35	1.00	1.00	0.49	1.00	1.00
Satd. Flow (perm)	472	1789		347	1881	1569	667	1881	1510	882	1881	1536
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	117	246	54	194	270	24	82	346	149	80	527	226
RTOR Reduction (vph)	0	5	0	0	0	18	0	0	49	0	0	65
Lane Group Flow (vph)	117	295	0	194	270	6	82	346	100	80	527	161
Confl. Peds. (#/hr)	6		26	26		6	27		49	49		27
Turn Type	pm+pt	NA		pm+pt	NA	custom	pm+pt	NA	custom	pm+pt	NA	custom
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		14	6		7 6	2		3 2
Actuated Green, G (s)	47.3	36.4		47.5	36.5	50.3	118.7	110.9	127.9	118.5	110.8	127.7
Effective Green, g (s)	47.3	36.4		47.5	36.5	50.3	118.7	110.9	127.9	118.5	110.8	127.7
Actuated g/C Ratio	0.25	0.19		0.25	0.19	0.26	0.62	0.58	0.67	0.62	0.58	0.67
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	1.0		2.0	1.0	
Lane Grp Cap (vph)	192	342		170	361	415	462	1097	1016	583	1096	1032
v/s Ratio Prot	0.03	0.16		c0.07	0.14		c0.01	0.18		0.01	c0.28	
v/s Ratio Perm	0.12			c0.22		0.00	0.10		0.07	0.08		0.11
v/c Ratio	0.61	0.86		1.14	0.75	0.02	0.18	0.32	0.10	0.14	0.48	0.16
Uniform Delay, d1	58.6	74.4		67.1	72.4	51.6	16.1	20.2	10.9	14.6	22.9	11.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.58	1.33	0.56
Incremental Delay, d2	4.6	19.4		112.1	7.8	0.0	0.1	0.8	0.0	0.0	1.0	0.2
Delay (s)	63.2	93.8		179.2	80.2	51.6	16.2	20.9	10.9	23.1	31.4	6.7
Level of Service	E	F		F	F	D	B	C	B	C	C	A
Approach Delay (s)		85.2			118.2			17.7			23.9	
Approach LOS		F			F			B			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		53.3										
HCM 2000 Volume to Capacity ratio		0.66										
Actuated Cycle Length (s)		190.0							24.0			
Intersection Capacity Utilization		81.3%										
Analysis Period (min)		15										
c Critical Lane Group												



Timing Report, Sorted By Phase  
6: SW 72nd St & Red Rd

10/11/2016



Phase Number	1	2	3	4	5	6	7	8
Movement	NBL	SBTL	EBL	WBTL	SBL	NBTL	WBL	EBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	C-Max	None	None	Max	None	None
Maximum Split (s)	21	93	17	59	21	93	17	59
Maximum Split (%)	11.1%	48.9%	8.9%	31.1%	11.1%	48.9%	8.9%	31.1%
Minimum Split (s)	11	28	11	29	11	28	11	29
Yellow Time (s)	4	4	4	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	5	7	5	7	5	7	5	7
Vehicle Extension (s)	2	1	2	2.5	2	1	2	2.5
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		15		16		15		16
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	85	106	9	26	85	106	9	26
End Time (s)	106	9	26	85	106	9	26	85
Yield/Force Off (s)	100	3	20	79	100	3	20	79
Yield/Force Off 170(s)	100	178	20	63	100	178	20	63
Local Start Time (s)	65	86	179	6	65	86	179	6
Local Yield (s)	80	173	0	59	80	173	0	59
Local Yield 170(s)	80	158	0	43	80	158	0	43

Intersection Summary





Cycle Length 190  
Control Type Actuated-Coordinated  
Natural Cycle 80  
Offset: 20 (11%), Referenced to phase 3:EBL, Start of Yellow

Splits and Phases: 6: SW 72nd St & Red Rd





21 s	93 s	17 s	59 s
21 s	93 s	17 s	59 s



## **Future with Project Conditions**

Intersection						
Int Delay, s/veh	58.6					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	2	91	2896	43	147	1765
Future Vol, veh/h	2	91	2896	43	147	1765
Conflicting Peds, #/hr	0	0	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	80	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	96	3048	45	155	1858
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	4128	1551	0	0	3098	0
Stage 1	3075	-	-	-	-	-
Stage 2	1053	-	-	-	-	-
Critical Hdwy	5.74	7.14	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	-	-	3.12	-
Pot Cap-1 Maneuver	6	~ 88	-	-	~ 34	-
Stage 1	11	-	-	-	-	-
Stage 2	267	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	0	~ 88	-	-	~ 34	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	11	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Approach	NW		NE		SW	
HCM Control Delay, s	216.5		0		141.1	
HCM LOS	F					
Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT		
Capacity (veh/h)	-	- 88	~ 34	-		
HCM Lane V/C Ratio	-	- 1.112	4.551	-		
HCM Control Delay (s)	-	- 216.5	1834.7	-		
HCM Lane LOS	-	- F	F	-		
HCM 95th %tile Q(veh)	-	- 6.7	18.3	-		
Notes						
~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    *: All major volume in platoon						















Intersection						
Int Delay, s/veh	66.2					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	33	172	2005	80	49	2419
Future Vol, veh/h	33	172	2005	80	49	2419
Conflicting Peds, #/hr	2	1	0	8	8	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	80	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	34	176	2046	82	50	2468
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3184	1073	0	0	2136	0
Stage 1	2095	-	-	-	-	-
Stage 2	1089	-	-	-	-	-
Critical Hdwy	5.72	7.12	-	-	5.32	-
Critical Hdwy Stg 1	6.62	-	-	-	-	-
Critical Hdwy Stg 2	6.02	-	-	-	-	-
Follow-up Hdwy	3.81	3.91	-	-	3.11	-
Pot Cap-1 Maneuver	~ 21	187	-	-	108	-
Stage 1	50	-	-	-	-	-
Stage 2	258	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	~ 11	185	-	-	108	-
Mov Cap-2 Maneuver	~ 11	-	-	-	-	-
Stage 1	50	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Approach	NW		NE		SW	
HCM Control Delay, s	\$ 1521.1		0		1.3	
HCM LOS	F					
Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT		
Capacity (veh/h)	-	- 52	108	-		
HCM Lane V/C Ratio	-	- 4.023	0.463	-		
HCM Control Delay (s)	-	\$ 1521.1	64.3	-		
HCM Lane LOS	-	- F	F	-		
HCM 95th %tile Q(veh)	-	- 23.1	2	-		
Notes						
~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    *: All major volume in platoon						



# HCM 2010 Signalized Intersection Summary 2: Red Rd & South Dixie Hwy

#16180 Future w ith Project AM

10/12/2016

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑			↑↑	↑	↑	↑↑↑		↑	↑↑↑	
Traffic Volume (veh/h)	0	507	75	0	653	103	238	2934	113	95	1654	52
Future Volume (veh/h)	0	507	75	0	653	103	238	2934	113	95	1654	52
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	0	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	0	517	77	0	666	105	243	2994	0	97	1688	0
Adj No. of Lanes	0	2	0	0	2	1	1	3	0	1	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	0	553	82	0	633	376	283	3440	0	115	3307	0
Arrive On Green	0.00	0.06	0.06	0.00	0.18	0.18	0.06	0.68	0.00	0.03	0.65	0.00
Sat Flow, veh/h	0	3181	458	0	3632	1567	1774	5253	0	1774	5253	0
Grp Volume(v), veh/h	0	295	299	0	666	105	243	2994	0	97	1688	0
Grp Sat Flow(s),veh/h/ln	0	1770	1776	0	1770	1567	1774	1695	0	1774	1695	0
Q Serve(g_s), s	0.0	31.6	31.8	0.0	34.0	10.4	8.7	88.0	0.0	4.4	33.0	0.0
Cycle Q Clear(g_c), s	0.0	31.6	31.8	0.0	34.0	10.4	8.7	88.0	0.0	4.4	33.0	0.0
Prop In Lane	0.00		0.26	0.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	317	318	0	633	376	283	3440	0	115	3307	0
V/C Ratio(X)	0.00	0.93	0.94	0.00	1.05	0.28	0.86	0.87	0.00	0.84	0.51	0.00
Avail Cap(c_a), veh/h	0	317	318	0	633	376	522	3440	0	400	3307	0
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	88.3	88.4	0.0	78.0	58.9	23.6	24.2	0.0	52.1	17.4	0.0
Incr Delay (d2), s/veh	0.0	33.3	34.7	0.0	50.1	0.3	7.4	3.3	0.0	6.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.4	18.7	0.0	21.0	9.8	8.9	42.1	0.0	5.2	15.6	0.0
LnGrp Delay(d),s/veh	0.0	121.6	123.1	0.0	128.1	59.2	31.0	27.5	0.0	58.2	18.0	0.0
LnGrp LOS		F	F		F	E	C	C		E	B	
Approach Vol, veh/h		594			771			3237			1785	
Approach Delay, s/veh		122.3			118.7			27.8			20.1	
Approach LOS		F			F			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.4	130.6		41.0	13.5	135.5		41.0				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	37.0	98.0		34.0	37.0	98.0		34.0				
Max Q Clear Time (g_c+I1), s	10.7	35.0		33.8	6.4	90.0		36.0				
Green Ext Time (p_c), s	0.7	60.6		0.1	0.1	7.9		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			45.4									
HCM 2010 LOS			D									
<b>Notes</b>												



Timing Report, Sorted By Phase  
2: Red Rd & South Dixie Hwy

#16180 Future w ith Project AM  
10/12/2016



Phase Number	1	2	4	5	6	8
Movement	NEL	SWTL	NBT	SWL	NETL	SBT
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	44	105	41	44	105	41
Maximum Split (%)	23.2%	55.3%	21.6%	23.2%	55.3%	21.6%
Minimum Split (s)	12	33	32	12	33	30
Yellow Time (s)	5	5	4	5	5	4
All-Red Time (s)	2	2	3	2	2	3
Minimum Initial (s)	5	7	7	5	7	7
Vehicle Extension (s)	3	2.5	2.5	2	2.5	2.5
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	5		7	5
Flash Dont Walk (s)		19	20		19	18
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	55	99	14	55	99	14
End Time (s)	99	14	55	99	14	55
Yield/Force Off (s)	92	7	48	92	7	48
Yield/Force Off 170(s)	92	178	28	92	178	30
Local Start Time (s)	48	92	7	48	92	7
Local Yield (s)	85	0	41	85	0	41
Local Yield 170(s)	85	171	21	85	171	23

Intersection Summary

Cycle Length 190  
Control Type Actuated-Coordinated  
Natural Cycle 120  
Offset: 7 (4%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow













Splits and Phases: 2: Red Rd & South Dixie Hwy





# HCM 2010 Signalized Intersection Summary 2: Red Rd & South Dixie Hwy

#16180 Future with w Project w Imps AM  
10/12/2016

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑			↑↑	↑	↑	↑↑↑		↑	↑↑↑	
Traffic Volume (veh/h)	0	507	75	0	653	103	238	2934	113	95	1654	52
Future Volume (veh/h)	0	507	75	0	653	103	238	2934	113	95	1654	52
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	0	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	0	517	77	0	666	105	243	2994	0	97	1688	0
Adj No. of Lanes	0	2	0	0	2	1	1	3	0	1	3	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	0	569	84	0	652	385	282	3410	0	115	3276	0
Arrive On Green	0.00	0.06	0.06	0.00	0.18	0.18	0.06	0.67	0.00	0.03	0.64	0.00
Sat Flow, veh/h	0	3181	458	0	3632	1568	1774	5253	0	1774	5253	0
Grp Volume(v), veh/h	0	295	299	0	666	105	243	2994	0	97	1688	0
Grp Sat Flow(s),veh/h/ln	0	1770	1777	0	1770	1568	1774	1695	0	1774	1695	0
Q Serve(g_s), s	0.0	31.5	31.8	0.0	35.0	10.3	8.9	89.6	0.0	4.5	33.6	0.0
Cycle Q Clear(g_c), s	0.0	31.5	31.8	0.0	35.0	10.3	8.9	89.6	0.0	4.5	33.6	0.0
Prop In Lane	0.00		0.26	0.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	326	327	0	652	385	282	3410	0	115	3276	0
V/C Ratio(X)	0.00	0.91	0.91	0.00	1.02	0.27	0.86	0.88	0.00	0.84	0.52	0.00
Avail Cap(c_a), veh/h	0	326	327	0	652	385	510	3410	0	390	3276	0
HCM Platoon Ratio	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	87.6	87.7	0.0	77.5	58.0	24.2	25.1	0.0	52.6	18.0	0.0
Incr Delay (d2), s/veh	0.0	27.3	28.4	0.0	40.8	0.3	7.7	3.6	0.0	6.1	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.0	18.2	0.0	20.8	9.7	8.8	43.0	0.0	5.2	15.8	0.0
LnGrp Delay(d),s/veh	0.0	114.9	116.1	0.0	118.3	58.3	31.8	28.6	0.0	58.7	18.6	0.0
LnGrp LOS		F	F		F	E	C	C		E	B	
Approach Vol, veh/h		594			771			3237			1785	
Approach Delay, s/veh		115.5			110.1			28.9			20.8	
Approach LOS		F			F			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.6	129.4		42.0	13.6	134.4		42.0				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	36.0	98.0		35.0	36.0	98.0		35.0				
Max Q Clear Time (g_c+I1), s	10.9	35.6		33.8	6.5	91.6		37.0				
Green Ext Time (p_c), s	0.7	60.1		0.9	0.1	6.3		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			44.5									
HCM 2010 LOS			D									
<b>Notes</b>												



Timing Report, Sorted By Phase  
2: Red Rd & South Dixie Hwy

#16180 Future with w Project w Imps AM

10/12/2016



Phase Number	1	2	4	5	6	8
Movement	NEL	SWTL	NBT	SWL	NETL	SBT
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	43	105	42	43	105	42
Maximum Split (%)	22.6%	55.3%	22.1%	22.6%	55.3%	22.1%
Minimum Split (s)	12	33	32	12	33	30
Yellow Time (s)	5	5	4	5	5	4
All-Red Time (s)	2	2	3	2	2	3
Minimum Initial (s)	5	7	7	5	7	7
Vehicle Extension (s)	3	2.5	2.5	2	2.5	2.5
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	5		7	5
Flash Dont Walk (s)		19	20		19	18
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	56	99	14	56	99	14
End Time (s)	99	14	56	99	14	56
Yield/Force Off (s)	92	7	49	92	7	49
Yield/Force Off 170(s)	92	178	29	92	178	31
Local Start Time (s)	49	92	7	49	92	7
Local Yield (s)	85	0	42	85	0	42
Local Yield 170(s)	85	171	22	85	171	24

Intersection Summary

Cycle Length 190  
Control Type Actuated-Coordinated  
Natural Cycle 120  
Offset: 7 (4%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow













Splits and Phases: 2: Red Rd & South Dixie Hwy

Ø1 43 s	Ø2 (R) 105 s	Ø4 42 s
Ø5 43 s	Ø6 (R) 105 s	Ø8 42 s



HCM 2010 Signalized Intersection Summary  
2: Red Rd & South Dixie Hwy







#16180 Future with Prpjct PM  
10/12/2016

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑			↑↑	↑	↑	↑↑↑		↑	↑↑↑	
Traffic Volume (veh/h)	0	569	70	0	597	323	198	2088	128	160	2265	57
Future Volume (veh/h)	0	569	70	0	597	323	198	2088	128	160	2265	57
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1881	1900	0	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	0	587	72	0	615	333	204	2153	0	165	2335	0
Adj No. of Lanes	0	2	0	0	2	1	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	1	0	1	1	1	1	1	1	1	1
Cap, veh/h	0	572	70	0	640	402	224	3423	0	196	3265	0
Arrive On Green	0.00	0.24	0.24	0.00	0.18	0.18	0.07	0.67	0.00	0.04	0.64	0.00
Sat Flow, veh/h	0	3288	391	0	3668	1578	1792	5305	0	1792	5305	0
Grp Volume(v), veh/h	0	328	331	0	615	333	204	2153	0	165	2335	0
Grp Sat Flow(s),veh/h/ln	0	1787	1798	0	1787	1578	1792	1712	0	1792	1712	0
Q Serve(g_s), s	0.0	34.0	34.0	0.0	32.4	34.0	11.9	45.7	0.0	6.2	57.7	0.0
Cycle Q Clear(g_c), s	0.0	34.0	34.0	0.0	32.4	34.0	11.9	45.7	0.0	6.2	57.7	0.0
Prop In Lane	0.00		0.22	0.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	320	322	0	640	402	224	3423	0	196	3265	0
V/C Ratio(X)	0.00	1.02	1.03	0.00	0.96	0.83	0.91	0.63	0.00	0.84	0.72	0.00
Avail Cap(c_a), veh/h	0	320	322	0	640	402	297	3423	0	325	3265	0
HCM Platoon Ratio	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	72.4	72.4	0.0	77.4	67.1	52.5	18.2	0.0	29.7	23.1	0.0
Incr Delay (d2), s/veh	0.0	56.8	58.0	0.0	26.2	13.2	25.8	0.9	0.0	4.4	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	21.8	22.0	0.0	18.4	32.1	12.2	21.8	0.0	5.7	27.7	0.0
LnGrp Delay(d),s/veh	0.0	129.3	130.4	0.0	103.5	80.2	78.3	19.1	0.0	34.1	24.5	0.0
LnGrp LOS		F	F		F	F	E	B		C	C	
Approach Vol, veh/h		659			948			2357			2500	
Approach Delay, s/veh		129.8			95.3			24.2			25.1	
Approach LOS		F			F			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.2	127.8		41.0	15.4	133.6		41.0				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	22.0	113.0		34.0	22.0	113.0		34.0				
Max Q Clear Time (g_c+I1), s	13.9	59.7		36.0	8.2	47.7		36.0				
Green Ext Time (p_c), s	0.3	50.6		0.0	0.2	61.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			45.8									
HCM 2010 LOS			D									
Notes												



Timing Report, Sorted By Phase  
2: Red Rd & South Dixie Hwy

#16180 Future with Prpject PM  
10/12/2016

						
Phase Number	1	2	4	5	6	8
Movement	NEL	SWTL	NBT	SWL	NETL	SBT
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	29	120	41	29	120	41
Maximum Split (%)	15.3%	63.2%	21.6%	15.3%	63.2%	21.6%
Minimum Split (s)	12	33	32	12	33	30
Yellow Time (s)	5	5	4	5	5	4
All-Red Time (s)	2	2	3	2	2	3
Minimum Initial (s)	5	7	7	5	7	7
Vehicle Extension (s)	3	2.5	2.5	2	2.5	2.5
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	5		7	5
Flash Dont Walk (s)		19	20		19	18
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	188	27	147	188	27	147
End Time (s)	27	147	188	27	147	188
Yield/Force Off (s)	20	140	181	20	140	181
Yield/Force Off 170(s)	20	121	161	20	121	163
Local Start Time (s)	48	77	7	48	77	7
Local Yield (s)	70	0	41	70	0	41
Local Yield 170(s)	70	171	21	70	171	23

Intersection Summary

Cycle Length 190  
Control Type Actuated-Coordinated  
Natural Cycle 90  
Offset: 140 (74%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow

Splits and Phases: 2: Red Rd & South Dixie Hwy

















HCM 2010 Signalized Intersection S  
2: Red Rd & South Dixie Hwy

#16180 Future with Prpject w Imps PM

10/13/2016

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑			↑↑	↗	↗	↑↑↑		↗	↑↑↑	
Traffic Volume (veh/h)	0	569	70	0	597	323	198	2088	128	160	2265	57
Future Volume (veh/h)	0	569	70	0	597	323	198	2088	128	160	2265	57
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1881	1900	0	1881	1881	1881	1881	1900	1881	1881	1900
Adj Flow Rate, veh/h	0	587	72	0	615	333	204	2153	0	165	2335	0
Adj No. of Lanes	0	2	0	0	2	1	1	3	0	1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	1	0	1	1	1	1	1	1	1	1
Cap, veh/h	0	605	74	0	677	422	223	3363	0	194	3201	0
Arrive On Green	0.00	0.25	0.25	0.00	0.19	0.19	0.08	0.65	0.00	0.05	0.62	0.00
Sat Flow, veh/h	0	3289	391	0	3668	1579	1792	5305	0	1792	5305	0
Grp Volume(v), veh/h	0	328	331	0	615	333	204	2153	0	165	2335	0
Grp Sat Flow(s),veh/h/ln	0	1787	1799	0	1787	1579	1792	1712	0	1792	1712	0
Q Serve(g_s), s	0.0	34.5	34.7	0.0	32.0	36.0	12.2	47.3	0.0	6.4	59.7	0.0
Cycle Q Clear(g_c), s	0.0	34.5	34.7	0.0	32.0	36.0	12.2	47.3	0.0	6.4	59.7	0.0
Prop In Lane	0.00		0.22	0.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	339	341	0	677	422	223	3363	0	194	3201	0
V/C Ratio(X)	0.00	0.97	0.97	0.00	0.91	0.79	0.91	0.64	0.00	0.85	0.73	0.00
Avail Cap(c_a), veh/h	0	339	341	0	677	422	293	3363	0	321	3201	0
HCM Platoon Ratio	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	70.5	70.6	0.0	75.4	64.8	53.5	19.5	0.0	30.7	24.7	0.0
Incr Delay (d2), s/veh	0.0	40.1	41.1	0.0	16.0	9.4	26.3	0.9	0.0	5.2	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	20.8	21.1	0.0	17.3	31.5	12.2	22.6	0.0	5.7	28.6	0.0
LnGrp Delay(d),s/veh	0.0	110.6	111.6	0.0	91.4	74.2	79.9	20.4	0.0	35.9	26.2	0.0
LnGrp LOS		F	F		F	E	E	C		D	C	
Approach Vol, veh/h		659			948			2357			2500	
Approach Delay, s/veh		111.1			85.4			25.6			26.9	
Approach LOS		F			F			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	21.6	125.4		43.0	15.6	131.4		43.0				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	22.0	111.0		36.0	22.0	111.0		36.0				
Max Q Clear Time (g_c+I1), s	14.2	61.7		36.7	8.4	49.3		38.0				
Green Ext Time (p_c), s	0.3	47.0		0.0	0.2	58.0		0.0				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			43.6									
HCM 2010 LOS			D									
<b>Notes</b>												



Timing Report, Sorted By  
2: Red Rd & South Dixie Hwy

#16180 Future with w Imps Prpjct PM  
10/13/2016



Phase Number	1	2	4	5	6	8
Movement	NEL	SWTL	NBT	SWL	NETL	SBT
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	29	118	43	29	118	43
Maximum Split (%)	15.3%	62.1%	22.6%	15.3%	62.1%	22.6%
Minimum Split (s)	12	33	32	12	33	30
Yellow Time (s)	5	5	4	5	5	4
All-Red Time (s)	2	2	3	2	2	3
Minimum Initial (s)	5	7	7	5	7	7
Vehicle Extension (s)	3	2.5	2.5	2	2.5	2.5
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	5		7	5
Flash Dont Walk (s)		19	20		19	18
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	29	147	0	29	147
End Time (s)	29	147	0	29	147	0
Yield/Force Off (s)	22	140	183	22	140	183
Yield/Force Off 170(s)	22	121	163	22	121	165
Local Start Time (s)	50	79	7	50	79	7
Local Yield (s)	72	0	43	72	0	43
Local Yield 170(s)	72	171	23	72	171	25

Intersection Summary

Cycle Length 190  
Control Type Actuated-Coordinated  
Natural Cycle 90  
Offset: 140 (74%), Referenced to phase 2:SWTL and 6:NETL, Start of Yellow

Splits and Phases: 2: Red Rd & South Dixie Hwy



Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEU	NEL	NET	NER
Lane Configurations			↕				↕				↕	
Traffic Vol, veh/h	0	9	80	87	0	10	9	3	0	96	136	12
Future Vol, veh/h	0	9	80	87	0	10	9	3	0	96	136	12
Peak Hour Factor	0.92	0.80	0.80	0.80	0.92	0.80	0.80	0.80	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	100	109	0	13	11	4	0	120	170	15
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	SE	NW	NE
Opposing Approach	NW	SE	SW
Opposing Lanes	1	1	1
Conflicting Approach Left	SW	NE	SE
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NE	SW	NW
Conflicting Lanes Right	1	1	1
HCM Control Delay	9.6	8.5	10.9
HCM LOS	A	A	B


Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	39%	45%	5%	4%
Vol Thru, %	56%	41%	45%	94%
Vol Right, %	5%	14%	49%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	244	22	176	82
LT Vol	96	10	9	3
Through Vol	136	9	80	77
RT Vol	12	3	87	2
Lane Flow Rate	305	28	220	102
Geometry Grp	1	1	1	1
Degree of Util (X)	0.398	0.04	0.284	0.139
Departure Headway (Hd)	4.7	5.207	4.655	4.887
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	762	683	768	730
Service Time	2.748	3.276	2.704	2.946
HCM Lane V/C Ratio	0.4	0.041	0.286	0.14
HCM Control Delay	10.9	8.5	9.6	8.7
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.9	0.1	1.2	0.5



Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SWU	SWL	SWT	SWR
Lane Configurations				
Traffic Vol, veh/h	0	3	77	2
Future Vol, veh/h	0	3	77	2
Peak Hour Factor	0.92	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	4	96	3
Number of Lanes	0	0	1	0

Approach	SW
Opposing Approach	NE
Opposing Lanes	1
Conflicting Approach Left	NW
Conflicting Lanes Left	1
Conflicting Approach Right	SE
Conflicting Lanes Right	1
HCM Control Delay	8.7
HCM LOS	A

Intersection

Intersection Delay, s/veh 10.4  
Intersection LOS B

Movement	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEU	NEL	NET	NER
Lane Configurations			↕				↕				↕	
Traffic Vol, veh/h	0	25	49	4	0	1	57	119	0	127	131	36
Future Vol, veh/h	0	25	49	4	0	1	57	119	0	127	131	36
Peak Hour Factor	0.92	0.91	0.91	0.91	0.92	0.91	0.91	0.91	0.92	0.91	0.91	0.91
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	27	54	4	0	1	63	131	0	140	144	40
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0


Approach	SE	NW	NE
Opposing Approach	NW	SE	SW
Opposing Lanes	1	1	1
Conflicting Approach Left	SW	NE	SE
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NE	SW	NW
Conflicting Lanes Right	1	1	1
HCM Control Delay	9.3	9.6	11.6
HCM LOS	A	A	B

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	43%	1%	32%	6%
Vol Thru, %	45%	32%	63%	78%
Vol Right, %	12%	67%	5%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	294	177	78	151
LT Vol	127	1	25	9
Through Vol	131	57	49	118
RT Vol	36	119	4	24
Lane Flow Rate	323	195	86	166
Geometry Grp	1	1	1	1
Degree of Util (X)	0.433	0.26	0.131	0.227
Departure Headway (Hd)	4.823	4.804	5.493	4.925
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	740	739	657	718
Service Time	2.908	2.895	3.493	3.024
HCM Lane V/C Ratio	0.436	0.264	0.131	0.231
HCM Control Delay	11.6	9.6	9.3	9.5
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2.2	1	0.4	0.9



Intersection

Intersection Delay, s/veh  
Intersection LOS

Movement	SWU	SWL	SWT	SWR
Lane Configurations				
Traffic Vol, veh/h	0	9	118	24
Future Vol, veh/h	0	9	118	24
Peak Hour Factor	0.92	0.91	0.91	0.91
Heavy Vehicles, %	1	1	1	1
Mvmt Flow	0	10	130	26
Number of Lanes	0	0	1	0

Approach	SW
Opposing Approach	NE
Opposing Lanes	1
Conflicting Approach Left	NW
Conflicting Lanes Left	1
Conflicting Approach Right	SE
Conflicting Lanes Right	1
HCM Control Delay	9.5
HCM LOS	A












Intersection						
Int Delay, s/veh	6.3					
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Traffic Vol, veh/h	477	165	158	683	90	70
Future Vol, veh/h	477	165	158	683	90	70
Conflicting Peds, #/hr	0	4	4	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	92	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	502	174	166	719	95	74
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	680	0	1286	342
Stage 1	-	-	-	-	593	-
Stage 2	-	-	-	-	693	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	908	-	156	654
Stage 1	-	-	-	-	515	-
Stage 2	-	-	-	-	457	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	908	-	127	652
Mov Cap-2 Maneuver	-	-	-	-	127	-
Stage 1	-	-	-	-	513	-
Stage 2	-	-	-	-	373	-
Approach	NB		SB		SW	
HCM Control Delay, s	0		1.9		55.1	
HCM LOS					F	
Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1	SWLn2
Capacity (veh/h)	-	-	908	-	127	652
HCM Lane V/C Ratio	-	-	0.183	-	0.746	0.113
HCM Control Delay (s)	-	-	9.9	-	89.2	11.2
HCM Lane LOS	-	-	A	-	F	B
HCM 95th %tile Q(veh)	-	-	0.7	-	4.3	0.4



Intersection						
Int Delay, s/veh	11.4					
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Traffic Vol, veh/h	510	115	119	759	124	101
Future Vol, veh/h	510	115	119	759	124	101
Conflicting Peds, #/hr	0	18	18	0	5	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	92	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	543	122	127	807	132	107
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	683	0	1284	356
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	662	-
Critical Hdwy	-	-	4.12	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	-	-	2.21	-	3.51	3.31
Pot Cap-1 Maneuver	-	-	913	-	158	643
Stage 1	-	-	-	-	500	-
Stage 2	-	-	-	-	477	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	908	-	133	628
Mov Cap-2 Maneuver	-	-	-	-	133	-
Stage 1	-	-	-	-	491	-
Stage 2	-	-	-	-	408	-
Approach	NB		SB		SW	
HCM Control Delay, s	0		1.3		82.6	
HCM LOS					F	
Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1	SWLn2
Capacity (veh/h)	-	-	908	-	133	628
HCM Lane V/C Ratio	-	-	0.139	-	0.992	0.171
HCM Control Delay (s)	-	-	9.6	-	140.2	11.9
HCM Lane LOS	-	-	A	-	F	B
HCM 95th %tile Q(veh)	-	-	0.5	-	7	0.6

# HCM Signalized Intersection Capacity Analysis 5: SW 72nd St & Yumuri St

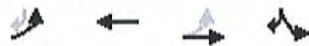
#16180 Future with Project AM  
10/12/2016

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	99	435	293	31	43	112
Future Volume (vph)	99	435	293	31	43	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0	5.0		5.0	5.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1751	1845	1817		1752	1559
Flt Permitted	0.46	1.00	1.00		0.95	1.00
Satd. Flow (perm)	857	1845	1817		1752	1559
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	106	468	315	33	46	120
RTOR Reduction (vph)	0	0	4	0	0	82
Lane Group Flow (vph)	106	468	344	0	46	38
Confl. Peds. (#/hr)	3			3	4	2
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA	NA		Prot	custom
Protected Phases	1	6	2		8	8
Permitted Phases	6					1
Actuated Green, G (s)	55.0	55.0	45.0		20.0	27.0
Effective Green, g (s)	55.0	55.0	45.0		20.0	27.0
Actuated g/C Ratio	0.65	0.65	0.53		0.24	0.32
Clearance Time (s)	3.0	5.0	5.0		5.0	5.0
Lane Grp Cap (vph)	628	1193	961		412	586
v/s Ratio Prot	0.01	c0.25	0.19		c0.03	0.02
v/s Ratio Perm	0.10					0.01
v/c Ratio	0.17	0.39	0.36		0.11	0.07
Uniform Delay, d1	6.0	7.1	11.6		25.5	20.2
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.6	1.0	1.0		0.5	0.2
Delay (s)	6.6	8.1	12.7		26.1	20.4
Level of Service	A	A	B		C	C
Approach Delay (s)		7.8	12.7		22.0	
Approach LOS		A	B		C	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			11.5		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.33			
Actuated Cycle Length (s)			85.0		Sum of lost time (s)	13.0
Intersection Capacity Utilization			40.3%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						



Timing Report, Sorted By Phase  
5: SW 72nd St & Yumuri St

#16180 Future w ith Project AM  
10/12/2016



Phase Number	1	2	6	8
Movement	EBL	WBT	EBTL	SBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	Max	Max	Max	Max
Maximum Split (s)	10	50	60	25
Maximum Split (%)	11.8%	58.8%	70.6%	29.4%
Minimum Split (s)	9.5	23	23	23
Yellow Time (s)	3	4	4	4
All-Red Time (s)	0	1	1	1
Minimum Initial (s)	5	15	15	7
Vehicle Extension (s)	2	1	1	2.5
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	22.5	32.5	22.5	82.5
End Time (s)	32.5	82.5	82.5	22.5
Yield/Force Off (s)	29.5	77.5	77.5	17.5
Yield/Force Off 170(s)	29.5	77.5	77.5	17.5
Local Start Time (s)	30	40	30	5
Local Yield (s)	37	0	0	25
Local Yield 170(s)	37	0	0	25

Intersection Summary

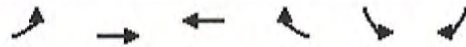
Cycle Length 85  
Control Type Pretimed  
Natural Cycle 60  
Offset: 77.5 (91%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Splits and Phases: 5: SW 72nd St & Yumuri St



