CITY OF CORAL GABLES
LOCAL PLANNING AGENCY (LPA)/
PLANNING AND ZONING BOARD MEETING
VERBATIM TRANSCRIPT
HYBRID FORMAT
WEDNESDAY, FEBRUARY 10, 2021, COMMENCING AT 6:15 P.M.

Board Members Present at Commission Chamber:
Eibi Aizenstat, Chairman
Robert Behar
Luis Revuelta
Wayne "Chip" Withers
Venny Torre
Rene Murai (present via Zoom platform)
Maria Velez (Present via Zoom platform)

City Staff and Consultants:
Ramon Trias, Planning Director
Devin Cejas, Deputy Development Services Director/Zoning Official
Jill Menendez, Administrative Assistant, Board Secretary
Jennifer Garcia, City Planner
Ana Restrepo, Principal Planner
Arceli Redila, Principal Planner
Craig Coller, Special Counsel
Eduardo Santamaria, Assistant City Manager
Hermes Diaz, Public Works Director
Zeida Sardinas, Asset Manager, Economic Development
Kara Kautz, Assistant Historic Preservation Officer
Kevin Kinney, Parking Director
Melissa De Zayas, Public Works Engineer

Also Participating Via Zoom Platform:

Daniel Schopp
John Lukacs, Esq., On behalf of Item E-1
Anthony De Yurre, Esq., On behalf of Items E-2 through E-8
Allen Morris

THEREUPON:

(The following proceedings were held.)

CHAIRMAN AIZENSTAT: Okay. Let's go ahead and get the meeting started please. I'd like to call the meeting to order.

Good evening. This Board is comprised of seven members. Four Members of the Board shall constitute a quorum and the affirmative vote of four Members shall be necessary for the adoption of any motion. If only four Members of the Board are present, an applicant may request and be entitled to a continuance to the next regularly scheduled meeting of the Board. If a matter is continued due to a lack of quorum, the Chairperson or Secretary of the Board may set a Special Meeting to consider such a matter. In the event that four votes are not obtained, an applicant may request a continuance or allow the application to proceed to the City Commission without a recommendation.

Tonight's meeting is hybrid in format, where only Board Members and City Staff are physically present in the Commission Chambers at Coral Gables City Hall. Applicants and

members of the public will be participating via Zoom.

Lobbyist Registration and Disclosure. Any person who acts as a lobbyist pursuant to the City of Coral Gables Ordinance Number 2006-11 must register with the City Clerk prior to engaging in lobbying activities or presentations before City Staff, Boards, Committees and/or the City Commission. A copy of the Ordinance is available in the Office of the City Clerk. Failure to register and provide proof of registration shall prohibit your ability to present to the Board.

As Chair, I now officially call the City of Coral Gables Planning & Zoning Board Virtual Meeting of February 10, 2021 to order. Due to COVID-19, Zoom platform is being used, along with a dedicated phone line. The time is 6:15.

Jill will now call the roll. When your name is called, for those Board Members, and we have two, if I'm not mistaken, that are participating via Zoom, please make sure your microphones are on and acknowledge your presence.

Jill.

THE SECRETARY: Robert Behar?
MR. BEHAR: Here.
THE SECRETARY: Rene Murai?
MR. MURAI: Here.
THE SECRETARY: Luis Revuelta?
Venny Torre?
MR. TORRE: Here.
THE SECRETARY: Maria Velez?
MS. VELEZ: Present.
THE SECRETARY: Chip Withers?
MR. WITHERS: Here.
THE SECRETARY: Eibi Aizenstat?
CHAIRMAN AIZENSTAT: Here.

Notice Regarding Ex Parte Communications. Please be advised that this Board is a quasi-judicial board, which requires Board Members to disclose all ex parte communications and site visits. An ex parte communication is defined as any contact, communication, conversation, correspondence, memorandum or other written or verbal communication that takes place outside of the public hearing between a member of the public and a member of a quasi-judicial board regarding matters to be heard by the Board.

If anyone made any contact with a Board Member regarding an issue before the Board, the Board Member must state on the record the existence of the ex parte communication and the party who originated the communication. Also, if a Board Member conducted a site visit specifically related to a case before the Board, the Board Member must also disclose such visit. In either case, the Board Member must state on the record whether the ex parte communication and/or site visit will affect the Board Member's ability to impartially consider the evidence to be presented regarding the matter. The Board Member should also state that his or her decision will be based on substantial competent evidence and testimony presented on the record today.

Does any Member of the Board have such a communication and/or site visit to disclose at this time?

MR. BEHAR: I do.

CHAIRMAN AIZENSTAT: Yes, Mr. Behar.

MR. BEHAR: I was contacted about a month ago by Mr. Morris on the item that's coming in -- the second item that's coming today, to

discuss his project. I was -- first he called the office. I wasn't there. He left a message to discuss a new project.

I called him back the following day, and Mr. Morris started to discuss, you know, what project it was going to be. I told him to please hold, that I was certain that I could not speak to him regarding any matters, that I would check with the City Attorney, just to confirm, you know, my concern.

Sure enough, I spoke to our City Attorney, and she confirmed to me that we could not have a conversation at all. So, therefore, the following day, I had my assistant call Mr. Morris to let him know that we would not be able to participate in any communications. That was the extent of that conversation.

CHAIRMAN AIZENSTAT: Okay. Thank you.

Anybody else?

MR. TORRE: My situation is similar or exactly the same as Mr. Behar. Basically, I was contacted, and in doing research with the City Attorney, I was instructed not to have any conversations or meetings, and we postponed anything --

CHAIRMAN AIZENSTAT: Thank you.

Anybody else?

MR. REVUELTA: I was contacted, but I did not return the e-mail, so there was no further contact.

MS. VELEZ: I received an e-mail --

CHAIRMAN AIZENSTAT: Okay. And let it also show, please, that Luis Revuelta is present at the meeting.

I was also sent an e-mail, but I never responded to the e-mail or proceeded any further on an e-mail.

THE SECRETARY: Maria Velez wants to speak.

CHAIRMAN AIZENSTAT: Yes, please.

MS. VELEZ: Same with me. I received an e-mail, but I did not respond to it.

CHAIRMAN AIZENSTAT: Thank you.

MR. WITHERS: I was contacted by someone in Allen's office and advised I could not attend a meeting.

MR. MURAI: I was also contacted by his assistant, but I did not -- and I spoke to the assistant. I told her that I would check to see if I could speak to them. I never called back.

CHAIRMAN AIZENSTAT: Thank you.

What I'd like to do is just ask, since the Board Members were conducted -- were, sorry, contacted, I'd like to question if your decision will be based on substantial competent evidence and testimony presented on the record today? May I have a confirmation yes by everybody, please?

Robert?

MR. BEHAR: Yes.

MR. REVUELTA: Yes.

CHAIRMAN AIZENSTAT: Venny?

MR. TORRE: Yes.

CHAIRMAN AIZENSTAT: Chip?

MR. WITHERS: Yes.

MR. REVUELTA: Yes.

CHAIRMAN AIZENSTAT: Eibi, yes.

And the two Members that are on Zoom?

MS. VELEZ: Yes.

MR. MURAI: Yes.

CHAIRMAN AIZENSTAT: Thank you.

MR. WITHERS: Mr. Chair?

CHAIRMAN AIZENSTAT: Yes, sir.

MR. WITHERS: You know, it's not a coincidence that it was unanimous that all

Board Members were contacted by Mr. Morris' office, and I just wonder if maybe Staff, in future situations like this, should maybe advise developers or whatever that -- maybe educate them a little bit on the ex parte communication part of our Code. I mean --

CHAIRMAN AIZENSTAT: What you're saying is, when the application is made?

MR. WITHERS: Absolutely. Maybe just some kind of notification of what they're allowed to do and not to do.

CHAIRMAN AIZENSTAT: Okay.

MR. BEHAR: Chip, from experience, I will tell you that I know that Staff tells them not to do it always, because I know that some of my clients have, you know, asked me, "I was told we could not, so you cannot" -- you know, this was for me the first time that I ever get contacted by a developer to try to, you know, talk about a project. I know Staff for sure, you know --

CHAIRMAN AIZENSTAT: Okay.

MR. BEHAR: -- tells them not to, but --

MR. WITHERS: I'm good.

CHAIRMAN AIZENSTAT: I'm sure Staff will

look at it.

Yes, Chip.

MR. TORRE: I have a question --

MR. BEHAR: Yes, sir.

MR. TORRE: -- from a technical perspective. Are we going to be able to see the Zoom as it relates to everybody that's on it or how is this going to work? This is our first -- my first meeting.

CHAIRMAN AIZENSTAT: My understanding, and the way it will work and the way it worked before is, the speaker --

MR. TORRE: Is the only person we will be able to see?

CHAIRMAN AIZENSTAT: The speaker, and at some time maybe, Jill, you can put a general screen, but -- how many people do you have on Zoom?

Actually, before we do that, let me continue, before we --

MR. TORRE: I'm sorry.

CHAIRMAN AIZENSTAT: That's okay.

Swearing In. The swearing in process will be different than normal today. With the exception of attorneys, when we take up a

quasi-judicial item, each member of the public will be sworn in before they speak. Also, I ask that each speaker first state their full name and address, for the record, prior to speaking.

For Zoom platform participants, I will ask any person wishing to speak or testify on a specific agenda item, to please open your chat and send a direct message to Jill Menendez. Once again, open your chat, send a direct message to Jill Menendez, stating the agenda item you would like to speak about and include your full name. Jill will call you when it's your turn. Depending on the number of speakers, and I think we have quite a bit of speakers, I will limit the remarks between two to three minutes for each speaker.

Phone platform participants, after Zoom platform participants are done, I will ask phone participants to comment on the agenda item. I also ask you to limit your remarks to two to three minutes. The way you contact Jill and let her know is you dial -- you push *9 on your phone.

At this time, I'd also like to ask the

Clerk about any e-mails that were received. What I will do is, when the item comes up, I will ask the City Clerk to first read into the record any e-comments or e-mail, for the record, as it pertains to that item.

The first order of business is Approval of the Minutes of November 12th, 2020. Do I have a --

MR. BEHAR: Motion to approve.

CHAIRMAN AIZENSTAT: Mr. Behar motioned. Is there a second?

MR. MURAI: Second.

MR. REVUELTA: Second.

CHAIRMAN AIZENSTAT: Mr. Revuelta, the second.

Any comments? Any discussion? No?

Call the roll, please.

THE SECRETARY: Rene Murai?

MR. MURAI: Yes.

THE SECRETARY: Luis Revuelta?

MR. REVUELTA: Yes.

THE SECRETARY: Venny Torre?

MR. TORRE: Yes.

THE SECRETARY: Maria Velez?

MS. VELEZ: Yes.

THE SECRETARY: Chip Withers?
MR. WITHERS: Yes.
THE SECRETARY: Robert Behar?
MR. BEHAR: Yes.
THE SECRETARY: Eibi Aizenstat?
CHAIRMAN AIZENSTAT: Yes.
The procedure that we will use tonight is as follows: First, the identification of an item will be done by Mr. Coller, the attorney for the City, presentation by Staff, if any, presentation by applicant. I think, in this case -- tonight what I'd like to do is have the applicant make their presentation first, followed by City Staff, if there is any recommendation. Then I'll open the public comment to Zoom platform first, phone line platform second, e-comment or e-mail will be read into the record for that specific item, we'll go ahead and close the public comment, we'll have Board discussion and then we'll see if there's a motion, discussion, second motion, and a vote, if any.
Mr. Coller, would you like to read the first item into the record please?
MR. COLLER: Yes. Mr. Chairman, I want to

know -- first of all, you can hear me, correct?
CHAIRMAN AIZENSTAT: Yes, sir.
MR. COLLER: Okay. So we do need to give people a reasonable period of time, but we can ask them not to be repetitive, because there's quite a number of people speaking.
So Item E-1, an Ordinance of the City Commission of Coral Gables, Florida approving Site Plan Amendment pursuant to Zoning Code Article 14, "Process" Section 14-203, "Conditional Uses," for a previously approved Country Club by Ordinance 2016-34, located within a Special Use (S) District, for the property commonly referred to as the "Riviera Country Club" and legally described as portions of Tracts 1 and 5, Riviera Country Club, a portion of Miami-Biltmore Golf Course of Riviera Section Part 4 and Lots 10-14, Block 112, Country Club Section 5, Coral Gables, Florida; all other conditions of approval contained in Ordinance 2016-34 shall remain in effect; providing for an effective date.
Item E-1, public hearing.
CHAIRMAN AIZENSTAT: Thank you.
Mr. Trias, are you okay if the applicant

goes first?
MR. TRIAS: Yes. That's my preference. Thank you.
CHAIRMAN AIZENSTAT: That's your preference. Perfect.
Do we have the applicant on, please?
THE SECRETARY: Yes. He's been made main cohost.
MR. SCHOPP: Yes, hi. Hi, this is David Schopp, for the applicant. Can you hear me?
CHAIRMAN AIZENSTAT: Yes, sir.
MS. SCHOPP: Excellent. So I sent over earlier to the City --
CHAIRMAN AIZENSTAT: Could you state your name and address for the record please, before you begin?
MS. SCHOPP: I'm sorry, David Schopp. The address of the club is 1155 Blue Road, Coral Gables, and I'm here to present a small presentation on our application.
So I have a small PDF that I wanted to share with you that I sent over earlier to the City. Is that something that the City -- or should I attempt to share my screen?
THE SECRETARY: You can share your screen,

sir.
MR. COLLER: Can I ask a preliminary question, Mr. Chairman? I apologize.
CHAIRMAN AIZENSTAT: Yes.
MR. COLLER: Are you the attorney of record for the club or how are you authorized to speak?
MR. SCHOPP: You're addressing me, David Schopp?
MR. COLLER: Yes.
MR. SCHOPP: No. I am the owner's representative for the club. I'm their consultant. I do have our attorney on the line that's with us, as well, today, John Lukacs. So he's here to speak, as well.
MR. COLLER: Perfect. Maybe Mr. Lukacs can just put his name in, for the record, so that we know that he's here representing the Riviera Country Club.
MR. SCHOPP: Excellent. So shall I go ahead and start while he's doing that?
CHAIRMAN AIZENSTAT: One second, please. We're waiting for Mr. Lukacs.
MR. REVUELTA: Does he need to be sworn in?
MR. COLLER: No, the attorney does't need

to be sworn in, but the actual representative should be sworn it.
CHAIRMAN AIZENSTAT: Mr. Schopp should.
MR. COLLER: That's a good point.
CHAIRMAN AIZENSTAT: Is Mr. Lukacs going to make an appearance first or not?
MR. COLLER: I think he's trying, but he is muted, which is the worst possible thing to happen to an attorney.
MR. BEHAR: Maybe not.
CHAIRMAN AIZENSTAT: In the meantime, while we unmute Mr. Lukacs, can we please swear in, Mr. Schopp? Mr. Schopp, if you will please raise your right hand?
Do we have the court reporter? Jill?
THE SECRETARY: She's on.
(Thereupon, the participant was sworn.)
MR. SCHOPP: I do.
CHAIRMAN AIZENSTAT: Thank you.
Do we have Mr. Lukacs?
MR. LUKACS: You do.
Mr. Chairman, Members of the Committee, my name is John Lukacs, 75 Valencia Avenue, Coral Gables, Florida 33134, on behalf of Riviera Country Club. Thank you.

CHAIRMAN AIZENSTAT: Thank you very much. Welcome, Mr. Lukacs.
MR. LUKACS: Thank you, sir.
Mr. Schopp?
MR. SCHOPP: Yes, thank you. Can you see my screen? I think on, I think a share -- it's right here. Can everybody see that?
CHAIRMAN AIZENSTAT: Yes, sir.
MR. SCHOPP: I'll leave it over here. Can everyone see that?
THE SECRETARY: Yes.
CHAIRMAN AIZENSTAT: Yes, we're good.
MR. SCHOPP: Okay. Great.
So this is our facilities. So part of our approval through Coral Gables was to really -- we had very little work to do on Blue Road back a few years ago, with the exception of overlaying of the road in the area where we had a water main, and as everybody knows, Blue Road is a County road, so we had to go get County approval for that.
We went to them back in 2018, I think, and we got a permit for that road, pursuant to what they call half section standards, because that road is between Red and -- it's between Red and

Miller, so it requires certain standards.
So we had actually gotten Site Plan approval through the City, but we went through the County just because it was their road and we were required to comply with their standards.
As you'll see on the screen here, this is the plan that we're asking for currently at the County -- I'm sorry, at the City, which initially pavers were shown and there's a challange with pavers at the County level, and what was approved at the County was basically a paved road with striping, which is what they require. It's thermoplastic and these are consistent with Metro-Dade County standards.
So the challange was having the pavers in the right-of-way and we had gotten approval through the County in 2019, we're on an extension right now, and we are asking that these pavers be relieved, because there's a consequence for us, as an ownership, that the County requires that the City maintain these, because it's not a requirement of the County, and which the City is requiring that the Club maintain the right-of-way, which the Club has

hesitation for.
So that's kind of where we are right now, John. I'm going to kind of defer to you to take it from here.
MR. LUKACS: If you don't mind. Thank you. Thank you, David.
What we have to work with is, of course, the Staff report, which I'm sure everybody has had an opportunity to review, and what I'd like to do is just pinpoint a couple of what I think are poignant observations by Staff, specifically dealing with the findings of fact.
And the findings of fact, which appear at Page 4, in Paragraph 2 of the report, importantly cites out that it's the City's responsibility to review the application for consistency with the City Comprehensive Plan, goals, objectives and policies, and compliance with the Zoning Code and the City Code. And what the City has found or Staff has found is that there's been total compliance altogether.
What we see, however, when you go to the findings of fact, and specifically with regard to -- and I'll just refer straight to Page 6, Paragraphs F, G and H speak to the issue of

Staff's position as it relates to pavers, in contrast to asphalt and pavement markings, and you'll see, in the last sentence at Paragraph 4, which deals with whether or not the parcel proposed for development is adequate in size and shape to accommodate all development features, Staff concludes the following: The proposed amendment to change the paving material on the main entrance and crosswalks would diminish the pedestrian experience.

That is it. That is the finding of fact or the personal preference, if you will, of the Staff, and I say that respectfully, because that's the same conclusion that Staff comes up with, with respect to Paragraph G, that is, whether or not the nature of the proposed development is detrimental to the health, safety and general welfare of the community.

Clearly, the project itself is not detrimental to any of those concerns, and against that concludes that simply moving pavers to asphalt would, of course, again diminish the pedestrian experience, whatever that means more significantly, in Paragraph H, also on Page 6, with respect to the design of

the proposed driveway, circulation patterns and parking, Staff concludes that the applicant's proposal to change the paving material to asphalt and thermoplastic paint does not promote a well defined vehicular and pedestrian circulation. A very broad statement, that when you think of it in the context of the City of Coral Gables and the hundreds of miles of roadway that we have and the various crosswalks that we have throughout the City, we have compliance with the Manual for Uniform Traffic Control Devices, we have pavement markings throughout, all of which are consistent with the standards in the Code -- excuse me, Miami-Dade County, as well as the City of Coral Gables.