HCM Signalized Intersection Capacity Analysis  
5: SW 72nd St & Yumuri St

#16180 Future with Prpject PM  
10/12/2016



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	138	404	341	50	182	178
Future Volume (vph)	138	404	341	50	182	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0	5.0		5.0	5.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00		1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.98		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1787	1881	1844		1787	1590
Flt Permitted	0.40	1.00	1.00		0.95	1.00
Satd. Flow (perm)	752	1881	1844		1787	1590
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	152	444	375	55	200	196
RTOR Reduction (vph)	0	0	6	0	0	134
Lane Group Flow (vph)	152	444	424	0	200	62
Confl. Peds. (#/hr)	1			1	10	1
Turn Type	pm+pt	NA	NA		Prot	custom
Protected Phases	1	6	2		8	8
Permitted Phases	6					1
Actuated Green, G (s)	55.0	55.0	45.0		20.0	27.0
Effective Green, g (s)	55.0	55.0	45.0		20.0	27.0
Actuated g/C Ratio	0.65	0.65	0.53		0.24	0.32
Clearance Time (s)	3.0	5.0	5.0		5.0	5.0
Lane Grp Cap (vph)	571	1217	976		420	598
v/s Ratio Prot	0.02	c0.24	c0.23		c0.11	0.02
v/s Ratio Perm	0.15					0.01
v/c Ratio	0.27	0.36	0.43		0.48	0.10
Uniform Delay, d1	6.6	6.9	12.2		28.0	20.5
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	1.1	0.8	1.4		3.8	0.3
Delay (s)	7.7	7.8	13.6		31.8	20.8
Level of Service	A	A	B		C	C
Approach Delay (s)		7.8	13.6		26.4	
Approach LOS		A	B		C	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			14.7		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.44			
Actuated Cycle Length (s)			85.0		Sum of lost time (s)	13.0
Intersection Capacity Utilization			50.4%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						



Timing Report, Sorted By Phase  
5: SW 72nd St & Yumuri St

#16180 Future with Prpject PM  
10/12/2016



Phase Number	1	2	6	8
Movement	EBL	WBT	EBTL	SBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	Max	Max	Max	Max
Maximum Split (s)	10	50	60	25
Maximum Split (%)	11.8%	58.8%	70.6%	29.4%
Minimum Split (s)	9.5	23	23	23
Yellow Time (s)	3	4	4	4
All-Red Time (s)	0	1	1	1
Minimum Initial (s)	5	15	15	7
Vehicle Extension (s)	2	1	1	2.5
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	22.5	32.5	22.5	82.5
End Time (s)	32.5	82.5	82.5	22.5
Yield/Force Off (s)	29.5	77.5	77.5	17.5
Yield/Force Off 170(s)	29.5	77.5	77.5	17.5
Local Start Time (s)	30	40	30	5
Local Yield (s)	37	0	0	25
Local Yield 170(s)	37	0	0	25

Intersection Summary

Cycle Length 85  
Control Type Pretimed  
Natural Cycle 60  
Offset: 77.5 (91%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Splits and Phases: 5: SW 72nd St & Yumuri St




























# HCM Signalized Intersection Capacity Analysis 6: SW 72nd St & Red Rd

#16180 Future w ith Project AM

10/12/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	269	35	116	200	47	96	504	118	102	352	105
Future Volume (vph)	148	269	35	116	200	47	96	504	118	102	352	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1767	1823		1770	1863	1559	1751	1863	1542	1770	1863	1533
Flt Permitted	0.38	1.00		0.17	1.00	1.00	0.45	1.00	1.00	0.32	1.00	1.00
Satd. Flow (perm)	715	1823		310	1863	1559	824	1863	1542	592	1863	1533
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	163	296	38	127	220	52	105	554	130	112	387	115
RTOR Reduction (vph)	0	3	0	0	0	37	0	0	40	0	0	40
Lane Group Flow (vph)	163	331	0	127	220	15	105	554	90	112	387	75
Confl. Peds. (#/hr)	3		5	5		3	16		8	8		16
Turn Type	pm+pt	NA		pm+pt	NA	custom	pm+pt	NA	custom	pm+pt	NA	custom
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		14	6		7 6	2		3 2
Actuated Green, G (s)	51.9	40.0		51.3	39.7	54.8	114.1	105.0	122.6	114.7	105.3	123.2
Effective Green, g (s)	51.9	40.0		51.3	39.7	54.8	114.1	105.0	122.6	114.7	105.3	123.2
Actuated g/C Ratio	0.27	0.21		0.27	0.21	0.29	0.60	0.55	0.65	0.60	0.55	0.65
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	1.0		2.0	1.0	
Lane Grp Cap (vph)	261	383		172	389	449	539	1029	994	415	1032	994
v/s Ratio Prot	0.04	c0.18		c0.04	0.12		0.01	c0.30		c0.01	0.21	
v/s Ratio Perm	0.13			0.15		0.01	0.11		0.06	0.15		0.05
v/c Ratio	0.62	0.86		0.74	0.57	0.03	0.19	0.54	0.09	0.27	0.38	0.08
Uniform Delay, d1	58.0	72.4		56.9	67.4	48.6	17.0	27.1	12.7	19.1	23.8	12.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.62	1.25	0.11
Incremental Delay, d2	4.0	17.8		13.3	1.5	0.0	0.1	2.0	0.0	0.1	0.5	0.1
Delay (s)	62.0	90.1		70.1	68.9	48.6	17.0	29.1	12.7	31.0	30.3	1.5
Level of Service	E	F		E	E	D	B	C	B	C	C	A
Approach Delay (s)		80.9			66.7			24.8			25.0	
Approach LOS		F			E			C			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		44.2										
HCM 2000 Volume to Capacity ratio		0.61										
Actuated Cycle Length (s)		190.0							24.0			
Intersection Capacity Utilization		77.8%										
Analysis Period (min)		15										
c Critical Lane Group												



Timing Report, Sorted By Phase  
6: SW 72nd St & Red Rd

#16180 Future w ith Project AM  
10/12/2016



Phase Number	1	2	3	4	5	6	7	8
Movement	NBL	SBTL	EBL	WBTL	SBL	NBTL	WBL	EBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	C-Max	None	None	Max	None	None
Maximum Split (s)	12	96	18	64	12	96	18	64
Maximum Split (%)	6.3%	50.5%	9.5%	33.7%	6.3%	50.5%	9.5%	33.7%
Minimum Split (s)	11	28	11	29	11	28	11	29
Yellow Time (s)	4	4	4	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	5	7	5	7	5	7	5	7
Vehicle Extension (s)	2	1	2	2.5	2	1	2	2.5
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		15		16		15		16
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	148	160	66	84	148	160	66	84
End Time (s)	160	66	84	148	160	66	84	148
Yield/Force Off (s)	154	60	78	142	154	60	78	142
Yield/Force Off 170(s)	154	45	78	126	154	45	78	126
Local Start Time (s)	70	82	178	6	70	82	178	6
Local Yield (s)	76	172	0	64	76	172	0	64
Local Yield 170(s)	76	157	0	48	76	157	0	48

Intersection Summary

Cycle Length 190  
Control Type Actuated-Coordinated  
Natural Cycle 80  
Offset: 78 (41%), Referenced to phase 3:EBL, Start of Yellow

Splits and Phases: 6: SW 72nd St & Red Rd
























	Ø1		Ø2		Ø3(R)		Ø4
12 s		96 s		18 s		64 s	
	Ø5		Ø6		Ø7		Ø8
12 s		96 s		18 s		64 s	



# HCM Signalized Intersection Capacity Analysis 6: SW 72nd St & Red Rd

#16180 Future with w Project w Imps AM

10/12/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	269	35	116	200	47	96	504	118	102	352	105
Future Volume (vph)	148	269	35	116	200	47	96	504	118	102	352	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1768	1823		1770	1863	1559	1750	1863	1542	1770	1863	1533
Flt Permitted	0.30	1.00		0.19	1.00	1.00	0.45	1.00	1.00	0.33	1.00	1.00
Satd. Flow (perm)	567	1823		360	1863	1559	834	1863	1542	606	1863	1533
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	163	296	38	127	220	52	105	554	130	112	387	115
RTOR Reduction (vph)	0	3	0	0	0	38	0	0	36	0	0	38
Lane Group Flow (vph)	163	331	0	127	220	14	105	554	94	112	387	77
Confl. Peds. (#/hr)	3		5	5		3	16		8	8		16
Turn Type	pm+pt	NA		pm+pt	NA	custom	pm+pt	NA	custom	pm+pt	NA	custom
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		14	6		7 6	2		3 2
Actuated Green, G (s)	54.3	40.3		44.3	35.3	50.2	116.4	107.5	122.5	117.0	107.8	127.8
Effective Green, g (s)	54.3	40.3		44.3	35.3	50.2	116.4	107.5	122.5	117.0	107.8	127.8
Actuated g/C Ratio	0.29	0.21		0.23	0.19	0.26	0.61	0.57	0.64	0.62	0.57	0.67
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	1.0		2.0	1.0	
Lane Grp Cap (vph)	250	386		150	346	411	553	1054	994	429	1057	1031
v/s Ratio Prot	c0.05	c0.18		0.04	0.12		0.01	c0.30		c0.01	0.21	
v/s Ratio Perm	0.14			0.16		0.01	0.11		0.06	0.15		0.05
v/c Ratio	0.65	0.86		0.85	0.64	0.03	0.19	0.53	0.09	0.26	0.37	0.08
Uniform Delay, d1	54.7	72.1		66.0	71.4	51.9	15.9	25.5	12.8	17.9	22.4	10.7
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.80	1.42	0.13
Incremental Delay, d2	5.3	16.7		32.2	3.3	0.0	0.1	1.9	0.0	0.1	0.5	0.1
Delay (s)	60.0	88.7		98.2	74.7	51.9	16.0	27.4	12.8	32.3	32.5	1.5
Level of Service	E	F		F	E	D	B	C	B	C	C	A
Approach Delay (s)		79.3			79.2			23.5			26.6	
Approach LOS		E			E			C			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		46.1										
HCM 2000 Volume to Capacity ratio		0.61										
Actuated Cycle Length (s)		190.0							24.0			
Intersection Capacity Utilization		77.8%										
Analysis Period (min)		15										
c Critical Lane Group												



Timing Report, Sorted By Phase  
6: SW 72nd St & Red Rd

#16180 Future with w Project w Imps AM

10/12/2016

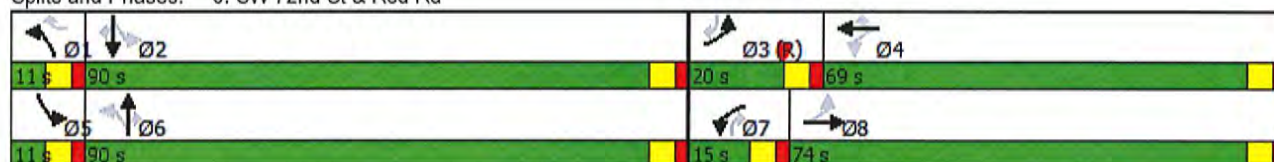


Phase Number	1	2	3	4	5	6	7	8
Movement	NBL	SBTL	EBL	WBTL	SBL	NBTL	WBL	EBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	C-Max	None	None	Max	None	None
Maximum Split (s)	11	90	20	69	11	90	15	74
Maximum Split (%)	5.8%	47.4%	10.5%	36.3%	5.8%	47.4%	7.9%	38.9%
Minimum Split (s)	11	28	11	29	11	28	11	29
Yellow Time (s)	4	4	4	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	5	7	5	7	5	7	5	7
Vehicle Extension (s)	2	1	2	2.5	2	1	2	2.5
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		15		16		15		16
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	153	164	64	84	153	164	64	79
End Time (s)	164	64	84	153	164	64	79	153
Yield/Force Off (s)	158	58	78	147	158	58	73	147
Yield/Force Off 170(s)	158	43	78	131	158	43	73	131
Local Start Time (s)	75	86	176	6	75	86	176	1
Local Yield (s)	80	170	0	69	80	170	185	69
Local Yield 170(s)	80	155	0	53	80	155	185	53

Intersection Summary

Cycle Length 190  
Control Type Actuated-Coordinated  
Natural Cycle 80  
Offset: 78 (41%), Referenced to phase 3:EBL, Start of Yellow













Splits and Phases: 6: SW 72nd St & Red Rd





# HCM Signalized Intersection Capacity Analysis 6: SW 72nd St & Red Rd

#16180 Future with Prpjct PM  
10/12/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	241	53	190	265	24	80	343	146	78	528	212
Future Volume (vph)	123	241	53	190	265	24	80	343	146	78	528	212
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frbp, ped/bikes	1.00	0.98		1.00	1.00	0.98	1.00	1.00	0.94	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1785	1789		1787	1881	1569	1787	1881	1510	1712	1881	1536
Flt Permitted	0.25	1.00		0.18	1.00	1.00	0.35	1.00	1.00	0.49	1.00	1.00
Satd. Flow (perm)	472	1789		347	1881	1569	652	1881	1510	877	1881	1536
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	126	246	54	194	270	24	82	350	149	80	539	216
RTOR Reduction (vph)	0	5	0	0	0	18	0	0	49	0	0	61
Lane Group Flow (vph)	126	295	0	194	270	6	82	350	100	80	539	155
Confl. Peds. (#/hr)	6		26	26		6	27		49	49		27
Turn Type	pm+pt	NA		pm+pt	NA	custom	pm+pt	NA	custom	pm+pt	NA	custom
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		14	6		7 6	2		3 2
Actuated Green, G (s)	47.3	36.4		47.5	36.5	50.3	118.7	110.9	127.9	118.5	110.8	127.7
Effective Green, g (s)	47.3	36.4		47.5	36.5	50.3	118.7	110.9	127.9	118.5	110.8	127.7
Actuated g/C Ratio	0.25	0.19		0.25	0.19	0.26	0.62	0.58	0.67	0.62	0.58	0.67
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	1.0		2.0	1.0	
Lane Grp Cap (vph)	192	342		170	361	415	453	1097	1016	580	1096	1032
v/s Ratio Prot	0.04	0.16		c0.07	0.14		c0.01	0.19		0.01	c0.29	
v/s Ratio Perm	0.13			c0.22		0.00	0.11		0.07	0.08		0.10
v/c Ratio	0.66	0.86		1.14	0.75	0.02	0.18	0.32	0.10	0.14	0.49	0.15
Uniform Delay, d1	59.0	74.4		67.1	72.4	51.6	16.3	20.2	10.9	14.6	23.1	11.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.59	1.35	0.55
Incremental Delay, d2	7.0	19.4		112.1	7.8	0.0	0.1	0.8	0.0	0.0	1.0	0.2
Delay (s)	66.0	93.8		179.2	80.2	51.6	16.4	21.0	10.9	23.2	32.3	6.5
Level of Service	E	F		F	F	D	B	C	B	C	C	A
Approach Delay (s)		85.5			118.2			17.8			24.7	
Approach LOS		F			F			B			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		53.7										
HCM 2000 Volume to Capacity ratio		0.66										
Actuated Cycle Length (s)		190.0							24.0			
Intersection Capacity Utilization		81.9%										
Analysis Period (min)		15										
c Critical Lane Group												



Timing Report, Sorted By Phase  
6: SW 72nd St & Red Rd

#16180 Future with Prpject PM  
10/12/2016



Phase Number	1	2	3	4	5	6	7	8
Movement	NBL	SBTL	EBL	WBTL	SBL	NBTL	WBL	EBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	C-Max	None	None	Max	None	None
Maximum Split (s)	21	93	17	59	21	93	17	59
Maximum Split (%)	11.1%	48.9%	8.9%	31.1%	11.1%	48.9%	8.9%	31.1%
Minimum Split (s)	11	28	11	29	11	28	11	29
Yellow Time (s)	4	4	4	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	5	7	5	7	5	7	5	7
Vehicle Extension (s)	2	1	2	2.5	2	1	2	2.5
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		15		16		15		16
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	85	106	9	26	85	106	9	26
End Time (s)	106	9	26	85	106	9	26	85
Yield/Force Off (s)	100	3	20	79	100	3	20	79
Yield/Force Off 170(s)	100	178	20	63	100	178	20	63
Local Start Time (s)	65	86	179	6	65	86	179	6
Local Yield (s)	80	173	0	59	80	173	0	59
Local Yield 170(s)	80	158	0	43	80	158	0	43

Intersection Summary

Cycle Length 190  
Control Type Actuated-Coordinated  
Natural Cycle 80  
Offset: 20 (11%), Referenced to phase 3:EBL, Start of Yellow

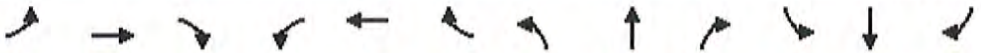











Splits and Phases: 6: SW 72nd St & Red Rd

Ø1	Ø2	Ø3 (R)	Ø4
21 s	93 s	17 s	59 s
Ø5	Ø6	Ø7	Ø8
21 s	93 s	17 s	59 s



# HCM Signalized Intersection Capacity 6: SW 72nd St & Red Rd

#16180 Future with Prpject w Imps PM  
10/13/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	241	53	190	265	24	80	343	146	78	528	212
Future Volume (vph)	123	241	53	190	265	24	80	343	146	78	528	212
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.98		1.00	1.00	0.98	1.00	1.00	0.94	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1780	1789		1787	1881	1571	1787	1881	1509	1721	1881	1532
Flt Permitted	0.48	1.00		0.18	1.00	1.00	0.31	1.00	1.00	0.47	1.00	1.00
Satd. Flow (perm)	891	1789		342	1881	1571	592	1881	1509	845	1881	1532
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	126	246	54	194	270	24	82	350	149	80	539	216
RTOR Reduction (vph)	0	4	0	0	0	16	0	0	50	0	0	72
Lane Group Flow (vph)	126	296	0	194	270	8	82	350	99	80	539	144
Confl. Peds. (#/hr)	6		26	26		6	27		49	49		27
Turn Type	pm+pt	NA		pm+pt	NA	custom	pm+pt	NA	custom	pm+pt	NA	custom
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		14	6		76	2		32
Actuated Green, G (s)	46.2	38.3		63.4	49.5	63.5	108.7	100.7	125.8	108.5	100.6	114.5
Effective Green, g (s)	46.2	38.3		63.4	49.5	63.5	108.7	100.7	125.8	108.5	100.6	114.5
Actuated g/C Ratio	0.24	0.20		0.33	0.26	0.33	0.57	0.53	0.66	0.57	0.53	0.60
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	2.0	2.5		2.0	2.5		2.0	1.0		2.0	1.0	
Lane Grp Cap (vph)	253	360		259	490	525	389	996	999	518	995	923
v/s Ratio Prot	0.02	c0.17		c0.08	0.14		c0.01	0.19		0.01	c0.29	
v/s Ratio Perm	0.10			0.17		0.01	0.11		0.07	0.08		0.09
v/c Ratio	0.50	0.82		0.75	0.55	0.02	0.21	0.35	0.10	0.15	0.54	0.16
Uniform Delay, d1	60.8	72.6		50.3	60.7	42.3	21.3	25.8	11.6	19.0	29.5	16.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.30	1.08	0.42
Incremental Delay, d2	1.1	13.7		9.9	1.1	0.0	0.1	1.0	0.0	0.0	1.4	0.2
Delay (s)	61.9	86.3		60.2	61.7	42.3	21.4	26.8	11.6	24.7	33.3	7.1
Level of Service	E	F		E	E	D	C	C	B	C	C	A
Approach Delay (s)		79.1			60.2			22.1			25.7	
Approach LOS		E			E			C			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		41.8										
HCM 2000 Volume to Capacity ratio		0.62										
Actuated Cycle Length (s)		190.0							24.0			
Intersection Capacity Utilization		81.9%										
Analysis Period (min)		15										
c Critical Lane Group												



Timing Report, Sorted B  
6: SW 72nd St & Red Rd

#16180 Future with Prject w Imps PM

10/13/2016



Phase Number	1	2	3	4	5	6	7	8
Movement	NBL	SBTL	EBL	WBL	SBL	NBTL	WBL	EBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	C-Max	None	None	Max	None	None
Maximum Split (s)	16	95	14	65	16	95	28	51
Maximum Split (%)	8.4%	50.0%	7.4%	34.2%	8.4%	50.0%	14.7%	26.8%
Minimum Split (s)	11	28	11	29	11	28	11	29
Yellow Time (s)	4	4	4	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	5	7	5	7	5	7	5	7
Vehicle Extension (s)	2	1	2	2.5	2	1	2	2.5
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		15		16		15		16
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	91	107	12	26	91	107	12	40
End Time (s)	107	12	26	91	107	12	40	91
Yield/Force Off (s)	101	6	20	85	101	6	34	85
Yield/Force Off 170(s)	101	181	20	69	101	181	34	69
Local Start Time (s)	71	87	182	6	71	87	182	20
Local Yield (s)	81	176	0	65	81	176	14	65
Local Yield 170(s)	81	161	0	49	81	161	14	49

Intersection Summary

Cycle Length 190  
Control Type Actuated-Coordinated  
Natural Cycle 80  
Offset: 20 (11%), Referenced to phase 3:EBL, Start of Yellow




Splits and Phases: 6: SW 72nd St & Red Rd






Intersection							
Int Delay, s/veh	0						
Movement	SEL	SER	NEL	NET	SWT	SWR	
Lane Configurations	↓			↑	↑		
Traffic Vol, veh/h	0	1	0	238	139	0	
Future Vol, veh/h	0	1	0	238	139	0	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	-	-	-	-	-	
Veh in Median Storage, #	0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	1	0	259	151	0	
Major/Minor	Minor2	Major1		Major2			
Conflicting Flow All	410	151	-	0	-	0	
Stage 1	151	-	-	-	-	-	
Stage 2	259	-	-	-	-	-	
Critical Hdwy	6.42	6.22	-	-	-	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	-	
Follow-up Hdwy	3.518	3.318	-	-	-	-	
Pot Cap-1 Maneuver	598	895	0	-	-	0	
Stage 1	877	-	0	-	-	0	
Stage 2	784	-	0	-	-	0	
Platoon blocked, %			-	-	-	-	
Mov Cap-1 Maneuver	598	895	-	-	-	-	
Mov Cap-2 Maneuver	598	-	-	-	-	-	
Stage 1	877	-	-	-	-	-	
Stage 2	784	-	-	-	-	-	
Approach	SE	NE		SW			
HCM Control Delay, s	9	0		0			
HCM LOS	A						
Minor Lane/Major Mvmt	NET SELn1	SWT					
Capacity (veh/h)	- 895	-					
HCM Lane V/C Ratio	- 0.001	-					
HCM Control Delay (s)	- 9	-					
HCM Lane LOS	- A	-					
HCM 95th %tile Q(veh)	- 0	-					



Intersection							
Int Delay, s/veh	0.1						
Movement	SEL	SER	NEL	NET	SWT	SWR	
Lane Configurations	W			↑	↑		
Traffic Vol, veh/h	2	4	0	302	161	0	
Future Vol, veh/h	2	4	0	302	161	0	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	-	-	-	-	-	
Veh in Median Storage, #	0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	1	1	1	1	1	1	
Mvmt Flow	2	4	0	328	175	0	
Major/Minor	Minor2	Major1		Major2			
Conflicting Flow All	503	175	-	0	-	0	
Stage 1	175	-	-	-	-	-	
Stage 2	328	-	-	-	-	-	
Critical Hdwy	6.41	6.21	-	-	-	-	
Critical Hdwy Stg 1	5.41	-	-	-	-	-	
Critical Hdwy Stg 2	5.41	-	-	-	-	-	
Follow-up Hdwy	3.509	3.309	-	-	-	-	
Pot Cap-1 Maneuver	530	871	0	-	-	0	
Stage 1	858	-	0	-	-	0	
Stage 2	732	-	0	-	-	0	
Platoon blocked, %			-	-	-	-	
Mov Cap-1 Maneuver	530	871	-	-	-	-	
Mov Cap-2 Maneuver	530	-	-	-	-	-	
Stage 1	858	-	-	-	-	-	
Stage 2	732	-	-	-	-	-	
Approach	SE	NE		SW			
HCM Control Delay, s	10.1	0		0			
HCM LOS	B						
Minor Lane/Major Mvmt	NET	SELn1	SWT				
Capacity (veh/h)	-	717	-				
HCM Lane V/C Ratio	-	0.009	-				
HCM Control Delay (s)	-	10.1	-				
HCM Lane LOS	-	B	-				
HCM 95th %tile Q(veh)	-	0	-				




Intersection							
Int Delay, s/veh	2.8						
Movement	SEL	SER	NEL	NET	SWT	SWR	
Lane Configurations							
Traffic Vol, veh/h	48	19	72	187	132	38	
Future Vol, veh/h	48	19	72	187	132	38	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	-	-	-	-	-	
Veh in Median Storage, #	0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	95	95	95	95	95	95	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	51	20	76	197	139	40	
Major/Minor	Minor2	Major1		Major2			
Conflicting Flow All	507	159	179	0	-	0	
Stage 1	159	-	-	-	-	-	
Stage 2	348	-	-	-	-	-	
Critical Hdwy	6.42	6.22	4.12	-	-	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	-	
Follow-up Hdwy	3.518	3.318	2.218	-	-	-	
Pot Cap-1 Maneuver	525	886	1397	-	-	-	
Stage 1	870	-	-	-	-	-	
Stage 2	715	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	493	886	1397	-	-	-	
Mov Cap-2 Maneuver	493	-	-	-	-	-	
Stage 1	870	-	-	-	-	-	
Stage 2	671	-	-	-	-	-	
Approach	SE	NE		SW			
HCM Control Delay, s	12.3	2.1		0			
HCM LOS	B						
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR		
Capacity (veh/h)	1397	-	564	-	-		
HCM Lane V/C Ratio	0.054	-	0.125	-	-		
HCM Control Delay (s)	7.7	0	12.3	-	-		
HCM Lane LOS	A	A	B	-	-		
HCM 95th %tile Q(veh)	0.2	-	0.4	-	-		



Intersection							
Int Delay, s/veh	10.3						
Movement	SEL	SER	NEL	NET	SWT	SWR	
Lane Configurations							
Traffic Vol, veh/h	182	71	167	115	147	86	
Future Vol, veh/h	182	71	167	115	147	86	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	-	-	-	-	-	
Veh in Median Storage, #	0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	95	95	95	95	95	95	
Heavy Vehicles, %	1	1	1	1	1	1	
Mvmt Flow	192	75	176	121	155	91	
Major/Minor	Minor2	Major1		Major2			
Conflicting Flow All	673	200	245	0	-	0	
Stage 1	200	-	-	-	-	-	
Stage 2	473	-	-	-	-	-	
Critical Hdwy	6.41	6.21	4.11	-	-	-	
Critical Hdwy Stg 1	5.41	-	-	-	-	-	
Critical Hdwy Stg 2	5.41	-	-	-	-	-	
Follow-up Hdwy	3.509	3.309	2.209	-	-	-	
Pot Cap-1 Maneuver	422	843	1327	-	-	-	
Stage 1	836	-	-	-	-	-	
Stage 2	629	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	362	843	1327	-	-	-	
Mov Cap-2 Maneuver	362	-	-	-	-	-	
Stage 1	836	-	-	-	-	-	
Stage 2	540	-	-	-	-	-	
Approach	SE	NE		SW			
HCM Control Delay, s	25.9	4.8		0			
HCM LOS	D						
Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR		
Capacity (veh/h)	1327	-	431	-	-		
HCM Lane V/C Ratio	0.132	-	0.618	-	-		
HCM Control Delay (s)	8.1	0	25.9	-	-		
HCM Lane LOS	A	A	D	-	-		
HCM 95th %tile Q(veh)	0.5	-	4.1	-	-		

Intersection

Int Delay, s/veh 0.3

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	172	2	6	103	1	2
Future Vol, veh/h	172	2	6	103	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	187	2	7	112	1	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	189	0	313	188
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	125	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1385	-	680	854
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	901	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1385	-	677	854
Mov Cap-2 Maneuver	-	-	-	-	677	-
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	896	-




Approach	SE	NW	NE
HCM Control Delay, s	0	0.4	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	786	1385	-	-	-
HCM Lane V/C Ratio	0.004	0.005	-	-	-
HCM Control Delay (s)	9.6	7.6	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	0	-	-	-



Intersection

Int Delay, s/veh 0.6

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	167	6	13	187	6	7
Future Vol, veh/h	167	6	13	187	6	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	182	7	14	203	7	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	188	0	417	185
Stage 1	-	-	-	-	185	-
Stage 2	-	-	-	-	232	-
Critical Hdwy	-	-	4.11	-	7.11	6.21
Critical Hdwy Stg 1	-	-	-	-	6.11	-
Critical Hdwy Stg 2	-	-	-	-	6.11	-
Follow-up Hdwy	-	-	2.209	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1392	-	548	860
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	773	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1392	-	543	860
Mov Cap-2 Maneuver	-	-	-	-	543	-
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	764	-

Approach	SE	NW	NE
HCM Control Delay, s	0	0.5	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	677	1392	-	-	-
HCM Lane V/C Ratio	0.021	0.01	-	-	-
HCM Control Delay (s)	10.4	7.6	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

Timing Report, Sorted By Phase  
5: SW 72nd St & Yumuri St

#16180 Future with Prpject PM  
10/12/2016



Phase Number	1	2	6	8
Movement	EBL	WBT	EBTL	SBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	Max	Max	Max	Max
Maximum Split (s)	10	50	60	25
Maximum Split (%)	11.8%	58.8%	70.6%	29.4%
Minimum Split (s)	9.5	23	23	23
Yellow Time (s)	3	4	4	4
All-Red Time (s)	0	1	1	1
Minimum Initial (s)	5	15	15	7
Vehicle Extension (s)	2	1	1	2.5
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	22.5	32.5	22.5	82.5
End Time (s)	32.5	82.5	82.5	22.5
Yield/Force Off (s)	29.5	77.5	77.5	17.5
Yield/Force Off 170(s)	29.5	77.5	77.5	17.5
Local Start Time (s)	30	40	30	5
Local Yield (s)	37	0	0	25
Local Yield 170(s)	37	0	0	25

Intersection Summary

Cycle Length 85  
Control Type Pretimed  
Natural Cycle 60  
Offset: 77.5 (91%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow

Splits and Phases: 5: SW 72nd St & Yumuri St





Timing Report, Sorted By Phase  
6: SW 72nd St & Red Rd

#16180 Future with Prject PM  
10/12/2016



Phase Number	1	2	3	4	5	6	7	8
Movement	NBL	SBTL	EBL	WBTL	SBL	NBTL	WBL	EBTL
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	C-Max	None	None	Max	None	None
Maximum Split (s)	21	93	17	59	21	93	17	59
Maximum Split (%)	11.1%	48.9%	8.9%	31.1%	11.1%	48.9%	8.9%	31.1%
Minimum Split (s)	11	28	11	29	11	28	11	29
Yellow Time (s)	4	4	4	4	4	4	4	4
All-Red Time (s)	2	2	2	2	2	2	2	2
Minimum Initial (s)	5	7	5	7	5	7	5	7
Vehicle Extension (s)	2	1	2	2.5	2	1	2	2.5
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		15		16		15		16
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	85	106	9	26	85	106	9	26
End Time (s)	106	9	26	85	106	9	26	85
Yield/Force Off (s)	100	3	20	79	100	3	20	79
Yield/Force Off 170(s)	100	178	20	63	100	178	20	63
Local Start Time (s)	65	86	179	6	65	86	179	6
Local Yield (s)	80	173	0	59	80	173	0	59
Local Yield 170(s)	80	158	0	43	80	158	0	43

Intersection Summary

Cycle Length 190  
Control Type Actuated-Coordinated  
Natural Cycle 80  
Offset: 20 (11%), Referenced to phase 3:EBL, Start of Yellow

Splits and Phases: 6: SW 72nd St & Red Rd

21 s	93 s	17 s	59 s
21 s	93 s	17 s	59 s

# **Appendix E**

## **Background Growth Rate**



## Riviera Plaza

Background Growth Rate

Station	Location	2010	2011	2012	2013	2014
0034	SR 959 / RED RD / SW 57 AV, 200' N SR 5 / US-1	22,000	24,500	23,500	21,400	23,500
0127	SR 5 / US-1, 400' E OF SW 57 AVE.	77,000	79,500	82,000	74,000	79,500
9800	SR 5 / US-1, 200' S GRANADA BLVD @R - 178	83,500	81,500	77,500	74,000	78,500
7015	GRANADA BLVD. 600 FT EAST OF US1	4,100	4,300	4,300	3,800	3,800
Total		186,600	189,800	187,300	173,200	185,300
Yearly Growth			1.7%	-1.3%	-7.5%	7.0%
Growth Trend						0.0%

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2014 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0034 - SR 959/RED RD/SW 57 AV, 200' N SR 5/US-1

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	23500 C	N 11500	S 12000	9.00	59.30	6.90
2013	21400 C	N 9400	S 12000	9.00	58.90	5.40
2012	23500 C	N 11000	S 12500	9.00	59.70	10.00
2011	24500 C	N 11500	S 13000	9.00	58.20	3.20
2010	22000 C	N 11500	S 10500	7.87	58.27	3.20
2009	23000 C	N 11500	S 11500	7.98	59.96	4.50
2008	23500 F	N 12000	S 11500	8.07	66.31	5.80
2007	23500 C	N 12000	S 11500	7.90	63.12	5.80
2006	22500 C	N 10500	S 12000	7.39	58.66	13.10
2005	20500 C	N 10000	S 10500	7.70	65.70	11.90
2004	20400 C	N 9900	S 10500	8.20	67.10	11.90
2003	22000 C	N 11000	S 11000	8.10	72.30	3.30
2002	22500 C	N 11500	S 11000	9.20	68.00	3.60
2001	19400 C	N 9400	S 10000	8.20	53.50	2.40
2000	23500 C	N 11500	S 12000	8.20	53.10	3.00
1999	22000 C	N 10500	S 11500	9.10	52.70	2.30

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  
2014 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0127 - SR 5/US-1, 400' E OF SW 57 AVE.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2014	79500 C	N 39000	S 40500	9.00	59.30	3.40
2013	74000 C	N 37500	S 36500	9.00	58.90	5.00
2012	82000 C	N 41000	S 41000	9.00	59.70	5.10
2011	79500 C	N 40000	S 39500	9.00	58.20	3.90
2010	77000 C	N 39000	S 38000	7.87	58.27	4.30
2009	78000 C	N 39000	S 39000	7.98	59.96	4.90
2008	82000 C	N 41500	S 40500	8.07	66.31	3.70
2007	82500 C	N 42000	S 40500	7.90	63.12	3.50
2006	79000 C	N 40000	S 39000	7.39	58.66	8.00
2005	81000 C	N 41500	S 39500	7.70	65.70	5.50
2004	92500 C	N 48500	S 44000	8.20	67.10	4.90
2003	89000 C	N 45000	S 44000	8.10	72.30	3.40
2002	84000 C	N 44000	S 40000	9.20	68.00	4.30
2001	87500 C	N 42000	S 45500	8.20	53.50	3.00
2000	81500 C	N 42500	S 39000	8.20	53.10	3.20
1999	76500 C	N 39500	S 37000	9.10	52.70	4.90

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  
2014 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 7015 - GRANADA BLVD. 600 FT EAST OF US1

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2014	3800 F	E 1800	W 2000	9.00	59.30	44.50
2013	3800 C	E 1800	W 2000	9.00	58.90	44.50
2012	4300 F	E 2200	W 2100	9.00	59.70	5.10
2011	4300 C	E 2200	W 2100	9.00	58.20	3.90
2010	4100 F	E 2000	W 2100	7.87	58.27	4.30
2009	4100 C	E 2000	W 2100	7.98	59.96	4.90

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  
2014 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 9800 - SR 5/US-1, 200' S GRANADA BLVD @R-178

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2014	78500 C	N 40500	S 38000	9.00	59.30	4.40
2013	74000 C	N 40000	S 34000	9.00	58.90	4.80
2012	77500 C	N 39500	S 38000	9.00	59.70	3.80
2011	81500 C	N 42000	S 39500	9.00	58.20	5.70
2010	83500 C	N 43000	S 40500	7.87	58.27	5.70
2009	78000 C	N 38500	S 39500	7.98	59.96	5.20
2008	77000 C	N 39000	S 38000	8.07	66.31	5.40
2007	76500 C	N 36000	S 40500	7.90	63.12	5.30
2006	80500 C	N 40000	S 40500	7.39	58.66	4.00
2005	79500 C	N 39500	S 40000	7.70	65.70	7.20
2004	86000 C	N 46500	S 39500	8.20	67.10	7.20
2003	81500 C	N 38500	S 43000	8.10	72.30	2.30
2002	80000 C	N 38500	S 41500	9.20	68.00	3.00
2001	86000 C	N 45500	S 40500	8.20	53.50	2.80
2000	78000 C	N 40000	S 38000	8.20	53.10	2.80
1999	78500 C	N 40000	S 38500	9.10	52.70	2.40

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

# **Appendix F**

## **Committed Development Information**



## 7.0 UHG TRIP GENERATION

The UHG will include various medical related uses and activities. The UHG will devote a substantial amount of low intensity space for imaging, more intense space for urgent care and clinic services, and additional medical services that fall more into the general medical office use such as sports clinics, rehabilitation, student health, a prescription center, and other varied medical services. The prescription center housed in the UHG will be for internal use. This combination of uses provides a diversity of trip generation sources. UHG's area allocation of the floor space for each use (in square feet) is shown in detail in **Table 2-1**.

The AM and PM peak hour trip estimates for the proposed UHG were determined based on the trip rates and/or formulas provided in the Institute of Transportation Engineers' (ITE) *Trip Generation, 9<sup>th</sup> Edition*. For trip generation estimation purposes, the UHG uses presented in **Table 2-1** were consolidated into similar trip generating groups. The Medical Office uses were consolidated with the Surgery/Imaging use; whereas, the Clinic use was maintained as a separate use. Furthermore, the Lobby space was proportionately distributed between the Medical Office/Surgery-Imaging and Clinic uses. **Table 7-1** summarizes the final UHG use/space allocation for trip generation.

**Table 7-1**  
**UHG Use Allocation for Trip Generation**

UHG USE	Gross Floor Area (square feet)	Total Net Area UHG (square feet)	Percent (%) Gross Floor Area	Percent (%) Gross Floor Area w/o Mechanical	Proportionate Lobby Area (square feet)	Total Floor Area per UHG Use (square feet)
Office + Imagery	99,271	208,872	54.3%	58.5%	15,310	114,581
Clinic	64,827		35.5%	38.2%	9,998	74,825
Student Health (1)	5,666		3.1%	3.3%	874	6,540
Mechanical Area (2)	12,927		7.1%			12,927
Total Use Gross Area	182,691		100.0%	100.0%		
Gross Area minus Mechanical	169,764					
Total Lobby Space	26,181					
Total Net (Gross Area plus Lobby Space) (3)		208,872				208,872

**Notes:**

- (1) The existing on-campus Daystar Clinic Health Center currently located at Pavia Street will be relocated to the new UHG facility.
- (2) The rooftop mechanical room will be covered. No other uses proposed for this level.
- (3) Total GFA based on latest available Floor Level Distribution information provided by P+W, April 2014.

The following ITE land use categories were used to determine trip generation in this analysis:

- #720 Medical-Dental Office Building (including Surgery/Imaging and pharmacy); and
- #630 Clinic (including urgent care).

All UM commuters currently assigned the Ponce de Leon Garage will be reassigned to other parking facilities. As such, the UHG area allocated to the Student Health Service Clinic is deducted from the overall gross area and no trips are assigned for this use.

The UHG building's roof level will have about 12,927 square feet of utility/mechanical space. This use does not generate trips and as such is also deducted from the overall UHG gross floor area. The City of Coral Gables has indicated that this space may be exempted from the parking requirements as well (see **Appendix B**).

**Tables 7-2 and 7-3** present, respectively, the AM and PM trip generation calculations based on the UHG facility uses in **Table 7-1**. There are no AM peak hour rates or formula for the Clinic (ITE #630) land use in the ITE's Trip Generation, 8<sup>th</sup> Edition. As such, the AM peak hour estimate was made assuming an equivalent proportional split between the AM and PM peak hour trips for the Medical Office/Surgery-Imaging use (45 percent).

The following is a summary of the estimated AM and PM peak hour volumes for the UHG:

**UHG AM Peak Hour Trips:**

<b>Total</b>	<b>567</b>
Inbound	447
Outbound	120

**UHG PM Peak Hour Trips:**

<b>Total</b>	<b>681</b>
Inbound	187
Outbound	494

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**Table 7-2  
UHG AM Peak Hour Trip Generation**

Land Use	Area (Square Feet) (1)	ITE Code	Formula or Rate	Total Trips	IN	OUT
Medical Offices /Surgery/Imaging	114,580	720	$T = 2.39 (X)$	274	216	58
Clinic	74,825	630	$T = 5.18 (X) (.80) (2)$	323	255	68
Mechanical Room	12,927	N/A	No new trips associated with use.(3)	0	0	0
Student Health	6,540	N/A	No new trips associated with use.(4)	0	0	0
<b>Subtotal UHC</b>	<b>208,872</b>			<b>597</b>	<b>471</b>	<b>126</b>
Minus Transit Use -All Populations (5) @ 5.0%				30	24	6
<b>Total UHC AM Peak Hour Trips</b>				<b>567</b>	<b>447</b>	<b>120</b>

**Notes:**

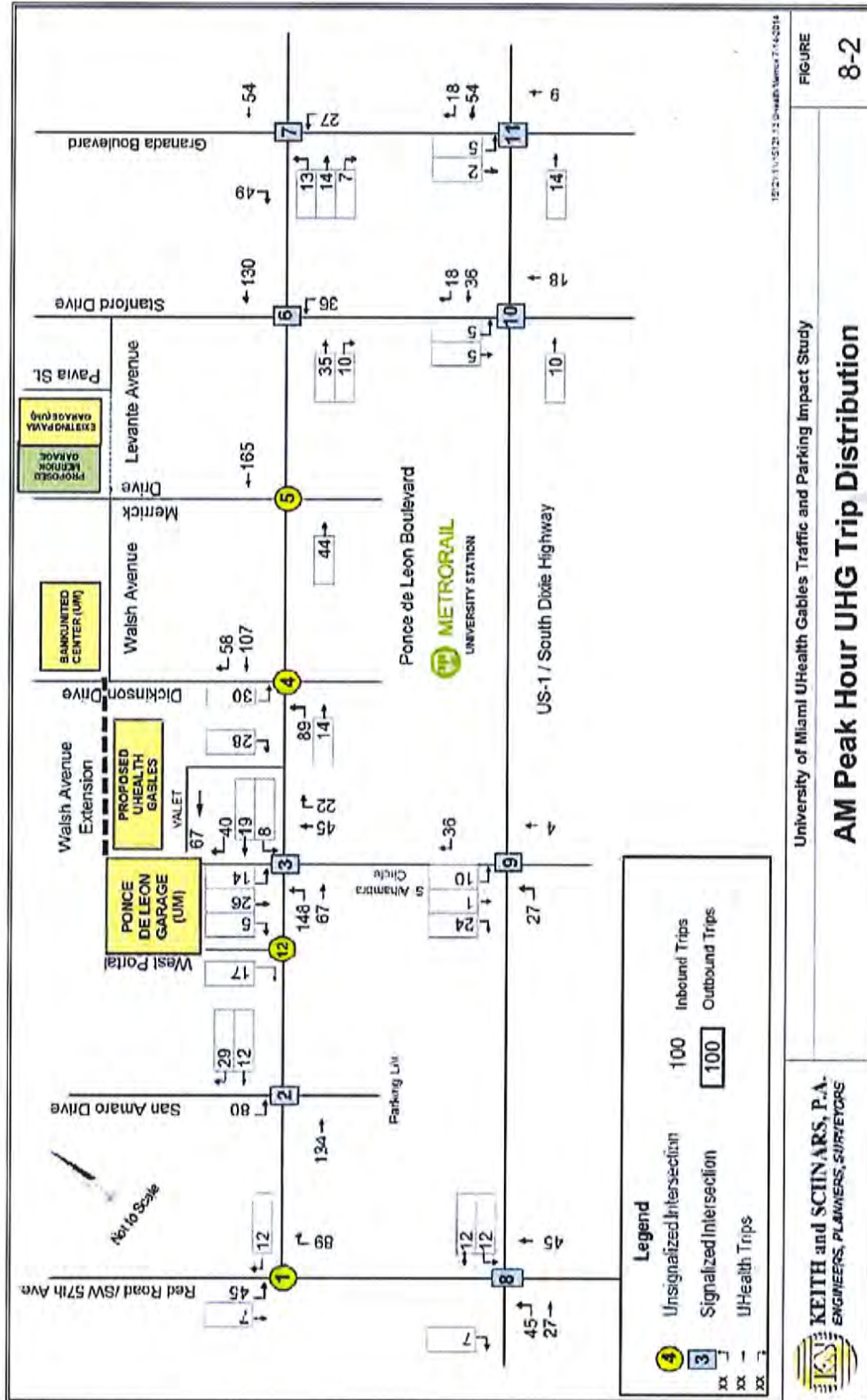
- (1) Area includes proportionate distribution of Lobby Space as shown in **Table 7-1**.  
(2) Clinic AM Peak Hour trip rate/formula not available in ITE. Used AM/PM ratio (0.80) & in/out split for Medical Office.  
(3) No trips associated with mechanic room/roof level. No office or medical facilities on this level.  
(4) Existing UM Campus student health facility to be relocated to UHG. No new trips associated with this use.  
(5) Used 5% transit share as per ITE information (Table B.3 Transportation Impact Factors, Development Around Transit Centers and Light Rail Stations, Trip Generation Handbook, An ITE Proposed Recommended Practice, October 1998): Site on major transit corridor, METRORAIL.

**Table 7-3  
UHG PM Peak Hour Trip Generation**

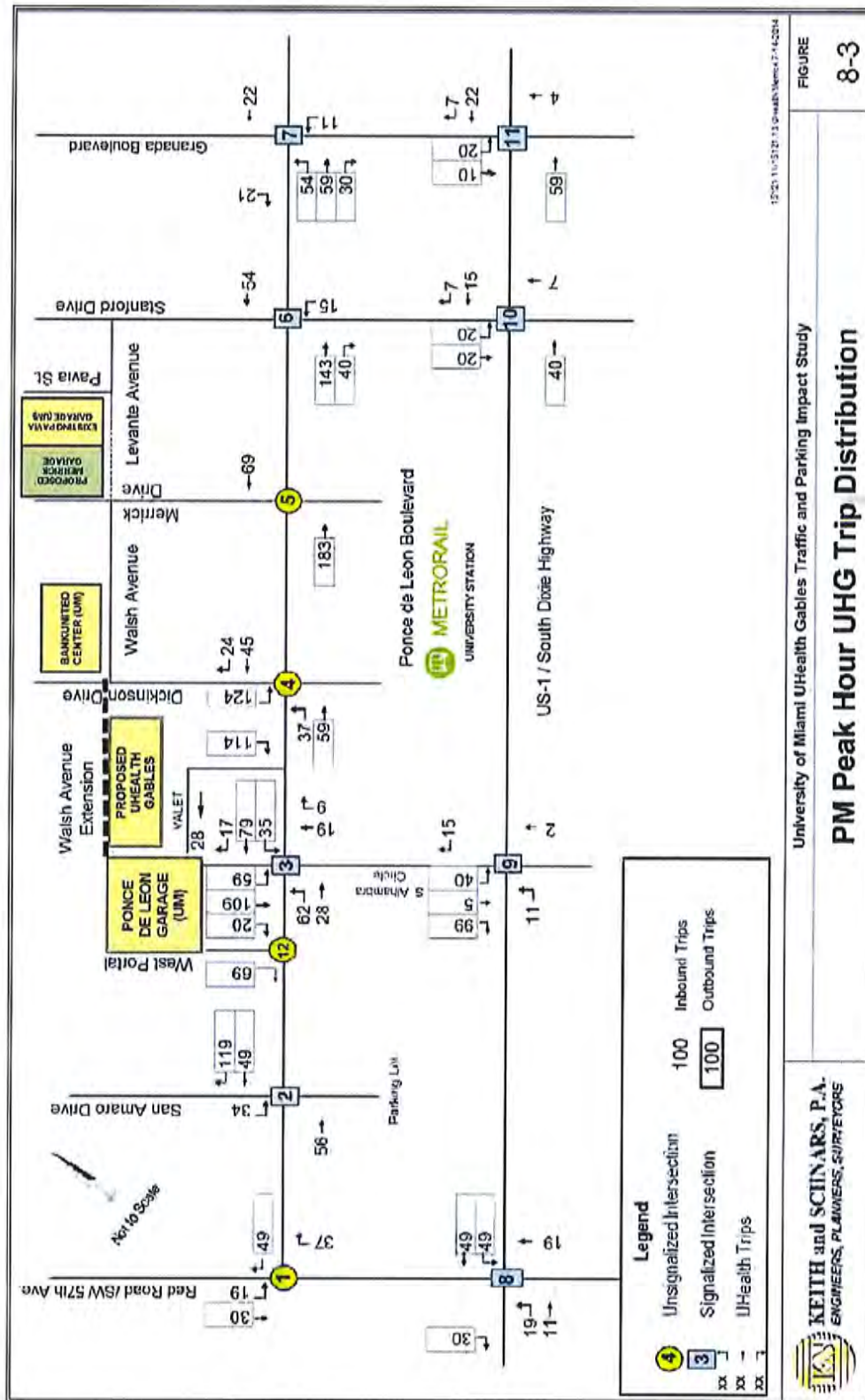
Land Use	Area (Square Feet) (1)	ITE Code	Formula or Rate	Total Trips	IN	OUT
Medical Offices /Surgery/Imaging	114,580	720	$\ln(T) = 0.90 \ln(X) + 1.53$	329	92	237
Clinic	74,825	630	$T = 5.18 (X)$	388	105	283
Mechanical Room	12,927	N/A	No new trips associated with use.(2)	0	0	0
Student Health	6,540	N/A	No new trips associated with use.(3)	0	0	0
<b>Subtotal UHC</b>	<b>208,872</b>			<b>717</b>	<b>197</b>	<b>520</b>
Minus Transit Use -All Populations (4) 5.0%				36	10	26
<b>Total UHC PM Peak Hour Trips</b>				<b>681</b>	<b>187</b>	<b>494</b>

**Notes:**

- (1) Area includes proportionate distribution of Lobby Space as shown in **Table 7-1**.  
(2) No trips associated with mechanic room/roof level. No office or medical facilities on this level.  
(3) Existing UM Campus student health facility to be relocated to UHG. No new trips associated with this use.  
(4) Used 5% transit share as per ITE information (Table B.3 Transportation Impact Factors, Development Around Transit Centers and Light Rail Stations, Trip Generation Handbook, An ITE Proposed Recommended Practice, October 1998): Site on major transit corridor, METRORAIL.







David Plummer  
& Associates

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# SHOMA PARK

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## TOWER

Traffic Study



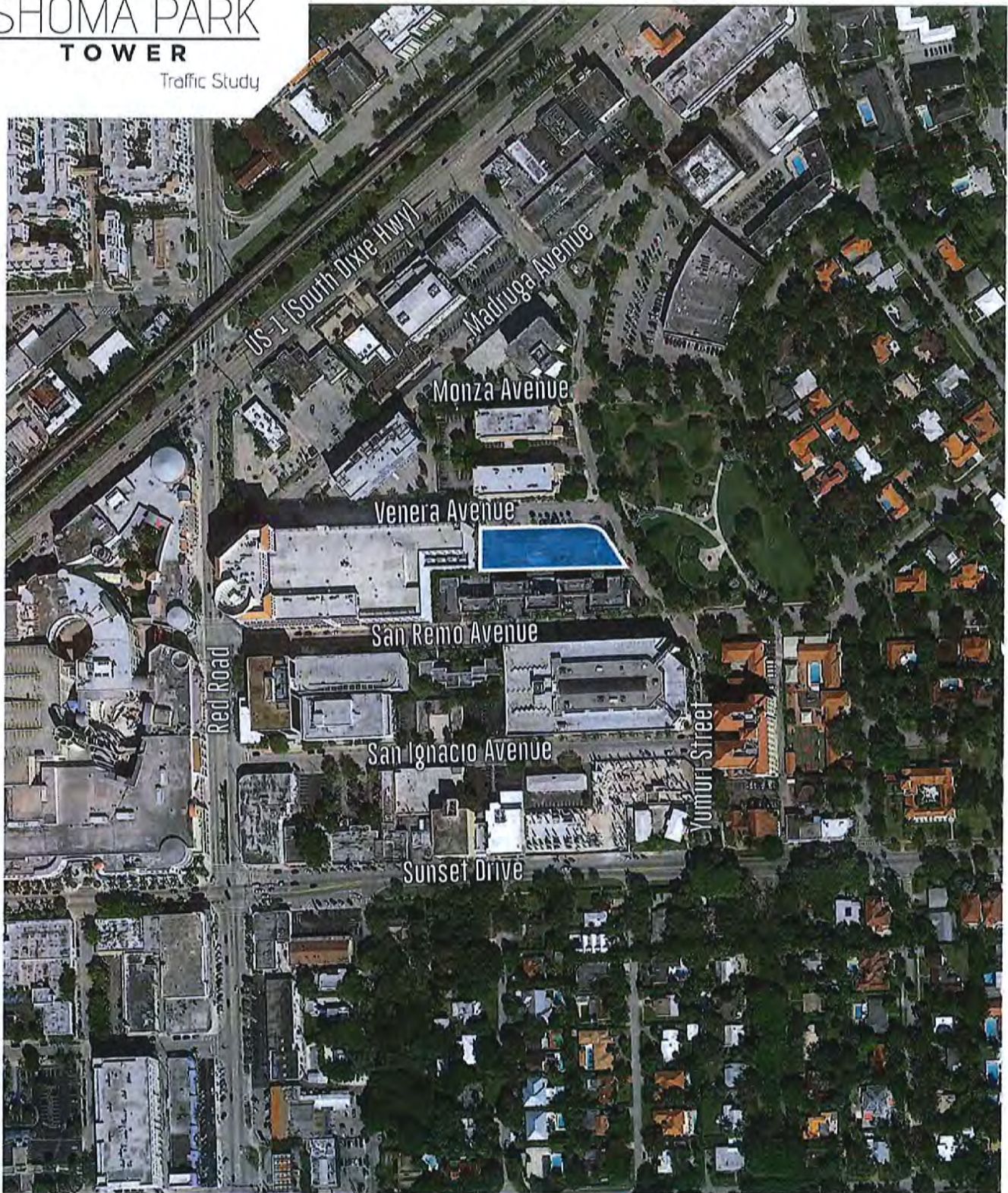
August 2014


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# SHOMA PARK TOWER

Traffic Study



 Project Location

## EXHIBIT 1 LOCATION MAP



**Exhibit 8  
Project Trip Generation Summary**

Proposed ITE Land Use Designation <sup>1</sup>	Size/Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Residential Condominium (Land Use 230)	65 DU	6	31	37	28	14	42
Specialty Retail Center (Land Use 826)	3,401 SF	0	0	0	4	5	19
Subtotal Gross Trips		6	31	37	32	19	51
Transit/Pedestrian Trips	10%	-1	-3	-4	-3	-2	-5
<b>Net External Trips (Proposed)</b>		<b>5</b>	<b>28</b>	<b>33</b>	<b>29</b>	<b>17</b>	<b>46</b>

Existing ITE Land Use Designation <sup>1</sup>	Size/Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Apartment (Land Use 220)	40 DU	5	18	23	26	14	40
Transit/Pedestrian Trips	10%	-0	-2	-2	-3	-1	-4
<b>Net External Trips (Existing)</b>		<b>5</b>	<b>16</b>	<b>21</b>	<b>23</b>	<b>13</b>	<b>36</b>

Proposed Uses	5	28	33	29	17	46
Existing Uses	-5	-16	-21	-23	-13	-36
<b>Net New External Trips</b>	<b>0</b>	<b>12</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>10</b>

<sup>1</sup> Based on ITE Trip Generation Manual, Ninth Edition,





## EXHIBIT 10 PROJECT TRIP DISTRIBUTION

David Plummer  
& Associates

# Paseo *de la* Riviera

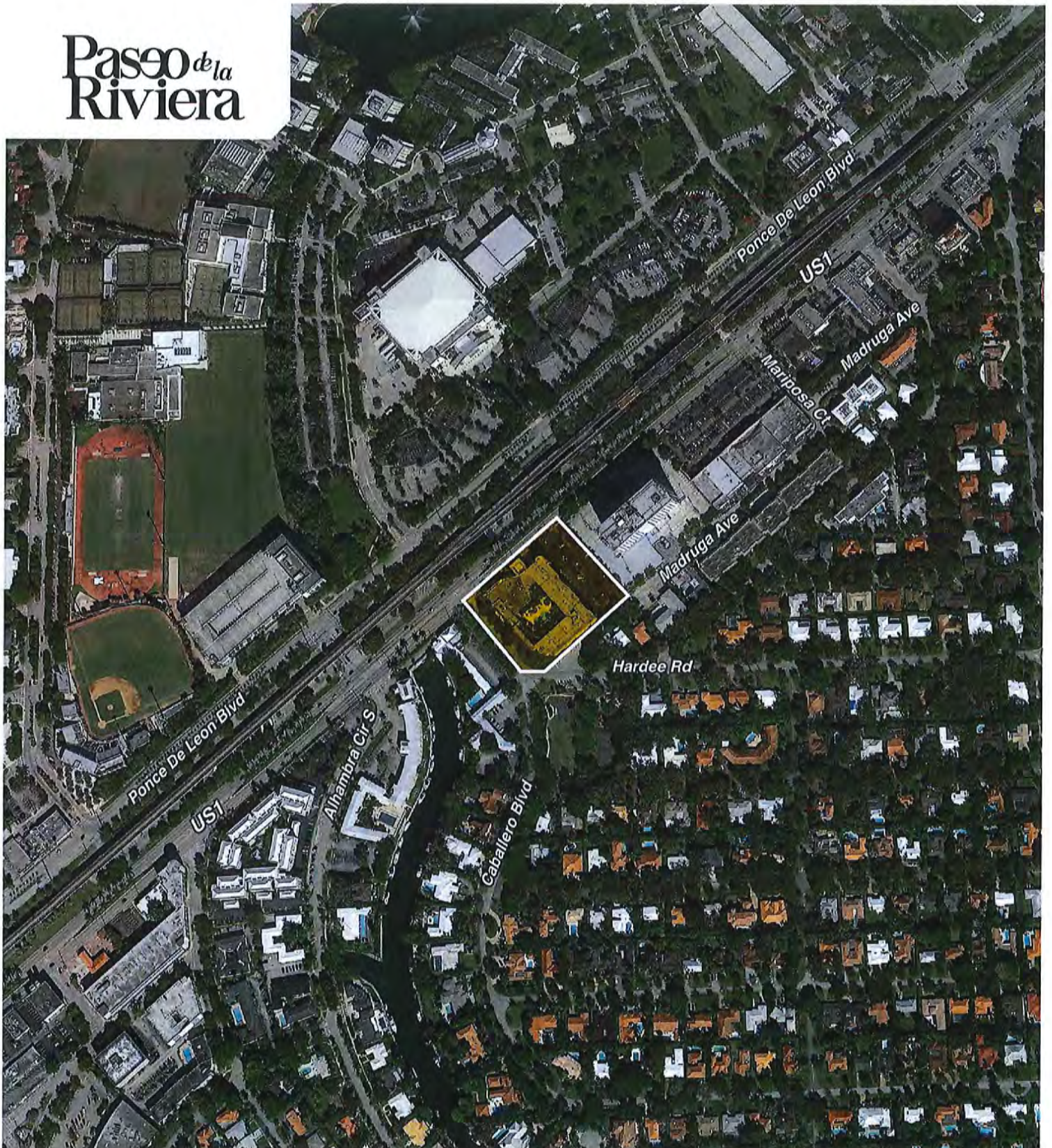
TRAFFIC STUDY



TRANSPORTATION  
CIVIL  
STRUCTURAL  
ENVIRONMENTAL

April 2015





■ Project Location

## EXHIBIT 1

### Location Map

DAVID PLUMMER & ASSOCIATES





### Exhibit 10 Project Trip Generation Summary

Proposed ITE Land Use Designation <sup>1</sup>	Size/Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Apartments (Land Use 223)	236 DU	21	50	71	54	38	92
		$Rate = \frac{0.30 \text{ trips}}{DU}$			$Rate = \frac{0.39 \text{ trips}}{DU}$		
		31% In		69% Out	58% In		42% Out
Hotel (Land Use 310)	252 Rooms	78	56	134	78	73	151
		$Rate = \frac{0.53 \text{ trips}}{Rooms}$			$Rate = \frac{0.60 \text{ trips}}{Rooms}$		
		59%In		41%Out	51% In		49% Out
Restaurant (Land Use 931)	4,380 SF	0	0	0	22	11	33
		-			$Rate = \frac{7.48 \text{ trips}}{1000 \text{ SF GFA}}$		
		- In		- Out	67% In		33% Out
Specialty Retail (Land Use 826)	14,094 SF	0	0	0	17	21	38
		-			$Rate = \frac{2.71 \text{ trips}}{1000 \text{ SF GLA}}$		
		- In		- Out	44% In		56%Out
Subtotal Gross Trips		99	106	205	171	143	314
Transit Trips	10%	-10	-11	-21	-17	-14	-31
Pedestrian Trips (Apartment only)	10%	-2	-5	-7	-5	-4	-9
Internal Capture <sup>2</sup>	0% (AM) 12.4% (PM)	0	0	0	-16	-18	-34
Pass-by Trip <sup>2</sup> (Restaurant only)	44%	0	0	0	-10	-5	-15
Net External Trips (Proposed)		87	90	177	123	102	225

<sup>1</sup> Based on ITE Trip Generation Manual, Ninth Edition.

<sup>2</sup> Based on ITE Trip Generation Manual User's Guide and Handbook, Ninth Edition



**Exhibit 10 - continued**

Existing ITE Land Use Designation <sup>1</sup>	Size/Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
		In	Out	Total	In	Out	Total
Hotel (Land Use 310)	155 Rooms	48	34	82	48	45	93
Transit/Pedestrian Trips	10%	-5	-3	-8	-5	-4	-9
<b>Net External Trips (Existing)</b>		<b>43</b>	<b>31</b>	<b>74</b>	<b>43</b>	<b>41</b>	<b>84</b>

Proposed Uses	87	90	177	123	102	225
Existing Uses	-43	-31	-74	-43	-41	-84
<b>Net New External Trips</b>	<b>44</b>	<b>59</b>	<b>103</b>	<b>80</b>	<b>61</b>	<b>141</b>





## **Appendix G**

### **Project Trip Generation**

### Trip Generation Summary

Alternative: Alternative 1  
 Phase:  
 Project: Riviera Plaza

Open Date: 10/12/2016  
 Analysis Date: 10/12/2016

		Weekday Average Daily Trips				Weekday AM Peak Hour of Adjacent Street Traffic				Weekday PM Peak Hour of Adjacent Street Traffic			
ITE	Land Use	*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
826	Retail		477	477	954						32	41	73
	21.53 Gross Leasable Area 1000 SF												
850	SUPERMARKET 1		2889	2888	5777		119	73	192		273	263	536
	56.5 Gross Floor Area 1000 SF												
Unadjusted Volume			3366	3365	6731		119	73	192		305	304	609
Internal Capture Trips			0	0	0		0	0	0		0	0	0
Pass-By Trips			0	0	0		0	0	0		96	96	192
Volume Added to Adjacent Streets			3366	3365	6731		119	73	192		209	208	417

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  
 TRIP GENERATION 2014, TRAFFICWARE, LLC

P. 1



## Trip Generation Summary

Alternative: Alternative 1

Phase: Existing

Project: 16180 Riviera Plaza

Open Date: 6/22/2016

Analysis Date: 6/22/2016

		Weekday AM Peak Hour of Adjacent Street Traffic				Weekday PM Peak Hour of Adjacent Street Traffic			
ITE	Land Use	*	Enter	Exit	Total	*	Enter	Exit	Total
820	Shopping Center		67	41	108		193	209	402
	55.16 Gross Leasable Area 1000 SF								
Unadjusted Volume			67	41	108		193	209	402
Internal Capture Trips			0	0	0		0	0	0
Pass-By Trips			0	0	0		68	68	136
Volume Added to Adjacent Streets			67	41	108		125	141	266

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

**TRIP GENERATION 2014, TRAFFICWARE, LLC**

P. 1

## AM Peak Hour Trip Generation and Internalization

### Riviera Plaza

Supermarket Land Use 850 56,500 Sq Ft		Specialty Retail Center Land Use 826 21,533 SF		
In	Out	In	Out	215 ITE Trips
119	73	14	9	
-12	-7	-1	-1	-21 10.0% Other Modes
107	66	13	8	194 Vehicle Trips
<b>UNBALANCED INTERNALIZATION</b>				
<div> <div>5%</div> <div>3</div> </div>		<div> <div>7%</div> <div>1</div> </div>		
5%			7%	
5			1	
0				
0		Specialty Retail Center		
In	Out	In	Out	
107	66	13	8	194 Vehicle Trips
<b>BALANCED INTERNALIZATION</b>				
<div> <div>-1</div> </div>		<div> <div>-1</div> </div>		
-1			-1	
-1	-1	-1	-1	-4 Internal
106	65	12	7	190 External Trips
	1.2%		9.5%	2.1% % Internal
-38	-23			36% Supermarket Pass-by
68	42	12	7	129 Net New External Trips



## PM Peak Hour Trip Generation and Internalization

### Riviera Plaza

Supermarket Land Use 850 56,500 Sq Ft		Specialty Retail Center Land Use 826 21,533 SF		
In	Out	In	Out	609 ITE Trips
273	263	32	41	
-28	-26	-3	-4	-61 10.0% Transit & Ped
245	237	29	37	548 Vehicle Trips
<b>UNBALANCED INTERNALIZATION</b>				
5% 12	5% 12	1	1	
2	2			
Supermarket		Specialty Retail Center		
In	Out	In	Out	
245	237	29	37	548 Vehicle Trips
<b>BALANCED INTERNALIZATION</b>				
-2	-1	-1	-2	
-2	-1	-1	-2	-6 Internal
243	236	28	35	542 External Trips
	0.6%		4.5%	1.1% % Internal
-87	-85			36% Supermarket Pass-by
156	151	28	35	370 Net New External Trips

## **Gables Waterway Traffic Analysis Methodology**

March 19, 2015

DPA will undertake a Traffic Impact Analysis as required by the City of Coral Gables.

**Location:** 6100 Caballero Boulevard in Coral Gables, FL.

**Existing Site:** 20 Residential Units

**Proposed Plan:** New residential development consisting of 11 condominium units and 6 townhomes

The methodology is outlined below:

The project is proposing less residential units than the existing site. Therefore, the project will conduct a trip generation comparison to demonstrate that the proposed project will have less traffic impact than the existing conditions. The trip generation for the existing and proposed conditions will be estimated using trip generation information published by the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9<sup>th</sup> Edition.