Putting pavers -- or, excuse me, putting asphalt and pavement markings in front of the Club, Riviera Country Club, on Blue Road, is consistent with the pavement markings that appear throughout the City.

This afternoon, I took a drive around the neighborhood, and one particular disparity I wanted to bring out is, when I went in front of Doctors Hospital, which we've all been to, when

you walk through the main entrance on University Drive, at the edge of pavement, as you approach the walkway, it's all pavers, but yet those pavers do not connect to pavers crossing University Drive to the adjacent contiguous parking lot. Rather, they are the same pavement markings that we see throughout the City.

I would suggest, most respectfully, that this is really not an issue, and what the Club should be entitled to do is to be consistent with what is throughout the City itself, allow us to put the asphalt and the pavement makings that have already been approved by Miami-Dade County and allow us to simply go forward with the project. Having to install pavers at this juncture, having to go back to the County, is another delay, which is going to be another year to a year and a half down the road, and something that we would not want to account to in any way.

I would also respectfully submit that when you look at the report, you cannot find anything in this report that would reveal a chain of underlying reasoning, a basis for the

conclusions that were reached by Staff, and I say that most respectfully.

So, with that in mind, I would respectfully request the Staff's recommendation be declined and that Riviera be permitted to go forward with this project, asphalt paving, and the pavement markings that we typically see throughout the City of Coral Gables. Thank you.

CHAIRMAN AIZENSTAT: Thank you, sir.

Mr. Schopp, do you have any further comment before I ask Mr. Trias?

MR. SCHOPP: No, I'm fine. Thank you, Mr. Chair.

CHAIRMAN AIZENSTAT: Thank you.

Ramon?

MR. TRIAS: Mr. Chairman, the statements are not to prod or personal. They're simply the Condition of Approval that was approved by the Commission. The Commission approved the pavers for reasons that deal with aesthetics, safety, pedestrian quality, et cetera, and Staff recommends denial for that aspect of the request.

On the other hand, there are other aspects

of the request that are reasonable and Staff is recommending approval. So that's the nature of the discussion.

CHAIRMAN AIZENSTAT: And if anything is changed, it would have to go back before the Commission again?

MR. TRIAS: That was one of the Conditions of Approval in that particular approval back in 2016, yes, sir.

CHAIRMAN AIZENSTAT: Okay. So I guess my question is, if the pavers is changed for any reason, they have to go back to the Commission?

MR. TRIAS: Yes. The request is to eliminate the pavers, the current request, and that has to go back to Commission. That's why we're here today.

There are some requests also, change of the trees and so on, that Staff recommends approval.

CHAIRMAN AIZENSTAT: Understood.

What I'd like to do at this time is open it up for public comment.

Jill, do we have any speakers on this item?

THE SECRETARY: Not on this item.

CHAIRMAN AIZENSTAT: We have no speakers

for --

THE SECRETARY: I've been receiving several messages, so I might have overlooked, but as of right now, no.

CHAIRMAN AIZENSTAT: If anybody would like to speak on this item, can you send Jill a chat message on this item right now please?

Anybody, Jill? No?

Having none, I'll go ahead and close the public comment for this item. I'd like to open it up for Board discussion.

Robert.

MR. BEHAR: I'll go first.

First and foremost, I want to, you know, give a lot of credit to the Riviera Country Club. They've done a magnificent job in the new building and everything they've done. It is beautiful. Everything about it is fantastic.

And I was here in 2016 when they came -- or before, when they came for approval, and I respectfully disagree with Mr. Lukacs, that is not typical. This is very different than the example he has used.

And I drive -- and I drive this road

between two and four times every day of the week, because I live down the street from here. So I come on Santa Maria -- take Santa Maria to Blue Road to go to my office, and when I go home, I drive it again, and if I go home for lunch, I drive by during the day.

There's a lot of pedestrian, you know, crossing that we are not -- cannot take it for granted, and, unfortunately, I stop when I'm there and I see a pedestrian, but a lot of people don't take the pedestrian crossing serious, and I think that the pavers is going to help the cars -- either deter them from speeding through there and it's going to force them, I think, to stop.

When we approved this, I remember very clearly this was one of the requests. I personally think it's going to be important for the safety of their club members, you know, when they're parking in the tennis center across the street and they want to cross over to the clubhouse.

I feel that if pavers are -- should stay. I would not be in favor of removing those pavers.

CHAIRMAN AIZENSTAT: Okay. Venny.

MR. MURAI: Eibi --

MR. TORRE: You know, I was not on the Board when this was recommended and I don't know if this was proffered for any particular reason to get the approvals in that case. Maybe that's why it was done.

I think, as a measure of safety, it's important to have something there, and I think what Robert said is exactly correct, we should try to slow down the traffic. I'm not necessarily sure that we have to do it with pavers. So, you know, I think they did a good job. I don't know if there's a reason to withhold the change, more than from a safety perspective.

So I'm not -- I mean, I don't have a problem with the change, as long as there's some measure of safety protocol being held to keep the traffic to be slowed down. I don't know if that's sufficient. The drawings are kind of small, so I'm not clear on exactly what it's doing for that purpose, but I'm not in any way against the proposal.

CHAIRMAN AIZENSTAT: Chip.

MR. WITHERS: I have a question for Staff. If they put pavers down, would they still stripe it?

MR. TRIAS: Maybe the Public Works Director can answer that technical question.

MR. SANTAMARIA: Eduardo Santamaria, Public Works Director. Yes, striping would be required.

MR. WITHERS: So if you have striping for the safety, then why are the pavers there?

MR. SANTAMARIA: The pavers, as Ramon mentioned, is a visual improvement, and, also, generally speaking, when you drive over a hardened surface, irregular surface, you tend to slow down. So I would say that it's mostly decorative, but there's definitely a component of added safety, visual.

You're driving through an area where, this is different, you're paying more attention and it's uncomfortable to drive really fast over pavers. So it's certainly an element of --

MR. WITHERS: If you see the pavers. But, I mean, don't you post it with the signs that say, approaching crosswalk, you might have to stop, the ones that we put in the middle of the

road?

MR. SANTAMARIA: Absolutely, and when it comes to things that -- for traffic calming, it's not one thing, it's a number of things, and, you know, if you have the minimum, then you start incrementally going above the minimum.

MR. WITHERS: So do we have a policy in the City that we're going to start putting pavers on cross streets to do traffic calming? Is that our policy now?

MR. SANTAMARIA: No. No, we do not. We do have traffic calming that the City is implementing through a City wide program, that we are putting pavers in certain locations. My understanding is that this was originally generated by the applicant, right, Ramon?

MR. TRIAS: Yes. You may recall that that was one of the Conditions of Approval proffered by the Applicant.

MR. SANTAMARIA: Okay.

MR. WITHERS: Well, I don't think it's a big deal. I have absolutely no problem with allowing them to put asphalt down, considering that probably 95 percent of all crosswalks in

Coral Gables are probably asphalt. As long as there's yellow striping with signage, I don't really see where pavers make that much difference. So I would support the removal of the pavers.

But, Ramon -- thank you very, very much.

MR. SANTAMARIA: You're welcome.

MR. WITHERS: Ramon, I had another question. I know there was a sidewalk color change, there was a planting of oak trees and I think there was a concrete pad, as well. Wasn't that --

MR. TRIAS: Yes. Yes.

MR. WITHERS: Do we want to address that while we're discussing this or are we going to discuss it separately?

MR. TRIAS: Yes, you can, certainly.

MR. WITHERS: Okay.

CHAIRMAN AIZENSTAT: Go ahead, please.

MR. WITHERS: So what is the City's rationale for removing a concrete pad and replacing that with pavers? Is that -- not a safety issue, I'm assuming?

MR. TRIAS: Which -- I'm not sure I understand the --

MR. WITHERS: I mean, where was the concrete pad? I thought I saw that there was a replacement of a concrete pad.

MR. TRIAS: I don't think so. Maybe I'm wrong. Maybe the applicant can explain.

CHAIRMAN AIZENSTAT: Mr. Schopp.

MR. SCHOPP: If I can share my screen again, that might help. Can everybody see my screen?

CHAIRMAN AIZENSTAT: Not right now.

MR. COLLER: We have to quit at 9:00.

MR. SCHOPP: Okay. Can everyone see my screen now? Hold on. Share. There we go. How is that? Great?

CHAIRMAN AIZENSTAT: Yes.

MR. SCHOPP: Okay. So I think what you're referring to is, there were pavers on our east entrance and on our west entrance where the sidewalk was discontinued and it went --

CHAIRMAN AIZENSTAT: We've lost him?

MR. COLLER: Yes.

MR. SCHOPP: -- to continue to extend -- can you all hear me -- the sidewalk there. So that was approved, as well as this change of Ironwood trees to Live Oaks now, which is a

much better and larger species. So there were things that we're doing to embetterment. And the remainder was, these crosswalks here, here, and down at this end, and in the middle here, are these pavers. So ideally we're going to have these crosswalks.

At these crosswalks here, there will be a sign in the road, and it's on our plans, that shows that it's a crosswalk, and it's a requirement of Dade County. And if I blow up this here, you can see that there will be -- this Item Number 6 represents a title sign, that I can share with you. Let me go over to that side of the screen here. And it will be an in street pedestrian crossing sign, and that will exist in the right-of-way at each of those crossings.

So hopefully that helps -- maybe that clarifies things for the Committee.

CHAIRMAN AIZENSTAT: Chip.

MR. WITHERS: You know, maybe I read something I didn't read, but I thought there was a request to leave a concrete pad in place, as opposed to putting pavers across it.

CHAIRMAN AIZENSTAT: That would be on the

driveway entrances, I think, that Mr. Schopp just explained.

MR. WITHERS: Is that where that is, on the driveway entrances?

MR. TRIAS: Yeah. The preference --

MR. SCHOPP: At the driveway entrances, this here is now concrete, in lieu of pavers. That might have been what you considered. And this area right here, we had to take away two parking spaces, which was approved by Staff, because --

MR. TRIAS: Yes, Staff supports that aspect of the request.

MR. SCHOPP: Maybe it was --

MR. TRIAS: Staff would support -- may I speak? Staff supports that aspect of their request, which is the continuation of the sidewalk through the entrance as concrete.

MR. WITHERS: Okay. Okay. Okay.

MR. TRIAS: I think that's what you were referring to.

MR. WITHERS: Right. That's it.

MR. SCHOPP: Okay. Fair enough. I'll stop.

CHAIRMAN AIZENSTAT: Thank you.

MR. SCHOPP: Thank you.

CHAIRMAN AIZENSTAT: Chip, anything further?

MR. WITHERS: No. No. Thank you very much. I appreciate it.

CHAIRMAN AIZENSTAT: Maria.

THE SECRETARY: Mr. Murai has been wanting to speak, Rene.

CHAIRMAN AIZENSTAT: Okay. I was going to have Maria first, but if Rene would like to go first, Rene.

THE SECRETARY: He's on mute.

MR. COLLER: Oh, he's on mute.

THE SECRETARY: He can unmute himself. He's co-host.

CHAIRMAN AIZENSTAT: Is Rene there?

THE SECRETARY: No.

MR. MURAI: Can you hear me?

CHAIRMAN AIZENSTAT: Yes.

MR. MURAI: Okay. So, first of all, I'm a member of Riviera Country Club. Does that in any way prevent me from participating in this discussion or voting on it?

MR. COLLER: Mr. Chairman, just through you, are you on the Board or you're just a member?

MR. MURAI: I'm just a member.

MR. COLLER: Okay. So we have previously, indicated, unless you're on the Board, where you have a fiduciary responsibility, as just merely a member, you're permitted to vote on the item.

MR. MURAI: Very well. Okay.

So on the item that is -- what crosswalks are we talking about, John, or -- which crosswalks?

MR. TRIAS: The crosswalks that connect the parking lot across Blue Road to Blue Road, right in the middle.

MR. MURAI: That's the only one we're talking about?

CHAIRMAN AIZENSTAT: Yes, sir.

MR. MURAI: So this doesn't involve the connection between the golf course on the south side and the north side?

MR. SCHOPP: It does. So there -- can you hear me?

MR. MURAI: Yes.

CHAIRMAN AIZENSTAT: Yes.

MR. SCHOPP: Okay. So I don't know if you can still see my screen or not, I might have

stopped sharing, but we're connecting five to six on the south side, the fifth hole to the sixth hole, that is striped right now. That is going to be thermoplastic white striped, as it is now, and it will be improved once the road is repaved.

The other two will be from --

MR. MURAI: Wait. Wait. I'm slow, very slow.

MR. SCHOPP: No worries. Thank you.

MR. MURAI: So we're not talking about pavers between five and six?

MR. SCHOPP: No, we're not. We were, but we're not now.

MR. MURAI: But that's not part of the application today?

MR. SCHOPP: The application today is to eliminate the pavers between five and six and to do it with thermoplastic per Dade County standards. That's one of three crossings.

MR. MURAI: Okay. So what are the other two crossings?

MR. SCHOPP: The other two basically go from the front entrance to the tennis parking lot, and they straddle the road. They're about

60 feet apart from one another.

MR. MURAI: So what are we having there, pavers, or you're asking for thermoplastic whatever?

MR. SCHOPP: Pavers were on the approved Site Plan. We're asking to modify that to go to thermoplastic paint on asphalt.

MR. MURAI: Okay. And what's the third crossing?

MR. SCHOPP: Well, those are two crossings in front of the entrance. So I'm going to share my screen again, so I can make it easier for you.

So if you can see my screen, this -- can you see my cursor?

MR. MURAI: Yeah.

MR. SCHOPP: So this is the main entrance in. So, on either side of the entrance, we're straddling. We have one crossing, two crossings. There are two crossings to go across to the tennis parking lot, more for, I think, symmetry than anything else. Then, at the far end, that's the one between five and six, that would also be thermoplastic. Those are the three crossings that would be

thermoplastic not pavers.

MR. MURAI: Okay. Well, I don't find that pavers necessarily will slow down traffic on Blue Road or, you know, would really do -- I mean, it's a question of, maybe it's prettier, but I don't think that's what we're here to determine, whether it's prettier or not as beautiful.

I think that that whole road needs -- really needs signs, that are not there today. I play golf there all of the time. I go from five to six. You know, some people stop, some people don't stop, and some people just totally ignore us. And, you know, there's a crossing off -- as you well know, between fifteen and sixteen. There are no pavers there. There won't be any pavers. I think, to just put pavers on these three items here, and if this is going to require to redo the whole thing and go back to the County -- I mean, the road right now is kind of a mess, it has never been finished, on both sides. So I don't know that this is going to improve the pedestrian experience.

I don't see -- when I'm going to cross

there, what I want is -- you know, I want signs that say I'm crossing. I don't care whether I'm crossing on asphalt or I'm crossing on pavers. I don't really care, and I don't think it's going to help at all to make it safer for me when I'm playing golf.

Is there something else about pavers versus asphalt, some other places?

MR. SCHOPP: Yes, sir.

So the area on this plan, if you can still see my screen when it comes up, so the initial plan had this area, these crosswalks, integral with pavers within this section here, that as you see I'm kind of tracing, and our goal is to remove the pavers from the plan, because it's not part of a Dade County standard, and it requires that the club would have to maintain these in perpetuity, because of the agreements. There's an interlocal that we need to have, and then a covenant us relieving the City, and we're just not in the road -- you know, the road maintenance business is a big part of this problem, as well, and, you know, the striping would be here, and this would all be asphalt all of the way through like it always was.

MR. MURAI: Yeah, and secondly, I mean, this road obviously is used not only by the club, but by everyone, and I don't see why the club is the one that should be having to maintain a road that is used by thousands of Dade County residents. So that doesn't make sense to me, that if we put in pavers there, that the club has to maintain it, even though it's not for the exclusive benefit of the club. So I'd be in favor of the application, noting that I am a member of the club.

So I'm in favor of the application. I don't see the benefit of putting pavers there. That's the only street around that whole area that would have pavers, I think. We don't have pavers crossing from fifteen to sixteen. I don't think my pedestrian experience of going across in my golf cart is going to be enhanced by having pavers, as opposed to asphalt. Anyway, those are my comments.

CHAIRMAN AIZENSTAT: Thank you, Rene. Maria.

MS. VELEZ: Hi. Good evening. I don't have a problem with the application either. I walk in the area of the Granada Golf Course and

in order to cross the street from the west part of the Granada Golf Course to the east part of the Granada Golf Course, there's striping and the cars -- there's a lot of cars traveling on Granada and they tend to stop and I'm there every day walking.

So I don't have a problem at all with the application and I would be in favor of it.

CHAIRMAN AIZENSTAT: Thank you. Luis.

MR. REVUELTA: Did I read or understand at some point that the County was having an objection to the pavers on the street? Is that accurate, Ramon?

CHAIRMAN AIZENSTAT: Mr. Schopp.

MR. SCHOPP: Yes. Am I still -- yes, the County, it's not their standard. They pushed back on the pavers, and it was a long experience and it wasn't something that they preferred that we do. So it was part of our denial. It was the way we were getting it approved, because it wasn't part of their half section standards or something that they had a standard for. They just don't do pavers as crosswalks and things. They'd make us stripe

that anyway.

MR. REVUELTA: But was the County willing to accept the pavers if somebody maintains the pavers?

MR. SCHOPP: We never really got that far. What I was told was that there needed to be an agreement with the City, and the City told us that if we did that, there would need to be a covenant that we would maintain the pavers in the right-of-way.

MR. REVUELTA: But the issue of the pavers, I think at the end turns out of, who maintains the pavers, it seems like to me. I agree with Robert, pavers have been used throughout the City, in Biscayne Boulevard, in the Arsht Center in Miami Beach, because they have proven to be in psychology a slow of traffic. I'm repeating what I've heard before, so please check me out completely based on what I'm saying.

But aesthetically I think it's nice to have that break in front of the clubhouse, in front of the Riviera Country Club. And was a sample of the pavers ever submitted to the City, to see what kind of paver, shape, color, material?

Was that ever submitted to the City?

MR. TRIAS: I've never seen any. Did you see one, the sample?

No, apparently that never got that far, and this process has been going on since 2016. So I don't know why it's taken so long.

MR. REVUELTA: So the Applicant proffered the pavers, ran into issues with Dade County. The issues turned out to be, based on the City and Dade County and the Applicant, an issue of maintenance, and we haven't seen samples of the pavers during the approval process?

MR. TRIAS: That is correct. Everything you said is correct, yes.

MR. REVUELTA: And did I hear you say that even though the pavers and the signs are going -- would be installed, at whatever point, if it gets approved, that the pavers would be painted, striped?

MR. TRIAS: I think that's something that the Public Works Director talked about.

CHAIRMAN AIZENSTAT: That is what he said to us, yes.