A Traffic Statement detailing the results of the analysis will be signed and sealed by a Professional Engineer and will be provided to the city.

w:\15\15117methodology.docx



### Trip Generation Summary

Alternative: Alternative 1

Phase:

Project: Gables Waterway

Open Date: 10/11/2016

Analysis Date: 10/11/2016

		Weekday Average Daily Trips				Weekday AM Peak Hour of Adjacent Street Traffic				Weekday PM Peak Hour of Adjacent Street Traffic			
ITE	Land Use	*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
230	CONDO 1		80	79	159		2	12	14		11	5	16
	20 Dwelling Units												
Unadjusted Volume			80	79	159		2	12	14		11	5	16
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			80	79	159		2	12	14		11	5	16

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

TRIP GENERATION 2014, TRAFFICWARE, LLC

P. 1

## **Appendix H**

### **Bus Route Information**



**Miami-Dade County Transportation and Public Works**

# Routes Schedule



<https://www.facebook.com/IRide>



<https://twitter.com/IRide>



## 37 (Northbound) WEEKDAY

SOUTH MIAMI METRORAIL STATION	SUNSET DRIVE & OLD CUTLER RD	SW 37 AVE & GRAND AVE	DOUGLAS ROAD METRORAIL STATION	Douglas Rd & Coral Way	SW 37 AVE & W FLAGLER ST	Airport Station	NW 36 ST & COOLIDGE DR	HIALEAH DR & E 4 AVE	HIALEAH METRORAIL STATION	PALM AVE & E 49 ST	W 3 CT & 74 PL
05:07AM	05:18AM	05:25AM	05:28AM	05:33AM	05:39AM	05:47AM	05:52AM	05:58AM	06:09AM	06:19AM	06:31AM
05:38AM	05:49AM	05:56AM	05:59AM	06:06AM	06:14AM	06:23AM	06:31AM	06:39AM	06:50AM	07:00AM	07:12AM
06:05AM	06:22AM	06:31AM	06:35AM	06:42AM	06:50AM	06:59AM	07:07AM	07:15AM	07:26AM	07:36AM	07:48AM
06:35AM	06:52AM	07:01AM	07:05AM	07:12AM	07:20AM	07:29AM	07:37AM	07:45AM	07:56AM	08:06AM	08:18AM
07:05AM	07:22AM	07:31AM	07:35AM	07:42AM	07:50AM	07:59AM	08:07AM	08:15AM	08:26AM	08:36AM	08:48AM
07:30AM	07:47AM	07:56AM	08:01AM	08:09AM	08:19AM	08:29AM	08:37AM	08:45AM	08:56AM	09:06AM	09:18AM
07:59AM	08:18AM	08:28AM	08:33AM	08:41AM	08:51AM	09:01AM	09:09AM	09:17AM	09:28AM	09:38AM	09:50AM
08:29AM	08:48AM	08:58AM	09:03AM	09:11AM	09:21AM	09:31AM	09:39AM	09:47AM	09:58AM	10:09AM	10:21AM
08:58AM	09:17AM	09:27AM	09:32AM	09:40AM	09:50AM	10:01AM	10:10AM	10:17AM	10:29AM	10:40AM	10:52AM
09:29AM	09:48AM	09:58AM	10:03AM	10:11AM	10:22AM	10:33AM	10:42AM	10:49AM	11:01AM	11:12AM	11:24AM
10:02AM	10:19AM	10:28AM	10:33AM	10:41AM	10:52AM	11:03AM	11:12AM	11:19AM	11:31AM	11:42AM	11:54AM
10:32AM	10:49AM	10:58AM	11:03AM	11:11AM	11:22AM	11:33AM	11:42AM	11:49AM	12:01PM	12:12PM	12:24PM
11:02AM	11:19AM	11:28AM	11:33AM	11:41AM	11:52AM	12:03PM	12:12PM	12:19PM	12:31PM	12:42PM	12:54PM
11:32AM	11:49AM	11:58AM	12:03PM	12:11PM	12:22PM	12:33PM	12:42PM	12:49PM	01:01PM	01:12PM	01:24PM
12:02PM	12:19PM	12:28PM	12:33PM	12:41PM	12:52PM	01:03PM	01:12PM	01:19PM	01:31PM	01:42PM	01:54PM
12:32PM	12:49PM	12:58PM	01:03PM	01:11PM	01:22PM	01:33PM	01:42PM	01:49PM	02:01PM	02:12PM	02:24PM
01:02PM	01:19PM	01:28PM	01:33PM	01:41PM	01:52PM	02:03PM	02:12PM	02:19PM	02:31PM	02:42PM	02:54PM
01:32PM	01:49PM	01:58PM	02:03PM	02:11PM	02:22PM	02:33PM	02:42PM	02:49PM	03:01PM	03:12PM	03:26PM
02:02PM	02:19PM	02:28PM	02:33PM	02:41PM	02:52PM	03:03PM	03:12PM	03:20PM	03:32PM	03:43PM	03:57PM
02:33PM	02:50PM	02:59PM	03:04PM	03:13PM	03:24PM	03:35PM	03:44PM	03:52PM	04:04PM	04:16PM	04:30PM
03:00PM	03:19PM	03:30PM	03:35PM	03:44PM	03:55PM	04:07PM	04:17PM	04:26PM	04:37PM	04:49PM	05:03PM
03:30PM	03:49PM	04:00PM	04:05PM	04:14PM	04:27PM	04:39PM	04:49PM	04:58PM	05:09PM	05:21PM	05:35PM
04:02PM	04:21PM	04:31PM	04:36PM	04:45PM	04:58PM	05:10PM	05:20PM	05:29PM	05:40PM	05:52PM	06:06PM
04:32PM	04:51PM	05:01PM	05:06PM	05:15PM	05:28PM	05:40PM	05:50PM	05:59PM	06:10PM	06:22PM	06:36PM
05:02PM	05:21PM	05:31PM	05:36PM	05:45PM	05:58PM	06:10PM	06:20PM	06:29PM	06:40PM	06:52PM	07:06PM
05:32PM	05:51PM	06:01PM	06:06PM	06:15PM	06:28PM	06:40PM	06:50PM	06:59PM	07:10PM	07:19PM	07:29PM

10/12/2016

Routes Schedule - Miami-Dade County

06:02PM	06:21PM	06:31PM	06:36PM	06:45PM	06:58PM	07:10PM	07:17PM	07:23PM	07:32PM	07:41PM	07:51PM
06:33PM	06:52PM	07:02PM	07:06PM	07:13PM	07:22PM	07:33PM	07:40PM	07:46PM	07:55PM	08:04PM	08:14PM
07:04PM	07:18PM	07:27PM	07:31PM	07:38PM	07:47PM	07:58PM	08:05PM	08:11PM	08:20PM	08:29PM	08:39PM
07:34PM	07:48PM	07:57PM	08:01PM	08:08PM	08:17PM	08:28PM	08:35PM	08:41PM	08:50PM	08:59PM	09:09PM
08:04PM	08:18PM	08:27PM	08:31PM	08:38PM	08:47PM	08:58PM	09:05PM	09:10PM	09:17PM	09:24PM	09:33PM
08:35PM	08:49PM	08:58PM	09:02PM	09:08PM	09:14PM	09:23PM	09:29PM	09:34PM	09:41PM	09:48PM	09:57PM
09:28PM	09:39PM	09:46PM	09:49PM	09:55PM	10:01PM	10:10PM	10:16PM	10:21PM	10:28PM	10:35PM	10:44PM
10:28PM	10:39PM	10:46PM	10:49PM	10:55PM	11:01PM	11:10PM	11:16PM	11:21PM	11:28PM	11:35PM	11:44PM

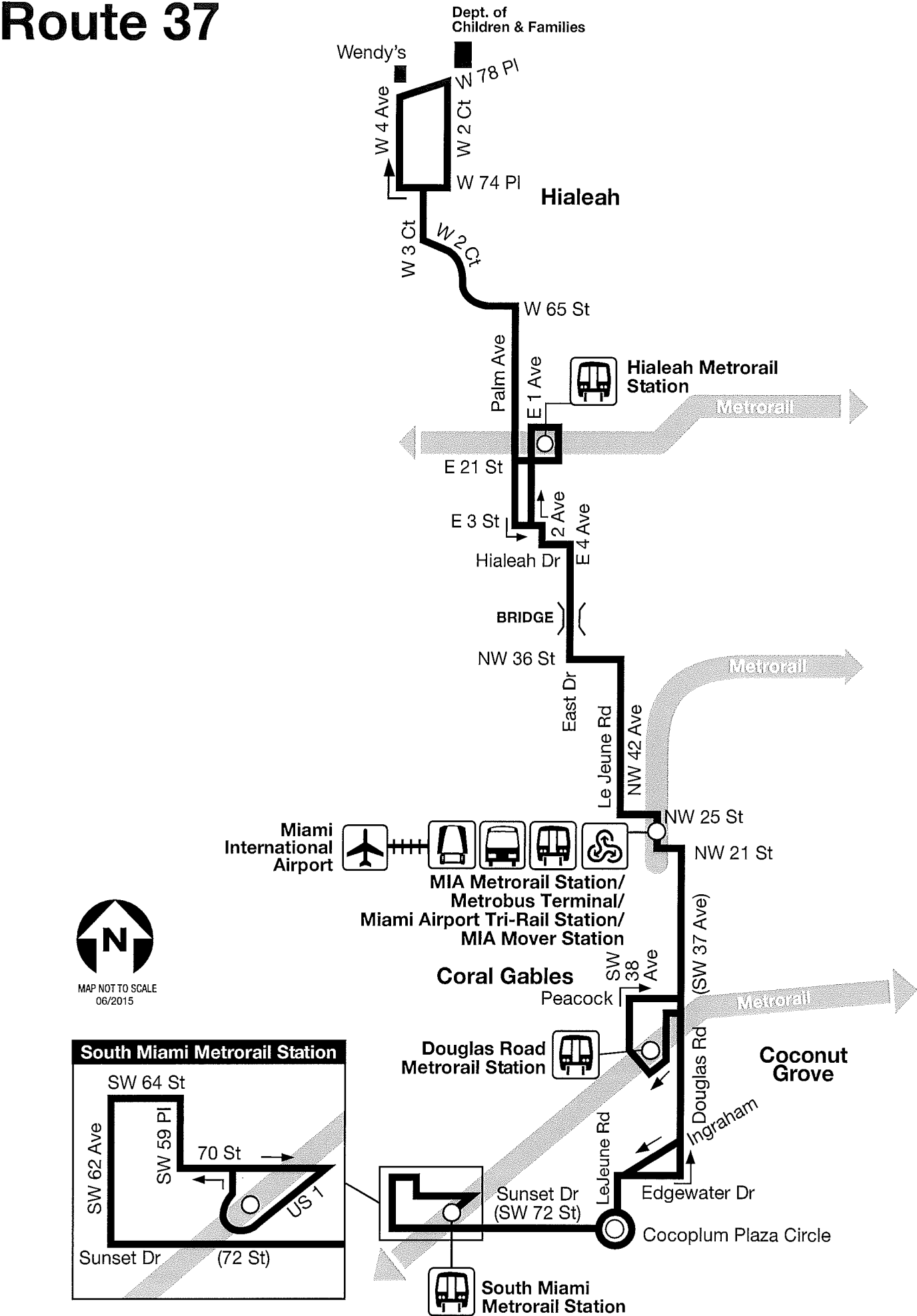
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# Route 37



]

**Miami-Dade County Transportation and Public Works**

# Routes Schedule

<https://www.facebook.com/1Ride><https://twitter.com/1Ride>**57 (Northbound) WEEKDAY**

SW 152 ST BUSWAY STATION	SW 92 AVE & 152 ST	SW 77 AVE & 124 ST	SW 111 ST & 57 AVE	SOUTH MIAMI METRORAIL STATION	SW 57 AVE & 24 ST	SW 57 AVE & W FLAGLER ST	Airport Station
06:31AM	06:32AM	06:46AM	06:55AM	07:10AM	07:27AM	07:36AM	07:52AM
07:31AM	07:32AM	07:46AM	07:55AM	08:10AM	08:27AM	08:36AM	08:52AM
08:31AM	08:32AM	08:46AM	08:55AM	09:10AM	09:24AM	09:31AM	09:47AM
09:34AM	09:35AM	09:49AM	09:57AM	10:10AM	10:24AM	10:31AM	10:47AM
10:34AM	10:35AM	10:49AM	10:57AM	11:10AM	11:24AM	11:31AM	11:47AM
11:34AM	11:35AM	11:49AM	11:57AM	12:10PM	12:24PM	12:31PM	12:47PM
12:34PM	12:35PM	12:49PM	12:57PM	01:10PM	01:24PM	01:31PM	01:47PM
01:34PM	01:35PM	01:49PM	01:57PM	02:10PM	02:24PM	02:31PM	02:47PM
02:34PM	02:35PM	02:49PM	02:57PM	03:10PM	03:24PM	03:31PM	03:47PM
03:29PM	03:30PM	03:44PM	03:52PM	04:10PM	04:28PM	04:35PM	04:52PM
04:29PM	04:30PM	04:47PM	04:57PM	05:15PM	05:33PM	05:40PM	05:57PM
05:39PM	05:40PM	05:57PM	06:07PM	06:25PM	06:43PM	06:50PM	07:07PM

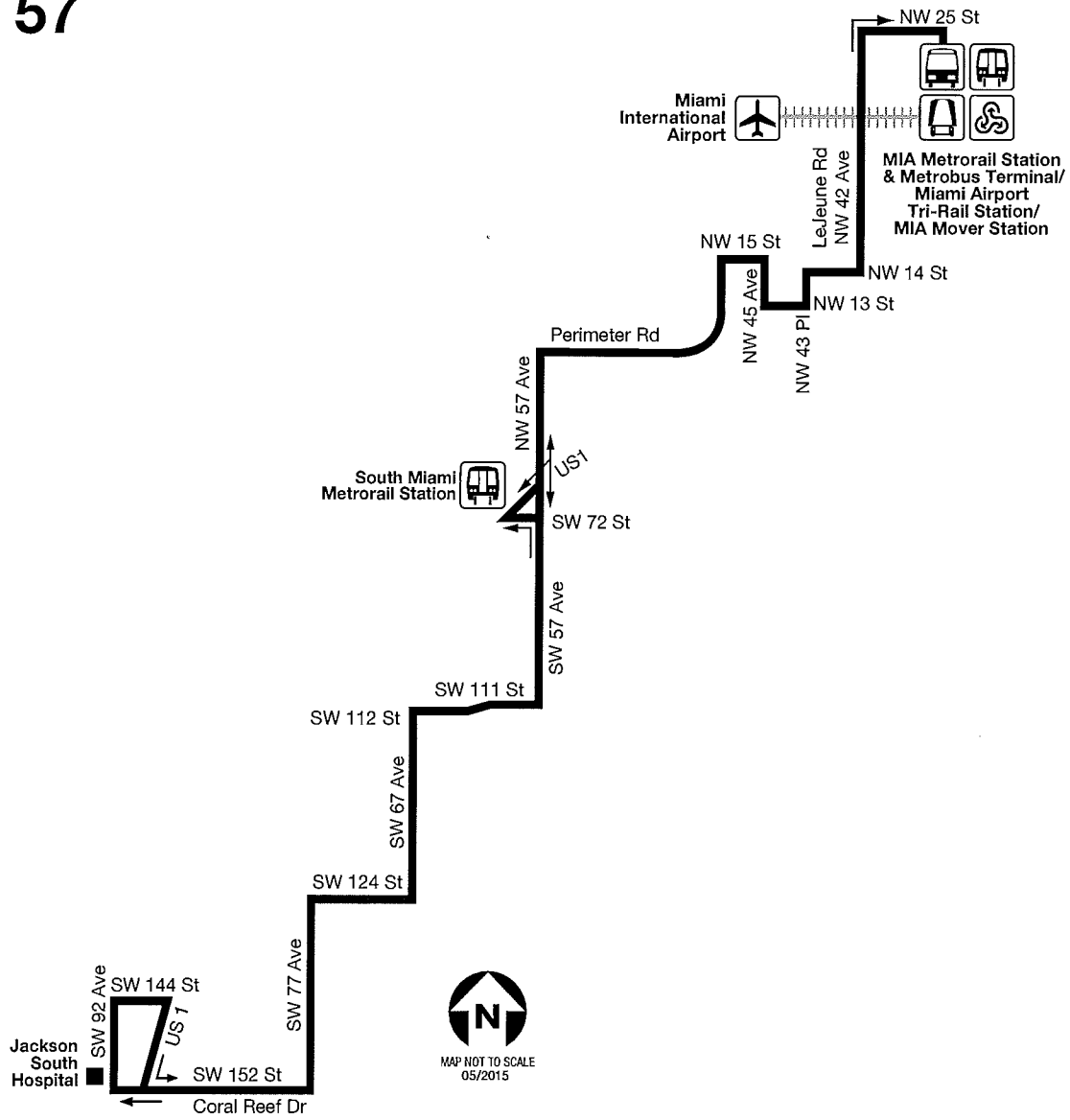
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# Route 57



## **Contact Information**

### **Applicant and Property Owner**

Riviera Plaza Holdings LP  
848 Brickell Avenue, PH1  
Miami, FL 33131  
786-220-0460  
akarsenti@13fi.com

### **Agent and Attorney**

Mario Garcia-Serra  
Gunster  
Brickell World Plaza  
600 Brickell Avenue  
Suite 3500  
Miami, FL 33131  
305-376-6061  
mgarcia-serra@gunster.com

### **Architect:**

Behar Font Partners, P.A.  
4533 Ponce de Leon Boulevard  
Coral Gables, FL 33146  
305-740-5442  
javier@beharfont.com

### **Project Traffic Consultant**

David Plummer & Associates  
1750 Ponce de Leon Boulevard  
Coral Gables, Florida 33134  
305-447-0900  
tim.plummer@dplummer.com





Historical Resources &  
Cultural Arts

2327 SALZEDO STREET  
CORAL GABLES  
FLORIDA 33134

☎ 305.460.5093  
✉ hist@coralgables.com

February 22, 2017

Riviera Plaza Holdings LP c/o Wexford Capital LP  
848 Brickell Avenue, PH1  
Miami, FL 33131

**Re: 1542 South Dixie Highway, legally described as Tracts "A" and "B" of the replat of a portion of Block 199 of Coral Gables Riviera Section Part 14 according to the plat thereof as recorded in Plat Book 53 Page 97 in the public records of Miami-Dade County, Florida**

Dear Property Owners:

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:

**1542 South Dixie Highway, legally described as Tracts "A" and "B" of the replat of a portion of Block 199 of Coral Gables Riviera Section Part 14 according to the plat thereof as recorded in Plat Book 53 Page 97 in the public records of Miami-Dade County, Florida, does not meet the minimum eligibility criteria for**

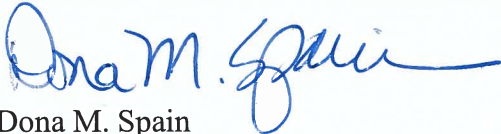
**designation as a local historic landmark. Therefore, the Historical Resources staff will not require review by the Historic Preservation Board if an application is made for a demolition permit.**

This letter is a reissue of the previous letter dated May 27, 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, 600 Brickell Avenue, Suite 3500, Miami, FL 33131  
Craig Leen, City Attorney  
Miriam S. Ramos, Deputy City Attorney  
Charles Wu, Interim Development Services Director  
Ramon Trias, Planning & Zoning Director  
William Miner, Building Director  
Virginia Goizueta, Plans Processor Lead  
Historical Significance Request Property File



**This instrument prepared by:**

Marc J. Sternbaum, Esq.  
Rennert Vogel Mandler & Rodriguez, P.A.  
100 SE 2<sup>nd</sup> Street, Suite 2900  
Miami, Florida 33131

**After recording return to:**

Monica Cunill-Falls, Esq.  
Avila Rodriguez Hernandez Mena & Ferri LLP  
2525 Ponce de Leon Blvd., Suite 1225  
Coral Gables, Florida 33134

Tax folio nos.: 03-4130-010-0010 and 03-4130-010-0011

**SPECIAL WARRANTY DEED**

THIS INDENTURE, made this 8<sup>th</sup> day of April, 2015, between **RIVIERA PLAZA, LLC**, a Florida limited liability company, having an address of 1550 S. Dixie Highway, Suite 210, Coral Gables, Florida 33146 (hereinafter called "**Grantor**"), and **RIVIERA PLAZA HOLDINGS LP**, a Delaware limited partnership, having an address of c/o Wexford Capital LP, 411 West Putnam Avenue, Greenwich, CT 06830 (hereinafter called "**Grantee**") (the words "Grantor" and "Grantee" to include their respective successors and assigns where the context requires or permits).

**WITNESSETH:**

**THAT GRANTOR**, for and in consideration of the sum of TEN AND 00/100 DOLLARS (\$10.00), and other valuable considerations, receipt whereof is hereby acknowledged, by these presents does grant, bargain, sell, alien, remise, release, convey and confirm unto Grantee, all of Grantor's right, title and interest in that certain parcel of land situated in Miami-Dade County, Florida, as more particularly described on **Exhibit "A"** attached hereto and incorporated herein by this reference (the "**Property**");

**TOGETHER** with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

This conveyance is expressly made subject only to those matters set forth on **Exhibit "B"** (the "**Permitted Exceptions**") attached hereto and incorporated herein by this reference, provided that this reference shall not be deemed to reimpose the Permitted Exceptions.

**TO HAVE AND TO HOLD** the same in fee simple forever.

**AND GRANTOR HEREBY COVENANTS** with said Grantee that the Grantor is lawfully seized of said land in fee simple; that the Grantor has good right and lawful authority to sell and convey said land; that the Grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons claiming by, through or under the said Grantor, but not otherwise.

IN WITNESS WHEREOF, the Grantor has executed the within instrument as of the date first set forth above.

Signed in the presence of:

**GRANTOR:**

RIVIERA PLAZA, LLC, a Florida limited liability company

By: Adrienne Leff, Manager  
Adrienne Leff, Manager

By: Phil Schneiderman, Manager  
Phil Schneiderman, Manager

As to Adrienne Leff:

Judith Ann Hurland  
Print Name: Judith Ann Hurland  
Nictia D. Dumas  
Print Name: NICTIA DUMAS

As to Phil Schneiderman:

Judith Ann Hurland  
Print Name: Judith Ann Hurland

Cecile Mary Howland  
Print Name: CECILE MARY HOWLAND

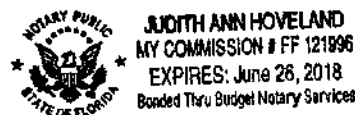


STATE OF FLORIDA            )  
  ) ss:  
COUNTY OF MIAMI-DADE )

The foregoing instrument was acknowledged before me this 8<sup>th</sup> day of April, 2015 by Adrienne Leff, as Manager of RIVIERA PLAZA, LLC, a Florida limited liability company, on behalf of the company. She is ✓ personally known to me or     presented                                    as identification.

Judith Ann Hoveland  
Notary Public  
My commission expires:

[NOTARY SEAL]

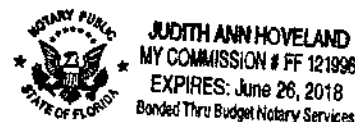


STATE OF FLORIDA            )  
  ) ss:  
COUNTY OF MIAMI-DADE )

The foregoing instrument was acknowledged before me this 8<sup>th</sup> day of April, 2015 by Phil Schneiderman, as Manager of RIVIERA PLAZA, LLC, a Florida limited liability company, on behalf of the company. He is ✓ personally known to me or     presented                                    as identification.

Judith Ann Hoveland  
Notary Public  
My commission expires:

[NOTARY SEAL]



**EXHIBIT "A"**

**LEGAL DESCRIPTION**

Tracts "A" and "B", of the REPLAT OF A PORTION OF BLOCK 199 OF CORAL GABLES RIVIERA SECTION PART 14, according to the Plat thereof, as recorded in Plat Book 53, at page 97, of the Public Records of Miami-Dade County, Florida.



**EXHIBIT "B"**

*Permitted Exceptions*

1. Real estate taxes and assessments for 2015 and subsequent years, which are not yet due and payable.
2. Zoning and building ordinances.
3. Rights of tenants in possession as tenants only, under unrecorded leases, with no rights of first refusal or options to purchase all or any part of the Property.
4. Matters shown on the plat of Replat of a Portion of Block 199 of Coral Gables Riviera Section Part 14, as recorded in Plat Book 53, at Page 97.
5. Declaration of Restrictive Covenant, recorded April 19, 1991, in Official Records Book 14990, at Page 2460.
6. Easement granted to Florida Power and Light Company, recorded April 24, 2001, in Official Records Book 19621, at Page 1689.
7. Easement granted to Florida Power and Light Company, recorded December 5, 2001, in Official Records Book 20056, at Page 3694.





## ORDINANCE NO. 628

AN ORDINANCE VACATING AND DISCONTINUING THAT CERTAIN 20 FOOT ALLEY RUNNING SOUTH-WESTERLY AND NORTHEASTERLY IN BLOCK 199, RIVIERA SECTION PART 14, FROM RED ROAD TO THE NORTHEASTERLY BOUNDARY LINE OF LOT 3 IN SAID BLOCK EXTENDED, ACCORDING TO PLAT THEREOF FILED IN THE PUBLIC RECORDS OF DADE COUNTY, FLORIDA, TO PERMIT CONSTRUCTION OF A BUILDING OVER SAID ALLEY WHICH WOULD BE IMPOSSIBLE WITHOUT SUCH VACATION AND DISCONTINUANCE.

WHEREAS, Harley W. Vanderboegh and wife are the owners of Lots 1 to 4, both inclusive and Lots 40 to 44, both inclusive of Block 199 of 2nd Revised Plat of Coral Gables, Riviera Section, Part 14, according to a map or plat thereof, recorded in Plat Book 28 at Page 32 of the Public Records of Dade County, Florida; and

WHEREAS, the said Harley W. Vanderboegh has requested the City of Coral Gables to vacate the alley as shown on said plat, commencing at Red Road, and lying between Lots 1, 2 and 3 and Lots 44, 43 and 42 and the southwesterly 25 feet of Lot 41; and

WHEREAS, the said Harley W. Vanderboegh has represented to the city that he has the written consents of the other property owners in said block to the vacation of said alley and has deeded to the city, for alley purposes, the northeasterly 25 feet of Lot 41 of said Block 199 of 2nd Revised Plat of Coral Gables Riviera Section, Part 14, according to the plat thereof recorded in Plat Book 28 at page 32, Dade County, Florida, records;

NOT, THEREFORE, BE IT ORDAINED BY THE COMMISSION OF THE CITY OF CORAL GABLES, FLORIDA:

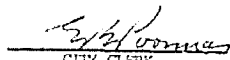
SECTION 1. That the 20 foot alley running northeasterly and southwesterly in Block 199, Riviera Section, Part 14, from Red Road to the northeasterly boundary line of lot 3 in said block, extended, according to the plat thereof recorded in the Public Records of Dade County, Florida, in Plat Book 28, at page 32, (being that portion of the alley in said block lying between lots 1, 2 and 3 and Lots 44, 43, 42 and the southwesterly 25 feet of lot 41 thereof) be, and the same hereby is vacated.

PASSED AND ADOPTED THIS 18th DAY OF OCTOBER A. D. 1949.

APPROVED:

  
MAYOR  
W. Keith Phillips

ATTEST:

  
CITY CLERK  
E. B. Poorman

I  
Abess stated that the matter had been discussed with the Architects Board (which took no action because the work was prohibited by city ordinance) and the Zoning Board. On motion of Commissioner Neher, seconded by Commissioner Rogers and unanimously adopted, the amended sign ordinance, passed on first reading at the regular meeting December 1, 1953, was amended to permit the painting of decorative motifs upon awnings, above the valances, provided that a permit was secured therefor from the Building Department, and provided further that in each such instance the decoration motif to appear upon the awning was to be approved by the City Commission.

AIA398  
Mr. Morris Kellman appeared before the Commission to request permission to hang a sign "Kells Apartments" from a bracket on his building at 214 Avenue Antiquera. It was pointed out to Mr. Kellman that this violated the sign ordinance and would not be permitted. He was advised to apply to the Building Department for the installation of a sign complying with the sign ordinance of the city.

I  
The City Manager was directed to take prosecutive action against any similar signs that may violate the ordinance, alleged by Mr. Kellman to be in existence.

The following resolution was presented and read:

- RESOLUTION NO. 5303

A RESOLUTION AUTHORIZING AN EXCEPTION TO ORDINANCE NO. 271, KNOWN AS THE "ZONING ORDINANCE".

BE IT RESOLVED BY THE COMMISSION OF THE CITY OF CORAL GABLES, FLORIDA:

That the following exception to the provisions of Ordinance No. 271, having been recommended by the Zoning Board of Appeals at its regular meeting of December 14, 1953, be and the same hereby is granted:

Permit construction of a residence exceeding the maximum floor coverage by 4.48 percent upon Lot 3> Block 151, Country Club Section Part 6.

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Motion for its adoption was made by Commissioner Rogers, seconded by Commissioner Phillips. Resolution was adopted by the following roll call: "Yeas" - Commissioners Hartnett, Phillips and Rogers; Mayor Hendrick. "Nays" - Commissioner Neher.

Mr. W. J. McLeod and Mr. Leslie Coombes appeared before the Commission requesting approval of a replat of a portion of Block 199, Riviera Section, and requesting that the paving of the new alley and parking spaces on such replat be not required of the owners at this time.



## ORDINANCE NO. 809

AN ORDINANCE APPROVING A PLAT ENTITLED "REPLAT OF A PORTION OF BLOCK 199, CORAL GABLES RIVIERA SECTION PART 14, BEING A REPLAT OF A PORTION OF BLOCK 199 OF THE SECOND REVISED PLAT OF CORAL GABLES RIVIERA SECTION PART 14, P.B. 28 P. 32 LYING IN SECTION 30-54-41, CORAL GABLES, DADE COUNTY, FLORIDA"; AND ACCEPTING DEDICATION OF ALLEY AS SHOWN THEREON. \*

which was read and adopted on first reading December 1, 1953, was read again in full. Motion for its adoption was made by Commissioner Neher, seconded by Commissioner Phillips and the ordinance was adopted by the following roll call: Commissioners Hartnett, Neher, Phillips and Rogers; Mayor Hendrick, "Nays" - None.

Thereupon Mayor Hendrick declared the ordinance passed and adopted and ordered its publication as Ordinance No. 809.

Commissioner Hartnett was excused from the meeting at this point.

The following resolution was presented and read:

## RESOLUTION NO. 5304

A RESOLUTION DIRECTING THE MAYOR AND CITY CLERK NOT TO SIGN AND DELIVER THE PLAT APPROVED BY ORDINANCE NO. 809 UNTIL THE OCCURRENCE OF CERTAIN EVENTS LISTED HEREIN.

BE IT RESOLVED BY THE COMMISSION OF THE CITY OF CORAL GABLES, FLORIDA:

That the Mayor and City Clerk are hereby directed not to sign and execute the replat of Block 199, Coral Gables Riviera Section, and not to deliver said signed plat to the owners thereof unless and until the following events and actions take place:

1. That a covenant running with the land be signed by all owners of the land within such plat and delivered to the city, such covenant to be in form and content as approved by the City Attorney, providing that a five-foot masonry wall eight inches thick be constructed along the southwesterly line of such replat and along the street line of Avenue Madruga.

2. That 1953 city taxes be paid upon all property lying within the replat.

3. That opinions of title to the property within the plat, satisfactory to the City Attorney, be delivered to the City Attorney,

4. That the northeasterly twenty-five feet of Lot 39 in said Block 199 be deeded to the city for use as an alley and that satisfactory arrangements be made with the grantor that the grantor will pave such property as an alley at his expense, or that he deposit an adequate sum with the city to insure such paving in an amount to be approved by the City Manager.

5. That said replat be signed by all owners, mortgagees and lessees of record.

Motion for its adoption was made by Commissioner Neher, seconded by

Commissioner Phillips. Resolution was adopted by the following roll call:

"Yeas" - Commissioners Neher, Phillips and Rogers; Mayor Hendrick. "Nays" - None.

The following ordinance was presented and read:

ORDINANCE NO. 810

AN ORDINANCE AMENDING SECTION 15 OF ORDINANCE NO. 271, KNOWN AS THE "ZONING ORDINANCE"; ESTABLISHING A FRONT SETBACK FOR ALL PROPERTY IN BLOCK 199, RIVIERA SECTION; REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HEREWITH; AND DECLARING THIS TO BE AN EMERGENCY ORDINANCE.

Motion was made by Commissioner Phillips, seconded by Commissioner Rogers, that the requirement of reading on two separate days be dispensed with and the ordinance be placed on second reading at once. Motion was adopted by the following roll call: "Yeas" - Commissioners Neher, Phillips and Rogers; Mayor Hendrick. "Nays" - None.

Thereupon the ordinance was read again in full. Motion for its adoption was made by Commissioner Phillips, seconded by Commissioner Rogers, and the ordinance was adopted by the following roll rail\* "Yeas" - Commissioners Neher, Phillips and Rogers; Mayor Hendrick. "Nays" - None.

Thereupon Mayor Hendrick declared the ordinance passed and adopted and ordered its publication as Ordinance No. 810,

The City Clerk presented to the Commission a plat of land entitled "Grand Avenue Park, a Subdivision in the NW $\frac{1}{4}$  of the SE $\frac{1}{4}$  of Section 20-54-41", said land being owned by the City of Miami and said plat being presented by the Department of Engineering, City of Miami. The land covered in said plat is at the southwest corner of Grand Avenue and Jefferson Street, and extends into Coral Gables a distance of 3.25 feet on Grand Avenue and a distance of 1.23 feet at the south end of such tract. The City Clerk advised that inasmuch as only a few feet of land within the City of Coral Gables was involved the plat had not been presented to the Zoning or Planning Boards for approval.

The following ordinance was presented and read:

ORDINANCE

AN ORDINANCE APPROVING A PLAT ENTITLED "GRAND AVENUE PARK, A SUBDIVISION IN THE NW $\frac{1}{4}$  OF THE SE $\frac{1}{4}$  OF SECTION 20, TWP. 54 S., RGE. 41 E, MIAMI, DADE COUNTY, FLORIDA".

upon first reading. Motion for its adoption on first reading was made by Commissioner Rogers, seconded by Commissioner Phillips. Ordinance was adopted on first reading by the following roll call: "Yeas" - Commissioners Neher, Phillips



SECTION 2- That the dedication to the public of the alley as shown on the said plat is hereby accepted and confirmed.

UNIT CLASS  
CIVIL ENGINEERING

## ORDINANCE HO. 810

AN ORDINANCE AMENDING SECTION 15 OF ORDINANCE NO. 271, KNOWN AS THE "ZONING ORDINANCE"; ESTABLISHING 4 FOOT SETBACK FOR ALL PROPERTY IN BLOCK 199, RIVIERA SECTION; REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HERewith; AND DECLARING THIS TO BE AN EMERGENCY ORDINANCE.

BE IT ORDAINED BY THE COMMISSION OF THE CITY OF CORAL GABLES, FLORIDA:

SECTION 1. That Section 15 of Ordinance No. 271, passed and adopted February 16, 1937, and known as the "Zoning Ordinance" as amended, be and the same is hereby amended by the addition thereto of the following paragraphs

The front setback from South Dixie Highway (also known as U. S. Highway No. 1 and Miami-Homestead Highway) for all lots and parcels of land in Block 199, Riviera Section Part 1A, Flat Book 28, page 32, or as shown upon any replat of all or part of such block, shall be 56 feet."

SECTION 2m That all ordinances or parts of ordinances inconsistent or in conflict herewith are hereby repealed insofar as there is conflict.

SECTION 3. That this ordinance is hereby declared to be an emergency measure upon the grounds of urgent public need for the preservation of peace, health, safety and property of the people of Coral Gables.

PASSED AND ADOPTED THIS 15TH DAY OF DECEMBER, A. D. 1953.

APPROVED:

  
MAYOR  
David H. Hendrick, Jr.

ATTESTS

  
CITY CLERK  
E. B. Poorman



AT&T Florida  
9500 SW 180 St  
Palmetto Bay, FL 33157

T: 305-255-8451  
www.att.com

Mr. Ashley Ziel  
13<sup>th</sup> Floor Investments  
848 Brickell Ave PH1  
Miami, FL 33131

Re: Alley Vacation – Riviera Plaza  
1550 S Dixie Hwy, Coral Gables, FL

Mr. Ziel,

On behalf of Bellsouth Telecommunications, LLC d/b/a AT&T Florida, this letter shall serve as notice of “**non-objection**” to the vacation/abandonment of that portion of the referenced public right of way (Alley) as depicted on the attached Sketch and Legal description prepared by Continental Land Surveyors, Inc. dated March 6, 2015.

No existing AT&T Florida facilities of record currently occupy the subject “Alley”.

Sincerely,

A handwritten signature in black ink that reads "Steve Low". The signature is written in a cursive, slightly slanted style.

Steve Low, Mgr OSP Planning & Engineering  
SE Network Operations Const/Eng – SFL District





**Engineering – Design Department**  
2601 SW 145<sup>th</sup> Ave Miramar, FL 33027

Thursday, June 09, 2016

Ashley Zeil  
**13<sup>th</sup> Floor Investments**  
848 Brickell Ave PH1  
Miami, FL 33131

RE: **Mark-Up Request / Easement vacation**  
**@ Riviera Plaza 1542 – 1566 South Dixie Hwy**  
**Miami, FL**  
**Comcast ID # - CWSI-M16-4217**

Dear Ziel:

Please be advised ...in reference to the **above mention project...**

Comcast has existing aerial and subgrade facilities within the limits of this project.

Comcast is clear and has ***no objections*** to vacate the existing easement based on the survey dated 03/06/15. Should it become necessary, Comcast will coordinate with the developer for a separate easement if needed. All existing Comcast facilities indicated on the plans for the above-reference project are "To Remain".

Should you have any further questions, please feel free to call me.

Cordially,



**Chris Taylor**  
South Florida Utility Coordinator  
Authorized Contractor for Comcast  
954-239-8386 (Office)  
[www.Cable-Wiring.com](http://www.Cable-Wiring.com)

cc: Leonard Maxwell Newbold  
cc: Ric Davidson  
cc: Jose Martinez



September 15, 2016

Mr. Ramon Trias  
Director of Planning and Zoning  
455 Biltmore Way  
Coral Gables, FL 33134

Reference: Tentative Plat at 1542-1566 South Dixie Highway, Coral Gables, Florida 33146  
Name: Coral Gables Riviera Section  
Location: Tracts A and B replat of a Portion of Block 199 Coral Gables Riviera Section Part 14 according to the Plat Thereof as Recorded in Plat Book 53 Page 97 Public records of Miami-Dade County, FL.

To Whom It May Concern:

Please consider this letter as your notification that satisfactory arrangements for installations of underground electric service have been made in accordance with Ordinance 68-69.

As per our agreement with you, we would appreciate your making these satisfactory arrangements contingent on easement requirements as follows:

( ) Easements necessary for electrical facilities are marked on the attached copy of the subject tentative.

(X) No additional easements are required at this time for electrical facilities.

( ) Easements have been assured verbally by the owner/developer and will be granted prior to completion of the building construction.

An easement by separate instrument will be granted by the customer for the future facilities, and therefore FPL has no objection to this Plat.

If there are any questions or you need any further information please call Seth Stegelmann at (305) 377-6147 for further assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "Seth Stegelmann", is written over a horizontal line.

Seth Stegelmann  
Associate Engineer

CC:  
Ashley Ziel  
Project Manager  
13<sup>th</sup> Floor Investments  
848 Brickell Avenue PH1  
Miami, FL 33131  
Main 786-220-0460





**Florida  
City Gas®**

4045 NW 97<sup>th</sup> Ave.  
Doral, FL 33178

305 838 3600 phone  
www.floridacitygas.com

November 8, 2016

Attn: Ashley Ziel  
Project Manager  
13<sup>th</sup> Floor Investments  
Direct 786-581-2523  
Mobile 305-336-5227

**RE: Riviera Plaza - 1542-1566 South Dixie Highway – Waiver of Objection Request**

Dear Ms. Ziel:

Florida City Gas (FCG) has received your waiver of objection request to vacate the easement (alley) located in the aforementioned address. Based on a review of available records and/or field verification of existing FCG facilities, the following has been determined for the subject request:

**FCG does not have existing facilities within the identified limits of the aforementioned defined area. Therefore, FCG has no objections to the proposed vacation of the said easement.**

If you need additional information or should any questions, comments or concerns arise, Please do not hesitate to contact me.

Regards,

Oscar J. Rodriguez, MEM-EIT  
Engineer, Intermediate  
Engineering Design – FCG  
305-835-3650



Water and Sewer  
P. O. Box 330316 • 3071 SW 38th Avenue  
Miami, Florida 33233-0316  
T 305-665-7471

miamidade.gov

November 23, 2016

Mr. Ashley Ziel, Project Manager

13<sup>th</sup> Floor Investments

848 Brickell Avenue, PH1

Miami, FL 33131

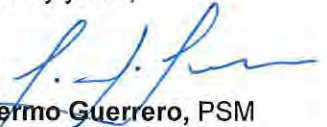
Re: Waiver of Objection / Alley Vacation / 1542 South Dixie Highway, Coral Gables, FL / Riviera Plaza

Dear Mr. Ziel:

On behalf of the Miami-Dade Water and Sewer Department ("WASD") this letter shall serve as notice of "non-objection" to the vacation/abandonment of that portion of the referenced public right of way (alley) as depicted on the Sketch and Legal Description provided. WASD records indicate an existing water main across the alley. In connection with this existing water mail, the owner of the subject property has agreed to grant alternative easements in order to maintain uninterrupted services to the new building Accordingly, WASD has no objection to the proposed vacation.

Should you have any question regarding this matter, do not hesitate to contact me.

Very truly yours,

  
Guillermo Guerrero, PSM  
Right of Way Unit  
Miami Dade County Water and Sewer Department

☎: 786-268-5268

[www.miamidade.gov/water](http://www.miamidade.gov/water)

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QUALITY. VALUE. ECONOMIC GROWTH.

[WWW.MIAMIDADE.GOV/WATER](http://WWW.MIAMIDADE.GOV/WATER)



## Ashley Ziel

---

**Subject:** FW: Riviera Plaza - 1550 S. Dixie Hwy., Coral Gables, FL - No Objection

---

**From:** Leeger, Gegi [<mailto:Gegi.Leeger@xo.com>]  
**Sent:** Monday, October 17, 2016 1:50 PM  
**To:** Ashley Ziel  
**Subject:** RE: Riviera Plaza - 1550 S. Dixie Hwy., Coral Gables, FL - No Objection

Mr. Ziel,

XO Communications continues not to have any facilities on this property.



Gegi Leeger  
Director –Privacy and Regulatory Affairs  
**XO Communications**  
| [13865 Sunrise Valley Drive | Herndon, VA 20171](#) |  
| P: 703.547.2109 | C: 202-345-2325 | [gegi.leeger@xo.com](mailto:gegi.leeger@xo.com) | [www.xo.com](http://www.xo.com) |



---

**From:** Ashley Ziel [<mailto:aziel@13fi.com>]  
**Sent:** Monday, October 17, 2016 11:33 AM  
**To:** Leeger, Gegi <[Gegi.Leeger@xo.com](mailto:Gegi.Leeger@xo.com)>  
**Subject:** Riviera Plaza - 1550 S. Dixie Hwy., Coral Gables, FL - No Objection

RE: PETITION FOR VACATION OF ALLEY  
RIVIERA PLAZA  
PROPERTY AT 1550 SOUTH DIXIE HIGHWAY, CORAL GABLES, FL

Hello Ms. Leeger,

My name is Ashley Ziel and I am a Development Manager with 13<sup>th</sup> Floor Investments in Miami, FL. I am contacting you today because our firm would like an updated no-objection letter (or confirming email) from XO on the subject property. I am attaching the previous email from you stating that XO has no affected facilities as reference. The Identifying information is as follows:



"THAT PORTION OF A 20 FOOT ALLEY LYING BETWEEN TRACT A AND B REPLAT OF A PORTION OF BLOCK 199 CORAL GABLES RIVIERA SECTION PART 4 ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 53 PAGE 97 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA ... "

Please do not hesitate to contact me at the numbers below should you need additional information. Thank you for your time and consideration in this matter.

Regards,

Mr. Ashley Q. Ziel  
Project Manager



848 Brickell Avenue PH1

Miami, FL 33131

Main [786-220-0460](tel:786-220-0460)

Direct [786-581-2523](tel:786-581-2523)

Mobile [305-336-5227](tel:305-336-5227)

Email: [aziel@13fi.com](mailto:aziel@13fi.com)

Website: [www.13fi.com](http://www.13fi.com)



## The City of Coral Gables

*Public Works Department*  
2800 SW 72 Avenue  
Miami, FL 33155

December 1, 2016

Jennifer E. Fine  
Brickell World Plaza, 600 Brickell Avenue, Suite 3500  
Miami, FL 33131  
[JFine@gunster.com](mailto:JFine@gunster.com)

### Electronic Correspondence

RE: Proposed Alley Vacation at 1542 – 1566 S. Dixie Hwy. (Riviera Plaza)

Dear Mrs. Fine:

The City of Coral Gables owns and maintains a gravity sewer line within the referenced alley. We consent to vacate the alley if a relocation and/or easement is provided to maintain our utilities.

If you have any question, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink that reads "Jorge Acevedo". The signature is stylized with a large initial "J" and a cursive "Acevedo".

Jorge E. Acevedo P.E., LEED Green Associate  
Utilities Director  
[Jacevedo2@coralgables.com](mailto:Jacevedo2@coralgables.com)

cc. Ed Santamaria, [esantamaria@coralgables.com](mailto:esantamaria@coralgables.com)  
Lina Hickman, [lhickman@coralgables.com](mailto:lhickman@coralgables.com)

CITY OF CORAL GABLES

-MEMORANDUM-

**TO:** CHARLES WU  
INTERIM DEVELOPMENT SERVICES DIRECTOR

**DATE:** JUNE 28, 2017

RAMON TRIAS  
PLANNING AND ZONING DIRECTOR

 **FROM:** EDUARDO SANTAMARIA, P.E.  
PUBLIC WORKS DIRECTOR

**SUBJECT:** PLANING & ZONING BOARD  
COMMENTS ALLEY VACATION AND  
DEDICATION OF PERPETUAL  
SUBSTITUTE EASEMENT  
1542 SOUTH DIXIE HIGHWAY

---

At the January 27, 2017, Development Review Committee (DRC) meeting City staff reviewed the application by Riviera Plaza Holdings LP, to vacate a portion of an existing paved alley and dedication of a substitute perpetual easement, located in Block 199, Coral Gables Riviera Section 14 (Plat Book 28- Page 22), Coral Gables, Florida.

In accordance with Section 62-262 of the City Code, property owners within 1,000 feet of the proposed alley to be vacated were notified by letter on June 15, 2017 of the Planning and Zoning public hearing where the Riviera Plaza Holdings LP's application would be reviewed. Utility companies and government agencies that may be affected by this action were also notified.

Public Works recommends approval of the Riviera Plaza Holdings LP application to vacate a portion of an existing paved alley and dedication of a substitute perpetual easement, located in Block 199 subject to the following conditions and provisions, as brought forward at the DRC meeting:

1. The applicant grants to the City by Deed of Dedication absolute rights of public ingress and egress and of all utilities whatever interests they need.
2. That all vehicle turning radius be adequate for all vehicles that would normally or occasionally use the alley.
3. That a vertical clearance of sixteen feet (16') minimum extending the full length and width of the easement should be provided.
4. Applicant is responsible for the relocation of the existing utilities in the proposed alley to be vacated in accordance to the requirements of the affected utility companies including City's gravity sanitary sewer line..



5. Applicant must seek Commission approval and provide fully executed hold harmless agreement or restrictive covenant for all proposed encroachments into, onto, under and over the City's right-of-ways.
6. Applicant must seek Florida Department of Transportation approval for proposed improvements on or affecting South Dixie Highway.

#### Attachments

1. Meetings Notification Letters
  2. Riviera Plaza Holdings LP Submittal
  3. Utility Companies – Waiver of Objections
  4. City Departments – Memo
  5. DRC Meeting minutes
  6. Residents - Mail-out
  7. Utility Companies - Mail-out
- c: Catherine Swanson- Rivenbark, City Manager  
Peter Iglesias, Assistant City Manager  
Marcos de la Rosa, Fire Chief  
Jessica Keller, Assistant Public Works Director  
John Osgood, Public Works Assistant Director  
Yamilet Senespleda PE, City Engineer  
Jorge Acevedo, Utility Director  
Juan Martinez, Professional Land Surveyor

# Public Hearing Courtesy Notification

City of Coral Gables

Public Works Department

2800 SW 72 Avenue

Miami, Florida 33155

Email: [pwdepartment@coralgables.com](mailto:pwdepartment@coralgables.com)

Telephone: (305) 460-5000

Fax: (305) 460-5080

---

June 15<sup>th</sup>, 2017

Subject: Courtesy Public Hearing Notice - Application No. PW-17-01-0190

Dear Property Owner:

***Application No. PW-17-01-0190, 1542 S. Dixie Highway – Proposed alley vacation and dedication of substitute easement. (Application submitted by Riviera Plaza Holdings, LP.***

In accordance with Section 62-263 of the Coral Gables City Code, Local Planning Agency (LPA)/ Planning and Zoning Board (PZB) will conduct a Public Hearing to consider an ordinance to vacate a portion of an existing paved alley and dedication of a substitute easement, located in Block 199, Coral Gables Riviera Section Part 14 (Plat Book 53 at Page 97), Coral Gables, Florida.

The Public Hearing will be conducted on Wednesday July 12, 2017 at 6:00 p.m. to consider the above subject matter in the Commission Chambers, 2<sup>nd</sup> Floor, City Hall, 405 Biltmore Way, Coral Gables, Florida. The proposed alley vacation and substitute public access easement is as shown on the attached sketch.

All interested parties are invited to attend and participate. Upon recommendation by the Board, the application will be scheduled for City Commission consideration. Notice of the upcoming City Commission public hearing will be sent to you in the near future.

If you have questions related to this issue please contact Public Works Department, City of Coral Gables, at 305-460-5000 or [pwdepartment@coralgables.com](mailto:pwdepartment@coralgables.com).

Sincerely,

Eduardo Santamaria, P.E., CGC, LEED AP  
Public Works Director  
Public Works Department  
City of Coral Gables

(Mail Date: June 16, 2017)

# Public Meeting Courtesy Notification

City of Coral Gables

Public Works Department

2800 SW 72 Avenue

Miami, Florida 33155

Email: [pwdepartment@coralgables.com](mailto:pwdepartment@coralgables.com)

Telephone: (305) 460-5000

Fax: (305) 460-5080

January 9, 2017

Subject: Courtesy Notice of Public Meeting - Application No. **PW- 17-01-0190**

Dear Property Owner:

The City of Coral Gables Development Review Committee will be considering at a public meeting the following:

***Application No. PW-17-01-0190, 1542 S. Dixie Highway – Proposed alley vacation and dedication of substitute easement.***

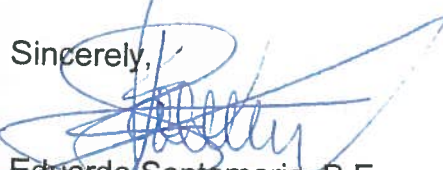
*In accordance with Section 62-263 of the Coral Gables City Code, the City's Development Review Committee shall consider an application by Riviera Plaza Holdings, LP, to vacate a portion of an existing paved alley and dedication of a substitute easement, located in Block 199, Coral Gables Riviera Section Part 14 (PB 53 PG 97), Coral Gables, Florida.*

The Development Review Committee will hold a public meeting to consider the above subject matter in the Planning Department, 2<sup>nd</sup> Floor, 427 Biltmore Way, Coral Gables, Florida, on Friday January 27, 2017 at 9:30 a.m. The public is invited to attend, but no testimony will be taken at the meeting of the Development Review Committee. The Committee's technical and professional comments shall be forwarded to the Planning and Zoning Board and shall become part of the record.

The purpose of the Development Review Committee meeting is to provide information related to the proposed alley vacation and substitute easement. You will be provided the opportunity to comment on this proposed alley vacation and substitute easement at a future Planning and Zoning Board public hearing. Notice of the upcoming Planning and Zoning Board public hearing will be sent to you in the near future.

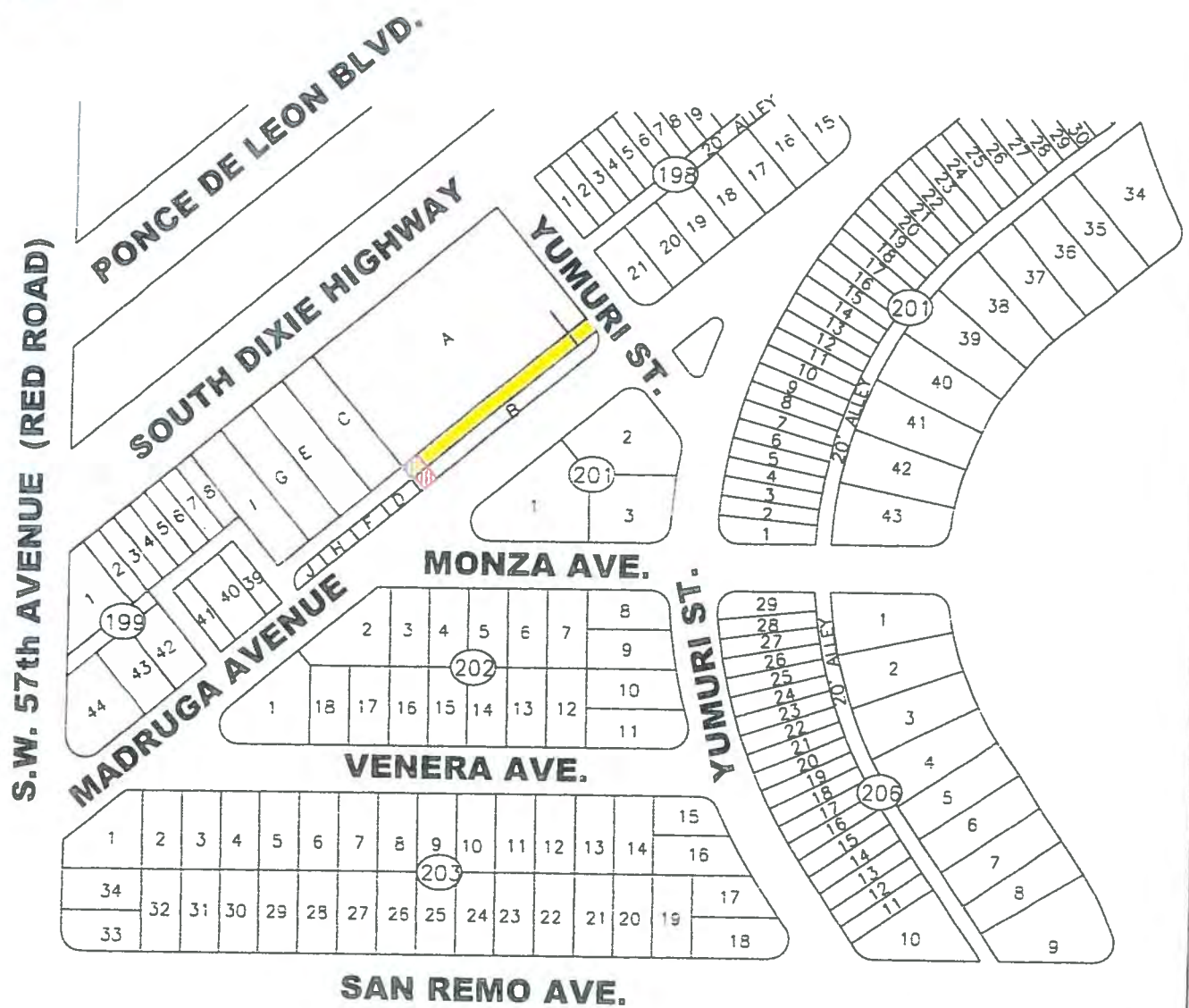
If you have questions related to this issue please contact Lina Hickman, Public Works Department, City of Coral Gables, at 305-460-5000 or [pwdepartment@coralgables.com](mailto:pwdepartment@coralgables.com).

Sincerely,



Eduardo Santamaria, P.E.  
Public Works Director  
Public Works Department  
City of Coral Gables





### LEGEND



**PROPOSED ACCESS EASEMENT**



### PROPOSED ALLEY TO BE VACATED

PROPOSED ALLEY VACATION AND EASEMENT DEDICATION

SCALE: N.T.S.

APP'D:

DRAWN: D.G.

DEPARTMENT OF PUBLIC WORKS

ENGINEERING DIVISION

CITY OF CORAL GABLES, FLORIDA

DATE: 01/06/2017

FB:

FILE NO:



October 19, 2016

**VIA HAND DELIVERY**

Mr. Eduardo Santamaria  
Public Works Director  
City of Coral Gables  
2800 SW 72<sup>nd</sup> Avenue  
Coral Gables, FL 33155

**Re: New Publix Super Market / 1542 South Dixie Highway / Request to Vacate Alley / Public Works Application / Letter of Intent**

Dear Mr. Santamaria,

On behalf of Riviera Plaza Holdings LP, (the "Applicant"), we respectfully submit this Public Works application for vacation of an alley in connection with the proposed construction of a new Publix Super Market (the "Project") to be located at 1542 South Dixie Highway (the "Property"). The Property is approximately 64,000 square feet in size and is bisected by an alley at the rear of the Property. The Property lies south of South Dixie Highway with Yumuri Street to the northeast and Madruga Avenue to the southeast. The Applicant proposes to demolish the existing two-story structure and to construct a new Publix Super Market on the approximately 1.5 acre site.

Pursuant to Section 62-257 *et seq.* of the Coral Gables Code of Ordinances, we respectfully request that the City vacate, abandon, and close a portion of the alley that presently runs through the Property, from Yumuri Street on the east to the boundary line of Tracts A and B approximately 300 feet to the west (the "Alley"). The Alley, which is further described in the enclosed materials, is approximately 20 feet in width and 300 feet in length. The Applicant intends to provide an alternative access easement that will connect to what will remain of the Alley on the property to the west to Madruga Avenue. The vacation of this portion of the Alley is necessary to consolidate the building site.

The Alley has little benefit to the public as it does not connect two thoroughfares; instead it dead ends up against another commercial development on its west side, which is the result of an ordinance previously adopted by the City Commission vacating the west 20 feet of the alley from Red Road to the boundary line of lot 3. A copy of that previously adopted Ordinance, Ordinance No. 628, is attached to this letter. Historically, the alley that bisects and has been utilized as a driveway for the existing surface parking lot to its North and South and is indistinguishable from that parking lot. The Project will offset any potential impacts which may be caused by the requested vacation by internalizing all service and loading functions within the

October 19, 2016

Page 2

proposed new building, providing structured parking, and a more pedestrian-friendly and aesthetically pleasing design that more accurately reflects modern design and planning standards.

Vacating a portion of this underutilized Alley is consistent with the City's Comprehensive Plan, as it permits consolidation of the Property making way for the Project which furthers various goals, policies and objectives of the City's Comprehensive Plan as further explained in the attached **Exhibit A**. The Applicant will bear all costs associated with the relocation of utilities, pavements, sidewalks, curbing and removal of same. If you have any questions regarding this matter, please contact me at 305-376-6061 or [mgarcia-serra@gunster.com](mailto:mgarcia-serra@gunster.com). Thank you for your attention to this matter.

Sincerely,



Mario Garcia-Serra



# "EXHIBIT A"

## Comprehensive Plan Analysis

We respectfully submit that the proposed alley vacation complies with the applicable criteria as set forth in Section 3-1203 of the Zoning Code as follows:

### **A. The non-fee property interest sought to be abandoned:**

#### **1. Does not provide a benefit to the public health, safety, welfare, or convenience, in that:**

##### **a. It is not being used by the City for any of its intended purposes.**

The alley has never served its intended purpose, as it has only ever been used as a driveway for the parking area of the retail shopping center.

##### **b. The Comprehensive Plan, special purpose plan, or capital improvement program does not anticipate its use; or**

The text of the Comprehensive Plan does not contemplate use of the subject alley.

#### **2. Provides some benefit to the public health, safety, welfare, or convenience, but the overall benefit anticipated to result from the abandonment outweighs the specific benefit derived from the non-fee property interest, in that:**

##### **a. The vacation or abandonment will not frustrate any comprehensive plan, special purpose plan, or capital improvement program of the City;**

The vacation of the alley will not frustrate any comprehensive plan, special purpose plan, or capital improvement program of the City.

##### **b. The vacation or abandonment will not interfere with any planning effort of the City that is underway at the time of the application but is not yet completed; and**

The vacation of the alley will not interfere with any planning effort of the City.

### **B. The vacation or abandonment will provide a material public benefit in terms of promoting the desired development and improves the City's long-term fiscal condition and the applicant provides beneficial mitigation in the form of a proffered mitigation plan which mitigates the loss of real property, the increase in the intensity of use and/or impacts on the public health, safety and welfare including increased parking and traffic.**

The vacation will provide a material public benefit by bringing a long-awaited modern supermarket to this area of the City. Furthermore, the Applicant will mitigate the impacts of the alley vacation by internalizing the traditional functions of an alley, including service and loading functions, as well as by providing structured parking.

The proposed alley vacation also complies with the applicable criteria as set forth in

Section 62-264 of the City's Code of Ordinances as follows:

**(1) Whether the public benefits from the use of the subject right-of-way as part of the city street system;**

The public does not currently benefit from the use of the alley as it only functions as a parking area driveway for customers of the retail shopping center.

**(2) Whether the proposed action is consistent with the city's comprehensive plan;**

Vacating the alley is consistent with the City's Comprehensive Plan because it promotes desired development in an area in which such development is much needed in accordance with the following goals, objectives and policies:

**Goal FLU-1.** Protect, strengthen, and enhance the City of Coral Gables as a vibrant community ensuring that its neighborhoods, business opportunities, shopping, employment centers, cultural activities, historic value, desirable housing, open spaces, and natural resources make the City a very desirable place to work, live, and play.

**Objective FLU-1.8.** Continue to ensure land and resources are made available which are suitable for utility facilities and other infrastructure required to support proposed development.

**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-1.1.1.** Promote and support George Merrick's vision consistent with the established historic and cultural fabric of the City.

**(3) The availability of alternative action to alleviate the identified problems;**

Vacating the alley is necessary to consolidate the Property and permit the Project.

**(4) The effect of the proposed action upon traffic circulation;**

The proposed action will not have any effect on traffic circulation.

**(5) The effect of the proposed action upon the safety of pedestrians and vehicular traffic;**

The proposed action will create a more pedestrian-friendly design, which will ensure the safety of pedestrians and vehicular traffic.

**(6) The effect of the proposed action upon the provision of municipal services, including, but not limited to, emergency services and waste removal; and**

The proposed action will have no effect on the provision of municipal services.

**(7) The mitigation plan proposed by the applicant to offset any potential impacts.**

The Project will offset any potential impacts by internalizing all service and loading functions within the new building and by providing structured parking.

MIA\_ACTIVE 4537033.1



**THE CITY OF CORAL GABLES**  
**CORAL GABLES, FLORIDA**  
**STREET AND ALLEY VACATION GUIDELINES**

**CHECK LIST**

APPLICANT(S) MUST RETURN THE FOLLOWING:

- ☒ 1. Application
- ☒ 2. Certified Survey
- ☒ 3. Letter of Intent
- ☒ 4. Waiver of Objections
- ☒ 5. Filing Fee \$6,000.00  
(Ordinance No. 0-2015-17)
- ☒ 6. List and Mailing Labels of Property Owners within a minimum 1000' radius,

**\*Applicant: All property owners abutting the proposed right of way to be vacated**

THE CITY OF CORAL GABLES  
CORAL GABLES, FLORIDA

STREET AND ALLEY VACATION

DATE: 10/14/2016

APPLICATION FOR VACATION OF A STREET OR ALLEY, (PLEASE CHECK IF APPLICABLE ITEM)

                     Vacation of Street

  x   Vacation of Alley

PLEASE PRINT OR TYPE:

1.

Riviera Plaza Holdings LP  
Name of Applicant(s)

1542 South Dixie Highway      Coral Gables, FL 33146      786-220-0460  
Street Address      City, State, Zip      Telephone Number

CHECK APPROPRIATE BOX

☐ Rent ☒ Own

848 Brickell Avenue, PH1      Miami, FL 33131      786-220-0460  
Mailing Address      City, State, Zip      Telephone Number

2. A. General description of r.o.w. to be vacated (survey with legal description to be attached)

Alley that runs between Tracts "A" and "B" of Block 199 of Coral Gables Riviera Section 14

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

B. Dimension of proposed vacation: Length in feet: 300.

Width in feet: 20.

3. If applicant(s) is going to dedicate property for a Substitute Street or Alley, describe the property to be dedicated for such substitution.

Applicant will provide an alternative access easement which will connect to the remaining portion of the alley on the property to the west of the subject property. Please see enclosed sketch and legal description of proposed alternative access easement.

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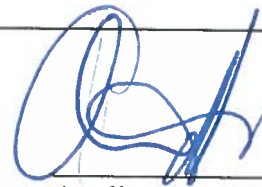
4. Reason for the requested abandonment, vacation and closure.

Applicant is requesting vacation of the alley to consolidate the building site. The alley has never served its intended purpose.

---

---

---



Applicant(s) Signature



APPLICANT(S) (continued)

_____ Name (Print)	_____ Signature	_____ Mailing Address
OWNER OF: _____ Lot(s)	_____ Block	_____ Section
_____ Name (Print)	_____ Signature	_____ Mailing Address
OWNER OF: _____ Lot(s)	_____ Block	_____ Section
_____ Name (Print)	_____ Signature	_____ Mailing Address
OWNER OF: _____ Lot(s)	_____ Block	_____ Section
_____ Name (Print)	_____ Signature	_____ Mailing Address
OWNER OF: _____ Lot(s)	_____ Block	_____ Section
_____ Name (Print)	_____ Signature	_____ Mailing Address
OWNER OF: _____ Lot(s)	_____ Block	_____ Section
_____ Name (Print)	_____ Signature	_____ Mailing Address

Action by:  
Development & Review Committee

_____ Date
_____ Date
_____ Date

City Commission:

Planning Department

Memoranda: \_\_\_\_\_

APPLICANT(S) (continued)

_____ Name (Print)	_____ Signature	_____ Mailing Address
OWNER OF: _____ Lot(s)	_____ Block	_____ Section
_____ Name (Print)	_____ Signature	_____ Mailing Address
OWNER OF: _____ Lot(s)	_____ Block	_____ Section
_____ Name (Print)	_____ Signature	_____ Mailing Address
OWNER OF: _____ Lot(s)	_____ Block	_____ Section
_____ Name (Print)	_____ Signature	_____ Mailing Address
OWNER OF: _____ Lot(s)	_____ Block	_____ Section
_____ Name (Print)	_____ Signature	_____ Mailing Address
Action by: Development Review Committee		_____ Date
		_____ Date
		_____ Date

**THE CITY OF CORAL GABLES  
CORAL GABLES, FLORIDA  
STREET AND ALLEY VACATION GUIDELINES**

Please read carefully and comply with all instructions which apply to your request in order to avoid an incomplete application and resultant delay.