MR. REVUELTA: Yeah, but I just want to confirm, because it seems like --

MR. MURAI: That would be horrible.
MR. REVUELTA: -- putting pavers and then painting them over, I see the point that Chip was trying to get at, it's like --
MR. TRIAS: I don't think he meant to paint them over, right. It was just that, in conjunction with the pavers, there's some markings.
MR. REVUELTA: Because a lot of times you can have different color pavers to create the striping, but you don't have to paint the pavers, right.
MR. TRIAS: Right.
MR. REVUELTA: You just change the color and the texture and you get the striping that you need for handicap, for visual, et cetera, et cetera, but you don't have to actually put paint on the pavers, because then I would agree a hundred percent with Chip, that why even try to encourage somebody to put pavers, if you're going to paint over it? It wouldn't make sense to me.
MR. BEHAR: And for the record, my concern is not aesthetics, it's safety. And Luis brings a good example. Biscayne Boulevard,

when you're going to cross from one side to the other, you have pavers and people have a tendency to slow down. That's my only concern, safety. I don't -- you know, aesthetics is not, you know --
MR. REVUELTA: People above my pay grade have figured out that the pavers do slow traffic down, so I'm just repeating what I hear. So go ahead, I'm sorry.
MR. SANTAMARIA: No, I was just going to say, that, yes, that some striping can be worked out, as you mentioned, by generally speaking some striping will likely be necessary.
CHAIRMAN AIZENSTAT: Let me ask you a question.
MR. SANTAMARIA: Yes.
CHAIRMAN AIZENSTAT: What I've seen a lot in crosswalks today are signage, the type of signage that automatically, as a person approaches, that lights up or somebody that's crossing. To me, the way I'm looking at the pavers, part of who is going to go fast through that area is already going to have the momentum and the speed, unless you're creating the

pavers with enough distance prior to the crossing, and the way looking at this is, the pavers are starting at the crossing inward between the two sides.
So if I'm looking at it for safety -- for example, I know, on Bayshore, in the Grove, they have a system that actually alerts you that there's an individual there. I don't even think they have to push the button. I think there's a sensor on it. I could be wrong. Now, is that something that the City would have to do or is that something that the Applicant would have to do for that --
MR. SANTAMARIA: That would be something that the Applicant would have to do. I think what you're referring to is a pedestrian traffic beacon. Generally speaking, you do have to push a button. I'm not sure if there's some newer technology where you don't have to.
The County would basically have to accept that, because they'll basically be maintaining it.
CHAIRMAN AIZENSTAT: So they'd be going to the County again?
So, to me, the way -- the way I'm looking

at this is, the pavers are more aesthetic, because of the fact that, to me, the pavers are in the interior portion of the crosswalk. The pavers start at the crosswalk. They go interior and they finish where the crosswalk is.
Maybe if the City is concerned, I don't know if there's any roundabouts that are as you approach this area, so you don't have speed that is building up getting to the area.
MR. SANTAMARIA: That is a County collector street --
CHAIRMAN AIZENSTAT: Okay. The County would have to do that.
MR. SANTAMARIA: -- so unfortunately we're limited in the amount of traffic calming things that the County would be willing to accept.
CHAIRMAN AIZENSTAT: Is it possible to possibly have the City inquire with the County if it's something that can be done in the area or is that something the City does not undertake?
MR. BEHAR: And that may be a good solution, because, look, not only there, but the one to the east, where the golf carts from

fifteen to sixteen, is even worse. People don't stop for the golfers -- you know, the golf carts to cross, you know, and they have installed in the past little signage, you know, warning that it's a crossing and cars just run it over.

MR. SANTAMARIA: So, I think, the original application was that that was going to be part of the re-development of the country club.

CHAIRMAN AIZENSTAT: Okay. But right now we're only just looking at what they're requesting.

MR. SANTAMARIA: Right. Correct.

CHAIRMAN AIZENSTAT: So we're not -- okay, so we're not going to --

MR. MURAI: Eibi, what we need -- can you hear me?

CHAIRMAN AIZENSTAT: Yes, sir. Yes.

MR. MURAI: What we need and what I would hope that the City would try to get the County to do or approve is flashing lights, so that as you approach that area, as you have in some other areas, where you have flashing lights, that a pedestrian crossing is about to come. I don't think putting some pavers is going to do

anything, and it would be okay to do it if everywhere that we had a crossing in Coral Gables we required pavers, but we don't, but we do need flashing lights. That would be the one thing that would actually improve safety.

And, Luis, while it may be nice to have pavers, I mean, they're pretty, I don't think it's right to impose the maintenance obligation on the club, when this is an area that is traveled by thousands -- as I said, thousands of people who are not club members, but just Dade County residents.

So I'm in favor of the application.

MR. REVUELTA: Rene, I agree with you that, the pavers in this area, from an aesthetic standpoint, it's a benefit more to the City and the looks of the road than the club, although I think the club benefits from the look of setting that mood, architectural vision, but at the end, that's why I agree with you that it is not fair for the club to be the only ones that pay for it. I would agree with that premise. And there's nothing in the Code of Coral Gables that requires those pavers, and this was proffered by the Applicant.

It was proffered by the Applicant, there's no requirement of it by the City, and this element here is being submitted by itself, it's not holding up anything of the club, correct?

CHAIRMAN AIZENSTAT: Correct.

MR. MURAI: Well, it's holding up --

MR. REVUELTA: Not approving this does not hold up any work at the club?

MR. BEHAR: No, the club is finished, and they did a beautiful job.

CHAIRMAN AIZENSTAT: A beautiful job.

MR. BEHAR: It really is amazing what they've done. You know, and you're right, this was a Condition of Approval back in 2016, and they're coming back to change it, which is -- you know, it happens.

MR. REVUELTA: And they proffered it. I like the pavers. I like the pavers for all of the reasons that you mentioned, even aesthetics. On principal, though, I find it difficult to deny it, just because of -- there seems to be every right for them to make the change and to -- and like what I said, it's not fair that they bear the brunt of -- everybody is going to benefit from it, so everybody

should pay on it.

So I would vote to approve, but I want to be on the record, I agree with Robert that, for the City, it's a nice touch in front of the most important country club and it does definitely -- I've been told -- slow down traffic, though, for whatever that's worth.

CHAIRMAN AIZENSTAT: Would anybody like to make a motion?

MR. MURAI: I move that the application be approved.

MS. VELEZ: I'd second.

CHAIRMAN AIZENSTAT: Approved as presented?

MR. MURAI: As presented.

MS. VELEZ: I second it.

CHAIRMAN AIZENSTAT: And, Maria, you second?

MS. VELEZ: Yes.

MR. BEHAR: Are you sure? The motion is to deny the request, right?

MR. TRIAS: Well, the motion being made is to approve it, so it's not Staff's recommendation.

MR. TORRE: We have not discussed the Live Oaks. I'm not sure that --

CHAIRMAN AIZENSTAT: Say that again, Venny.
MR. TORRE: The Live Oaks have not been discussed. Is that something we want to talk about?
MR. REVUELTA: The motion is to approve with not agreeing with Staff on Items 1 and 2 and agreeing with Staff on 3, 4 and 5.
CHAIRMAN AIZENSTAT: Correct. We have a motion. We have a second. Let's have a discussion.
Venny?
MR. TORRE: No, it's fine. We can vote.
CHAIRMAN AIZENSTAT: You're okay -- you're okay the way it's presented? We're clear? Any other discussion? No?
Call the roll, please, Jill.
THE SECRETARY: Luis Revuelta?
MR. REVUELTA: Yes.
THE SECRETARY: Venny Torre?
MR. TORRE: Yes.
THE SECRETARY: Maria Velez?
MS. VELEZ: Yes.
THE SECRETARY: Chip Withers?
MR. WITHERS: Yes.
THE SECRETARY: Robert Behar?

MR. BEHAR: I'm going to vote, yes, but, you know, I'm concerned that something needs to be done and I hope the City takes that into consideration, whether it's a flashing light or whatever, but the vote is, yes.
THE SECRETARY: Rene Murai?
MR. MURAI: Yes.
THE SECRETARY: Eibi Aizenstat?
CHAIRMAN AIZENSTAT: Yes.
Thank you, Mr. Schopp. And Mr. Lukacs, thank you.
MR. SCHOPP: Thank you for your time.
CHAIRMAN AIZENSTAT: Did we lose them?
Let's go on to the next item on the agenda. Mr. Coller.
Is he there?
THE SECRETARY: Craig, you're muted.
MR. COLLER: I was muted. My apologies. I was muted.
Okay. So all of the following items, E-2 through E-8 are all related. My suggestion is we read them all in. You're going to get tired of my voice, because it's a lot of items. And then we have one public hearing on all of the items, and then we vote on the items

separately, if that's agreeable by the Chair.
CHAIRMAN AIZENSTAT: Yes, sir. Please proceed.
MR. COLLER: Okay. Item E-2, an Ordinance of the City Commission of Coral Gables, Florida approving the vacation of a public street pursuant to Zoning Code Article 14, "Process," Section 14-211, "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 that portion of University Drive north of Malaga Avenue right-of-way and east of the Ponce de Leon Boulevard right-of-way which is approximately 13,145 square feet in area abutting Block 29, Crafts Section (3000 Ponce de Leon Blvd. 216 & 224 Catalonia, 203 University Dr. and 225 Malaga) Coral Gables, Florida; providing for a repealer provision, severability clause, and providing for an effective date.
Sorry, my pages got out of order here.
Item E-3, an Ordinance of the City Commission of Coral Gables, Florida providing

for the vacation of a public alleyway pursuant to Zoning Code Article 14, "Process," Section 14-211, "Abandonment and Vacations" and the 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 foot wide alley which is approximately one hundred and fifty-five feet in length lying between Lots 12 thru 18 and Lots 11 and 19 in Block 29, Crafts Section -- which I'm not going to read the parenthesis, which are the locations -- Coral Gables, Florida; providing for a repealer provision, severability clause, and providing for an effective date.
Item E-4, an Ordinance of the City Commission of Coral Gables, Florida amending the Future Land Use Map of the City of Coral Gables Comprehensive Plan pursuant to Zoning Code Article 14, "Process," Section 14-213, "Comprehensive Plan Text and Map Amendments," and Small Scale amendment procedures from "Commercial Low-Rise Intensity" to "Commercial High-Rise Intensity" for Lots 8 through 21,

less the west 1/2 half of Lot 8, Block 29, Crafts Section, together with that portion of the 20-foot platted alley lying east of Lots 11 and 19, of said Block 29, together with that portion of University Drive that runs north of the Malaga Avenue right-of-way and west of the Ponce de Leon Boulevard right-of-way, Coral Gables, Florida; providing for a repealer provision, severability clause, and providing for an effective date.

Item E-5, an Ordinance of the City Commission of Coral Gables, Florida providing a Development Agreement -- excuse me -- pursuant to Zoning Code Article 14, "Process," Section 14-214 (sic), "Development Agreements," for a proposed mixed-use development referred to as "Ponce Park Residences" related to the construction of a project consisting of a mix of uses including commercial and residential, on the property legally described as Lots 8 through 21, less the West 1/2 of Lot 8, Block 29, Crafts Section, together with that portion of the 20-foot platted alley lying east of Lots 11 and 19, of said Block 29, together with that portion of University Drive that runs north of

the Malaga Avenue right-of-way and west of the Ponce de Leon Boulevard right-of-way, Coral Gables, Florida; providing for a repealer provision, severability clause and providing for an effective date.

Item E-6, an Ordinance of the City Commission of Coral Gables, Florida approving receipt of Transfer of Development Rights pursuant to Zoning Code Article 14, "Process," Section 14-204.6, "Review and approval of use of TDRs on receiver sites," for the receipt and use of TDRs for a Mixed-Use project referred to as "Ponce Park Residences" on the property legally described as Lots 8 through 21, less the West 1/2 of Lot 8, Block 29, Crafts Section, together with that portion of the 20-foot platted alley lying east of Lots 11 and 19, of said Block 29, together with that portion of University Drive that runs north of the Malaga Avenue right-of-way and west of the Ponce de Leon Boulevard right-of-way, Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date.

Item E-7, a Resolution of the City Commission of Coral Gables, Florida providing for a Mixed-Use Site Plan and Conditional Use Review pursuant to Zoning Code Article 14, "Process" Section 14-203, "Conditional Uses," for a proposed Mixed-Use project referred to as "Ponce Park Residences" on the property legally described as Lots 8 through 21, less the West 1/2 of Lot 8, Block 29, Crafts Section, together with that portion of the 20-foot platted alley lying east of Lots 11 and 19, of said Block 29, together with that portion of University Drive that runs north of the Malaga Avenue right-of-way and west of the Ponce de Leon Boulevard right-of-way; Coral Gables, Florida; including required conditions, providing for a repealer provision, severability clause, and providing for an effective date.

Item E-8, a Resolution of the City Commission of Coral Gables, Florida providing for the Final Plat entitled "Ponce Park Residences" pursuant to Zoning Code Article 14, "Process," Section 14-210, "Platting/Subdivision," using a -- excuse me,

being a re-plat of 56,095 square feet (1.287 acres) into two tracts of land on the property legally described as Lots 8 through 21, less the West 1/2 of Lot 8, Block 29, Crafts Section, together with that portion of the 20-foot platted alley lying east of Lots 11 and 19, of said Block 29, together with that portion of University Drive that runs north of the Malaga Avenue right-of-way and west of the Ponce de Leon Boulevard right-of-way, Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date.

Items E-2 through 8, public hearing.

CHAIRMAN AIZENSTAT: Thank you.

Mr. Coller, just one comment. On Item E-5 --

MR. COLLER: Did I miss something?

CHAIRMAN AIZENSTAT: I think you read, for Section -- instead of saying Section 14-217, if I'm not mistaken, I heard Section 14-214. I just want to clarify that the correct section is 14-217, for the record.

MR. COLLER: Yes. Absolutely. Thank you

for following that.
CHAIRMAN AIZENSTAT: Thank you, sir.
Mr. Trias.
MR. TRIAS: Mr. Chairman, this is a rather complicated request. The Applicant has a presentation ready for you. I suggest that he presents and then I'll be able to answer any questions.
CHAIRMAN AIZENSTAT: Understood. Thank you.
Is the Applicant on, please?
MR. DE YURRE: The Applicant is on.
Would you like me to proceed?
CHAIRMAN AIZENSTAT: Yes, please.
MR. DE YURRE: Okay. Thank you very much and good evening. I want to thank you all for taking your time out --
CHAIRMAN AIZENSTAT: Would you state your name and address for the record, please?
MR. DE YURRE: Absolutely. Anthony De Yurre, 1450 Brickell Avenue, Suite 2300. I'm also --
THE SECRETARY: Excuse me, can you speak louder, please, Mr. De Yurre?
MS. DE YURRE: Sure. Let me try to bring

the microphone closer to me. How does that sound now?
CHAIRMAN AIZENSTAT: Perfect. Thank you.
DE YURRE: Great. Thank you very much.
For the record, I'm a Gables resident my entire life. I couldn't imagine myself living anywhere else. My children go to school in the Gables. I went to school in the Gables myself. My children are in the neighborhood of this project. I spend a lot of time in the neighborhood of this project, and I am very happy to speak to you all today about it.
MR. COLLER: Just for the record, and I apologize for interrupting, but you're the counsel of record for the Applicant, correct?
MR. DE YURRE: Yes, Mr. Coller. Good evening. I'm the counsel of record for the Applicant. That is correct.
MR. COLLER: Okay. I just want to make sure we had that on the record. Thank you so much. I appreciate it.
MR. DE YURRE: Absolutely, Mr. Coller. Thank you very much for clarifying that.
If I could please, before I get into the particulars of the application, as I was

saying, I just wanted to thank everyone for making it out this evening and I wanted to allow Mr. Morris a couple of minutes just to address the Board, and let me see if I can give him a shot at unmuting there. I believe, Alan, that you can speak and have --
MR. MORRIS: Yes. Yes. Thank you.
I am grateful to have the opportunity to be here this evening.
CHAIRMAN AIZENSTAT: Sorry, Mr. Morris.
MR. MORRIS: Yes.
CHAIRMAN AIZENSTAT: Could you state your name and address, for the record, please?
MR. MORRIS: Yes. Allen Morris, at 3700 Granada Boulevard, and our offices are at Alhambra Towers, at 121 Alhambra Plaza.
CHAIRMAN AIZENSTAT: Thank you. If you would raise your right hand so we can swear you in, sir.
MR. MORRIS: Sure.
(Thereupon, the participant was sworn.)
CHAIRMAN AIZENSTAT: Thank you. Please, proceed.
MR. MORRIS: Thank you.
I was just saying that I am very grateful

to be here before the ladies and gentlemen of our Planning & Zoning Board and appreciate the opportunity to propose a beautiful addition to our beautiful Coral Gables.
Our company headquarters is here in Coral Gables, and because of the City's allowing us to build Alhambra Towers, we created something for the City which is now on the City's website, the City's credit materials and as the only building that I know in Miami that has won ten awards. Our family has been engaged and committed residents of Coral Gables for over 74 years and four generations. I was born in Coral Gables. I've grown up in Coral Gables. I've raised my children here. And during COVID, I brought my grandchild home from the hospital here.
I care deeply about my own town and we are making major investments and want to continue to make major investments in Coral Gables of the highest quality. We also make a long-term commitment to Coral Gables in what we're proposing here, as we did with Alhambra Towers. We're not building buildings to flip them. We are long-term owners, operators and managers of

those buildings, to maintain the quality in Coral Gables.

We are excited about the major public benefits, too, that we are bringing to all of the residents of Coral Gables. First is, I believe this architecture is going to be inspiring, like Alhambra Towers, and will be inspiring to people. Secondly, I believe it's going to solve a big public safety problem in Coral Gables. Thirdly, I believe it will solve a big traffic problem in Coral Gables. And, Fourthly, I believe it will be a beautiful -- be creating a beautiful public park for all of the residents of Coral Gables, as well, and I'm excited to unveil it to you and answer your questions today.

CHAIRMAN AIZENSTAT: Thank you, sir.

MR. DE YURRE: Thank you very much, Allen, for taking some time to speak with us this evening.

I'm going to trying my best here with the technology and share with you my screen -- it looks good -- and just to clarify that the project site that we're discussing right now is on Ponce de Leon Boulevard between Catalonia

and Malaga, and as Mr. Coller read into the record, there were a number of different items that are tied to this project, and each one of these items has been followed through in accordance with the Zoning Code, because the Zoning Code has a specific path, the goal of which is to accomplish the objectives and policies of the Comprehensive Plan, which is to create high quality architecture, high quality products, mixed-use environment and increase the pedestrian activity within the City. The Code allows, in fact, encourages instances to uniquely create these types of projects and opportunities such as this.

And of interesting note, as Allen stated, is 121 Alhambra. 121 was one such instance where, in that case, there was also a vacation completed that allowed for open space and the development of that highly awarded project in Downtown Coral Gables, and as he said, a project that he still owns to this day, which is a testament and evidence to the Morris Company's dedication. They are not here to build, to profit and leave. They are here to continue to be part of this community and to

continue to keep Coral Gables the place that we know it to be, a vibrant place that we all love to live, work and play in.

As I said, there are a number of requests, but all of these requests are pursuant to the process of the Code. There was no deviation or variance or waiver of -- process and that is why we arrived at a high quality project and why we received the recommendation of Staff for the particular project.

And with that background, I will present to you a number of slides and just give as much context as possible for purposes of the conversation for this particular project. So, you know, I'd like to give you just an anecdote of what does Royal Castle, Chevron Gas Station, the Kwik Stop and a gentleman by the name of Thomas Springer, who is a former City Engineer for the City of Coral Gables, have in common. Well, what they all have in common is this particular parcel of land.

This piece of parcel of land was originally, once upon a time -- many of you'll remember Royal Castle. Once a upon of time, this was a Chevron Gas Station. Once upon a

time, it was a Kwik Stop, and I will admittedly tell you that I used to buy firecrackers here and do things with them that my grandmother would get very upset with me about. So this lot has been many uses, none of which are typically Coral Gables. It has essentially been a forgotten corner throughout the decades of what has been a vibrant area for Coral Gables and it is a forgotten corner still to this day.

And then that brings me to the City Engineer, Thomas Springer. City Engineer Thomas Springer happened to develop a plan for the beautification of Ponce de Leon Boulevard, which funny enough, included the creation of a public park in the very space that we're proposing a park today with our project. So let's keep in mind the history of this site, what it has been and has not been a typical use. It has been a forgotten corner.

The City has tried, ever since 2001 we have records for, to do something with this corner, to beautify this corner, to create a park, as we're proposing to do today, and it really took -- I think that honestly only someone like

Allen would be willing to do this, to invest the level that he is and the high quality of the project, and to create the public benefit of the park space, and also, you know, we are not agnostic to the fact there's a of components to these requests, and so by the same token, we acknowledge that City Staff would only recommend for this type of request, and the amount of different pieces involved, a project of this level of quality and a product of this level of operational solution, as well, for the City.

And so, again, let me reference the site. As many of you are familiar with this area, you have across the street, obviously, several million square feet being developed by The Plaza, and we'll get into the context of the area later on in the presentation, but needless to say, this is probably going to be an area that doesn't look like what you see here in this Site Plan, but if you drive past it today, obviously you see the construction that's going on there.

We ran into a bit of a problem in this site, and that's, what do we do with a site

that has been many things for the City of Coral Gables, none of them typical uses? How do we make this best work for the City? We came along with a public records request to find out what the City had tried to do with this site historically, what the successes and failures were of this particular site. We wanted to learn from the City, learn from prior opportunities, learn from prior instances of potential development of this site and what the input was in regards to it.

What we found was the following, a history of dozens and dozens of traffic accidents at this corner. Going back about just over a decade, we have approximately fifty traffic accidents. You can see, I just grabbed a small sampling of them that I'll display to you here, because my application is hundreds and hundreds of pages of police reports that show how the current short cut lane that's there, which is rarely ever respected, it doesn't have a stop sign, has contributed to a number of traffic incidents in this area.

If you look at this particular police report, you'll see both vehicles bound on

Malaga Avenue, vehicle swung wide to the left, turned into the driveway and then driver to assume Vehicle 1 was going to stop making the left turn. That's straight out of the short cut lane. I have many, many different reports like this.

Here's another one. There's a T-bone situation. Why? Because there's also confusion in regard to the short cut lanes there. Here you have another situation, again, traveling west on University Drive. Vehicle 2 collides into Vehicle 1. Again, confusion over the activity in front of what we know today as Vicky Bakery, where there is a large swath of right-of-way, no one stops at the stop sign. Even if you did stop at the stop sign, you couldn't see where the traffic is, and people tend to take large sweeping turns and then have traffic conflict with the folks, again, coming out of the short cut lane. Here's another one. This is, again, the short cut lane, and another accident. Here, again, another example of an accident by Vicky Bakery. So we have, again, dozens and dozens of these examples.

We've had many conversations with Public

Works about these issues on what we can create with the site, how do we solve this problem. In light of the fact The Plaza is across the street and The Plaza's main garage is going to empty out into Malaga Avenue and cause a significant amount of queuing, I think, as we can all expect.

So, lo and behold, as part of that, we also discovered this: This is the proposed park that was created by, as I referenced, the City Engineer, Thomas Springer, in 2001, in the hopes of alleviating some of these issues and beautifying Ponce de Leon to take it to a regular 90-degree turn, as are the rest of the streets along the avenue, which is a hundred foot wide right-of-way with a landscaped median. And the idea was to utilize this park to create a win-win for the City, to do beautification, and at the same time solve the issue that have caused, as I demonstrated, a number of traffic accidents and incidents over the years.

If you're familiar with this area and you know it, it is something that on a daily occurrence you can sit there at Vicky Bakery

having a coffee, as I often do after dropping off my children in a school that is just a block down the road, and you will see what I am talking about.

Lastly -- you know, well, before I get to the last point, so we're talking about the traffic, we're talking about the opportunity for beautification, which would be the win-win, and then, you know, from other projects we've done at the City, we understand what is needed here, given the fact that we have The Plaza across the street.

So we originally envisioned a portion of this a project being office, about approximately 41,000 square feet of the building to be office, but to be frank with you, there's a lot of office across the street and office causes the traffic, office causes people to come into town, office causes people to go out of town during rush hour, as does commercial, but when you do residential, you don't have to have as much parking, because there's less of an intense use. You don't have to have the added traffic to the area, because the people that we have found, once we did our

market studies, that want to live in this building, they want that live, work, play environment, which is the absolute goal of the Comp Plan, which the path to achieve is through the Zoning Code, which we have done through many months, over a year plus, and dozens of meetings with the City.

If you look at Recommendation Number 8, this is pursuant to the Downtown Coral Gables Retail Strategy, which was created by the consultancy firm Downtown Works, the City spent many, many months creating this strategy and has never been more required and needed for the vibrancy of this particular neighborhood and the City, than now due to COVID. We have a beautiful streetscape, we have a beautiful area, but we have nobody there, because the offices that we have are millions and millions of square feet, more square footage of office than Brickell. We do not have high quality residences and there's nowhere for folks to live in the vicinity of those residences.

And so what occurs is, it's very difficult to have the work, live, play environment. If you look at Recommendation Number 8, to

encourage more residential in the Downtown. And so with that background, we looked at the challange of this particular property, the history of it. Again, it being a Kwik Stop, it being a gas station, it being a burger joint, and we were very lucky and fortunate to come across the solution to those issues, as Mr. Springer proposed, to rid the area of the short cut lane that has caused the traffic problems and the accidents, but also, at the same time, provide the contemplated park for the area that was never realized.

With that background, I'm going to get into the project proper. And so, again, as I said, there are a number of different pieces of the request to make this happen. This does not come around every day. In fact, the last time that this project and this particular proposal was done in the City was 121 Alhambra Towers, and 121 Alhambra Towers today graces a lot of the marketing materials for the City's own examples of Mediterranean design and art and quality of what is aspired to be developed in the City of Coral Gables, and it was made possible by the creation of a vacation of a

right-of-way that was also problematic for the City, on Alhambra, and thus allowed for the development of that project.

Now, that project is significantly larger than what we are proposing here today, but the same pieces and mechanisms need to be adhered to, in terms of the request. Again, there are a number of requests. We're not agnostic to them, but I want to make clear, there was never a deviation, a variance or a waiver of the process to arrive at this particular point, which is why the project that you will see is of the quality that it is and why it received the recommendation it did from the City, and we will go into the timeline and background of it, to give you a better sense of what exactly the process was, in terms of time and efforts that have gone into it.

So this project time line starts back on August 27th of 2019, but the reality is, we had been working with our architect, Oppenheim, and the entire scenario that I just outlined for you, in regards to the traffic, in regards to the park solution for quite some time before that.

And so the first official action we took with this project was the public hearing for the TDR filing approval. Because there is a TDR involved in this particular project, we needed to go first to the approval of the Commission in regards to the TDR component, and we received that approval, again, at a public hearing, properly noticed public hearing, on August 27th, 2019.

After that hearing, we proceeded to go through over a half dozen meetings with the City to make sure that the Development Review Committee got a product that received input from Planning, Public Works and Historical Resources, and not just a couple of people in these departments, but everyone from the top of the department on down to the individual that has a hands-on need and understand -- need to be involved in the project and understanding of the particular request that was being made, and these go through almost bi-weekly or bi-monthly meetings with Public Works, multiple meetings with Historical Resources, multiple meetings with the Planning Department, and I'm going to get into the different evolutions and how that

impacted the actual project.

Ultimately we got to a Development Review Committee meeting on July 31st, 2020. The product that went in that meeting on July 31st was a significantly modified and improved product. And, again, the Development Review Committee meeting was also held open and noticed to the public.

After that meeting, we received comment from every single department, as well as folks in attendance, in regards to the particular product. And at that time, we went and started working with every single department's comments to, again, better the product, before it went to the next step. One of the comments we received was, we want to make sure that the developer makes a commitment to the City and that he will stick to not only his work, we need to stick to the letter of an agreement, and so we agreed to enter into a Development Agreement and negotiate it with the City of Coral Gables, to ensure that all of the items that we were proffering in the project would be adhered to. In other words, the City was concerned that a developer would come, make

certain concessions today, and then come back and try to make changes, irrespective of the agreements they had reached, creating a re-trade of the project Mr. Morris, not one to obviously practice business in that fashion, a Gables resident, as we all understand him to be, was happy to enter into a Development Agreement with the City of Coral Gables and to negotiate that agreement at obviously a substantial cost to do so, but it was for the betterment of the project and for the security of the residents, that whatever we agree to with the City and contemplate into this project, that we did not deviate from, whether it's height, whether it's unit count, whether it's the public benefit that we are offering, which I'll get into, that there will be no deviation from that.

And so on October 8th, 2020, in conjunction with obviously the City Attorney and Staff, we engaged into the negotiation of a development agreement to ensure that there would be no re-trade ultimately on this project and that the developer, Mr. Morris, would stick to not only his work, but the letter of the law in the

agreement. An initial draft and many drafts since also included the negotiation of a significant public benefit package, that, in all, totals, as it stands today, approximately four million dollars in dollars to the City, some of it in just cash, for beautification, some of it in actual development and improvement of the park, which we will, by the way, donate to the City, which we will, by the way, maintain and insure in perpetuity at our cost. That is a significant component of the Development Agreement we will get into later on in the presentation.

And thus we engaged on three different meetings with the Board of Architects. The Board of Architects played a significant role in the development of this project in meetings on October 2nd, October 9th and November 19. Again, all of those meetings open to the public. We engaged in significant discussion, significant modification of the project. The addition of many details and many high quality items to the project and enhancement, in general, also, to the park area.

What we realized in that process is, we

were developing a project with a park that was going to be dedicated to the City, and ultimately the decision was made, at that time, to hand the keys over to the City, so to speak, and allow the Board of Architects to design and the City Staff to design and the City to design that park and hand them over the budget that we had created for building that park out for the City. We handed them our architect, who is highly expert in these particular urban open space landscapes, and if you want to understand, in terms of our aspirational goals, 1111 Lincoln Road Mall, if any of you have been to that particular project, it is probably the most awarded urban space in all of South Florida, with phenomenal specimen trees and water features and it's become an incredible place, making an opportunity that we have to replicate in the City of Coral Gables.

After embarking on those three meetings, the City traffic study was delivered in November of 2020. To understand, this is the new process as of approximately a year ago. We do not conduct traffic studies any longer, the private developer. The City is the one that

contracts the consultant. The City is the one that directs the consultant. And so the consultant creates that traffic study directly with the City, independent of our particular traffic consultant, and it's done, again, directly with the City. We pay for it as the developer, so a dollar doesn't come out of the citizens' pockets, but at the end of the day, the residents can rest assured that it is not a process that's influenced by the developer and who pays the particular consultant. It's done exclusively at the City's direction, and thus the traffic study is complete and unadulterated by any private party.

Ultimately, then, on November 24th, we submitted our Planning & Zoning Board application, and of that date, we've worked with Planning & Zoning in regards to the recommendation that was received. During that period of time, as this has gone on, we've also continued to negotiate our public benefits package with the Development Agreement in parallel. We also submitted to the Historic Preservation Board on December 18th our package. We did our Community Outreach Meeting

on November 24th, 2020.

And in that particular meeting, again, of course, it was noticed to the public and we had the opportunity to have a large number of individuals from the area speak and provide input on the project, in particular, Mr. Sebastian Ohanian commented, in particular Ms. Janet Martinez, in particular Ms. Maria Menendez, in particular Ms. Rosi Borroto, in particular Ms. Maru Sosa, Mr. Ajit Asrani, as well as Mr. Steven Davis, all spoke in regards to the project, and I answered out -- I, myself, is the one who made the presentation at the meeting. I made myself available to them, at their pleasure, providing all of my contact information. I answered all of their questions fully, and I very much want to thank them for the input that they provided to us.

Interestingly enough, it was also at a point in time where we were getting into very detailed components of the public benefits package with the City for the Development Agreement, and a lot of the comments that were made by the individuals that I just referenced were taken into account, in terms of the public

benefit negotiation, and subsequently discussed with City Staff, as well. And so I've seen some of these folks on the Zoom meeting today, and so, again, I look forward to having a dialog with you, again today, just as we did at the Outreach Meeting and continuing to speak with you on this item. So thank you for your -- as a fellow resident, thank you for your continued input on this item.

And thus we had our -- we have an embarrassing typo, I apologize -- January 8, 2021, not the year 20,2001, Staff reviewed our application and meeting and began to prepare their recommendation on the item, which, again, was for approval of the various items of the project, tied to the quality of the project, and, really, tied to the fact that they felt comfortable that we would have to deliver on that quality through the Development Agreement.

Ultimately, the Development Agreement was submitted to the City in final draft on January 22nd. It was at least the sixth version that I was able to track between ourselves, and negotiated with the City Manager, who made significant requests of us. As you can

imagine, there are a number of beautification projects the City would like to embark on, but COVID has impacted negatively the City's coffers and their ability to be able to achieve some of their aspirational goals, and we were happy to be able to provide to them some help in this regard, and we'll detail it in a public benefits package that we provide to the City. Ultimately, the Staff report was published and recommendation for approval was provided to the project.

Now, let's talk about what that means in the real world in regards to this project, and you will see when we get into the design of it, our project went through a significant evolution over that year and a half period of time, dozens of meetings, half a dozen meetings that were open to the public for input and communication, and so, ultimately the final product was not easy to arrive at, required a lot of work, and we will get into the design and the quality of the project in detail, in terms of the imagery, but in terms of the actual evolution, encroachments were removed from the entire product, so that there would be

no components of the project in the ultimate right-of-way.

This project follows the original property line of the private parcel versus the right-of-way that will be vacated. In fact, it is such that the numbers work out that the City gets an extra 500 square feet of our land, that was originally our private property, more than -- and a dedication of a public park, that is actually vacated of unimproved right-of-way, which is obviously in disrepair today.

The setbacks at the ground floor were increased the west side of the property, they were increased on the northeast of the property, on the ground floor, and they were increased in along the entire arcade or colonnade, which is the face of the project, along the park. And so conceptually the City asked us to push the project in and allow for additional park space and larger arcades and colonnades to accommodate additional open space for the public.

Additional setbacks were made at 45 feet in the project. They were increased at the fifth level of the project, and you can call it the

fifth floor of the project, by almost 20 feet, at 45 feet, and, then, at the ninth level or at 89 feet, the upper floors were all significantly reduced to what is a slender floor plate of 80 feet. It is the narrowest floor plate that you can achieve, a simple hallway and a unit on either side, left and right, of that hallway, to achieve the most slender scaled back and tapered floor plate possible on those upper floors.

Next, I mentioned the office earlier. We removed all 41,000 square feet of office from the project for a less intense residential use. There are a number of reasons this occurred, but the conversations about traffic were part of that. There's going to be enough traffic with the office across the street. The conversations were, we don't want traffic in the neighborhood, we want traffic solutions, and so ultimately we decided to take these 41,000 square feet out, which allowed for additional benefits. We were able to reduce the height of the building by a number of levels. We were able to taper the upper floors to a 80-foot wide footprint, and we were also

able to reduce the number of parking spaces that are in the garage from 284 to 265. Again, also reducing -- all of these items allowed us to push the building in, reduce the height. The height of the upper floors, reduce it to an 80-foot wide floor plate, so that it becomes aesthetically as high quality as possible, in terms of massing. There are multiple levels of the tapering to the 80-foot floor plate on the upper floors, and then the traffic, ultimately, again, confirmed by the City's traffic study and their traffic consultant, actually improves the traffic that's in the area, which I'll get into next, due to the fact that The Plaza will be queuing their entire garage in the south into this corner.

In regards to the evolution of the building's design and futures, the project now features an actual natural stone facade on the entire podium of the building. The first 45 feet will be layered in a natural stone facade. If you're familiar with typical builds in Coral Gables, it looks like a fake styrofoam Mediterranean. It takes a lot of maintenance for those, because they fall off, they're stuck

on with a form of glue, and they're very problematic. The architects and the Board can all attest to the level of quality and expense that is required to do that natural stone facade of the podium, but one that we recognized, the number of requests were making, again, had to be met with an equal level of quality for the project and these, again, are requests made by the Board of Architects, made by Staff, and we were able to comply with, in addition to the public benefit that we'll get into next.

We did an entire redesign of this project. We were met initially by architects in the comments that the Mediterranean re-design needed a new skin, that it needed a cleaner look, less busy look, and after many, many months of going back and forth, and, again, as I said, three different Board of Architects meetings, we did a full Mediterranean redesign of the entire exterior skin of the building. Again, the architects will tell you this is not done painlessly or at no expense. This was done because, after this conversations and quality input, we realized that the project was

only going to get better as a result of it and so we went through the significant cost and exercise of doing it, which you will see the final renderings of.

We also increased the volume of the entry features of the pedestrian mid block paseo. Originally we had a paseo in this project which was just a driveway along the westerly portion of this building. Through input with the City and the Board of Architects and those in the public that have attended the meetings that were open to the public, it was very clear that the folks did not want and the Staff and the design did not want -- they asked us not to mirror it, that the one was not for traffic to go through the building, but to create a pedestrian space, and so we shifted the entire pedestrian paseo, which is a much more economical on the entire end of the building, to do a pedestrian paseo through the center of the entire footprint of the building, that goes from Catalonia Avenue, right into the middle of the park.

Obviously, it changes the entire structural dynamic of the building. We also increased the

height and volume of it. We increased the height and volume of the entry future to extenuate it, on both Catalonia and the park, and also included a significant amount of other architectural features throughout the colonnade and lined it entirely with retail. We have also increased the arcade volume to match the Mediterranean design and feature of the Hotel Colonnade. It is much less expensive to build a bear bones arcade, that will probably be half the width and half the height, but given a post-COVID world, where there is a significant demand to take advantage of outdoor space, to create opportunities to be outdoor in a sheltered environment, and to also increase the size of the open space for the public benefit in the community, we agreed to increment the sizing of the Hotel Colonnade, and also it's the same area that's the annex in the Biltmore Hotel. It's approximately a ratio of two to three, with a 20-foot wide arcade, with a 30-foot height, and you'll see that in the renderings.