**LIMITATION AUTHORITY**

The Development Review Committee is charged with the responsibility of making an investigation, holding hearings, and submitting recommendation to the City Manager on requests for street and alley vacations. The hearing determination of vacating a street and alley is vested with the City Commission.

**PRELIMINARY REVIEW**

It is advisable to discuss the application with the staff of the Engineering Division in order to avoid filing is completely future or incomplete application.

**INCOMPLETE APPLICATION**

All required exhibits and supplementary data must be submitted at the same time as the application is filed, or the application will be determined to be incomplete. Incomplete applications will not be accepted and will be returned to the applicant.

**FILING AND HEARING FEES**

At the time of filing the application, the applicant shall pay a filing fee of \$1,500 (Ordinance 0-2004-34, Section 5) to pay the cost of processing the application.

**EXHIBITS AND DATA**

A. GENERAL: All exhibits and data submitted in connection with the application becomes a part of the public records of the City of Coral Gables.

B. LETTER OF INTENT: All applicants must be accompanied by a letter of intent. Please describe in detail in the letter of intent the proposed use of the vacated property, also explain to what extent the request would serve the public benefit which would warrant the granting of the request. The letter of intent shall also contain a statement that all costs relative to the relocation of any and all utilities, pavements, sidewalks, curbing and removal of same where discontinued shall be borne by the applicant.

C. CERTIFIED SURVEY: All applications must be accompanied by a certified survey prepared by a registered land surveyor showing the dimensions of any locations of the street and alley to be vacated. The survey shall also show the following, located within the proposed vacation:



1. Location of power poles.
2. Location of telephone poles.
3. Location of underground telephone, power lines.
4. Location and size of water lines.
5. Location and size of gas lines.
6. Location of sanitary sewer lines.
7. Location and size of stormwater lines.
8. Location and size of soakage pits.
9. Location of all manholes.

D. **WAIVER OF OBJECTION:** Attach letter from the following utility companies stating whether or not they have objections to the vacation of the street and/or alley.

1. Miami-Dade Water & Sewer Department (Ms. Odalys C. Bello, 786-268-5268)
2. Florida Power & Light Company (Mr. Victor Muñiz 305-552-4056)
3. AT&T (Mr. Steve Massie 305-222-8745)
4. City Gas Company of Florida (Mr. Dexter Pinkney 305-835-3632)
5. Comcast (Mr. Leonard Maxwell 954-447-8405)
7. XO Communication and all other Telecommunication Companies.
8. City of Coral Gables Utilities Div. (Mr. Jorge Acevedo (305-460-5005))

Contact 305-460-5026 for contact persons and mailing addresses.

**PLEASE NOTE:**

1. No hearing will be scheduled or heard on an incomplete or inaccurate application.
2. Application forms are available at the City of Coral Gables, Engineering Division, 2800 S.W. 72 Avenue, Miami, Florida (Telephone # 305-460-5026).
3. Checks for application fee shall be payable to the CITY OF CORAL GABLES.
4. It is advisable to discuss your application with the staff of the Engineering Division in order to avoid a completely futile or incomplete application.

THIS APPLICATION, WITH ALL REQUIRED SUPPLEMENTAL DATA AND INFORMATION, MUST BE COMPLETED IN CONFORMITY WITH THE ATTACHED INSTRUCTIONS AND THEN RETURNED TO THE SECRETARY OF THE STREET AND ALLEY VACATION COMMITTEE WITH THE APPROPRIATE APPLICATION FEE.

I HAVE READ AND UNDERSTAND THE FOREGOING INSTRUCTIONS.

October 18, 2016  
DATE

Arnaud Karsenti  
APPLICANT(S) (PRINT OR TYPE)

  
APPLICANT(S) SIGNATURE



SKETCH AND LEGAL DESCRIPTION  
BY  
**PULICE LAND SURVEYORS, INC.**

5381 NOB HILL ROAD  
SUNRISE, FLORIDA 33351

TELEPHONE: (954) 572-1777 • FAX: (954) 572-1778

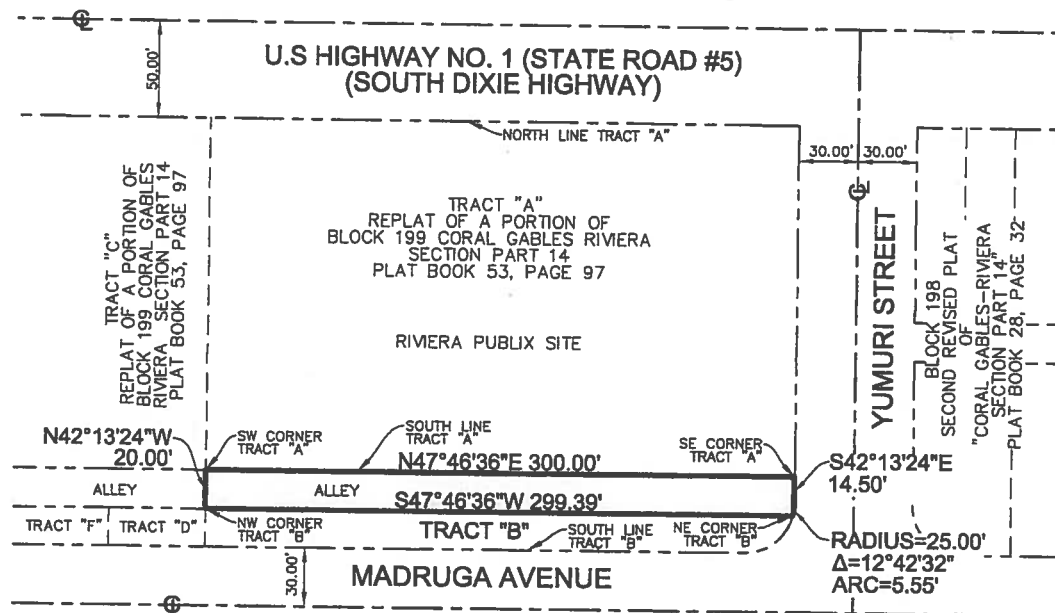
E-MAIL: surveys@pulicelandsurveyors.com CERTIFICATE OF AUTHORIZATION LB#3870



**LEGAL DESCRIPTION:**

THE 20.00 FOOT WIDE ALLEY BETWEEN TRACTS "A" AND "B" OF "REPLAT OF A PORTION OF BLOCK 199 OF CORAL GABLES RIVIERA SECTION PART 14", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 53, PAGE 97, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

SAID LANDS SITUATE, LYING AND BEING IN THE CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA AND CONTAINING 5,999 SQUARE FEET, MORE OR LESS.



**NOTES:**

- 1) BEARINGS ARE BASED ON THE SOUTH LINE OF TRACT "A" BEING N47°46'36"E.
- 2) THIS IS NOT A SKETCH OF SURVEY AND DOES NOT REPRESENT A FIELD SURVEY.
- 3) THIS SKETCH IS NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

**LEGEND:**

⊙ CENTERLINE  
Δ CENTRAL ANGLE

FILE: 13TH FLOOR INVESTMENTS

SCALE: 1"=80'

DRAWN BY: B.E.

ORDER NO.: 62044

DATE: 10/31/16

20' ALLEY VACATION

CORAL GABLES, FLORIDA

FOR: RIVIERA PUBlix

☑ JOHN F. PULICE, PROFESSIONAL SURVEYOR AND MAPPER LS2691  
☐ BETH BURNS, PROFESSIONAL SURVEYOR AND MAPPER LS6136  
☐ VICTOR R. GILBERT, PROFESSIONAL SURVEYOR AND MAPPER LS6274  
STATE OF FLORIDA



## SKETCH AND LEGAL DESCRIPTION

BY

**PULICE LAND SURVEYORS, INC.**5381 NOB HILL ROAD  
SUNRISE, FLORIDA 33351

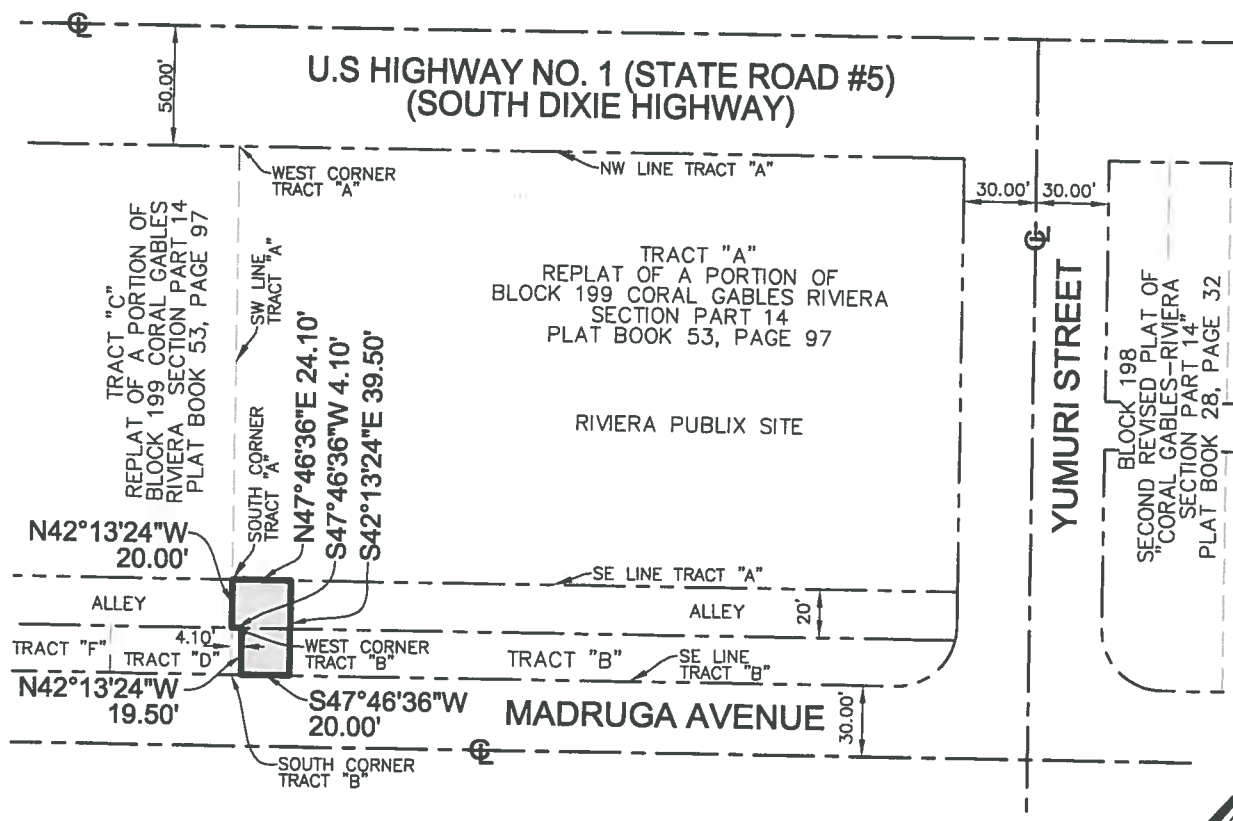
TELEPHONE: (954) 572-1777 • FAX: (954) 572-1778

E-MAIL: surveys@pulicelandsurveyors.com CERTIFICATE OF AUTHORIZATION LB#3870

**LEGAL DESCRIPTION: ACCESS EASEMENT**

THE SOUTHWESTERLY 24.10 FEET OF TRACT "B", "REPLAT OF A PORTION OF BLOCK 199 OF CORAL GABLES RIVERIA SECTION PART 14", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 53, PAGE 97, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA; LESS THE SOUTHWESTERLY 4.10 FEET THEREOF; TOGETHER WITH THE SOUTHWESTERLY 24.10 FEET OF THAT PORTION OF THE 20.00 FOOT WIDE ALLEY BETWEEN TRACTS "A" AND "B" OF SAID PLAT.

SAID LANDS SITUATE, LYING AND BEING IN THE CITY OF CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA AND CONTAINING 872 SQUARE FEET, MORE OR LESS.

**NOTES:**

- 1) BEARINGS ARE BASED ON THE SE LINE OF TRACT "A" BEING N47°46'36"E.
- 2) THIS IS NOT A SKETCH OF SURVEY AND DOES NOT REPRESENT A FIELD SURVEY.
- 3) THIS SKETCH IS NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

**LEGEND:**

CENTERLINE

FILE: RIVIERA PLAZA HOLDINGS LP

SCALE: 1"=80'

DRAWN BY: B.E.


ORDER NO.: 62126

DATE: 11/09/16

ACCESS EASEMENT

CORAL GABLES, FLORIDA

FOR: RIVIERA PUBLIX

- 
- ☐ JOHN F. PULICE, PROFESSIONAL SURVEYOR AND MAPPER LS2691
  - ☐ BETH BURNS, PROFESSIONAL SURVEYOR AND MAPPER LS6136
  - ☐ VICTOR R. GILBERT, PROFESSIONAL SURVEYOR AND MAPPER LS6274
- STATE OF FLORIDA





## The City of Coral Gables

*Public Works Department*

2800 SW 72 Avenue

Miami, FL 33155

December 1, 2016

Jennifer E. Fine  
Brickell World Plaza, 600 Brickell Avenue, Suite 3500  
Miami, FL 33131  
[JFine@gunster.com](mailto:JFine@gunster.com)

### Electronic Correspondence

RE: Proposed Alley Vacation at 1542 – 1566 S. Dixie Hwy. (Riviera Plaza)

Dear Mrs. Fine:

The City of Coral Gables owns and maintains a gravity sewer line within the referenced alley. We consent to vacate the alley if a relocation and/or easement is provided to maintain our utilities.

If you have any question, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink that reads "Jorge Acevedo".

Jorge E. Acevedo P.E., LEED Green Associate  
Utilities Director

[Jacevedo2@coralgables.com](mailto:Jacevedo2@coralgables.com)

cc. Ed Santamaria, [esantamaria@coralgables.com](mailto:esantamaria@coralgables.com)  
Lina Hickman, [lhickman@coralgables.com](mailto:lhickman@coralgables.com)



AT&T Florida  
9500 SW 180 St  
Palmetto Bay, FL 33157

T: 305-255-8451  
www.att.com

Mr. Ashley Ziel  
13<sup>th</sup> Floor Investments  
848 Brickell Ave PH1  
Miami, FL 33131

Re: Alley Vacation – Riviera Plaza  
1550 S Dixie Hwy, Coral Gables, FL

Mr. Ziel,

On behalf of Bellsouth Telecommunications, LLC d/b/a AT&T Florida, this letter shall serve as notice of “**non-objection**” to the vacation/abandonment of that portion of the referenced public right of way (Alley) as depicted on the attached Sketch and Legal description prepared by Continental Land Surveyors, Inc. dated March 6, 2015.

No existing AT&T Florida facilities of record currently occupy the subject “Alley”.

Sincerely,

A handwritten signature in black ink that reads "Steve Low". The signature is written in a cursive, flowing style.

Steve Low, Mgr OSP Planning & Engineering  
SE Network Operations Const/Eng – SFL District



Proud Sponsor of the U.S. Olympic Team



AT&T Florida  
9500 SW 180 St  
Palmetto Bay, FL 33157

T: 305-255-8451  
www.att.com

Mr. Ashley Ziel  
13<sup>th</sup> Floor Investments  
848 Brickell Ave PH1  
Miami, FL 33131

Re: Alley Vacation – Riviera Plaza  
1550 S Dixie Hwy, Coral Gables, FL

Mr. Ziel,

On behalf of Bellsouth Telecommunications, LLC d/b/a AT&T Florida, this letter shall serve as notice of “**non-object**ion” to the vacation/abandonment of that portion of the referenced public right of way (Alley) as depicted on the attached Sketch and Legal description prepared by Continental Land Surveyors, Inc. dated March 6, 2015.

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Sincerely,

A handwritten signature in black ink that reads "Steve Low". The signature is written in a cursive, flowing style.

Steve Low, Mgr OSP Planning & Engineering  
SE Network Operations Const/Eng – SFL District



**Ashley Ziel**

---

**Subject:** FW: Riviera Plaza - 1550 S. Dixie Hwy., Coral Gables, FL - No Objection

---

**From:** Leeger, Gegi [<mailto:Gegi.Leeger@xo.com>]  
**Sent:** Monday, October 17, 2016 1:50 PM  
**To:** Ashley Ziel  
**Subject:** RE: Riviera Plaza - 1550 S. Dixie Hwy., Coral Gables, FL - No Objection

Mr. Ziel,

XO Communications continues not to have any facilities on this property.



Gegi Leeger  
Director –Privacy and Regulatory Affairs  
**XO Communications**  
| [13865 Sunrise Valley Drive | Herndon, VA 20171](#) |  
| P: [703.547.2109](tel:703.547.2109) | C: [202-345-2325](tel:202-345-2325) | [gegi.leeger@xo.com](mailto:gegi.leeger@xo.com) | [www.xo.com](http://www.xo.com) |  
A row of social media icons including LinkedIn, Facebook, Twitter, and YouTube.

**From:** Ashley Ziel [<mailto:aziel@13fi.com>]  
**Sent:** Monday, October 17, 2016 11:33 AM  
**To:** Leeger, Gegi <[Gegi.Leeger@xo.com](mailto:Gegi.Leeger@xo.com)>  
**Subject:** Riviera Plaza - 1550 S. Dixie Hwy., Coral Gables, FL - No Objection

RE: PETITION FOR VACATION OF ALLEY  
RIVIERA PLAZA  
PROPERTY AT 1550 SOUTH DIXIE HIGHWAY, CORAL GABLES, FL

Hello Ms. Leeger,

My name is Ashley Ziel and I am a Development Manager with 13<sup>th</sup> Floor Investments in Miami, FL. I am contacting you today because our firm would like an updated no-objection letter (or confirming email) from XO on the subject property. I am attaching the previous email from you stating that XO has no affected facilities as reference. The Identifying information is as follows:

"THAT PORTION OF A 20 FOOT ALLEY LYING BETWEEN TRACT A AND B REPLAT OF A PORTION OF BLOCK 199 CORAL GABLES RIVIERA SECTION PART 4 ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 53 PAGE 97 OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA ... "

Please do not hesitate to contact me at the numbers below should you need additional information. Thank you for your time and consideration in this matter.

Regards,

**Mr. Ashley Q. Ziel**

**Project Manager**



**13<sup>TH</sup> FLOOR**  
INVESTMENTS

**848 Brickell Avenue PH1**

**Miami, FL 33131**

**Main [786-220-0460](tel:786-220-0460)**

**Direct [786-581-2523](tel:786-581-2523)**

**Mobile [305-336-5227](tel:305-336-5227)**

**Email: [aziel@13fi.com](mailto:aziel@13fi.com)**

**Website: [www.13fi.com](http://www.13fi.com)**



Water and Sewer  
P. O. Box 330316 • 3071 SW 38th Avenue  
Miami, Florida 33233-0316  
T 305-665-7471

[miamidade.gov](http://miamidade.gov)

November 23, 2016

Mr. Ashley Ziel, Project Manager

13<sup>th</sup> Floor Investments

848 Brickell Avenue, PH1

Miami, FL 33131

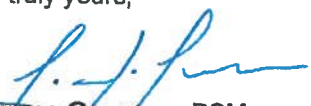
Re: Waiver of Objection / Alley Vacation / 1542 South Dixie Highway, Coral Gables, FL / Riviera Plaza

Dear Mr. Ziel:

On behalf of the Miami-Dade Water and Sewer Department ("WASD") this letter shall serve as notice of "non-objection" to the vacation/abandonment of that portion of the referenced public right of way (alley) as depicted on the Sketch and Legal Description provided. WASD records indicate an existing water main across the alley. In connection with this existing water mail, the owner of the subject property has agreed to grant alternative easements in order to maintain uninterrupted services to the new building Accordingly, WASD has no objection to the proposed vacation.

Should you have any question regarding this matter, do not hesitate to contact me.

Very truly yours,

  
Guillermo Guerrero, PSM  
Right of Way Unit  
Miami Dade County Water and Sewer Department  
☎: 786-268-5268  
[www.miamidade.gov/water](http://www.miamidade.gov/water)  
Connect With Us on [Twitter](#) | [Facebook](#)

QUALITY. VALUE. ECONOMIC GROWTH.

[WWW.MIAMIDADE.GOV/WATER](http://WWW.MIAMIDADE.GOV/WATER)







September 15, 2016

Mr. Ramon Trias  
Director of Planning and Zoning  
455 Biltmore Way  
Coral Gables, FL 33134

Reference: Tentative Plat at 1542-1566 South Dixie Highway, Coral Gables, Florida 33146  
Name: Coral Gables Riviera Section  
Location: Tracts A and B replat of a Portion of Block 199 Coral Gables Riviera Section Part 14 according to the Plat Thereof as Recorded in Plat Book 53 Page 97 Public records of Miami-Dade County, FL.

To Whom It May Concern:

Please consider this letter as your notification that satisfactory arrangements for installations of underground electric service have been made in accordance with Ordinance 68-69.

As per our agreement with you, we would appreciate your making these satisfactory arrangements contingent on easement requirements as follows:

( ) Easements necessary for electrical facilities are marked on the attached copy of the subject tentative.

(X) No additional easements are required at this time for electrical facilities.

( ) Easements have been assured verbally by the owner/developer and will be granted prior to completion of the building construction.

An easement by separate instrument will be granted by the customer for the future facilities, and therefore FPL has no objection to this Plat.

If there are any questions or you need any further information please call Seth Stegelmann at (305) 377-6147 for further assistance.

Sincerely,

A handwritten signature in black ink, appearing to read 'Seth Stegelmann', followed by a long horizontal line.

Seth Stegelmann  
Associate Engineer

CC:

Ashley Ziel

Project Manager

13<sup>th</sup> Floor Investments

848 Brickell Avenue PH1

Miami, FL 33131

Main 786-220-0460



**Engineering – Design Department**  
2601 SW 145<sup>th</sup> Ave Miramar, FL 33027

Thursday, June 09, 2016

Ashley Zeil  
**13<sup>th</sup> Floor Investments**  
848 Brickell Ave PH1  
Miami, FL 33131

RE: **Mark-Up Request / Easement vacation**  
**@ Riviera Plaza 1542 – 1566 South Dixie Hwy**  
**Miami, FL**  
**Comcast ID # - CWSI-M16-4217**

Dear Ziel:

Please be advised ...in reference to the **above mention project...**

Comcast has existing aerial and subgrade facilities within the limits of this project.

Comcast is clear and has **no objections** to vacate the existing easement based on the survey dated 03/06/15. Should it become necessary, Comcast will coordinate with the developer for a separate easement if needed. All existing Comcast facilities indicated on the plans for the above-reference project are "To Remain".

Should you have any further questions, please feel free to call me.

Cordially,



**Chris Taylor**  
South Florida Utility Coordinator  
Authorized Contractor for Comcast  
954-239-8386 (Office)

**[www.Cable-Wiring.com](http://www.Cable-Wiring.com)**

cc: Leonard Maxwell Newbold  
cc: Ric Davidson  
cc: Jose Martinez





# Florida City Gas®

4045 NW 97<sup>th</sup> Ave  
Doral, FL 33178

305 838 3600 phone  
www.floridacitygas.com

November 8, 2016

Attn: Ashley Ziel  
Project Manager  
13<sup>th</sup> Floor Investments  
Direct 786-581-2523  
Mobile 305-336-5227

**RE: Riviera Plaza - 1542-1566 South Dixie Highway – Waiver of Objection Request**

Dear Ms. Ziel:

Florida City Gas (FCG) has received your waiver of objection request to vacate the easement (alley) located in the aforementioned address. Based on a review of available records and/or field verification of existing FCG facilities, the following has been determined for the subject request:

**FCG does not have existing facilities within the identified limits of the aforementioned defined area. Therefore, FCG has no objections to the proposed vacation of the said easement.**

If you need additional information or should any questions, comments or concerns arise, Please do not hesitate to contact me.

Regards,

Oscar J. Rodriguez, MEM-EIT  
Engineer, Intermediate  
Engineering Design – FCG  
305-835-3650

DISPLAY THIS CARD ON FRONT OF JOB  
NO INSPECTION WILL BE MADE UNLESS PERMIT CARD IS  
DISPLAYED AND APPROVED PLANS ARE READILY AVAILABLE.

PERMIT ID: 225186  
CUSTOMER #: 040015



**CITY OF CORAL GABLES  
PUBLIC WORKS DEPARTMENT  
PUBLIC WORKS PERMIT**

2800 SW 72nd AVENUE  
MIAMI, FLORIDA 33155  
(305) 460-5026 or 5025

**Site Address:** 1542 S DIXIE HWY  
CORAL GABLES, FL 33146-3001

**PERMIT NUMBER:** PW-17-01-0190

**PARCEL NUMBER:** 03-4130-010-0010

**Project Name:**  
**Legal Description:**

30 54 41 CORAL GABLES RIVIERA SEC 14 REPLAT OF BLK 199 PB 53-97 TRACT A LOT SIZE 54160 SQ FT OR  
29578-0168 0415 37

**Applicant:**  
RIVIERA PLAZA HOLDINGS LP C/O  
  
411 W PUTNAM AVE  
  
GREENWICH, CT 06830

**Owner:**  
RIVIERA PLAZA HOLDINGS LP  
411 W PUTNAM AVE  
GREENWICH, CT 06830

**Contractor:**

**Bus License:**  
**Expires:**  
**State License:**

**Project Description:** APPLICATION FOR STREET AND ALLEY VACATION (DRC)

APPLICATION 1

This department must have: 24 hrs. notice for all inspections  
(305) 460-5026 or 5025 (fax) 460-5086

**FAILURE TO OBTAIN ALL REQUIRED  
INSPECTIONS WILL RESULT IN AUTOMATIC  
REJECTION OF WORK**

**FEES**

STREET AND ALLEY VACATION APPL 6,000.00

**TOTAL:** \$6,000.00

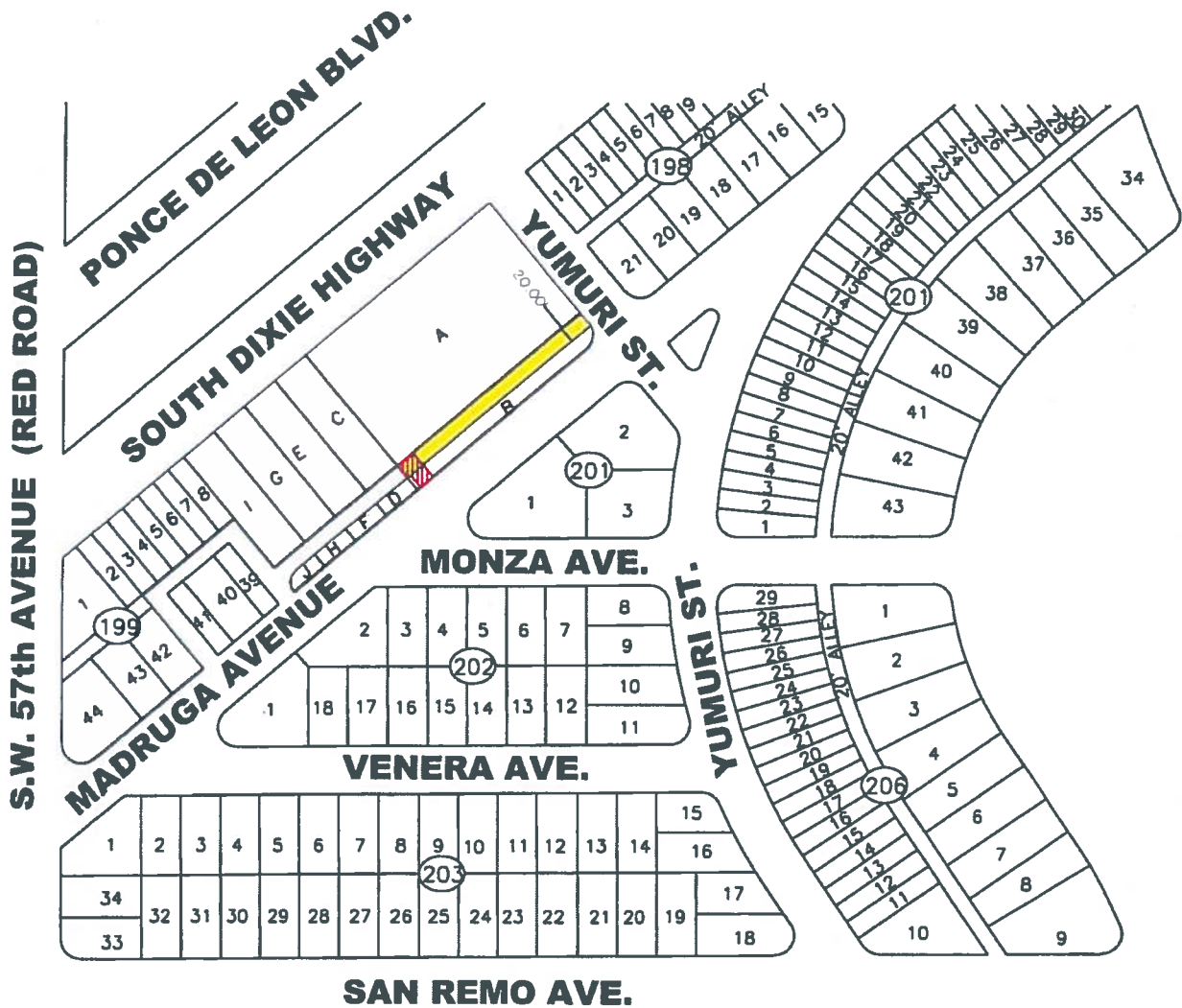
**Issued Date:** 01/06/2017

**Expiration Date:** 02/05/2017

CALL BEFORE YOU DIG FOR ALL UTILITY LOCATES  
SUNSHINE STATE ONE CALL  
1-800-432-4770



**\* REQUIREMENTS & CONDITIONS SHEETS ARE PART OF THIS PERMIT  
CALL THE AUTOMATED REQUEST SYSTEM TO SCHEDULE AN INSPECTION: 305-722-8700  
SCHEDULE AN INSPECTION VIA THE WEB: WWW.CORALGABLES.COM**



**LEGEND**



**PROPOSED ACCESS EASEMENT**



**PROPOSED ALLEY TO BE VACATED**

**PROPOSED ALLEY VACATION AND EASEMENT DEDICATION**

SCALE: N.T.S.

APP'D:

DRAWN: D.G.

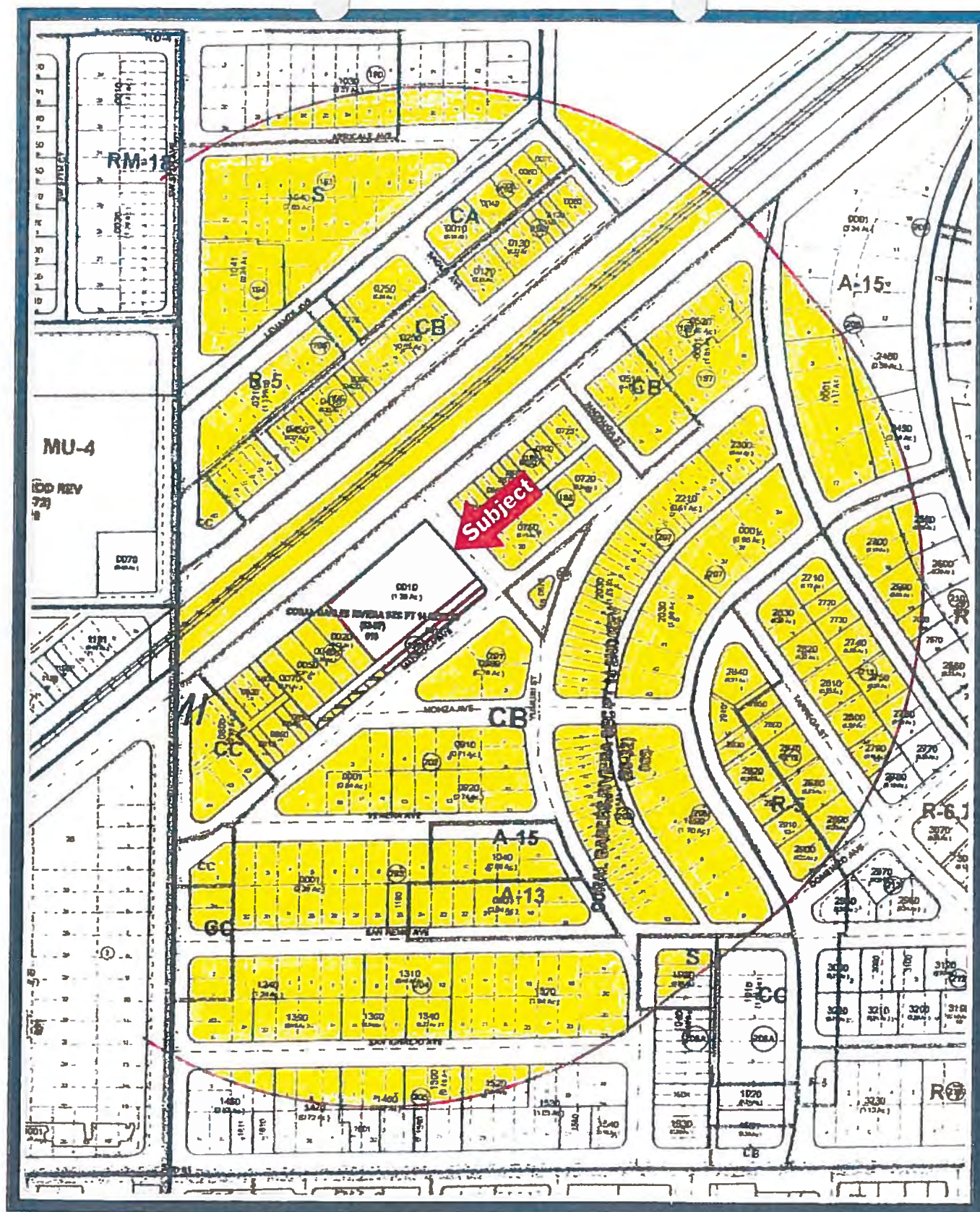
**DEPARTMENT OF PUBLIC WORKS**  
ENGINEERING DIVISION  
CITY OF CORAL GABLES, FLORIDA

DATE: 01/06/2017

FB:

FILE NO:





# CITY OF CORAL GABLES

## - MEMORANDUM -

**TO:** CATHERINE SWANSON-RIVENBARK  
CITY MANAGER  
RAMON TRIAS  
PLANNING & ZONING DIRECTOR  
ED HUDAK  
POLICE CHIEF  
MARCOS DE LA ROSA  
FIRE CHIEF  
BROOK DANNEMILLER  
PUBLIC SERVICE DIRECTOR  
JESSICA KELLER  
ASSISTANT PUBLIC WORKS DIRECTOR  
CHARLES WU  
INTERIM DEVELOPMENT SERVICES DIRECTOR  
JAVIER BETANCOURT  
ECONOMIC SUSTAINABILITY DIRECTOR  
KEVIN KINNEY  
PARKING DIRECTOR  
WALTER F. FOEMAN  
CITY CLERK  
CRAIG LEEN  
CITY ATTORNEY

**DATE:** JANUARY 06, 2017

**FROM:** EDUARDO SANTAMARIA  
PUBLIC WORKS DIRECTOR

**SUBJECT:** PROPOSED ALLEY VACATION  
AND DEDICATION OF SUBSTITUTE  
EASEMENT, 1542 S. DIXIE HWY

---

Attached please find an application for a proposed alley vacation and dedication of substitute easement for the proposed Publix Supermarket at 1542 S. Dixie Highway. The alley to be vacated is located between Tracks A and B, re-plat of portion of Block 199 of Coral Gables Riviera Section Part 14, Coral Gables.