As I said earlier, we lowered the height of the building from 190 feet six inches. We also

had an architectural parapet that went to 223 feet. We lowered this all. Again, the project is now 179 feet, merely with some smaller wall elements to hide the mechanical components that are on the rooftop. So, as opposed to a building that is 179 feet and feels like it's much larger, we stayed true to that height, with the exception of the requirements to mask the mechanical components on the rooftop.

For purposes of the context, and we'll get into it later, there are obviously many taller buildings a stone's throw away from us, including The Regions Tower, that is beyond 190 feet six inches, as well as the four towers on The Plaza that are all much taller than our building, and, also, not only that, there are footprints that go to that height that require the high commercial area of a massing that is much more significant than ours. I think it should be mentioned that the component of our project that really needs -- the request for the high commercial, is, again, that 80-foot wide floor plate. We're not talking about our podium, without tapering, going up to the upper floor heights, as is the case with the Regions.

And all four towers in Plaza, they pretty much go up with -- you know, with -- let's just, relatively speaking, less tapering than we do, and they're much closer to the street than our project is. It wasn't by accident that only the northeast corner of our project pushes off above Ponce.

Also, the western facade of the building was redesigned to include full balconies along that entire facade with glass. We had a mix of glazing, but the glazing was probably, I would estimate, approximately 30 percent to 40 percent of that westerly wall, and the request was made of us, again, to replace that with -- by removing the walls, and the discussion was to introduce the balconies and glazing along a hundred percent of that westerly portion of the building, which we did.

Lastly, in terms of park design and features, the City's autonomous a hundred percent, and I can't be clearer about this. This is the City's park. We're building it for the City. The City has a hundred percent autonomy on the ultimate design of and feature selection for the park space. There is a

budget that I'm going to get into in the next slide. It's the City's to spend as they choose, between putting in more grass, putting in more hardscape, putting in more water features, less water features, more benches, more canopy, less canopy, and tie it into the rest of the area and right-of-way, as is contemplated with the beautification of the entire area.

The next slide is a real important one, and this really is tied into the Development Agreement. You can't just have a high quality project. You have to have a high quality project that ultimately delivers on a public benefit for the community, and that's the win-win we were able to deliver here. If you recall, in Mr. Springer's design, if you recall the issues the traffic, the Development Agreement captures all of this. And so, ultimately, for a project that is right now at 171 units, you know, to make a proffer of four million dollars is a significant proffer.

Let me just, before I go on, just put on the record that given some feedback, as well, in regards to communications with Staff, we've

worked with them after they put the recommendation out to ensure that we comply -- we continue to comply with the requirements of the process, the path and the Code to comply with the objectives of the Comprehensive Plan, and we also have agreed to reduce the amount of the units in the building, as requested, to the Comp Plan, to ultimately arrive at a project of 161 units.

And so we are going to make a reduction of 171 to 161 units in the project. What this will translate to are, obviously, larger units, less residents, but, again, this was in significant discussions and details with the City before this meeting today, and instead of trying to, you know, play horse trading, we wanted to get that out there at the forefront immediately with the public, that the project is being reduced to the 161 units.

And so for a 161-unit project, which is proffering four million dollars in the form of almost a two and a half million dollar contribution for the park and right-of-way improvements, meaning the park and the curb cuts will be seamless, our park design will be

taken out from the arcade out onto the streets, a million dollar contribution we'd be making to the City that is earmarked specifically in the Development Agreement only for Fred B. Harnett Park, which is colloquially known as Ponce Circle Park, the City must spend those dollars on the park beautification. Again, the City's coffers have been impacted by loss of parking revenue and other revenue sources due to COVID, and so that was part of the negotiation and proffer that was made.

As I stated, the parking fund is going to receive some dollars, as well, and, then, as I stated, we're going to maintain this park -- this property into the future, we'll be insuring it, we will be maintaining a Class A level, as required by the maintenance requirements of the Development Agreement, and an estimated due to cost of inflation ten-year period for maintenance and capital expenditures and upkeep for this park, including insurance, it's estimated at approximately $500,000 for this area.

So, again, what that boils down to is a significant monetary proffer. This is not

because the developer had to, it's because the developer wanted to. The developer wants to do a high quality project. Allen wants -- Mr. Morris wants to do a product that gives back to the City. And that, at the end of the day, is the whole goal behind this, which was, if it wasn't for the City Engineer, I don't know if we would have come up with this particular product to ultimately arrive at, in terms of total open space, approximate three-quarters of an acre, and you're going to get to see what that looks like in real life. But he's not a corporate raider. He's not from out of town. He's not coming in here to take advantage of the community. He's coming in here as an investment. This is obviously a project that he would only make these investments in, and in the community, because it's going to be a long-term hold for his family, and so, ultimately, that's the vision that they have.

Again, this is not an out of town developer. This is someone that's been here for generations, headquartered here, and is willing to make the investment in the

community.

As I stated, in total open space, including the arcade, colonnades, parks, rights-of-ways, you're looking at about three-quarters of an acre that will be open to the public. The short cut right-of-way, which is currently, obviously, in a state of need of repair, paving and curb cutting, is going to be approximately 13,552 square feet, which is more than what is vacated. What's vacated is approximately 13,000 square feet. So, ultimately, the component that becomes vacated for the project and dedicated back to the City, the City actually gets a little over 500 square feet from our private property right now, but as I said, we're not just beautifying that area, we're beautifying the entire three-quarters of an acre area, which is all open to the public.

It's about 14,000 square feet of additional right-of-way improvements. Again, this area, it's best days have been as a Kwik Mart or 7-Eleven. It's worst days have been as a gas station and as a Royal Castle. So there's a significant amount of work that has to be done, in terms of infrastructure and right-of-way

improvements, to bring it to the level of quality that's expected of this use and is required of the conversation we're having today and the different asks that we're making.

Total public area improvements are approximately 29,000 square feet. And, lastly, and this is important to understand, the City is going to have ownership in fee simple of this park area. Currently the City does not own this area. Currently the City does not own this right-of-way. The ownerships is a reversionary interest held by the neighboring property owner, with is the Allen Morris Company, and so there is no deed that's required from the City to vacate. The City merely vacates their trust holding of it, and it automatically falls to the adjacent property owner, which is the Allen Morris Company.

This piece of property, again, which the City does not own, would be then dedicated in fee simple title to the City. And why does this make a difference? Because it goes on the City's inventory as open space. It is now owned wholly by the City and beautified by the City, but maintained at our client's cost and

100 percent by us, and it also meets the goals of the Comprehensive Plan, which are obviously at the heart of the discussions for this Board today; did we follow the path, did we get the recommendation by following the path and did we achieve the goals of the Comprehensive Plan and get that recommendation, and one of those goals is obviously -- well, the main goal is to increase high quality development mixed-use opportunities and pedestrian environment, as well as open space and park area.

And so now the City owns this, they can beautify it and do as they please with it. If the City wanted to make a park out of this, because we're the owners of the reversionary interest over this, they would have had to have a discussion with us as the neighboring property owner. We're happy to be able to accomplish this through this mechanism, which is also how the precedent was created through 121 Alhambra for that high quality project.

Additionally, and it goes without saying, there's a certain amount of development rights that come along with the vacation, which also includes property taxes that will be paid into

the residents, and I hope the residents are not agnostic to the fact that every dollar that's paid by taxes in the Commercial District, is a dollar that they get to save. Coral Gables is the lowest full service municipality in Miami-Dade County. I believe that's still the case. Mr. Coller can verify that for us, as we were both heavily engaged in trying to deal with the High Pines scenario, and many folks down there were pleasantly surprised to know that the City of Coral Gables has such a high quality Police Department and Fire Department and other professional services in-house, and, really, it's made possible by the investment in the Commercial District, which we're happy to do in the project.

Ultimately, we talked about the public safety component, with the accidents and the traffic. By reconfiguring -- and, also, even the alleyway that's never used is now becoming a pedestrian oriented mid block paseo.

With that, I'm going to get into the presentation proper. Obviously, that was a lot of material to go through, and I thank you for your patience. So allow me to get into the

particulars of the project. These are the requests, as they stand, and which were recommended by Staff, after the year and a half of discussion. And as you can see from this particular image, a significant tapering that is accomplished in the property. The first tapering at the podium is at 45 feet. The next tapering is at 89 feet. And then the upper floors are, again, the minimum floor plate possible for a hallway and two efficient units at 80 feet wide.

And, really, at the heart of this request is the vacation and the Land Use change. We currently have Commercial Zoning. We currently have the correct number, in terms of what we need for the uses that we want, with, obviously, the Mixed-Use Site Plan. The tentative plat is created at the request of Public Works. So there's a clear delineation between the property that the City owns and the property that is privately owned. We talked about the Development Agreement. It is to protect the City, to ensure that the developer complies with the requests that are being made of him, and the City is not re-traded. The

TDRs have gone through the initial steps -- excuse me -- at the public hearing at the Commission, and we're following, again, the process today, in regards to those TDRs and the site. A portion of those TDRs were going to be used to convert -- to add those ten extra units. Those TDRs will now not be utilized for the project, and instead we will have to bank those for the future.

But, ultimately, really, this project is about the park that's being created in exchange for the dedication to the City of the park for the vacation of that component of the right-of-way, the public benefit in creation of that park, and then the reason why you need the small Comprehensive Land Use change is strictly because of the height, and we'll get into the character of the area, again, but obviously the request was, if you're going to get a recommendation for the height, it has to be of a certain quality, it has to taper back and it has to be within the context of the neighborhood. And, so, again, as we stated, we've reduced the height of the building. We've brought it under the height of five other

towers that are within a stone's throw of this building. The Land Use change really is only going to apply to that small 80-foot wide portion of the tower, as you see. You'll get a better sense of what that looks like from the pedestrian engagement at the ground floor here, and so that's part of the reason why -- or one of the principal reasons the recommendation was received for that.

This is what the footprint looks like of the entire open space area. This is the design as it currently stands. Again, the City is a hundred percent in the driver's seat. We are providing our architect and they're providing a hundred percent direction. The City has 2.4 million dollars to play with to improve this entire area on the north, to the east, on the center, with the planters, and lining this entire property. These are not going to be cheap, in any stretch of the imagination or in any way, shape or form. It will receive the same treatment that we have for our arcade and the paseo, which you can see now goes between the park, directly to Catalonia.

This is the level of canopy that you'll be

seeing there, which is currently being designed with the City, with significant specimen trees, significant Banyans, some of these trees mature as soon as they are planted, and you're going to see some of the imaginary, to get a sense of obviously the expense of the product. We didn't want to come in here and just do something inexpensive. It's really carte blanche and a blank check up to that budget for the City.

As you can see, this is the building footprint in this area here, and this area, as well. This is the arcade that's 30 feet high and 20 feet deep, open. And from this point out is the public park, and then the surrounding right-of-way around the park.

This is a bird's-eye rendering of the area, and this is a -- if you look down here, this is a landscaped part, that will ultimately also be landscaped in conjunction with the City, which provides a specific traffic solution for the area. If you're familiar with it now, it's a large right-of-way where no one stops at the stop sign and people just go into University, and that is one of the main points of conflict

that causes the accidents we were describing earlier.

This is a better idea, in terms of square footages, so you can see what we're talking about, in terms of the area. This is the sweep of the arcade, the sweep of the footprint of the building, and you will see it follows the sweep that exists there today, again, for the total of approximately 31,000 square feet of open air area, that will be enjoyed by the public, which is approximately three-quarters of an acre. What does that mean in real life? Everybody is familiar with Merrick Park in front of City Hall. Every year Santa Clause goes there. Unfortunately, this year, it was a little different, but we figured it out. I've been going there as a child, since I can remember, with my OshKosh B'gosh overalls, and some of the fondest memories I've had in my life were in that park.

What we're proposing to do for the City is larger than the footprint of Merrick Park across from City Hall. That number was pulled from the public records of the County in regards to that area, and so I think this just

gives you a sense of an area that everybody's been to before, and a sense of what this will look like. This is not a small proffer that the client -- Allen is doing and there is a large dollar amount of investment that's going in there. We are bringing the neighborhood's canopy into this project. People from the residences will likely go here and it will probably be a draw for the residents in the area, because we are going to bring the neighborhood canopy here. A lot of people here don't have the benefit of a swale, and so we're creating an open air area that has a significant canopy for them.

This gives you a sense of what we're talking about in real life, the renderings that I just showed you an overhead of. Again, you see the large arches, you see the -- this is one of the mature Banyan trees that is proposed to be installed at the side, a significant mature cape. Again, the amount of hardscape versus greenscape and the amount of coverage, this is a hundred percent at the City's discretion. We are providing our architect and the budget for it.

As you can see, this is not a small arcade and it will be seamless open air space for the public. This is the entry feature to the pedestrian paseo, that will connect to Catalonia. This has been accentuated and a number of significant architectural details have been included, due to the level of debate and discussion with the Board of Architects in the three different BOA meetings.

This is onlooking the park. This typically would have been the short cut lane coming out of this area, right along where you see this pathway, where the pedestrians are. We will be lining the entire perimeter of the property in Live Oaks, approximately almost two dozens Live Oaks will be lining the entire periphery of the property.

And, then, this is an important corner to understand, where there was a lot of debate about, make sure that this connects to the rest of the area that the City is beautifying in regards to this project. And so we opened it up on this end. We created an opportunity for the pedestrians to come in from across the street, and allowed us an opportunity to engage

with the area as a whole.

Now, what does that mean? That means this, this is the entire open space and green area for everything connecting Ponce Circle Park to our project, and I want to pause there a second and describe, all of those dotted lines represent opportunities for pedestrian pass that were developed with the City and Staff. Let me add that, white areas, as well, are also open space areas here, but, again, that's not my project. Our project is here, across the street, but it was important for us to connect, so that we are not isolated.

It seems to be a little frozen. Give me a second.

And so what does all of that mean, in context with the request that we're making? Those are what the realities are going to be in regards to the project and why the level of high quality and recommendation was received in regards to it. Now, what you have on the left is the Zoning Map and what you have on the right is the Land Use Map. And so you can tell, from the Zoning perspective, this entire area is zoned Commercial. What you have across

the street is The Plaza, and so I think it's pretty self explanatory, that's the Commercial Zoning, and there really doesn't have to be any modification of that in regards to our application.

The changes in regard to Land Use, and, again, it deals with the height of the building. Now, visualize the fact that that Land Use change is really required for the upper floors, which were an 80-foot footprint, and that it's not something that's applicable to the entire project, across the scale of the entire project. Our project, in that footprint and those setbacks, are part and parcel exhibit to the Developer Agreement. So we can't just go and re-trade and tell you today that the reality is, we only need height in this particular footprint, it's going to be thin, it's going to be tapered back, and then go build something different. That wouldn't be our intention, but the City obviously is looking out for the residents, including myself, and so we're happy to proffer that in terms of the Development Agreement.

What you have here is a property that's

south of us, all of the dark red is the High Commercial. The property to the south of us is High Commercial. Obviously, the property to the east of us is, to be perfectly technical and so that Mr. Coller doesn't have to correct me, the property across the street is designated with a PAD. They have the benefits of the same height of Commercial High, but I don't recall if it was actually changed in the Land Use Map at the City, but the practical implication is the same. They've gone to four different towers, that are taller than what we propose, on a much larger footprint, and they're all at least 190 feet. There are obviously architectural features that go, some of the towers, 230 feet, but that's what's going on immediately across the street.

Immediately to the north of that, also Commercial High Rise. Immediately to the north -- excuse me, a block to the north of us, is the Commercial High Rise. That is the Regions Tower, that also sits out to 190 plus, 190 foot six inch plus area. And so, again, when you take into account the property to the south of us, to the east of us, and many

properties to the north of us, the majority of the properties -- and if you go a block north and a block south, where it tapers off from the park, the majority of the parcels and projects that are surrounding Ponce Circle Park and to the south are all Commercial Zoning. It wasn't an accident. It's because that park was a focal point since George Merrick developed the City, and that's why it's called the Crafts Section, because it was originally developed as a crafts area, a commercial craft area for artists and other commercial opportunities, and thus the Zoning has remained that way around the park, and thus why the Land Use around the park -- the predominant Land Use around the park is also Commercial High, again, to the south, to the east and to the north of us.

And the reality is, the only pink that you see that faces Ponce, okay, in other words, the outlier, is our property. What we are asking for is not out of context. What is there today is less like what's there than if the change is made. But, again, community input, input from Staff, it's only an 80-foot wide footprint that we're talking about, that will go into those

upper floor areas. It will taper back at 89 feet. The building will top off at a true 179 feet. The only thing on the rooftop would be to hide mechanical and elevator. We have five different towers a stone's throw away from us.

And I understand the angst of The Plaza. We are not The Plaza. We are 161 units, with an 80-foot floor plate, that goes to 179 feet. We are not office. This is a much less intense use. We are not millions of square feet. We are not four different towers, with significant massing, with much less tapering, that sits across the street or that sits to the north of us with Regions.

What we're asking here is, again, look at the context of what's there, in the Zoning Code that's there, look at the context of what's there in the Land Use Map. What is out of context is, the only pink on Ponce is our property, and we are surrounded by five buildings that are significantly more massive than ours and that are much taller than ours. We are not first to market. If the case was different, we would not be making this request, we would not have this recommendation and we

would probably be having a different conversation here.

But taking into account, even the property to the south of us is Commercial High. There is no restriction in regards to tapering. All of the things that we've done were proffered in negotiation and in creating a higher quality project, understanding that we are making a significant request, and the counterpart request from the City was significant, as well, but we -- I'm sure we'll come back to this map in the future, but I needed to reference it in some level of detail, so that we understand what the baseline context is for both, Zoning and Land Use.

Again, recall the site and where we are, and these are the footprints of the buildings that we're talking about. Keep in mind our project is going to have an 80-foot upper floor plate area, while across the street, these are the floor plates that are going up to at least 190 feet and then beyond. Again, some are in the 220s. Mr. Ramon Trias can correct me if I'm wrong, because there are so many different iterations of it. And I get it, the project

across the street is under construction, and so, you know, it's probably not the most pleasant phase of that process, but I want to make it clear that this is what's in the neighborhood today. There are this many towers that are taller than ours. These massings are much more significant than ours. They're going, not only to 190, but above and beyond that.

Our footprint above 89 feet is an 80-foot floor plate, to 179 feet, and to make the tapering very clear, we created this rendering with the taperings over it. The red outlined is the podium footprint, which then tapers back at 45 feet. The orange outline is the second level, that tapers back then at 89 feet, to the orange 80-foot wide floor plate on our project, that goes from the 89 feet to the 179. It is a significantly stepped back floor plate and area that goes beyond that 89 feet, and keep that in context with what you're seeing here, that's going higher, bigger and larger than our project.

What that also allowed us to do, the height, it cannot go without saying, is to

create a larger park area. The City asked us -- as I showed you in the evolution of this project, the City asked us to make many different evolution, iterations of the project, that pushed the arcade back, that pushed the building in from the west, that pushed the building back off of Ponce in the northeast, as a result of that, yes, we created a much larger open air space, a much larger arcade. Again, that's how we got to an area that is similar in size, as we discussed, to the Merrick Park across the street from City Hall.

Just for purposes of reference, there it is again, and the way we were able to do that was to go to a very high level of architecture, with a slim 80-foot floor plate above the 89 feet, and so I would put it to, in particular, the architects on the Board, to judge it on its merits, the quality of the project, commensurate with the proffer that's being made, with the public benefit that's being made, the other Members of the Board, that are obviously very well versed in many of these issues. We have, in terms of space between our project and the buildings across the street, a

four lane hundred foot right-of-way that's landscaped. Our project is purposefully placed here, behind the original sweep of the property line. The entire building is pushed back in this area approximately 30 feet from the right-of-way. The entire building is pushed back. This is an entirely a Commercial block here. This is entirely Commercial block to our north. So that we have as much open air area in this space as possible to invite the pedestrians in to this space.

Now, this is available to go through. Again, the particulars of the unit count and the density, we're going to go down -- if you see it here, I'll focus in on it, the reason why there was a difference here in 171 units is because the density -- we were allowed by the TDRs to convert these TDRs from floor area to units, and we converted them to ten units. We've had subsequent conversations about the Comprehensive Plan with the Planning Director, with Staff, with the City Attorney, in terms of research, and we have come to the conclusion of, the input and proffer, which will be to reduce it ten units, but we will not use that

square footage for the project. We're not going to increase the square footage of the project. We're going to leave it the same. In other words, we used 10,000 square feet of TDRs to convert them to ten units. We are not going to convert them back to square footage. We're just going to bank those, you know, potentially for a future project that we can come to the City of Coral Gables for.

Again, with the vacation, our total floor area -- building site, excuse me, is going to be 56,000 square feet. We have had subsequent discussions, and, you know, it will be the policy of the Commission, the recommendation of the Board, to recommend the project, obviously it's predicated on the vacation and then dedication of ownership to the City of the park, that the floor area would be 4.0 and that the recommendation would apply to that vacated area.

There are a number of other details here, that, you know, may be of interest, that, again, I reference here and I keep as needed for purposes of discussion, so that we don't lose focus on the particulars, if needed, and I

just want to power through the last slides here for reference.

Again, let's not lose focus of the win-win, that was the City's own idea -- the City's Engineer's own idea, but never came to fruition, because of, obviously, the cost and expense of doing something here. The developer is bearing that cost and expense. Again, we've talked about the numbers. It's going to total out to about four million dollars. This will create an operational traffic solution in this area. I have provided the evidence of the accidents, and this will also -- and you could hear comment from all manner of traffic study experts for the City on this, this will allow this intersection that faces The Plaza to get away from a single phase. If you know this area now, you know that Ponce goes north and south on one light, and then Malaga goes east west -- goes west on one light and then goes east on another light. What does that mean? That means that it's going to take twice as long for the traffic to empty out of The Plaza and is going to queue and spill and create a tremendous problem in this area.

They're also going to cross Ponce de Leon Boulevard and hit the stop sign at the corner of the short cut lane, and that will queue again and block the box on Ponce and Malaga. Why was this left over? Why is this vestige? Why is this forgotten corner still there, when all of this effort went into The Plaza? Well, honestly, I can come up with a number of different reasons, but the one we kept coming back to is the difficulty of dealing with the short cut lane, which is what this engineer, Mr. Springer, came up with, you know, approximately 20 years ago in 2001.

And so in doing so, we actually improve operationally the level of service in this area, because all we're doing is 160 units. There is no longer 40,000 square feet of office, people in rush hour coming in, people in rush hour leaving. These will be residents. They will be part of the community. We did that, because the feedback in the marketing is, people want to live where they work. People are downsizing of units that are in Downtown -- that are in the Single-Family area, but they want to be in walking distance of their house.

Nobody is moving to this building to go commute to Downtown Miami or Brickell. They're living in this building because they want to live in the overabundance of office space that Coral Gables has, and this will allow them that opportunity to do so.

I have the tentative plat available to review, which I have zoomed in on. As you will see, this breaks up in Track A, which is the building track, and then Track B to the southeast, that is the park dedication proper. Obviously, that spills out into the right-of-way that surrounds the park area. This was done at the request of Public Works, to ensure that everything was done according to the path and process of the City.

Again, I'm going to reiterate, there was no wavering, no deviation, no variance from the process to arrive at this high quality project. The City insisted on doing two separate tracks, to ensure that we adhere to our part of the parcel and the City there, and this allowed for the Development Agreement that we will comply with by contract with the City.

This is just an additional slide to remind

us of that right-of-way vacation, which will be at 3,145, and then the public park area ends up being 500 square feet of our building site, and you can see the comparison of before and after. The curb changes, because we give the City, as you'll notice, on the northeast, a portion of our property area, so that we were able to pull the building back and increase site lines at the request of Public Works.

This is an elevation of the building, as compared to the ratio to the Biltmore Hotel. Obviously, the Biltmore is a much larger building, in term of size, but in terms of scale, we followed the same scale elements that the Biltmore did. And so you can see, again, here, the height and the full elevation of the building and how it is, again, an 80-foot wide floor plate at the upper floors. We taper back at 45 feet. We taper back again significantly at 89 feet, then to the 80-foot floor plate. And as you can see on the rooftop, the only thing up there is to hide the mechanical. We're not bringing in significant parapets or large architectural features that would take the building, you know, into those stratosphere

heights that you're seeing, you know, within the immediate vicinity of us.

This is what the inspiration for the building was. It's not by accident. Our architects at Oppenheim wanted to create -- take the most classic architecture, Mediterranean, of the City, the architectural components that are in the Code, and then mold those into the fabric of the project. So you have the rotunda, you have the double height arcade that follows City Hall, that follows the Hotel Colonnade, and we also have vaulted and coffered arcades that you can see the detail right now.

This entire podium that you see, the 45 feet, is your natural stone base. This is the area that we are talking about, where we're making significant investments and beautification. This is not going to be foam. This is not just around the window facade. This is around the entire facade of the building. It will transition into the caufers on the underside, which will be a groin vault ceiling with significant uplighting. You can tell the scale, 20 feet by 30 feet, again, in

proportion with the Hotel Colonnade.

These are some of the design changes that we made to the property. If you look here, this used to be the west facade, with much less glazing. We pushed it back and set it back, and now the living area is set back probably approximately 25 feet from the property line, the ground floor is set back another seven and a half feet, and then the balcony areas to the living areas are set back approximately seventeen or eighteen feet, but you can see the significant difference in the quality of the architecture.

And then I'll direct you to this area along the roof of the building in the revised design. That is no longer in this project. You can tell the difference in the height, as well. That is all cut off. And so this 179-foot height that you see here is a true 179-foot height to the building, plus whatever mechanical that we have to do by Code to hide the mechanical features on the rooftop of the building. Those are some of the significant product designs that we went through with three different BOAs and half a dozen iterations.

You know, again, many of these meetings were open up to the public and comment. Comment was made. These changes were made as a response to a lot of that comment, and you see the product that is before you today.

Again, this will give you more of an idea of what that rooftop looked like before. It was a 23-foot piece of height that went beyond the upper floor, now reduced to this area, which, again, is just meant to hide the mechanical that we have in the elevator area on the roof.

These are slides that are available that we can go back to at any time we'd like, but this gives you an idea of the wrapping of the natural facade around the column and then the growing vaults and the uplighting that will be featured within that area of the arcade.

These are historical examples of Mediterranean architecture that are, again, here. We have the Hotel Colonnade, the Annex at the Biltmore, that had similar scale, in terms of 28 to 30-foot height and then 20-foot depth.

We paid custom aluminum louver mullions for

our garage. These were designed, with the Board of Architects, to lessen garage interference, light pollution, et cetera, so that the light does not shine up, that the light shines directly, without refracting up into the distance and into other buildings in the area.

This is the design sheet that was specifically requested. Again, this is a contoured balcony that will be designed to replicate the contour balconies at City Hall. This is the level of detail that we went into. We did a specific sheet just for the balconies, so that we were ensured the level of quality of architecture that was required for this ask.

This is the ground floor. The black areas are the open space areas of the paseo. You can see the ground floor footprint with lobbies and the small amount of retail that we will activate the ground floor area with. This is our garage podium level. Again, this is the arcade out here at the outmost portion.

These are the first levels of units. This, again, is tapered back at the 45-foot mark. You can see what the setback is like, with the

white area around it, and we have storage in the middle of the units. And then -- sorry, I went backwards -- here we have the footprint for the 80-foot floor plate, that, again, is significantly set back. And here you can see a single hallway, double load floor plate and footprint going beyond the 89 feet. This is it, folks. This is all we're talking about, compared to the massing and the context that's already there. We did this not by accident, but with a lot of work with Oppenheim, the City's architects, the BOA, that if we were going to go into this area, even though it was understood that we were in the pink area, to be colloquial with it, the only pink in the area, surrounded by, even to the south, dark red, High Commercial, across the street, with four towers that were taller, with significant massings going past 200 feet, as well as the Regions Tower, we were still requested to slender down this footprint as efficiently as possible, and that's what we accomplished with this 80-foot wide facade.

This is our rooftop, which is our amenity deck. Again, you see the mechanical areas here

in gray, which we are hiding, as required by Code, and we will have a pool feature up at this height.

These are the elevations, so there's no confusion. We wanted to be very clear about every single height that's here. We wanted to be as transparent as possible. Here you have the 45-foot height area, where the arcade and the podium pull back at, at this corner, on the southeast side are our loading areas and that's why you don't see anything below it. It just ramps up. But you can obviously see our arcade. Then you have, at the 89 foot area, where it goes down to the 80-foot floor plate for the upper floors of residential units, and then you have our 179-foot of residential area.

I'm happy to pull up any of these slides, but I wanted to provide as much detail as possible for discussion, so that there wouldn't be any conception whatsoever that we are not following the path, that we are not being transparent, because there are a number of requests here, and I understand the Code is the path. We are achieving the goal. We got our recommendation, but we want to be a hundred

percent clear with the elected officials and the community in regards to what we're doing and the path we followed.

Again, this is an important angle. It's from the pedestrian engagement at the ground floor. You will see the amount of tapering that goes on. You will see that only the northeast point even comes close to Ponce. Again, this is a four-lane a hundred foot right-of-way with a landscaped median. We don't even come within 30 feet, I believe, of the street, with just our northeast corner. Then we taper back at 45 feet. We taper back again at 89 feet, and that is the only area above that is close to the High Commercial.

I wanted to give a perspective from the upper floors. This is the pedestrian area. This is what you see when you're on the ground floor across the street. The folks on the Board are familiar with the impact that pedestrians have, and so it's minimized significantly when you taper back significantly.

We wanted to give you a bird's-eye view of what this looks like from this angle, as well,

because, again, this is Ponce de Leon Avenue. We wanted to show how far set back this building is and how pushed back this building is from Ponce, in particular, because the development is across the street. Again, a four-lane road, landscaped median, and 30 feet just to even our point that we have here with the open air area and the park.

You can see very minimal activity in the rooftop, just to deal with the mechanical that we have up there.

Again, this is our Site Plan, so that we don't lose reference of it. These are our step backs. The podium at the height of 45 feet. The upper floors at 89 feet, in the orange. And then the 80-foot floor plate at the upper yellow area.

I don't want -- I would be remised not to show you some of the quality pictures of what we were proposing today. This is what it is all about. This is why the building was pushed back. This is why we spent the time we did on creating those upper level floors, creating that slender area, so that we could push the entire building back, so that we could push it

back off the street, so we could create this three-quarter area of open space that includes the public park that the City will own in perpetuity, that we will dedicate to the City, that we will maintain and insure in perpetuity.

The City has two and a half million dollars approximately to invest in this area. It is at their discretion, to do it as they like. We are investing a million dollars earmarked specifically in the Development Agreement for Ponce Circle Park to the north of us. We are investing an additional three to four hundred thousand dollars in the Parking Fund, and obviously the maintenance of this has a significant cost into the future. You're talking about a four million dollar public proffer that was made in this Development Agreement for a 161 unit building now. It's not even 171. It's 161.

You have millions of square feet across the street. That is the traffic. This is not The Plaza 2.0. This is a 171 -- 161 unit building, excuse me, that creates a significant public benefit and proffer to the City and the residents. Let's be transparent about what the

ask is. The context is, as we discussed, these are the buildings that are across the street. We are not making that level of ask. We are bringing to the table a much higher reciprocity, in terms of proffer and engagement with the City.

This is another angle, again, from the south. This is the context of what the area is with the massing. This is the context of the Zoning being there today. We're the only pink in a sea of red and dark red, which is across the street from us, okay. I don't want to ignore it. The traffic is there because of the project across the street. We are going to provide an operational traffic solution that does not exist today. That cannot happen without creating this private park, okay. We are making the investment and the 161 units are people that will be part of this community.

We have addressed the comments that were provided to us along the half a dozen opportunities for public comment in reduction of height, in reduction of unit count, in pushing the building back and increasing the park space and figuring out operational traffic

solutions, not a traffic study that can be this number to one person, another number to the other person, actual operational solutions for this area, along with the investment in it. We've handed this over to the City, and we look forward to hopefully having the neighborhood canopy being brought into this area for the residents, and we thank you for the time.

I know that that was a lot of information, and I hope that I was as thorough as I could possibly be, as transparent as I could possibly be with this project. I'm not hiding anything from anybody. This is a path. It was an ask that was recommended as following the path and the goals for the Comprehensive Plan. It is one that is in context with the area and we thank the City for their time today, and I turn it over for the next phase of the presentation or discussion.

CHAIRMAN AIZENSTAT: Thank you, Mr. De Yurre.

MR. BEHAR: Mr. Chair, before we continue, it's almost nine o'clock. Unfortunately Mr. De Yurre took almost two hours in that presentation. It's very well put together, but

we have a time limit here of nine o'clock, unless we choose to extend it.

There's going to be a lot of, you know, public input and presentation. I don't know if really -- I don't feel like -- this could take a couple of more hours.

CHAIRMAN AIZENSTAT: Well, we would have to give the same amount of time as Mr. De Yurre took for his presentation to opposing counsel.

So what I was going to do, Robert, was, ask if there was -- since we stop at nine o'clock, I was going to ask, before we would continue, because we are at about 8:53, if there is a motion to extend the time at this point?

MR. TORRE: Is Staff presenting, as well?

MR. TRIAS: No. No, sir. I think the presentation was sufficient.

MR. BEHAR: But, you know, we have to give equal time to the opposing counsel, which would be another two hours. It will be almost eleven o'clock. And then we have us.

MR. TRIAS: Mr. Chairman, one of the important things about this meeting is to allow public comment, also.

CHAIRMAN AIZENSTAT: Understood.

MR. BEHAR: Yeah. You know, we need to do that, and what I'm saying is, unless we stay here past midnight tonight, we're not going to let the public speak, as well. So, I mean, this is --

CHAIRMAN AIZENSTAT: I mean, there's two options -- yes, sir.

MR. REVUELTA: In most cities that I present, the applicant make presentation and a very clear record, but I'm always given a time limit in Miami Beach, the City of Miami, for my presentations. I cannot just -- I was wondering, since I'm new, does the City have a policy of limiting the amount of time for the presenters? And when the public speaks, I think you mentioned we give two or three minutes?

CHAIRMAN AIZENSTAT: That I know of, no. Mr. Trias, do you --

MR. TRIAS: No. No, sir. No.

MR. REVUELTA: So the City has a policy that whatever time --

MR. TRIAS: Not at this point, but clearly at the discretion of the Chair and the Board, you can control the meeting and set some

parameters.

CHAIRMAN AIZENSTAT: There was a lot on the agenda.

MR. COLLER: Can I --

CHAIRMAN AIZENSTAT: Yes, sir, Mr. Coller.

MR. COLLER: I just want to weigh in on a couple of things. In part, these various items are quasi-judicial and we have to give people a reasonable period of time, objectors, not just opposing counsel, because I don't know if the opposing counsel actually represents all of the objectors. There are other objectors. And we have to give them a reasonable period of time, as well.

Now, we can't -- since we allowed the Applicant to have his two hours, we have to give a reasonable period of time. Now, the one thing we can ask the objectors is to not repeat what somebody else says. They can just simply, if they don't have anything more they want to say, they can say, well, I agree with so and so, but we do have to give them the time. And so we may -- so you have to consider, we're close to nine o'clock. It's been the tradition of the Board, either that or typically you'll

give a short extension. So it's up to the Board on how you want to proceed.

CHAIRMAN AIZENSTAT: Yes, Mr. Withers.

MR. WITHERS: Yeah. You know, is Staff not going to present anything at all, because there's a lot of technical stuff? I mean, that was a great presentation, as far as, you know, beautiful slides and pictures and renderings and stuff, but the basic FAR --

CHAIRMAN AIZENSTAT: Mr. Withers, if I may, just because of the time, is there a motion just to extend this for 15 minutes?

MR. BEHAR: I'll make a motion to extend 15 minutes.

MR. WITHERS: Okay. Thank you.

CHAIRMAN AIZENSTAT: There's a motion. Is there a second?

MR. WITHERS: I'll second.

CHAIRMAN AIZENSTAT: We have a second. All in favor?

(The Board Members voted aye.)

CHAIRMAN AIZENSTAT: Okay. Everybody is in favor.

Please, Mr. Withers.

MR. WITHERS: So, I mean, there was so much

volume there, and it was a nice presentation, but, I mean, as far as -- you know, I'm still confused over how much square footage the City gave as far as right-of-ways and setbacks and alley vacations and street vacations and how big the park is and what the FAR should be and what the private FAR versus the added FAR for the TDRs. I mean, just massive information that I don't know -- I mean, there's either going to be a lot of questions that I have, that might even take two hours itself, unless the City itself comes up with some kind of presentation for me. I don't know how the rest of you --

MR. TRIAS: Mr. Withers, there's a PowerPoint that we prepared that has been attached to the materials. I can do that PowerPoint, certainly. I can answer questions. But my concern is that it's nine o'clock --

MR. WITHERS: I'm not talking about tonight. I'm sorry, I'm not talking about now. I'm just talking about, moving forward and planning what we do next.

MR. TRIAS: Sure. It is up to you. My priority is to let the citizens speak.

MR. WITHERS: I agree.

MR. BEHAR: Absolutely. They need to speak, as many as there are, you know, to speak, and, unfortunately, I don't think we're going to get it done tonight, unless we are planning to be here until eleven o'clock.

MR. MURAI: We cannot get it done tonight. It's impossible.

MR. BEHAR: No.

MR. TORRE: It's actually a disservice to both, the proposer and to the folks in the audience to let this go, because we're not going to do it the right way and we're going to be basically trying to just go through. Ideally, this starts earlier. Starting at 6:00 is not, you know, the best way, I think. If we were to do this again, I would suggest we start earlier. I'm not sure if the Board is open to that, but I can see this taking three or four hours when we reconvene again.