In accordance with Ordinance No. 0-2004-34 and Chapter 62 of the City Code (attached) please review and provide your comments to the Public Works department by January 17, 2017.

This item, along with your comments, will be presented to the Development Review Committee scheduled for January 27, 2017.

C: John Osgood, Assistant Public Works Director  
Scott Bolyard, Planning Department  
Jorge Acevedo, Utilities Div. Supervisor  
Yamilet Senespleda, City Engineer  
Juan Martinez, Professional Land Surveyor  
Lina H. Hickman, Civil Engineer

# Development Review Committee Members Sign-In

DRC Meeting  
January 27, 2017  
9:30 a.m.

## Development Review Committee Member Attendance Record

#	City Department/ Division	Member Name	Member in Attendance (Printed name)	Member in Attendance (Signature)	Member Telephone Number	Member Email Address
1	Building	William Miner	WILLIAM MINER	W Miner	460-5240	wminer@coralgables.com
2	Building	Manny Lopez			460-5242	mlopez@coralgables.com
3	Fire	Chester Oms	CHESTER OMS	COO	460-5074	coms@coralgables.com
4	Parking	Kevin Kinney			460-5541	kkinney@coralgables.com
5	Planning and Zoning	Carlos Mindreau	CARLOS MINDREAU	CM	476-7215	cmindreau@coralgables.com
6	Planning and Zoning	Sebrina Brown	Sebrina Brown	SB	460-5236	sbrown@coralgables.com
7	Planning and Zoning	Ramon Trias	RAMON TRIAS	R-Trias	460-5211	rtrias@coralgables.com
8	Police	Brian Lawrence	BRIAN LAWRENCE	B Lawrence	442-1600	blawrence@coralgables.com
9	Hist. Res. & Cultural Arts	Dona Spain			460-5095	dspain@coralgables.com
10	Public Service	Brook Dannemiller	Brook Dannemiller	BD	460-5134	bdannemiller@coralgables.com
11	Public Works	Lina Hickman	Lina H. Hickman	LH	460-5048	lhickman@coralgables.com
12	Public Works	Yamilet Senespleda			460-5034	ysenespleda@coralgables.com
13	Planning and Zoning	Scot Bolyard	Scot Bolyard	SB	460-5212	sbolyard@coralgables.com
14	Hist. Res. & Cultural Arts	Catherine Cathers			460-5094	ccathers@coralgables.com
15	Economic Development	Javier Betancourt			460-5310	jbetancourt@coralgables.com




**CITY OF CORAL GABLES**

**- MEMORANDUM -**

**TO:** CHARLES WU  
DEVELOPMENT SERVICES ACTING  
DIRECTOR  
DEVELOPMENT REVIEW COMMITTEE  
(DRC) CHAIRMAN

**DATE:** JANUARY 27, 2017

**FROM:** CATHERINE CATHERS   
ARTS & CULTURE SPECIALIST  
HISTORICAL RESOURCES AND  
CULTURAL ARTS DEPARTMENT

**SUBJECT:** DEVELOPMENT REVIEW  
COMMITTEE  
ART IN PUBLIC PLACES REVIEW  
PUBLIX SUPERMARKET ALLEY  
ABANDONMENT & VACATION  
1542 S DIXIE HWY.  
DR-17-01-0799

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The Historical Resources and Cultural Arts Department / Art in Public Places program has reviewed the "Publix Supermarket Abandonment and Vacation" application package submitted for DRC Level 2 and has no comment related to Art in Public Places.

Date 1/27/17

## Development Review Committee

Department / Division Public ~~Public~~ Service / Landscape Services Project Name Publix

Name (Print) Brook Dannemiller Project Address 1542 S. Dixie Hwy

Comments: 1. Please coordinate palm removals  
and mitigation with Landscape Services.

January 27/2017

# Public Works Comments Alley Vacation.

9) The applicant shall grant the City by Deed of Dedication absolute rights of public ingress and egress and to all utilities whatever interests they need.

10) All vehicle turning radius be adequate for all vehicles that would normally or occasionally use the alley.

11) That a vertical clearance of sixteen feet (16') minimum extending the full length and width of the easement should be provided..

12) Applicant is responsible for the relocation of the existing utilities in the proposed alley to be vacated in accordance to the requirements of the affected utility companies.

13) Applicant must seek approval and permit from Florida Department of Transportation for proposed improvements and impact on South Dixie Hwy..

14) Applicant must seek Commission approval and provide fully executed hold harmless agreement or restrictive covenant for any proposed encroachments into, onto, under and over the City's right-of-ways.



## CITY OF CORAL GABLES

### - MEMORANDUM -

**TO:** Development Review Committee (DRC) **DATE:** January 27, 2017  
meeting minutes and record

**FROM:** Ramon Trias,  
DRC Chairman

**SUBJECT:** "Publix Supermarket Alley  
Vacation" Development  
Services Department  
Comments

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The Development Services Department has reviewed the "Publix Supermarket" (1542 S. Dixie Hwy) application package submitted for DRC review. The applicant's request is for review of a proposed vacation of a public right-of-way. The Development Services Department has the following comments:

- A. Planning and Zoning Division application comments and issues.
  - 1. Vacation of a public right-of-way. Application requires Abandonment and Vacation review by the Planning and Zoning Board and approval by the City Commission. Include a Mitigation Plan and Streetscape Improvements Plan with future application submittals.
  - 2. The proposed building will not require public hearing reviews and will be reviewed via the typical building permit process. However, the proposed building will be subject to green building requirements.
  - 3. Green building requirements. Pursuant to Section 5-1302, the application is required to achieve no less than Leadership in Energy and Environmental Design (LEED) Silver certification, or Silver certification by the Florida Green Building Coalition (FGBC), or under another nationally recognized certification program approved by the City Manager or City Manager's designee.
  - 4. Neighborhood Meeting. Zoning Code Section 3-302(D) states that all applications requiring a public hearing before the Planning and Zoning Board shall conduct a minimum of one (1) public information meeting, a minimum of fourteen (14) days in advance of the Planning and Zoning Board meeting.
- B. Building Director comments. Building Director comments are provided as Attachment A.
- C. Concurrency Administrator comments. Concurrency Administrator comments are provided as Attachment B.

Once the applicant has submitted a Planning Division Application that has been determined to be complete by Planning Staff, it will then be distributed to City Departments/Divisions for additional review and comments. The Planning and Zoning Division's comments will be provided in a detailed City Comment Letter with the comments provided by other City Departments. After all City comments have been addressed and the application submittal has been determined to be sufficient by Planning Staff, then the public hearing application can be scheduled for a Planning and Zoning Board meeting. Planning Staff is available to meet and assist with the submittal of the public hearing application and to answer any questions the applicant may have regarding the submittal requirements.

Attachments:

- A. Building Director comments.
- B. Concurrency Administrator comments.

cc: (via email)

Charles Wu, Assistant Development Services Director  
Dona Spain, Historical Resources and Cultural Arts Director  
Jessica Keller, Assistant Public Works Director  
Brook Dannemiller, Public Service Director  
Kevin Kinney, Parking Director  
Javier Betancourt, Economic Development Director  
Brian Lawrence, Police Department  
Chester Oms, Fire Department  
Catherine Cathers, Arts & Culture Specialist  
William Miner, Building Director  
Manuel Lopez, Building Official  
Carlos Mindreau, City Architect  
Sebrina Brown, Concurrency Administrator  
Scot Bolyard, Principal Planner  
Elizabeth Gonzalez, Zoning Technician Lead

## **Attachment A**

**Building Division Comments  
Development Review Committee Meeting  
Date: 1/27/2017**

Agenda Item: Alley Vacation for New Publix Development  
DR No: DR-17-01-0799  
Project Address: 1542 South Dixie Hwy  
Scope of Work: Abandonment/Vacation of Existing Alley

**COMMENTS/QUESTIONS:**

There are no Building issues in this application. Hence, Building Division has no comment or objection.



January 26, 2017

**DRC CONCURRENCY REVIEW**

**DR #: 17-01-0799**

**PROJECT NAME: PUBLIX SUPERMARKET**

**JOB ADDRESS: 1542 S DIXIE HWY.**

**REVIEWER: SEBRINA BROWN**

**PHONE#: (305) 460-5236**

**E-MAIL ADDRESS: sbrown@coralgables.com**

**COMMENTS:**

- **CONCURRENCY HAS NO COMMENTS AT THIS TIME.**

*Sebrina Brown*

**Concurrency Administrator**

**City Of Coral Gables**

**Development Services Department**

**Planning & Zoning Division**

**427 Biltmore Way, 2<sup>nd</sup> Floor**

**Coral Gables, FL 33134**

**PH: 305-460-5236**

**Sbrown@coralgables.com**



**GUNSTER**  
FLORIDA'S LAW FIRM FOR BUSINESS

Client Number: 39535.00001  
Writer's Direct Dial: (305) 376-6028  
Writer's Email Address: JFine@gunster.com

June 7, 2017

**VIA HAND DELIVERY**

Lina Hickman, Civil Engineer  
City of Coral Gables  
Department of Public Works  
2800 SW 72<sup>nd</sup> Avenue  
Miami, FL 33155

**Re: Mailing Labels / Riviera Plaza / 1542 South Dixie Highway**

Dear Ms. Hickman:

In connection with our application for an alley vacation at the above referenced site, please find enclosed a copy of the letter certifying that the attached ownership list, map, and mailing labels are a complete and accurate representation of the real estate property and property owners within 1,000 feet radius of the boundaries of the subject site, as well as a copy of the ownership list and map and two (2) sets of mailing labels. If you have any questions, please contact me at 305-376-6028. Thank you for your attention to this matter.