MR. TRIAS: We certainly could continue this to another day, with better hours, if that's a choice of the Board.

MR. TORRE: And to continue with Mr. Withers' --

MR. BEHAR: I agree with Venny.

MR. TORRE: There's a lot of questions we need to have answered, educating ourselves as to FAR and what's allowed and what's not allowed and setbacks and things like that, just so we can be clear about what is expected here.

MR. REVUELTA: In many cities, big projects like this are called for a time certain Special Meeting and only for that meeting, because when you have multiple issues or multiple applicants, there's just no way --

MR. TORRE: And then also to be fair to the folks in the audience, it's nine o'clock. Some may want to go to sleep and not stay up until eleven o'cock.

MR. BEHAR: I agree, and I think -- my preference would be to postpone this to another day.

CHAIRMAN AIZENSTAT: A continuance? Mr. Coller.

MR. REVUELTA: As a special item, special night.

MR. COLLER: Well, first of all, I wanted to let everybody know in the audience, because there are lot of people that are on this, that

the notice we're going to give you is the notice tonight of the next meeting. So please have your calendars ready for whatever the Board does.

If we're going to continue this to the next scheduled meeting, you can set an earlier time or you can continue it to a date certain, if there's a date that we can do it. I know we've had issues when we're trying to do it on a different day than our regular days. So I'm going to rely on Staff to try to figure out what would be the best date.

MR. TRIAS: Mr. Chairman, what would be the preference of the Board?

MR. BEHAR: My preference would be to the next meeting. I personally would be willing to come in, in a Special Meeting, a special date, starting, like Venny says, maybe at four o'clock, to give us a little bit more time, but I do feel -- I do think is important that this is not the night that the residents are going to know about that date. I think that it's fair and proper for them to be notified of the date that we're going to do that, because it is nine o'clock and people are tired and it's not

fair for them, okay, we're going to do it another time. I want the public to have the opportunity to speak.

MR. TRIAS: If I could suggest something. Perhaps we could do a Special Meeting next week, next Wednesday or something, if the Chambers are available, we can check, and so on. Is that a reasonable --

MR. MURAI: I think it is. Next week --

MR. COLLER: Here's the problem, Ramon.

MR. DE YURRE: Mr. Coller, can I be recognized a second?

MR. COLLER: Hold on for just a second, if you would.

CHAIRMAN AIZENSTAT: One second, please. Go ahead, Mr. Coller.

MR. COLLER: So here's the problem. If you make it next week and you don't announce now, I don't know if you can get the -- and if you want to do a Special Notice, it's going to be tough to give the time to do that.

I think you could --

MR. TRIAS: Let me -- two weeks. I was going to propose also to move the March meeting to the first week of March, for other reasons,

not for this project. So that would be March 3rd, I believe, if you are available. Yes, for the March meeting.

My opinion is that a Special Meeting is going to be needed for this project, and if we need to do it in two weeks, because of notice, we can certainly do that, or even in three weeks. We can do it the 17th or even the 24th of February, roughly.

MR. REVUELTA: What is the legal time table for proper notice, because there are a certain amount of days that you have to properly --

MR. TRIAS: Mr. Coller, could you tell us how we should notice the next meeting?

MR. COLLER: Well, we can do it -- the easiest way is, because it's been advertised properly tonight, if it's announced tonight, that's the notice. So if you want to do additional notice, I believe, as I recall, Ramon, in the Code, it's now ten days plus three days mailing, for a total of thirteen days.

So you'd have to ascertain if the building was available, and give a total of thirteen days' notice.

MR. BEHAR: Mr. Trias --

MR. TRIAS: Yes, sir.

MR. BEHAR: -- you say that you're proposing to move up the March meeting to March 3rd.

MR. TRIAS: Yes, sir.

MR. BEHAR: Okay. If the Chamber is available then --

MR. TRIAS: It is. We checked.

MR. BEHAR: -- I recommend that we do move this item to March 3rd, we start at 4:00 p.m. This will be the first item on the agenda. Well, unless there's something that will follow --

MR. TRIAS: Then there will be a second item, but not as lengthy as this one.

MR. BEHAR: Okay. So we'll start at 4:00 p.m. on March 3rd and you give enough time to properly send out notices. To me, that would be my recommendation, and I would be -- that would be a motion that I'm prepared to make.

MR. COLLER: Mr. Chair, because I sort of interrupted counsel of record for the Applicant, if he could speak to -- I think you should give him an opportunity to speak to that

date.
CHAIRMAN AIZENSTAT: Mr. De Yurre.
MR. DE YURRE: Yes, sir.
Look, we are not going to change following the proper process at this point in time --
CHAIRMAN AIZENSTAT: If you could speak a little closer to your microphone please.
MR. DE YURRE: Sorry. Can you hear me better now?
CHAIRMAN AIZENSTAT: Yes, sir.
MR. YURRE: Okay. You know, the comment remarks is, we're not going to deviate from the proper process at this point in time, and that we encourage a Special Set meeting to allow the residents to speak on the project. We've had a lot of good input thus far and --
CHAIRMAN AIZENSTAT: Are you available, then, on March 3rd, sir?
MR. DE YURRE: Yes, sir.
CHAIRMAN AIZENSTAT: Thank you.
MR. WITHERS: My only concern is the 4:00 p.m. start time. You know, that's when people are leaving work and driving and if we really want residents' input, is 4:00 p.m. the best time? I mean, maybe we have to move it back to

5:30 or something like that.
MR. BEHAR: Chip, that's a very good point. You're absolutely right.
MR. TRIAS: Mr. Withers, we do have another item that could be heard at 4:00 and then maybe this one at 5:00.
CHAIRMAN AIZENSTAT: You mean, time certain?
MR. TRIAS: Yeah.
CHAIRMAN AIZENSTAT: Okay.
MR. WITHERS: Okay. Like time certain at 5:30 or six o'clock or something.
MR. TRIAS: I think that's a good idea, sir.
CHAIRMAN AIZENSTAT: Would your other item require more than one hour if we start the meeting at 5:00 and do you have --
MR. TRIAS: I would hope not, sir.
CHAIRMAN AIZENSTAT: And that way you'll have to notice the first item, and then we'll have a time certain at six o'clock.
MR. BEHAR: Is that item a City item, what you're bringing or --
MR. TRIAS: Yes. I anticipate an item related to the Crafts Section that you already

reviewed. I think it's a very reasonable request.
MR. REVUELTA: Is that the reason you were bringing up that meeting on the 3rd, moving it up?
MR. TRIAS: Yes.
CHAIRMAN AIZENSTAT: Mr. Coller, are you there?
MR. COLLER: I'm here.
CHAIRMAN AIZENSTAT: A question for you, so if we notice a brand new item to be heard first on the 3rd, do we have to also -- would that give sufficient time for a continuance with this item for a time certain at 6:00?
MR. COLLER: Yeah. I think you could do that and you could indicate, in the notice, since we're going to be doing a separate notice, that this is going to be noticed for 6:00 p.m., if that's your desire to do that.
CHAIRMAN AIZENSTAT: It is. I think -- at least for myself and the sentiment that I have from the Board is to do a time certain, because we want to make sure the people know the time it starts, to move forward and give the people that are objecting or the floor to City

residents to be able to speak on this item.
MR. COLLER: Okay. Just a little cautionary tale, if you finish the first item at 5:30, you're going to have to wait until six o'clock.
CHAIRMAN AIZENSTAT: Understood. We'll take a recess.
MR. BEHAR: We'll take a break.
CHAIRMAN AIZENSTAT: We'll take a break. I think it's more important to have a time certain so people know that this is when it starts.
MR. TORRE: Is it 5:00 or 5:30?
MR. TRIAS: So the way I understand it is, the 3rd, starts at 4:00, with a time --
CHAIRMAN AIZENSTAT: Robert, was your motion to start on March 3rd at 5:00 p.m. for the new item?
MR. TRIAS: I would advice to start at 4:00, just to have sufficient time.
MR. BEHAR: I'm okay with that. I'm okay with that. We can start with that item at 4:00 p.m., and then if we have to take a little longer break, we take a break. How long do you think that item -- you know, any idea?

MR. TRIAS: Obviously, I can't predict, but my experience is that generally the items take whatever time.

CHAIRMAN AIZENSTAT: Can I take a poll from the Board Members, does anybody have an objection of starting at four o'clock on that day?

MR. REVUELTA: It's a little bit early for me, but I'll figure it out.

CHAIRMAN AIZENSTAT: You'll figure it out. Okay. Rene? Maria?

MS. VELEZ: I'm fine. Four o'clock is fine.

MR. MURAI: I'm fine, too.

MS. VELEZ: I have a comment. I would like, once we start -- once we resume on this particular project and this particular item, I would like to hear from Staff. I did look at the PowerPoint presentation that was included in the agenda and has been posted on the City website. I would like to see all of those different items that are in there, and the explanation from the Staff. So that would be my only addition to the commentary at this point.

CHAIRMAN AIZENSTAT: Agreed. And we can start -- since the Applicant has already made his presentation, what we'll do is, we'll start with Staff, to make a brief presentation, and we'll continue from there.

MR. COLLER: I know I'm coming from above -- sorry.

CHAIRMAN AIZENSTAT: What I was going to ask you, Mr. Coller, we first need to go ahead and have a motion for a continuance on this item. Am I correct or not?

MR. COLLER: Well, you need a motion for a continuance to March 3rd. And are you planning to do a time certain for this at 6:00 p.m.?

CHAIRMAN AIZENSTAT: Yes, sir.

MR. COLLER: But you're going to have your meeting begin at 4:00 p.m. for the other item, correct?

MR. BEHAR: Mr. Coller, if we were to put at 5:30 time certain for this project, and the rest of the Board, do you think that's going to be -- I know that four o'clock may be too early, but is 5:30 a reasonable time to allow the residents to be able to participate?

MR. TRIAS: Mr. Chairman, one minor change.

The Chambers are available the 4th, March 4th, not the 3rd. My apologies.

MR. BEHAR: I'm okay. That's a Thursday, correct?

MR. TRIAS: Yes.

MR. BEHAR: I'm okay with March 4th, if it's okay with everybody else.

MR. TRIAS: Yes.

MR. BEHAR: Okay.

CHAIRMAN AIZENSTAT: Okay.

MR. WITHERS: Mr. Chair?

CHAIRMAN AIZENSTAT: Yes, sir.

MR. WITHERS: Mr. Trias, how long do you think the Staff's presentation is going to take?

MR. TRIAS: About 15 minutes, maybe 20.

MR. WITHERS: Say 30, okay.

MR. TRIAS: Yeah.

MR. WITHERS: And then is it the intent to then have questions for Staff after that, Mr. Chair, or are you going to wait to the -- because if we have questions after that, the public debate might not even be happening until 6:30 or 7:00.

CHAIRMAN AIZENSTAT: I think my suggestion

would be, let's go ahead and do the presentation first, and we'll see -- I'm sure we'll have some questions that we would like to ask Mr. Trias at that time.

MR. TRIAS: I mean, I really believe that it's very important to listen to the neighbors and the citizens and that should be our priority. I'm always available to answer questions throughout the duration of the meeting at any time, so feel free to ask that.

I do have the presentation. I provided it in the attachments, because it's summarizes the topic fairly well, but I'll try to be brief, but I'll try to also be very factual about the different aspects of the project, so it's very clear.

MR. BEHAR: Mr. Chairman, I'm going to make a motion to extend for another 15 minutes.

MR. MURAI: No, I'm against it.

MR. WITHERS: I'll second that.

CHAIRMAN AIZENSTAT: Everybody in favor, say, aye.

MR. MURAI: I'm against.

(All other Board Members voted aye.)

MR. WITHERS: So the reason I ask that --

CHAIRMAN AIZENSTAT: Rene is against, but it passes for an extension.
MR. WITHERS: I'm sorry, I didn't mean to walk on you there. So if we do start at 5:30 --
CHAIRMAN AIZENSTAT: Yes, sir.
MR. WITHERS: -- then by the time Staff presents, it's a quarter of 6:00, by the time we discuss it -- it could be 6:30 before the public gets to give input anyways, is that what I would understand? That works.
MR. COLLER: Just so everybody is aware, the meeting -- the time certain for this hearing is going to be at 5:30. Whether people join late or not, it's really their choice, but everybody is on notice that it's starting at 5:30.
CHAIRMAN AIZENSTAT: Correct. And what language should the motion be, so that the Applicant does not lose its position?
MR. COLLER: I think the motion should be to continue this hearing to March 4th at 5:30 p.m. --
CHAIRMAN AIZENSTAT: Time certain.
MR. COLLER: -- time certain, understanding

that there's going to be an item ahead of that, that will starting at 4:00. So, actually, our meeting will be starting at 4:00, if I understand this correct, but this item is going to be called for a time certain at 5:30. That should be the motion.
CHAIRMAN AIZENSTAT: That is correct.
MR. BEHAR: That is my motion.
CHAIRMAN AIZENSTAT: That's Robert's motion. Is there a second?
MR. TORRE: I'll second it.
CHAIRMAN AIZENSTAT: Venny seconds. Any discussion?
MR. REVUELTA: I have the same question that I had before.
CHAIRMAN AIZENSTAT: Yes, sir.
MR. REVUELTA: Is the opposing attorney also to get two hours, because I heard there was an opposing attorney?
CHAIRMAN AIZENSTAT: Mr. Coller.
MR. COLLER: No, there's no set rule, but typically when an Applicant presents his application, you need to give the objectors, whether they are attorneys or whether they are lay people, you need to give them time to

present. So it's not a hard fast rule that they have two hours, and then if they run out of time, they're going to start reading from the phone book. The concept is, you have to give them the time to complete.
So the attorney -- there is an attorney that represents, I understand, a couple residents and he'll have the time to speak, but the other objectors are going to have time to speak, too, that are not represented by counsel.
CHAIRMAN AIZENSTAT: Understood.
MR. COLLER: And the time line should be, we don't want to cut anybody short, and that's the point.
CHAIRMAN AIZENSTAT: Thank you. Rene, you have a question?
MR. MURAI: No.
CHAIRMAN AIZENSTAT: Well, we have a motion. We have a second. Let's take a vote, please, Jill.
THE SECRETARY: Maria Velez?
MS. VELEZ: Yes.
THE SECRETARY: Chip Withers?
MR. WITHERS: Yes.

THE SECRETARY: Robert Behar?
MR. BEHAR: Yes.
THE SECRETARY: Rene Murai?
CHAIRMAN AIZENSTAT: Rene?
THE SECRETARY: Rene Murai?
CHAIRMAN AIZENSTAT: Is he on?
MR. COLLER: We can show him --
MR. MURAI: I have been muted.
MR. COLLER: Oh, he's been muted, he says.
MR. BEHAR: Your vote?
CHAIRMAN AIZENSTAT: Your vote, Rene?
THE SECRETARY: Mr. Murai, yes or no, please?
MR. MURAI: Yes.
THE SECRETARY: Luis Revuelta?
MR. REVUELTA: Yes.
MR. MURAI: Yes.
THE SECRETARY: Venny Torre?
MR. TORRE: Yes, for me.
THE SECRETARY: Eibi Aizenstat?
CHAIRMAN AIZENSTAT: Yes.
I want to thank everybody for coming tonight. I also want to wish everybody a happy New Year under these trying times. This is actually the first meeting that we have of 2021, and I should have started by wishing

everybody the same. Hope to see everybody again on March 4th. Thank you and have a good night.

(Thereupon, the meeting was concluded at 9:20 p.m.)

CERTIFICATE

STATE OF FLORIDA:
SS.
COUNTY OF MIAMI-DADE:

I, NIEVES SANCHEZ, Court Reporter, and a Notary Public for the State of Florida at Large, do hereby certify that I was authorized to and did stenographically report the foregoing proceedings and that the transcript is a true and complete record of my stenographic notes.

DATED this 17th day of February, 2021.

SIGNATURE ON FILE

NIEVES SANCHEZ

Attachment D

Bilzin Sumberg

Anthony De Yurre
Tel 305-350-2404
Fax 305-351-2222
adeyurre@bilzin.com

January 22, 2021

VIA ELECTRONIC MAIL

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

Re: Supplemental: Development Agreement and Statement of Use
224 and 216 Catalonia Avenue, 3000 Ponce de Leon Boulevard, 203 University Drive, and 225 Malaga Avenue (the "Property")

Dear Mr. Trias:

On November 23, 2020, on behalf of RC Acquisitions, LLC, and P & J Enterprise Holdings, LLC, (the "Applicants"), we respectfully submit our Statement of Use in connection with the proposed redevelopment of the Property with a mixed-use project. The Property is identified by the following tax folio numbers: 03-4117-005-7140, 03-4117-005-7160, 03-4117-005-7170, 03-4117-005-7180, and 03-4117-005-7230. The Property also includes the existing 20-foot wide alley and only that portion of University Drive that runs north of the Malaga Avenue right-of-way and west of the Ponce de Leon Boulevard right-of-way. A sketch and legal description of the right-of-way to be vacated is attached hereto as Exhibit "A". According to the survey prepared by Fortin, Leavy, Skiles, Inc., last updated on September 15, 2020, and plotted on October 13, 2020, (the "Survey"), a copy of which is attached hereto as Exhibit "B", the Property is approximately 56,095 square feet (1.287 acres) in size, inclusive of the alley and right-of-way.

This letter shall supplement our application to add the negotiated draft of the development agreement between the Applicant and the City (the "Development Agreement"), a copy of which is attached hereto as Exhibit "A". At this time the Development Agreement has been turned and negotiated since on or about October 8, 2020, and all pertinent City departments have commented. As such, the negotiated draft attached is now being supplemented to the application.

Bilzin Sumberg

Thank you for your attention to this matter, and we look forward to working with the City on this exciting project. Should you have any questions or require additional information, please do not hesitate to contact me at (305) 350-2404.

Sincerely,

Anthony De Yurre

Anthony De Yurre

Enclosures

THIS INSTRUMENT RETURN TO:
Billy Y. Urquia, City Clerk
City of Coral Gables
405 Biltmore Way, 1st Floor
Coral Gables, Florida 33134

THIS INSTRUMENT PREPARED BY:
Miriam Soler Ramos, Esq.
City of Coral Gables
405 Biltmore Way, 2nd Floor
Coral Gables, Florida 33134

Anthony De Yurre, Esq., LL.M.
Bilzin Sumberg Baena Price & Axelrod LLP
1450 Brickell Avenue
23rd Floor
Miami, Florida 33131

DEVELOPMENT AGREEMENT

between

RC ACQUISITIONS, LLC, a
Delaware limited liability company,

and

CITY OF CORAL GABLES, a
Florida municipal corporation

EFFECTIVE DATE OF

_____

DEVELOPMENT AGREEMENT

THIS DEVELOPMENT AGREEMENT ("Agreement" or "Development Agreement") is executed this _____ day of _____ 2020, by and between the CITY OF CORAL GABLES, a Florida municipal corporation ("City") and RC AQUISITIONS, LLC, a Delaware limited liability company ("Owner", as more specifically defined herein).