Sincerely,

Jennifer E. Fine

Enclosures

MIA\_ACTIVE 4618993 1

ALEX JIANZHONG CHEN YAN DU  
TOWER 3 FLAT UGC SSQ HKUST  
CLEAR WATER BAY HONG KONG  
CHINA

LUIS E BURGOS VILLAMAR &W ROSA A  
SAN IGNACIO 1001 APT 8  
QUITO  
ECUADOR

TREVOR A HURWITZ &W DAWN HURWITZ  
10720 HOLLYBANK DR  
RICHMOND BC V7E 4S5  
CANADA

XUELEI PANG ZUOWEI HUANG  
768 QINZHOU RD # 602 BLDG 20  
SHANGHAI 200233  
CHINA

1217 UNIVERSITY LLC  
100 US #1  
FLORIDA CITY, FL 33034

1244 ALHAMBRA LLC  
1251 S ALHAMBRA CIR  
CORAL GABLES, FL 33146

1450 PARTNERSHIP LTD C/O EVELYN  
LANGLIEB GREER PA  
5900 SW 97 ST STE 1000  
MIAMI, FL 33156

1515 SUNSET LLC  
133 SEVILLA AVE  
CORAL GABLES, FL 33134

2024 LLC  
2031 SW 17 TER  
MIAMI, FL 33145

2319 ALHAMBRA LLC  
9300 SW 140 ST  
MIAMI, FL 33176-6813

6511 SANTONA LLC  
2646 SW 130 TER  
MIRAMAR, FL 33027

ABRAHAM HOLDINGS LLC  
PO BOX 431439  
SO MIAMI, FL 33243-1439

ACV2 REAL ESTATE LLC  
3422 FRANKLIN AVE  
MIAMI, FL 33133

ADVANCED INVEST & CONSULTANTS INC  
6580 SANTONA ST #A4  
CORAL GABLES, FL 33146

AHMAD RASHID NUZHAT RASHID  
7829 SABAL LAKE DR  
PORT ST LUCIE, FL 34986

ALBERT LENEL &W DORIS & GAVINA IRIAS  
5838 SW 74 TER #301  
MIAMI, FL 33143

ALEX ZANGEN &W MORELLA DIAZ  
6622 TARREGA ST  
CORAL GABLES, FL 33146-3124

ALEXANDER C SANTEIRO  
6615 NERVIA ST  
CORAL GABLES, FL 33146

ALEXANDER GAVILLA  
1280 S ALHAMBRA CIR #1215  
CORAL GABLES, FL 33146-3161

ALEXANDER X FERRERA  
1280 S ALHAMBRA CIR #1306  
CORAL GABLES, FL 33146-3129

ALEXIS ZEQUEIRA  
1515 SAN REMO AVE #E-1  
CORAL GABLES, FL 33146-3026

ALFONSO JIMENEZ  
461 LORETTO AVE  
CORAL GABLES, FL 33146-2105

ALINA NAVARRO  
6511 SANTONA ST #C9  
CORAL GABLES, FL 33146

ALLISON LESLIE BURNSIDE TRS  
6312 CABALLERO BLVD  
CORAL GABLES, FL 33146

AMAL SHAMOON HANNA BEDAWED  
1280 S ALHAMBRA CIRCLE #1206  
CORAL GABLES, FL 33146

AMANDO T SUAREZ &W MARA  
6640 TARREGA ST  
CORAL GABLES, FL 33146-3124

AMBROISE CAPITAL LLC  
1280 S ALHAMBRA CIR # 2415  
CORAL GABLES, FL 33146-3145

ANA M BETANCOURT CYNTHIA B PEREZ  
JTRS  
1515 SAN REMO AVE #C-3  
CORAL GABLES, FL 33146

ANA MARIA AZCARATE TRS ANA MARIA  
AZCARATE LIVING TRUST  
6617 TARREGA ST  
CORAL GABLES, FL 33146

ANDREW ST CLAIR HUTCHINSON  
1280 S ALHAMBRA CIR #2102  
CORAL GABLES, FL 33146



ANDREW ST CLAIR HUTCHINSON  
1280 S ALHAMBRA CIRCLE #2106  
CORAL GABLES, FL 33146

ANDY REMO LLC  
6705 RED ROAD STE 706  
CORAL GABLES, FL 33143

ANGEL ANTONIO FULLANA  
PO BOX 9932  
SANTURCE, PR 00908  
PUERTO RICO

ANJANAYA PRASAD KORLIPARA RENUKA  
KORLIPARA  
7831 SABAL LAKE DR  
PORT ST LUCIE, FL 34986

ANN MILNE RAMSAY TRS ANN MILNE  
RAMSAY TRUST  
PO BOX 7244  
MENLO PARK, CA 94026

ANN S LIEFF & ROSALIND S ZACKS &  
MICHAEL J & BAYARD W SPECTOR TRS  
6212 RIVERA DR  
CORAL GABLES, FL 33146-3521

ANN SHAH & ANDREW SHAW  
1280 S ALHAMBRA CIR UNIT 1205  
CORAL GABLES, FL 33146-3161

ANTHONY CHISENA & W MARISA CHISENA  
CHRISTOPH P DAEPPEN  
721 BILTMORE WAY #702  
CORAL GABLES, FL 33134

ANTHONY DEL POZZO III NANCY ALARCON  
DEL POZZO  
6616 TARREGA ST  
CORAL GABLES, FL 33146

ANTHONY ROMEO  
6705 RED RD STE 700  
MIAMI, FL 33146

ANTHONY ROMEO & W CAROLINA  
6705 RED RD #700  
CORAL GABLES, FL 33143

ANTONIO E FRIGULS TRS ANTONIO E  
FRIGULS DECLARATION OF TRUST  
1131 MANATI AVE  
CORAL GABLES, FL 33146

ANTONIO IBANEZ DE SENDADIANO & W  
BETTY IBANEZ DE SENDADIANO  
1280 S ALHAMBRA CIR #2415  
CORAL GABLES, FL 33146-3145

ANTONIO J AMADEO  
543 W DAVIS BLVD  
TAMPA, FL 33606

ARLENE CLACHAR  
1280 S ALHAMBRA CIR #2419  
CORAL GABLES, FL 33146-3145

ARMANDO J HENRIQUEZ & JUDITH  
HENRIQUEZ  
3615 SUNRISE DR  
KEY WEST, FL 33040

ARWEN RESOURCES LTD  
1280 ALHAMBRA CIR #2213  
CORAL GABLES, FL 33146

ASHLEY E KIRSNER  
9240 SUNSET DR #114  
MIAMI, FL 33173

ASHOK AITHARAJU NEHA RADHIKA  
AITHARAJU  
1280 S ALHAMBRA CIR 1213  
CORAL GABLES, FL 33146

ASTHMA ALLERGY CENTER OF CORAL  
GABLES LLC  
6705 RED RD #520  
CORAL GABLES, FL 33134

ASTURCON LLC  
7742 SW 99 STREET  
MIAMI, FL 33186

ATLANTIC 45 REALTY LLC  
6705 RED RD #405  
MIAMI, FL 33143

AUDREY GIBELLINI  
1280 SO ALHAMBRA CIR #2113  
CORAL GABLES, FL 33146-3131

AUDREY GIBELLINI  
6800 SW 40 ST #111  
MIAMI, FL 33155-3708

AZITA ABBARIN KATHY AHN  
13303 REGAL CREST DR  
CLIFTON, VA 20124

BALU MANI BHAVANI MANI  
1280 SOUTH ALHAMBRA CIRCLE #2311  
CORAL GABLES, FL 33146

BAPTIST HEALTH S FL INC  
6855 RED ROAD STE 600  
CORAL GABLES, FL 33143

BAPTIST HEALTH SOUTH FLORIDA INC  
6855 RED RD 600  
CORAL GABLES, FL 33143

BAPTIST HEALTH SOUTH FLORIDA INC  
6855 RED ROAD #500  
CORAL GABLES, FL 33143

BAR REAL ESTATE HOLDINGS LLC  
6001 SW 85 AVE  
MIAMI, FL 33143-1535

BARBARA IOANNIDES ALDERMAN  
4931 MADISON ST  
HOLLYWOOD, FL 33021

BEATRIZ HERNANDEZ  
6600 SANTONA ST  
CORAL GABLES, FL 33146-3112

BEVERLY HILLS CAFE VIII INC  
5829 SW 73 ST #1  
MIAMI, FL 33143

BEVERLY PEAKE  
1280 S ALHAMBRA CIR #2313  
MIAMI, FL 33146-3132

BLANK SPACE LLC  
7758 SW 54 AVE  
MIAMI, FL 33143

BLUE SKY DEVELOPMENT INC  
7641 SW 53 CT  
MIAMI, FL 33143

BRYAN D SCHAEFER &W GEORGIA C  
2252 SW 22 TER  
MIAMI, FL 33145-3513

BRYAN D SCHAFER &W GEORGIA M CORBIN  
2252 SW 22 TERR  
MIAMI, FL 33145-3513

BUPCOM INC  
1845 NW 112 AVE 211  
DORAL, FL 33172

BUTTERFLY JOURNEY LLC  
7720 SW 59 CT  
SOUTH MIAMI, FL 33143-5113

C & J CASTANEDA FAMILY LTD PARN  
17885 FIELDBROOK CIRCLE WEST  
BOCA RATON, FL 33496

CABRAL ACRA FAMILY COMPANY LLC  
3062 INDIANA ST  
MIAMI, FL 33133

CARLOS E NATION MARIA I ARCAYA  
6610 SANTONA ST  
CORAL GABLES, FL 33146

CARLOS ESTALELLA &W MERCEDES  
6825 CORSICA ST  
CORAL GABLES, FL 33146-3713

CARRIEANNE COLOMA  
7811 ALTAMIRA AVE  
CORAL GABLES, FL 33143-6245

CARRIEANNE COLOMA &H CARLOS  
7811 ALTAMIRA AVE  
CORAL GABLES, FL 33143-6245

CASEY SAN REMO LLC  
6705 RED RD #318  
CORAL GABLES, FL 33143

CENTRAL PARK PROFESSIONAL CENTER  
328 CRANDON BLVD STE 221C  
KEY BISCAYNE, FL 33149-1331

CG 2301 LLC  
19333 COLLINS AVE UNIT #2408  
SUNNY ISLES BEACH, FL 33160

CHAINS FIRST PROPERTIES LLC  
PO BOX 025323  
MIAMI, FL 33102

CHARTER AMERICA INC  
866 S DIXIE HWY  
CORAL GABLES, FL 33146-2603

CHEE TUN LAI YEE VONG CARMEN TUN  
1280 S ALHAMBRA CIR 1210  
CORAL GABLES, FL 33146

CHRISTIANNE MAIGRE  
6580 SANTONA ST #A24  
CORAL GABLES, FL 33146-3156

CHRISTIE S ESCOBAR  
13921 LAKE MAHOGANY BLVD #2821  
FORT MYERS, FL 33907

CHRISTOPHER A CARR  
1355 NICOLET PL  
DETROIT, MI 48207

CITY OF CORAL GABLES  
405 BILTMORE WAY  
CORAL GABLES, FL 33134

CITY OF CORAL GABLES ALLEY  
405 BILTMORE WAY  
CORAL GABLES, FL 33134

CKL BUILDER GROUP CORP  
7455 NW 41 ST  
MIAMI, FL 33166

CLAUDE DORSY &W MAUREEN T  
7740 SW 104 ST  
MIAMI, FL 33156-3195

CLAVIKE LLC  
799 CRANDON BLVD #504  
KEY BISCAYNE, FL 33149-2554

CORAL GABLES FEDL S & L ASSN % FIRST  
UNION NTL BANK  
PO BOX 2609  
CARLSBAD, CA 92018

CVG MANAGEMENT COMPANY LLC  
9402 SW 88 CT  
MIAMI, FL 33176

CYELL CORNER LLC  
12471 SW 72 AVE  
MIAMI, FL 33156

D L H B INVESTORS GROUP  
20201 E COUNTRY CLUB # 2703  
AVENTURA, FL 33180

D L H B INVESTORS GROUP INC  
20201 EAST COUNTRY CLUB DR #2703  
AVENTURA, FL 33180

DANIEL B CRUSE EST OF  
6580 SANTONA ST #A27  
CORAL GABLES, FL 33146-3156

DANIEL L HERRERA  
3170 NORTH SHERIDAN RD #1126  
CHICAGO, IL 60657

DARIO L JARAMILLO  
1338 STANFORD ST #D  
SANTA MONICA, CA 90404

DAVID A FREEDMAN & KIMBERLY J  
FREEDMAN JTRS  
3561 CRYSTAL VIEW CT  
MIAMI, FL 33133

DAVID GUTIERREZ & W ROXANNE  
3 MARION WAY  
LAGRANGEVILLE, NY 12540

DAVID P GROSSINGER AMY GROSSINGER  
SYLVIA GROSSINGER  
1515 SAN REMO AVE B-3  
CORAL GABLES, FL 33146

DAVID RODRIGUEZ JESSICA LERA  
RODRIGUEZ  
6630 TARREGA ST  
CORAL GABLES, FL 33146

DAVID SWIATLO JACK GONOGA CORP  
276 CHULA VISTA ST  
SANTE FE, NM 87501

DELILAH ALONSO MD LLC  
6705 RED ROAD STE 518  
CORAL GABLES, FL 33143

DIANA DAVILA  
3500 CORAL WAY #1108  
CORAL GABLES, FL 33145

DIANE J SUKIENNIK  
6511 SANTONA AVE #C16  
CORAL GABLES, FL 33134-6314

DOLORES M LONGO  
960 BAY DR #907  
MIAMI BEACH, FL 33141-5644

DOLORES M LONGO  
1280 S ALHAMBRA CIR UNIT 1411  
CORAL GABLES, FL 33146-3130

DUNVEGAN1 LLC  
1260 MENDEAVIA AVENUE  
CORAL GABLES, FL 33146

EDEN HOLDINGS LLC  
PO BOX 191292  
MIAMI BEACH, FL 33119

EDGAR JONES & W SUSAN  
515 TIVOLI AVE  
CORAL GABLES, FL 33143-6346

EDGARDO ROTMAN  
1280 S ALHAMBRA CIR UNIT 1312  
CORAL GABLES, FL 33146-3129

EDSON EIJI NAKAMURA  
3048 NW 28 TERR  
BOCA RATON, FL 33434

EDWARF S WEISFELNER  
555 W 59 ST  
NEW YORK, NY 10019

EILEEN AKEMI NAKAMURA  
3048 NW 28 TERR  
BOCA RATON, FL 33434

ELENA BUSTILLO  
5240 SW 72 AVE  
MIAMI, FL 33155-5511

ELIZABETH HOGAN  
1515 SAN REMO AVE #C6  
CORAL GABLES, FL 33146

EMMA R DEZA  
6580 SANTONA ST A17  
CORAL GABLES, FL 33146

ESQUINA SANTONA LLC C/O HOLLAND AND  
KNIGHT LLP  
701 BRICKELL AVE 3300  
MIAMI, FL 33131

ESTHER M GONZALEZ TRS  
6580 SANTONA ST APT 15  
CORAL GABLES, FL 33146



EWD SAN REMO LLC  
10615 LAKESIDE DRIVE  
CORAL GABLES, FL 33156

FAROUK HAMDY &W MONA & DINA HAMDY  
13234 OSTERPORT DR  
SILVER SPRING, MD 33146-3129

FEDERICO JEN &W ROSITA  
5978 NW 74 TERR  
PARKLAND, FL 33067

FEDERICO JUAN PABLO JOST CARMEN  
CECILIA JOST  
1172 S DIXIE HWY APT 553  
CORAL GABLES, FL 33146

FIRST UNITED METHODIST CHURCH OF  
SOUTH MIAMI  
6565 SW 57 AVE  
SOUTH MIAMI, FL 33143

FLORES FAMILY HOLDINGS LLC  
6705 RED RD #400  
CORAL GABLES, FL 33143

FOUR MARCHING FISH LLC  
8355 MENYEITH TERR  
MIAMI LAKES, FL 33016-1432

FRIEDLAND INVESTMENT GROUP LLC  
1430 S DIXIE HWY 305  
CORAL GABLES, FL 33146

FYJ LLC  
184 NE 168 ST  
NO MIAMI, FL 33162

G E N O 1430 LLC  
1430 S DIXIE HWY STE 202  
CORAL GABLES, FL 33143

GABLES SANTONA LLC  
265 SEVILLA AVE  
CORAL GABLES, FL 33134

GABRIEL HORACIO DALMAU  
6622 SANTONA ST  
CORAL GABLES, FL 33146

GARNET & CARBONELL HOLDINGS LLC  
6705 RED RD #312  
CORAL GABLES, FL 33143

GARSH INVESTMENTS LLLP  
1430 S DIXIE HWY UNIT 309  
MIAMI, FL 33143

GBA WELLNESS LLC  
6705 RED RD #408  
CORAL GABLES, FL 33143

GEORGE PRENDES &W BEATRIZ  
1515 SAN REMO AVE #D-5  
MIAMI, FL 33146

GEORGE W PRENDES  
1515 SAN REMO AVE A-4  
MIAMI, FL 33146

GIANPAOLO TASSO  
389 DURANT WAY  
MILL VALLEY, CA 94941

GIANPAOLO TASSO &W MONICA  
389 DURANT WAY  
MILL VALLEY, CA 94941

GLORIA LEAL  
1280 S ALHAMBRA CIR UNIT 1308  
CORAL GABLES, FL 33146-3129

GORDON NARAYANSINGH JTRS LAURA  
NARAYANSINGH JTRS  
1280 SOUTH ALHAMBRA CIRCLE #2110  
CORAL GABLES, FL 33146

GRACE HOLDINGS & INVESTMRNTS LLC  
6705 RED RD #702  
SOUTH MIAMI, FL 33143

GRACE R MEANY  
23 OLCOTT LN  
BERNARDSVILLE, NJ 07924

GRACIELA C GRIENER & MARIA S GONZALEZ  
13232 SW 52 TERRACE  
MIAMI, FL 33175

GUILLERMO FERNANDEZ TRS DORIS B  
FERNANDEZ TRS  
151 SE 15 RD UNIT 802  
MIAMI, FL 33129

GUY R SCHUTZEUS  
50 SOUTH 7 ST  
PITTSBURGH, PA 15203

HEATHER R WEISSMAN  
144 E 84 ST # 11H  
NEW YORK, NY 10028

HECTOR ALEJANDRO TREJO  
1825 PONDE DE LEON BLVD 388  
CORAL GABLES, FL 33134

HELEN GRAY LAURA GRAY KLINE  
1280 S ALHAMBRA CIR 2310  
CORAL GABLES, FL 33146

HENRY IUKIO NAKAMURA  
3048 NW 28 TERR  
BOCA RATON, FL 33434

HOWARD & DUSTIN GREENBERG  
1280 S ALHAMBRA CIR #1413  
CORAL GABLES, FL 33146-3130

HUGO PEREZ TRS HUGO PEREZ & NEOLIA  
PEREZ REV TR NEOLIA PEREZ TRS  
6621 NREVIA ST  
CORAL GABLES, FL 33146

HUMBERTO DE LARA TOMAS BURCET  
1430 S DIXIE HWY #321  
CORAL GABLES, FL 33146

IGNACIO M RIVEIRA JR &W ARIELLE C  
1204 HARDEE RD  
CORAL GABLES, FL 33146-3231

IRIS & VANESSA GERSNY  
791 CRANDON BLVD #503  
KEY BISCAYNE, FL 33149

ISAMARO HOLDINGS LLC  
1280 ALHAMBRA CIR 2214  
CORAL GABLES, FL 33146

IVAN HANUSZKIEWICZ & JUAN P  
HANUSZKIEWICZ JTRS  
1280 S ALHAMBRA CIR #1111A  
CORAL GABLES, FL 33146-3147

J S REALTY LLC  
6705 RED ROAD STE 708  
CORAL GABLES, FL 33143

JACK W BAGWELL  
7700 GRAY SHOALS DR  
COLUMBUS, GA 31904

JACNIC LLC  
6705 RED RD #500  
CORAL GABLES, FL 33143-3644

JACQUELINE SENYITKO  
27 NEW BOSTON CT  
DANVILLE, CA 94526

JAMES DOUGHERTY  
6511 SANTONA ST C20  
SOUTH MIAMI, FL 33146-3149

JANET MEDINA  
7220 RED RD  
MIAMI, FL 33143

JAY W NICKELS TRS RITA IRENE NICKELS  
TRS  
15026 MCKENDREE AVE  
PACIFIC PALISADES, CA 90272

JEFF SCHRAM  
1215 HARBOR ISLAND WALK  
BALTIMORE, MD 21230

JERRY KATZEN BARBARA KATZEN  
ELIZABETH KATZEN  
2630 HILOLA ST  
MIAMI, FL 33133

JESSE S LEIGHTON JTRS MAUREEN L GORE  
JTRS GAVIN M LEIGHTON JTRS  
4252 MECHANICSVILLE RD  
MECHANICSVILLE, PA 18934

JESSICA RAFFO TRS J RAFFO LIVING TRUST  
6580 SANTONA ST A21  
CORAL GABLES, FL 33146

JOHN C FLANNIGAN  
6365 COLLINS AVE #1601  
MIAMI BEACH, FL 33141

JOHN C L FLANNIGAN  
6365 COLLINS AVE #1601  
MIAMI, FL 33141

JOHN D ACTON &W JACQUELINE  
6041 SW 9 ST  
PLANTATION, FL 33317

JOHN D ACTON &W JACQUELINE S  
27 NEW BOSTON CT  
DANVILLE, CA 94526

JOHN FLANNIGAN  
6365 COLLINS AVE #1601  
MIAMI, FL 33141

JOHN M RODRIGUEZ &W ILEANA M  
6601 TARREGA ST  
CORAL GABLES, FL 33146-3123

JOHN PAUL LEON  
2396 SW 21 TERR  
MIAMI, FL 33145-3505

JOHN ROCK MARTHA ROCK  
700 CORAL WAY #2  
CORAL GABLES, FL 33146

JOHN UNDERWOOD DARDEN  
1360 S DIXIE HWY  
CORAL GABLES, FL 33146-2904

JOHNNY DIAZ  
6565 SANTONA ST B23  
CORAL GABLES, FL 33146

JONATHAN A HAMEL LAURA B HAMEL  
6630 SANTONA ST  
CORAL GABLES, FL 33146

JORGE BALLESTE &W BEATRIZ BUSTILLO  
8560 SW 149 TERR  
MIAMI, FL 33158-1950

JOSE ALTET &W MARIA L  
1515 SAN REMO AVE #E-9  
CORAL GABLES, FL 33146-3084

JOSE L MARQUEZ PRIETO KECIA L KIPLING  
DE MARQUEZ  
65 W NORTH AVE  
LAKE FOREST, IL 60045

JOSEPH G SCLAFANI & ALBA M RIVAS  
6580 SANTONA ST #A23  
CORAL GABLES, FL 33146-3156

JR2G LLC  
1430 S DIXIE HIGHWAY SUITE 316A  
MIAMI, FL 33143

JUAN CARLOS REDERO  
6580 SANTONA ST #A2  
CORAL GABLES, FL 33146-3156

JUAN J COVIELLA QUISQUEYA O COVIELLA  
7742 SW 99 ST #12  
MIAMI, FL 33156

JULIA ANN NATEMAN  
13603 SW 102 CT  
MIAMI, FL 33176-6664

JULIE DESTEFANO  
1280 S ALHAMBRA CIR # 1116  
CORAL GABLES, FL 33146

KAREN & ERIC L SCHROLL JTRS  
8130 A1A SOUTH UNIT B-12  
SAINT AUGUSTINE, FL 32080

KARITIN LLC  
1280 S ALHAMBRA CIR # 1203  
CORAL GABLES, FL 33146

KATHLEEN J PETERS  
6580 SANTONA ST 38A  
CORAL GABLES, FL 33146-3170

KATRINA GONZALEZ LANDA  
6511 SANTONA ST #C-19  
CORAL GABLES, FL 33146

KEITH KURLAND &W EVE  
5114 GODFREY RD  
CORAL SPRINGS, FL 33067

KENDALL R NICHOLS SUSAN S NICHOLS  
18 STONE DR  
NORTHBOROUGH, MA 01532

KEVIN WONG & RAYMOND WONG &W  
JULIANA JTRS  
6580 SANTONA ST #A-9  
CORAL GABLES, FL 33146

KPTTV INC  
5955 PONCE DE LEON BLVD  
CORAL GABLES, FL 33146

LAND 1 LTD  
1553 SAN IGNACIO AVE  
CORAL GABLES, FL 33146-3006

LAND TRUST SERVICE CORP TRS TRUST NO  
6705  
PO BOX 186  
LAKE WALES, FL 33859

LARO INC  
6800 NERVIA ST  
CORAL GABLES, FL 33146-3614

LAUBREN LLC  
3628 HARLANO ST  
CORAL GABLES, FL 33134

LEE D YODER &W MARGARET TODD YODER  
JTRS  
6270 SW 49 ST  
MIAMI, FL 33155

LESLIE SCHROEDER  
5877 SW 54 COURT  
DAVIE, FL 33314

LESTER LANGER &W SHARON  
446 MAJORCA AVE  
CORAL GABLES, FL 33134-4220

LILLIAN K PETERS  
1515 SAN REMO AVE #B-5  
CORAL GABLES, FL 33146-3063

LINDA DIANE MITCHELL TRS LINDA DIANE  
MITCHELL AND KEITH ALLEN MITCHELL LIV  
TRUST  
5521 SW 65 CT  
MIAMI, FL 33155

LINDA GARRETT &H MICHAEL GARRETT  
10415 WINDSOR VIEW DR  
POTOMAC, MD 20854

LINGLING QIN  
1280 S ALHAMBRA CIR # 2410  
MIAMI, FL 33146

LORI ANN CHEADLE  
6617 SANTONA ST  
CORAL GABLES, FL 33146

LOURDES V SEGRERA  
6604 SANTONA ST  
CORAL GABLES, FL 33146-3112

LUCY DE LA VEGA  
6635 TARREGA ST  
CORAL GABLES, FL 33146-3123



LUGER LLC  
6705 RED RD #402  
MIAMI, FL 33012-6605

LUIS FERNANDO MARQUINA  
830 ALMERIA AVE  
CORAL GABLES, FL 33134

M B MEDICAL GROUP LLC  
6705 RED RD #510  
MIAMI, FL 33143

M B MEDICAL GROUP LLC  
6705 RED RD #512  
CORAL GABLES, FL 33143

MADRUGA INVEST LLC BANK OF AMERICA  
NC1-001-03-81  
101 N TRYON ST  
CHARLOTTE, NC 28255

MANUEL R LLANO &W MARTHA  
1120 HARDY RD  
CORAL GABLES, FL 33146-3229

MANUEL R LLANO &W MARTHA V &  
GRACIELA SILVERIO  
6580 SANTONA ST #A35  
MIAMI, FL 33146-3156

MANUEL R LLANO MARTHA LLANO  
3419 GRANADA BLVD  
CORAL GABLES, FL 33133

MANUEL TARACIDO  
100 ANDALUSIA AVE #803  
CORAL GABLES, FL 33134

MARIA ANGELES UNAMUNO CARLOS  
EDUARDO GOMEZ ROJAS  
1280 S ALHAMBRA CIRCLE #1427  
CORAL GABLES, FL 33146

MARIA ISABEL ANCA  
7730 SW 61 AVE  
SOUTH MIAMI, FL 33143

MARIO J T BENEDETTI  
1430 SOUTH DIXIE HWY #201  
CORAL GABLES, FL 33146

MARJORIE C GORDON  
497 DERBY LA  
ORANGE, CT 06477

MARTIN W SPECTOR IRREVOC TRUST  
6212 RIVIERA DR  
CORAL GABLES, FL 33146-3521

MAUREEN DONNELLY  
1280 S ALHAMBRA CIR #1425  
CORAL GABLES, FL 33146-3130

MAURICE MILTON  
528 LUENGA AVE  
CORAL GABLES, FL 33146

MAX BLAYA MARGARITA SHLI BLAYA MARTIN  
BLAYA  
1280 S ALHAMBRA CIR #2314  
CORAL GABLES, FL 33146

MAYUMI O TODD &H ROCK  
9460 EASTER RD  
MIAMI, FL 33157-8724

MEP REAL EST LLC  
28 IMPERIAL DR  
CHERRY HILL, NJ 08003

MERISSA WAN WEI CHEN WAI KONG CHEN  
1280 S ALHAMBRA CIR #2305  
CORAL GABLES, FL 33146

MERODIO HOLDINGS LLC  
9720 SW 72 AVE  
MIAMI, FL 33156

MFZ MANAGEMENT CORP  
6705 RED ROAD STE 502  
CORAL GABLES, FL 33143

MFZ MANAGEMENT CORPORATION  
6705 RED ROAD #503  
CORAL GABLES, FL 33143

MIAMI-DADE COUNTY MIAMI-DADE TRANSIT  
701 NW 1 CT STE 1700  
MIAMI, FL 33136

MICHAEL CABANAS MARY KATHERINE  
CABANAS  
6609 SANTONA ST  
CORAL GABLES, FL 33146

MICHAEL DE NARVAEZ  
1280 S ALHAMBRA CIR #1204  
CORAL GABLES, FL 33146-3161

MICHAEL GALLANDER TRS MICHAEL  
GALLANDER REVOC TR  
1280 S ALHAMBRA CIR 2315  
CORAL GABLES, FL 33146

MICHAEL JOSEPH VOLLERO JAMES BARRY  
VADEN  
1280 SOUTH ALHAMBRA CIR 1209  
CORAL GABLES, FL 33146

MICHAEL L MACKNIN &W CAROL H  
24525 HILLTOP DR  
BEACHWOOD, OH 44122

MICHAEL RUGGERIO  
6580 SANTONA ST #A-16  
CORAL GABLES, FL 33146-3156

MICHAEL SPECTOR ET AL TRS  
6212 RIVIERA DR  
CORAL GABLES, FL 33146

MICHELLE C FERNANDEZ  
10650 SW 76TH AVE  
MIAMI, FL 33156-3879

MIGUEL A ALVAREZ LORI A LOVE MADISON  
ALVAREZ  
3632 CEDARBRAE LN  
SAN DIEGO, CA 92106

MIND2MIND LLC  
12745 SW 69 AVE  
PINECREST, FL 33156-6220

MING LON YONUG TRS YOUNG FAMILY TR SU  
FEN YOUNG TRS  
7600 SW 124 ST  
PINECREST, FL 33156

MIRTA MIRANDA & ALEIDA A GONZALEZ &H  
SILVANO  
2645 S BAYSHORE DR APT 502  
MIAMI, FL 33133-5433

MISAEEL GONZALEZ &W CATALINA  
PO BOX 160482  
MIAMI, FL 33116

MISSU LLC  
1110 BRICKELL AVE #512  
MIAMI, FL 33131

MIXED NUTS LLC  
332 WILSHIRE DR  
NUTLEY, NJ 07110

MONA SCHAU MIKI Q SCHAU  
1280 S ALHAMBRA CIR 2304  
CORAL GABLES, FL 33146

MONTJUIC INC  
6705 RED ROAD SUITE 314  
CORAL GABLES, FL 33143

MOUNTAIN FLOWER LLC  
1545 SAN REMO AVE #103  
CORAL GABLES, FL 33143

NAMOR HOLDINGS LLC  
1520 CONSOLATA AVE  
CORAL GABLES, FL 33136

NANCY SCALFANI  
6580 SANTONA ST A-31  
CORAL GABLES, FL 33146-3156

NEW EMUNA LLC  
18800 NE 29 AVENUE #316  
AVENTURA, FL 33180

NEWTECH SOLUTIONS GROUP CORP  
1430 S DIXIE HWY #308  
CORAL GABLES, FL 33146

NEWTON HIDERKY NAKAMURA  
3048 NW 28 TERR  
BOCA RATON, FL 33434

NOITE LLC  
414 MALLARD LANE  
WESTON, FL 33327

NOITE LLC  
141 MALLARD LANE  
WESTON, FL 33327

NORMAN CHRISTIE KAREN CHRISTIE  
1280 S ALHAMBRA CIR # 2202  
MIAMI, FL 33146

OCEAN BLUE REALTY HOLDINGS LLC  
6705 RED RD STE 418  
CORAL GABLES, FL 33146

OLIVEIRA RENTALS LLC  
1805 NW 79 AVE  
DORAL, FL 33126

OOR LLC  
6705 RED ROAD #412  
CORAL GABLES, FL 33143

ORDUNA GROUP LLC  
5656 SW 75 AVE  
MIAMI, FL 33143

ORTHO RLTY HOLDINGS LLC  
PO BOX 431050  
MIAMI, FL 33243

OSCAR CASTELLANO LAURA GARCIA  
6601 SANTONA ST  
CORAL GABLES, FL 33146

PABLO X & CARMEN L BURGOS & ROSA ANA  
BURGOS  
1280 SO ALHAMBRA CIR #1415  
CORAL GABLES, FL 33146-3130

PABLO X BURGOS &W CARMEN L  
1280 SO ALHAMBRA CIR UNIT 1408  
CORAL GABLES, FL 33146-3130

PABLO X BURGOS &W CARMEN L BURGOS  
1248 S ALHAMBRA CIR  
CORAL GABLES, FL 33146-3105

PAMELA L BRIAN JAMES M BRIAN  
105 AIRLINE LN  
HUMMELSTOWN, PA 17036

PARK PLACE CENTRE LLC  
901 PONCE DE LEON BLVD STE 505  
CORAL GABLES, FL 33134

PAT & JULIO LLC  
6705 RED RD #714  
CORAL GABLES, FL 33143

PETER N WOOD &W TERESA P SIERRA  
6604 TARREGA ST  
CORAL GABLES, FL 33146-3124

PHILLIP A LEVITZ  
1550 SOUTH DIXIE HWY #215  
CORAL GABLES, FL 33146-3034

PLNA VI LLC  
6705 SW 57 AVE STE 420  
MIAMI, FL 33143

PLUMER PROPERTIES LTD PRTRNSHP &  
RICH-CHRIS CORP  
5915 PONCE DE LEON BLVD #19  
CORAL GABLES, FL 33146-2435

POLYCHRONIS THEODORIDIS JTRS  
PHAEDRA THEODORIDIS JTRS  
1280 S ALHAMBRA CIRCLE #1402  
CORAL GABLES, FL 33146

PRABHAT VARMA MEERA VARMA  
207 BITTERN COURT  
NEW HARTFORD, NY 13413

PREM TARA LLC  
4849 RONDA STREET  
CORAL GABLES, FL 33146

PREM TARA TWO LLC  
4849 RONDA STREET  
CORAL GABLES, FL 33146

PRUDENTIAL INSURANCE CO AMERICA  
1541 SUNSET DRIVE # 300  
MIAMI, FL 33143

PUBLIX SUPER MARKETS INC  
3300 PUBLIX CORPORATE PKWY  
LAKELAND, FL 33811

QUANLUM GOU JINGWEI GOU  
1280 S ALHAMBRA CIRCLE #2108  
CORAL GABLES, FL 33146

R SCOTT DARDEN  
806 ALTAR AVE  
CORAL GABLES, FL 33146-1219

RAFAEL FELIZ  
PO BOX 4615  
VEGA BAJA PUERTO, PR 00694-4615

RAFAEL FELIZ LEBREAULT  
PO BOX 4615  
VEGA BAJA PUERTO, PR 00694-4615

RAFFOUL AJAMI TRS  
7860 NW 55 ST  
MIAMI, FL 33166

RAMI I SAMI  
1280 S ALHAMBRA CIR #1114  
CORAL GABLES, FL 33146

RAUL & TONI GREENHOUSE PROPERTIES  
LLC  
1430 S DIXIE HWY #319  
MIAMI, FL 33146

RAZAK A DOSANI  
1210 CLEBURNE DR  
FORT MYERS, FL 33919

RFO VENTURES LLC  
285 RADA CT  
CORAL GABLES, FL 33143

RICHARD A & HAYLIE HOFFMAN  
1280 S ALHAMBRA CIR #1101  
CORAL GABLES, FL 33146-3128

RICHARD D MORALES DMD PA  
1430 SO DIXIE HWY #312  
CORAL GABLES, FL 33146

RICHARD D MOSS SHERRY L MOSS HALEY L  
MOSS  
1280 S ALHAMBRA CIR 1207  
CORAL GABLES, FL 33146

RICHARD DOGGART  
217 N ALTADENA AVE  
ROYAL OAK, MI 48067

RICHARD J HOFMAN &W JO V  
13070 NW 8 CT  
SUNRISE, FL 33325

RIVIERA PLAZA HOLDINGS LP C/O WEXFORD  
CAPITAL LP  
411 W PUTNAM AVE  
GREENWICH, CT 06830

ROATTSKY LLC  
1430 S DIXIE HWY 316B  
CORAL GABLES, FL 33146

ROBERT C GREEN  
430 SUNSET DR  
CORAL GABLES, FL 33143

ROBERT HILL JENNIFER FERRISS HILL  
1280 S ALHAMBRA CIR #2206  
MIAMI, FL 33146



ROBERTO ADSUAR &W RUTH  
1360 LUCHETTI ST # 5  
SANTURCE, PR 00907  
PUERTO RICO

ROBIN TURETSKY  
6580 SANTONA ST A43  
MIAMI, FL 33146

ROCKET RIDERS PICTURE  
500 S DIXIE HWY # 202  
CORAL GABLES, FL 33146

RODOLFO PAEZ ZADY MARIA PIEDRAHITA  
BRUN  
1280 S ALHAMBRA CIR 2214  
CORAL GABLES, FL 33146

ROGER A BRIDGES (TR)  
3051 S PONTE VEDRA BLVD  
PONTE VEDRA BEACH, FL 32082

RONALD SMITH &W PHYLLIS & MELISSA  
SMITH  
142 RIDGEMONT CIR SE  
PALM BAY, FL 32909

ROSA ANA BECDACH DE BURGOS &  
RODRIGO BURGOS  
1280 S ALHAMBRA CIR #2413  
CORAL GABLES, FL 33146-3145

ROXANA CERULIA  
1825 PONCE DE LEON BLVD #388  
CORAL GABLES I, FL 33134

RUOYANG WANG MEIZI LIU  
6565 SANTONA ST # B8  
CORAL GABLES, FL 33146

SABO PROPERTIES LP  
11434 FM 2093  
FREDERICKSBURG, TX 78624-7230

SABRINA LAFOND & ALIX L LAFOND &W  
MARGARETH DEJAN  
1280 S ALHAMBRA CIRCLE APT 2404  
CORAL GABLES, FL 33146

SAGER MANAGEMENT CORP  
16100 EMERALD ESTATES DR 280  
WESTON, FL 33331

SALLY S WILSON  
PO BOX 366  
OCEAN CITY, NJ 08226

SAMIR TAHA  
6915 RED ROAD SUITE 205  
CORAL GABLES, FL 33143

SAN REMO DENTAL LLC  
6705 RED RD #308  
CORAL GABLES, FL 33143

SAN REMO ENT ENTERPRISES I LLC  
8940 N KENDALL DR # 504E  
MIAMI, FL 33176-2150

SAN REMO ENT ENTERPRISES II LLC  
8940 N KENDALL DR # 504E  
MIAMI, FL 33176-2150

SAN REMO ENT ENTERPRISES III LLC  
6705 RED ROAD 508  
CORAL GABLES, FL 33143

SAN REMO OFFICE ASSOC REALTY LLC  
80 SW 8TH STREET SUITE 2400  
MIAMI, FL 33131

SAN REMO PROFESSIONALS LLC  
6705 RED ROAD #608  
CORAL GABLES, FL 33143

SAN REMOS LLC  
6705 RED RD #606  
MIAMI, FL 33143

SAN ROMAN INVESTMENTS LLC  
5965 PONCE DE LEON BLVD  
CORAL GABLES, FL 33146

SANDRA L VAUCHER  
1929 NE 31st Ave  
Fort Lauderdale, FL 33305-1814

SANTIAGO P ROSELL TRS ELISA DE  
VELASCO TRS TERESITA MARIA ROSELL  
1280 S ALHAMBRA CIR 1325  
CORAL GABLES, FL 33146

SANTONA 172 REALTY LLC C/O ABC  
PROPERTIES EQUITIES LLC  
152 W 57 ST 12 FLOOR  
NEW YORK, NY 10019

SANTONA 1922 INVESTMENTS LLC  
2684 EDGEWATER CT  
WESTON, FL 33332

SANTONA 314 LLC  
6405 NW 36 ST #213  
MIAMI, FL 33166

SANTONA CORNER 320 LLC  
925 S ALHAMBRA CIR  
CORAL GABLES, FL 33146

SANTONA CORNER LLC  
6915 RED ROAD STE 205  
CORAL GABLES, FL 33143

SANTONA CORNER UNIT 310 LLC  
1430 S DIXIE HIGHWAY #310  
MIAMI, FL 33146

SANTONA ENTERPRISES LLC  
2140 W 68 ST # 300  
HIALEAH, FL 33016

SANTONA HOLDINGS LLC  
1390 S DIXIE HWY 1104  
CORAL GABLES, FL 33146

SANTONA OFC LLC  
435 LEUCADENDRA DR  
MIAMI, FL 33156

SANTONA QUARTERS LLC  
1430 S DIXIE HWY STE 315  
CORAL GABLES, FL 33146-3174

SANTONA RENTALS LLC  
5301 NW 74 AVE  
MIAMI, FL 33166

SARVESWARYDEVI THEVARAJAH  
6841 SW 71 AVE  
MIAMI, FL 33143

SCHOOL BOARD OF MIAMI DADE COUNTY  
1450 NE 2 AVE  
MIAMI, FL 33132

SCOTT ALLAN FORBES  
1280 S ALHAMBRA CIR #1302  
CORAL GABLES, FL 33146-3157

SEDAT LEE YELKIN  
1280 S ALHAMBRA CIR #2201  
CORAL GABLES, FL 33146-3166

SEKOFF INVESTMENTS  
1110 S DIXIE HWY  
CORAL GABLES, FL 33146

SHARON MADIA & H MICHAEL  
5233 EAST RIVER RD  
GRAND ISLAND, NY 14072

SHAWN HOLTZMAN  
1515 SAN REMO AVE #D-9  
CORAL GABLES, FL 33146-3083

SHAWN P MARCOTTE & W ANAMAE G  
7966 SW 86 TER  
MIAMI, FL 33143

SHOURASENI S ROY OLIVER H MARTIN  
1280 S ALHAMBRA CIR # 1202  
CORAL GABLES, FL 33146

SIDNEY L KAHN IV & W SUSAN M  
1465 WILLIOW LAKE DR  
CHARLOTTESVILLE, VA 22902

SIDNEY WEISS RUTH ELLEN WEISS  
7760 GLENDEVON LN  
DELRAY BEACH, FL 33446

SILVER RIDGE LLC  
451 RIDGE RD  
CORAL GABLES, FL 33143

SOL MARIA BORRAY JTRS LUIS FERNANDO  
BORRAY JTRS ANA B BORRAY JTRS  
6580 SANTONA ST #A37  
CORAL GABLES, FL 33146-3156

SONIA RIVERA  
6605 NERVIA ST  
CORAL GABLES, FL 33146-3119

SRO516 LLC  
6705 RED ROAD # 516  
MIAMI, FL 33143

SSD FUND NO 1 LTD  
6705 RED RD #604  
MIAMI, FL 33146

SSVS INVESTMENTS LLC  
6705 RED ROAD #504  
CORAL GABLES, FL 33143

STEPHANIE Y PACKER  
6611 NERVIA ST  
CORAL GABLES, FL 33146-3119

STEVEN SADOWSKI  
6565 SANTONA ST #B2  
MIAMI, FL 33146-3155

SUNSET PLACE LUXURY HOLDINGS LLC  
3470 NW 82 AVE STE 988  
DORAL, FL 33122

SUNSHINE GASOLINE DISTR INC  
1650 NW 87 AVE  
DORAL, FL 33172

SUSAN E CHETWOOD & EDNA M  
6612 TARREGA ST  
CORAL GABLES, FL 33146-3124

SWEET ELG PROPERTIES LLC  
1548 S DIXIE HWY  
CORAL GABLES, FL 33146-3001

TAMARINDO LLC C/O MAZZEI REALTY  
SERVICES INC  
1550 MADRUGA AVE STE 150  
CORAL GABLES, FL 33146

TARPON COVE ISLAMORADA LLC  
928 ANDRES AVE  
CORAL GABLES, FL 33134

TARPON COVE ISLAMORADA LLC HDS  
CONSTRUCTION COMPANY  
928 ANDRES AVE  
CORAL GABLES, FL 33134

TCHAD MARIE ANDERSON  
1515 SAN REMO AVE #E-3  
CORAL GABLES, FL 33146-3026

TCP 4 LLC  
888 S ANDREWS AVE #204  
FT LAUDERDALE, FL 33316

TERESITA R GUERRERO  
51 STADTMAUER DRIVE  
CLIFTON, NJ 07013

TERESITA V WALSH (LE) REM ESTEFANIA V  
WALSH  
1280 S ALHAMBRA CIR APT 2411  
CORAL GABLES, FL 33146-3145

THE BARROS CORP  
5921 SW 87th St  
Miami, FL 33143-8153

THOMAS FRANK TIPTON JR TRS MARGARET  
M TIPTON BLACKETT  
423 THUMPER THOROUGHFARE  
KEY LARGO, FL 33037

THOMAS G PERKINS & W BONNIE G  
11220 SW 57 CT  
MIAMI, FL 33156-5013

TIMOTHY BULOW MAX BLAYA MARGARITA  
SAHLI BLAYA  
1280 S ALHAMBRA CIR 2219  
CORAL GABLES, FL 33143

TMICS LLC  
5340 FAIRCHILD WAY  
CORAL GABLES, FL 33156

TODD A SARANGOULIS FRANKIE LYN  
SARANGOULIS  
347 MAPLE GROVE RD  
MOHNTON, PA 19540

TONY ROMEO & W CAROLINA ROMEO  
8951 SW 62 CT  
PINECREST, FL 33156

UNIVERSITY INN 1403 LLC  
275 N COCONUT LANE  
MIAMI, FL 33139

UNIVERSITY INN 2208 LLC  
7521 SW 92 CT  
MIAMI, FL 33173

UNIVERSITY INN 2402 LLC  
275 N COCONUT LANE  
MIAMI, FL 33139

UNIVERSITY INN 2412 LLC  
275 N COCONUT LANE  
MIAMI, FL 33139

UNIVERSITY OF MIAMI  
1320 S DIXIE HIGHWAY #705  
CORAL GABLES, FL 33146

UNIVERSITY OF MIAMI % R E OFFICE  
PO BOX 248106  
CORAL GABLES, FL 33124

UNIVERSITY OF MIAMI GABLES ONE TOWER  
1320 S DIXIE HWY STE 1250  
CORAL GABLES, FL 33146

UNIVERSITY OF MIAMI INS & R E OFFICE  
PO BOX 248106  
CORAL GABLES, FL 33124

VALIOUS FLORIDA CORPORATION  
1515 SAN REMO AVE #F-1  
CORAL GABLES, FL 33146

VIKYLINK LLC  
110 SW 12 ST 1703  
MIAMI, FL 33130

VIVIAN JAIME VANESSA MARTIN AGUSTINA  
JAIME  
1652 SW 11 TER  
MIAMI, FL 33135

VOLODYMYR ADAMKOVYCH  
110 SW 12 ST UNIT 1703  
MIAMI, FL 33130

VRBC LLC  
1535 MADRUGA AVE  
CORAL GABLES, FL 33146-2720

WHITTEWELL FAMILY CO LLC  
6705 RED RD #416  
CORAL GABLES, FL 33134

WILLIAM DANIELS JR EST OF  
6565 SANTONA ST #B5  
MIAMI, FL 33146-3155

WILLIAM H NEWTON  
1000 BRICKELL AVE STE # 1025  
MIAMI, FL 33131

WILSON W SIMS TRS  
1430 S DIXIE HIGHWAY UNIT 318  
MIAMI, FL 33146

WIND 304 LLC  
6705 RED RD STE 304  
CORAL GABLES, FL 33146



WINDSOR INVESTMENTS 5877 PONCE DE  
LEON LLC  
28 TAHITI BEACH ISLAND RD  
CORAL GABLES, FL 33143

WINDSOR INVESTMENTS LLC  
28 TAHITI BEACH ISLAND RD  
CORAL GABLES, FL 33143

XAVIER A VITERI &W ESTHER E  
6635 NERVIA ST  
CORAL GABLES, FL 33146-3119

YOSSES 57 HOLDINGS INC  
1430 S DIXIE HWY #321  
CORAL GABLES, FL 33146-3175

YUAN ZHAO CHUN ZHOU  
1280 S ALHAMBRA CIR 2306  
CORAL GABLES, FL 33146

ZULAY SUAREZ DE RUIZ  
1515 SAN REMO AVE UNIT A6  
CORAL GABLES, FL 33146

Charles Knight  
FPL  
4200 W. Flagler St.  
Miami, Florida 33134

Odalys Bello, Professional Surveyor & Mapper  
Miami Dade Water & Sewer Dept.  
3575 S. LeJeune Road  
Miami, FL. 33146-2221

Leonard Maxwell-Newbold, Reg. Permit Adm.  
Comcast/Southern Div. RDC  
2601 S.W. 145 Ave.  
Miramar, FL 33027

John Shen, PH D., PTOE, Dir. Chief  
Miami Dade County Traffic Signals & Signs Div.  
7100 NW 36th St.  
Miami, FL. 33166

Kathy San Pedro  
AT&T  
7325 SW 48<sup>th</sup> Street, 2<sup>nd</sup> Floor  
Miami, FL 33155

Kelly Faul  
XO Communications, Inc.  
13865 Sunrise Valley Dr  
Reston, VA 20190

Legal Regulatory Affairs  
Adelphia Business Solutions  
1 North Main Street  
Coudersport, PA 16915

TCG of South Florida  
150 South Monroe Street, Suite 400  
Tallahassee, FL 32301-1561

Thomas Marko, Development Coordinator  
Miami Dade Water and Sewer Dept.  
3575 S. LeJeune Road  
Miami, FL 33146-2221

Mr. John Bachelder, OSP National Support Invest.  
MCI World Com, Dept. 42864 Loc 107  
2400 North Glenville  
Richardson, TX 75082

Mr. Bernabe Macias, Jr.  
S.E. Network Operations Const/Eng Sf; District  
AT&T Florida  
9101 Coral Way  
Miami, FL 33165

**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 MARIA MESA, who on oath says that he or she is the LEGAL CLERK, 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 - JULY 12, 2017**

in the XXXX Court,  
was published in said newspaper in the issues of

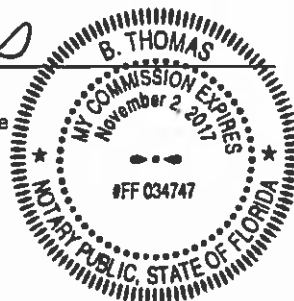
06/29/2017

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  
29 day of JUNE, A.D. 2017

*B. Thomas*  
(SEAL)

MARIA MESA personally known to me



**CITY OF CORAL GABLES, FLORIDA**  
**NOTICE OF PUBLIC HEARING**

**City Public Hearing**  
**Dates/Times**

**Local Planning Agency / Planning and**  
**Zoning Board Wednesday, July 12, 2017,**  
**8:00 - 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:

1. An Ordinance of the City Commission of Coral Gables requesting vacation of a public alleyway pursuant to Zoning Code Article 3, Division 12, "Abandonment and Vacations" and City Code Chapter 62, Article 8, "Vacation, Abandonment and Closure of Streets, Easements and Alleys by Private Owners and the City; Application Process," providing for the vacation of the twenty (20) foot wide alley which is three-hundred (300) feet in length lying between Tracts A and B, Block 199, Riviera Section Part 14, Coral Gables, Florida; 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 by amending Article 4, "Zoning Districts," Division 3, "Nonresidential Districts," Section 4-301, "Commercial Limited District" requiring conditional use review for medical clinics located within a Commercial Limited zoning district; providing for repealer provision, severability clause, codification, and providing for an effective date.
3. 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);" Article 5, "Development Standards," Section 5-604, "Coral Gables Mediterranean Style Design Standards," and Section 5-1105, "Landscape Requirements;" and Article 8, "Definitions," to increase the requirements for landscaped open space and clarify what constitutes open space; providing for a repealer provision, providing for a severability clause, codification, and providing for an effective date.




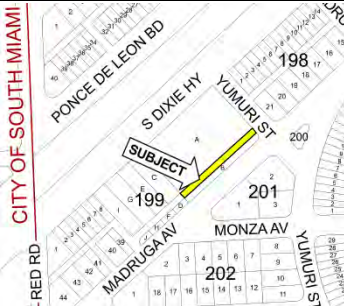
All interested parties are invited to attend and participate. Upon recommendation by the Board, the applications will be scheduled for City Commission consideration. Please visit the City webpage at [www.coralgables.com](http://www.coralgables.com) to view information concerning the applications. The 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](mailto: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](mailto: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.

6/29

17-79/0000237107M

	<p><b>City of Coral Gables</b>  <b>Courtesy Public</b>  <b>Hearing Notice</b></p> <p><b>June 30, 2017</b></p>	
<b>Property:</b>	<b>Riviera Plaza (1542 S. Dixie Highway), Coral Gables, Florida</b>	
<b>Applicant:</b>	<b>Riviera Plaza Holdings LP</b>	
<b>Application:</b>	<b>Alley Vacation</b>	
<b>Public Hearing - Date/Time/ Location:</b>	<b>Planning and Zoning Board</b> <b>July 12, 2017, 6:00 – 9:00 p.m.</b> <b>City Commission Chambers, City Hall,</b> <b>405 Biltmore Way, Coral Gables, Florida, 33134</b>	

**PUBLIC NOTICE** is hereby given that the City of Coral Gables, Florida, Planning and Zoning Board (PZB) will conduct a Public Hearing on July 12, 2017 on the following applications at the Coral Gables City Commission Chambers, City Hall, 405 Biltmore Way, Coral Gables, Florida.

An application has been submitted by Riviera Plaza Holdings LP to vacate a public alleyway measuring twenty (20) feet in width by three-hundred (300) feet in length lying in the rear portion of the property located at 1542 South Dixie Highway. The request requires two (2) public hearings, including review and recommendation by the Planning and Zoning Board, and approval via Resolution by the City Commission.

The Resolution under consideration is as follows:

*An Ordinance of the City Commission of Coral Gables requesting vacation of a public alleyway pursuant to Zoning Code Article 3, Division 12, "Abandonment and Vacations" and City Code Chapter 62, Article 8, "Vacation, Abandonment and Closure of Streets, Easements and Alleys by Private Owners and the City; Application Process," providing for the vacation of the twenty (20) foot wide alley which is three-hundred (300) feet in length lying between Tracts A and B, Block 199, Riviera Section Part 14, Coral Gables, Florida; providing for an effective date.*

All interested parties are invited to attend and participate. Please visit the City webpage at [www.coralgables.com](http://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](mailto:planning@coralgables.com), Fax: 305.460.5327 or Phone: 305.460.5211. Please forward to other interested parties.

Sincerely,

*City of Coral Gables, Florida*

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](mailto: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.