RECITALS:

A. Owner is the owner in fee simple of the following parcels all situate in the City of Coral Gables, Florida:

224 Catalonia Avenue **(**Folio: 03-4117-005-7140)

216 Catalonia Avenue **(**Folio: 03-4117-005-7160)

3000 Ponce de Leon Boulevard **(**Folio: 03-4117-005-7170)

No street address (Folio: 03-4117-005-7180)

203 University Drive (Folio: 03-4117-005-7230)

B. Owner is also the contract purchaser of the following parcel situate in the City of Coral Gables, Florida:

225 Malaga Avenue **(**Folio: 03-4117-005-7250)

The Fee Simple Property and Contract Property shall more particularly described in **Exhibit A** attached hereto (the Fee Simple Property and Contract Property shall jointly be referred to herein as the "Property").

C. Owner has proffered to enter into a Development Agreement with respect to the Property to grant certain assurances regarding the construction, operation and maintenance of the Property.

D. The City and Owner desire to enter into this Agreement, for the purpose of providing the terms and conditions on which the Property is to be developed and to reflect modifications made to the Project as a result of refinement of the plans and discussions with the City as well as other Project-related items and obligations.

NOW, THEREFORE, in consideration of the premises and the mutual covenants herein contained, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the City and Owner hereby mutually covenant and agree as follows:

ARTICLE I. EXHIBITS, DEFINITIONS, AND FURTHER ASSURANCES

Section 1.1 Exhibits. Attached hereto and forming a part of this Agreement are the following Exhibits:

Exhibit A	Legal Description of Property
Exhibit B	Development Schedule
Exhibit C	Reserved
Exhibit D	Reserved
Exhibit E	Commercial Component Standards of Operation
Exhibit F	Restaurant Standards of Operation
Exhibit G	Approved Project Plan
Exhibit H	Offsite Improvements
Exhibit I	Valet Standards of Operation
Exhibit J	Reserved
Exhibit K	Encroachments
Exhibit L	Public Park Spaces

To the extent that any exhibit is in conflict with the language and terms of this Agreement, the language and terms of this Agreement shall govern.

Section 1.2 Defined Terms. In addition to other terms defined in this Agreement, the following terms, as used herein and unless the context affirmatively demonstrates to the contrary, will have the following meanings:

"Aggregate Project Value" has the meaning ascribed to it by Section 3-2106- "Definitions" of the City's Zoning Code which, at the time of execution hereof, is "the total of all Construction Costs associated with a particular construction or renovation project regardless of the number of permits associated with the project, or whether it is a phased project."

"Agreement" means this Amended Development Agreement, including all of its exhibits, as the same may be modified or amended from time to time in writing and recorded in the Public Records of Miami-Dade County.

"Approved Project Plan" shall have the meaning set forth in Section 2.1.

"City" unless otherwise specified or required by the context, means the City of Coral Gables, a Florida municipal corporation, in its proprietary capacity as licensor hereunder-and in its governmental capacity, and any successor governmental entity.

"City Manager" means the city manager of the City.

"Owner Improvements" consists of the improvements contemplated to be constructed by Owner pursuant to the Approved Project Plans.

"Development" is defined as set forth in Sections 163.3164 and 380.04, Florida Statutes (2020).

"Event of Default" has the meaning ascribed to it in Section 4.2.

"Effective Date" means the date that all parties have executed this Agreement.

"Governmental Authority" means any federal, state, county, municipal or other governmental department, entity, authority, commission, board, bureau, court, agency, or any instrumentality of any of them.

"Governmental Requirement" means any law, enactment, statute, code, ordinance, rule, regulation, judgment, decree, writ, injunction, order, permit, certificate, license, authorization, agreement, or other direction or requirement of any Governmental Authority now existing or hereafter enacted, adopted, promulgated, entered, or issued, and applicable to the Owner, the Project, or this Agreement.

"Lender" means any lender, and any successor, assignee, transferee or designee of such lender, which provides financing, secured or unsecured, in connection with the Project, and shall include, without limitation, any mortgagee.

"Offsite Improvements" means the improvements to the right of way immediately adjacent to the Property, including the Public Park Spaces improvements, as more particularly depicted on **Exhibit H** attached hereto.

"Owner" means RC Acquisitions, LLC, a Delaware limited liability company, which at the time of the making of this Agreement is the owner in fee simple and contract purchaser (as described above) of the Property and any heir, successor or assign who obtains any interest in all or any part of the Project or the Property, or who obtains any interest in Owner. Any entity other than RC Acquisitions, LLC, that may one day meet this definition of "Owner" is equally entitled to the rights and bound by the obligations of the Owner under this Agreement. In the event that, at any time during the term of this Agreement and any extensions and renewals thereof, the Owner is a corporation or an entity other than a Florida limited liability company, then any references herein to member, membership interest, manager and the like which are applicable to a Florida limited liability company shall mean and be changed to the equivalent designation of such term which is appropriate to the nature of the new Owner entity, all as reasonably construed by the City.

"Person" means any corporation; unincorporated association or business; limited liability company; business trust; real estate investment trust, common law trust, trustee under a land trust created pursuant to Section 689.071, Florida Statutes, or other trust; general partnership; limited partnership; limited liability limited partnership; limited liability partnership; joint venture; two or more persons having a joint or common economic interest; nominee; or other entity; or any individual or estate of an individual.

"Project" means the improvements developed by the Owner on the Property pursuant to the Approved Project Plans.

"Property" means the real property legally described in **Exhibit A** attached hereto.

"Public Park Spaces" means those areas of the Property that are dedicated to the City, whether below, at, or above grade, which are approved and set aside as park areas accessible to the public, as depicted on **Exhibit L** attached hereto. This spaces are publicly owned and are City parks.

"Section", "Subsection", "Paragraph", "Subparagraph", "Clause", or "Subclause" followed by a number or letter means the section, subsection, paragraph, subparagraph, clause, or subclause of this Agreement so designated.

Section 1.3 Terms from City Codes. Terms used in this Agreement which are defined in the City's Code of Ordinances and Zoning Code, and not defined herein, will have the meaning set forth in the those codes.

Section 1.4 Approvals and Consents. Wherever in this Agreement the approval or consent of any party is required, it is understood and agreed that, except as otherwise specified, such approval or consent will not be unreasonably withheld or delayed.

Section 1.5 Findings. The development approvals as proposed are consistent with the Comprehensive Plan and Zoning Code. The requirements for concurrency as set forth in section 14-218 of the Zoning Code have been satisfied.

ARTICLE II. PLANS, DEVELOPMENT AND OPERATING STANDARDS, PARKING, AND IMPROVEMENTS

Section 2.1 Development Plans. The Owner and the City acknowledge and agree that the Property shall be developed in ***substantial*** conformance with the architectural and landscaping plans and the Sign Package prepared by Oppenheim Architecture + Design that are included in the packet for the _____, 2021, City Commission Meeting and were approved by the City Commission in Ordinance Nos. _____, as the same may be amended from time to time after City approval (collectively, the "Approved Project Plans"), and the terms and conditions of this Agreement. Owner acknowledges that any proposed change to the exterior façade of a building shall require review and approval of the Board of Architects, at the discretion of the City Manager.

Section 2.2 Uses. The following uses, together with all ancillary uses, shall be permitted on the Property (as such uses and ancillary uses are defined or described, as applicable, under the City's Zoning Code):

(i) Commercial, retail and restaurant uses of approximately 18,329 square feet (the "Commercial Component").

(ii) Residential uses of approximately 171 multi-family rental units.

Section 2.3 Features and Amenities. The following Project features and amenities, shall be provided:

(i) Public Park Spaces shall be dedicated to the City to be held in fee simple title by the City, terminating all of Owner's ownership interest therein, including termination of any Owner reversionary ownership interests therein. The Public Park Spaces shall be as depicted on **Exhibit L** attached hereto, including but not limited to hardscape materials, landscape materials, and closure of existing slip lane as depicted. The design of the Public Park Space will be subject to approval by the Board of Architects and any other approvals, at the City Manager's discretion. Owner shall fund a minimum outlay of$1,800,000 towards the completion of the Public Park Spaces and amenities therein..

(ii) Architecture in compliance with requirements of Mediterranean Level 2 Bonus under the City's Zoning Code, as depicted on **Exhibit G** attached hereto.

(iii) LEED (Leadership in Energy and Environmental Design) building or equivalent nationally recognized green building certification program, such as, Florida Green Building Coalition Certification, as per Section 5.3 of this Agreement.

(iv) Natural stone podium façade, as depicted on **Exhibit G** attached hereto.

(v) Commercial lined pedestrian paseo, that is publicly accessible, through Project connecting Ponce Park Spaces and Catalonia Avenue, as depicted on **Exhibit G** attached hereto.

(vi) Ornamental metal risers to conceal parking levels, as depicted on **Exhibit G** attached hereto.

(vii) Building colonnade building feature of approximately 4,000 SF, as depicted on **Exhibit G** attached hereto.

(viii) In addition to the Public Park Spaces, approximately 14,000 SF of public right of way improvements, primarily for the benefit of pedestrian experience, as depicted on **Exhibit G** attached hereto, which is subject to the final approval of the City Manager, and Owner is fully responsible for the cost of the design and build out, including but not limited to, the cost of the project landscape architect.

(ix) Landscape open space of approximately 30,000 SF, as depicted on **Exhibit G** attached hereto, which is subject to the final approval of the City Manager, and Owner is fully responsible for the cost of the design and build out.

Section 2.4 Development Schedule. The Property shall be developed in accordance with the time frames and procedures set forth on **Exhibit B** attached hereto.

Section 2.5 Commercial Component Operating Standards. The Commercial Component shall be operated in accordance with the standards set forth on **Exhibit E** attached hereto.

Section 2.6 Public Park Spaces. All Public Park Spaces will be open to the public in perpetuity, subject to (a) closures required from time to time for replacement and repair, (b) closures for occasional scheduled events in accordance with Section 7.7 hereof, and (c) reasonable limitations on hours of operation as established by the Owner from time to time, which at a minimum shall be no less than the regular City Park hours, unless otherwise approved by the City Manager. The Public Park Spaces will be maintained by the Owner at a level of quality equal to or higher than the City's actual maintenance standard for its public park spaces, will meet the requirements of Article VII hereof, and will be placed and operated in conformance with the descriptions in **Exhibit L** attached hereto.

Section 2.7 Public Art; City Impact Fees; Ponce Circle Park.

(i) Satisfaction of Code Requirements: The City's "Art in Public Places" Ordinance in effect at the time of approval of the Approved Project Plan (the "Art Ordinance") requires 1% of the Aggregate Project Value to be spent on on-site public art installations or contributions to the City's "Art in Public Places" fund (the "Art Fund") or both. The Owner proposes to satisfy the Art Ordinance bycontributing 1 percent of the Aggregate Project Value to the Art Acquisition Fund.. Said funds shall be contributed to the City no later than the issuance of the Master Building Permit for the entire Project.[1]

(a) Public Art. All of the contribution shall be used for installation of publicly accessible artwork into the Project or in Ponce Circle Park, Public Park Spaces, or in either of these places, for the benefit of the Project and of the City. The artwork to be acquired shall be compatible with the Project design and aesthetics. The exact placement of art purchased with this additional contribution shall be determined by the City Manager. The artist, artwork, and location shall all be subject to Commission approval.

[1] Owner may apply for a phase permit pursuant to the Florida Building Code, Section 105.13 and the Florida Statute Chapter 553.79 allowing construction to commence prior to the issuance of a regular building permit, subject to the limitations of Florida Statute and City ordinances (the "Phase Permit"). Phased Permits are issued at the sole risk of the Owner & permit holder, without assurance that a building permit for the entire structure will be granted. The phase permit may be issued at the discretion of the City's Building Official. If a phase permit is issued, Owner shall execute a hold harmless agreement consistent with City ordinances requiring the same.

(ii) Parks and Recreation Impact Fee. The Owner shall, no later than the issuance of a Master Building Permit for the entire Project, contribute its Parks and Recreation Impact Fee to the City.

(iii) Voluntarily Proffered Contribution above and beyond Park and Recreation Impact Fee. In addition to complying with the Art Ordinance and all other applicable fees and costs related to Governmental Requirements, the Owner hereby commits to contribute an additional $1,000,000 to the City no later than the issuance of a Certificate of Occupancy for the entire Project. This $1,000,000 contribution is voluntarily proffered by the Owner in relation to the Approved Project Plans, and shall be exclusively used by the City for construction of new onsite capital improvements at Ponce Circle Park.

Section 2.8 Offsite Improvements. Subject to and conditioned upon the issuance of required building permits from the applicable Governmental Authorities, the Owner shall construct and install the improvements and other applicable Governmental Requirements described on, and in accordance with the time frames and procedures, set forth on **Exhibit B**. Offsite improvements shall be completed prior to the issuance of any certificate of occupancy and in coordination with the Public Park Spaces right-of-way improvements.

Section 2.9 Parking.

(i) Amount. Parking shall be provided for the Project pursuant to the Approved Project Plans. The valet operating plan for the Project is set forth as **Exhibit I** attached hereto. The Project is availing itself of reduced parking requirements pursuant to the shared parking analysis and reduction permitted by the City Code. The Project's parking plan may reserve parking spaces for any use but such reserved parking spaces shall be excluded from the shared parking reduction calculation. Parking spaces for all uses included within the shared parking reduction calculation shall not be reserved except for (a) approved valet parking spaces, (b) spaces for the commercial uses may be reserved from 8:00 am to 6:00 pm Monday through Friday, and (c) residential parking spaces not required for the shared parking reduction calculation. A restrictive covenant shall be provided before the issuance of a Temporary Certificate of Occupancy indicating the amount of unreserved spaces required as a result of the shared parking reduction and further providing that these spaces will not be reserved except only under the limited circumstances provided in (a), (b), and (c) above.

(ii) Enforcement. Certain types of use assumptions have been made by the City in granting reductions in parking requirements pursuant to the shared parking analysis. The City has the right to enter upon the Property at any time to confirm that the type of use assumptions previously made continue to be accurate and, in the event that the City has any doubts as to the accurateness of these assumptions, it may request that Owner conduct further analysis so as to satisfy the City of the appropriateness of the parking provided for the Project. The City has the right to withhold permits for the Project until it is reasonably satisfied that the shared parking analysis provided is accurate and reliable.

(iii) Loss of On-street Parking Spaces. The Owner agrees to mitigate for the loss of _17_on-street parking spaces by providing the City $42,000 per parking for 9 spaces and providing 8public parking spaces within the Project and accessible to the general public from 7:00 am to 12:00 midnight Sunday through Saturday. These public parking spaces shall be managed and operated pursuant to Section 74 of the City Code of Ordinances. The Project will not be subject to any further requirements regarding loss of on-street parking spaces.

ARTICLE III. LAND USES, PROJECT QUALITY AND ASSURANCES

Section 3.1. Land Uses. The Owner and the City agree, during the term of this Agreement, to devote the Property and the Owner Improvements only to the uses specified in this Agreement, consistent with the zoning approvals of the City Commission, and to be bound by and comply with all of the provisions and conditions of this Agreement. However, nothing contained herein shall be or be deemed to be any contract or agreement by the City, in its municipal capacity, to grant approvals for the Project or with respect to any zoning decisions affecting the Project. For additional consideration given, the sufficiency and nature all of which is hereby acknowledged, the Owner hereby agrees that this Agreement does not constitute contract zoning or contract planning prohibited by Florida law, and the Owner hereby waives any claim, pleading, or affirmative defense that this section or this Agreement constitutes prohibited contract zoning or contract planning.

Section 3.2 Character and Operation Standards of Property and Owner Improvements. The parties recognize and acknowledge that the manner in which the Project is developed, operated, and maintained is a matter of critical concern to the City. The Owner hereby agrees to develop, redevelop, operate, repair, rehabilitate, demolish, and maintain the Project and all other property, whether real or personal, and equipment located thereon which are owned, leased maintained, or subject to the control of or by the Owner in good order, condition, repair and appearance and in a manner consistent with (i) presently existing comparable projects (such as "The Village of Merrick Park" located in the City, "Mizner Park" located in Boca Raton, Florida, and "CityPlace" in West Palm Beach, Florida); (ii) the operational standards set forth in the exhibits attached hereto, including but not limited to **Exhibits C, E, F, I and L**, (collectively the "Operational Standards"); and (iii) in compliance with all Governmental Requirements. To help accomplish this result, the Owner will establish reasonable rules and regulations incorporating the Operational Standards governing the use and operation of the Project in order to assure the level of quality and character of operation of the Project required herein, and Owner shall use all reasonable efforts to promptly and immediately enforce such rules and regulations.

ARTICLE IV. AGREEMENT AS COVENANT; PERFORMANCE AND DEFAULT

Section 4.1 Agreement as Covenant or Equitable Servitude. Anything to the contrary herein notwithstanding (and subject to the limitations) hereof, it is the intention of the City and the Owner (as Owner of the Property and the Project) that the provisions of this Agreement shall constitute covenants running with the land and with title to the Property, or as equitable servitudes upon the land, as the case may be. If any covenant or equitable servitude created by this Agreement is determined to be invalid by a court with jurisdiction, Owner shall nevertheless comply with the obligations set forth in this Agreement and in the covenant or equitable servitude.

Section 4.2 Owner's Default of Agreement and Covenants.

(i) Failure of the Owner, or other Person in possession of or using a portion of the Property or Project to perform in accordance with or to comply with any of the covenants, conditions and agreements which are to be performed or complied with by the Owner, a Property or Project tenant, future owner, or other Person in possession of or using a portion of the Property or Project, and the continuance of such failure for a period of thirty (30) days after mailing of notice thereof in writing from the City to the Owner shall constitute an event of default ("Event of Default") on the part of the Owner. Notwithstanding, if such default cannot be cured within thirty (30) days of notice and (i) the Owner within said thirty (30) day period shall have commenced and thereafter shall have continued diligently to prosecute all actions necessary to cure such default, and (ii) the Project continues to operate in the ordinary course of business, then the Owner shall have an additional reasonable time within which to cure such matter or Event of Default; provided that in no event shall such Event of Default extend more than 365 days from the date of mailing of the notice of default. Until the City has provided the Owner with written notice of default pursuant to this Section 4.2 and the time periods for cure set forth in this Agreement have elapsed without such cure having been effected, the failure of the Owner or any other Person in possession of or using a portion of the Property or Project to perform or comply with the covenant(s), condition(s) and agreement(s) of this Agreement specified in such notice shall not be deemed an Event of Default.

(ii) Failure to timely install, build, connect to governmental systems, or operate any of the Offsite Improvements based on the time schedule set forth in **Exhibit B** attached hereto, including any extensions that may be approved by the City Manager in accordance with **Exhibit B**, shall be an Event of Default and a material breach of this Agreement.

(iii) Failure to timely install, build, connect to governmental systems, or operate the Project based on the time schedule set forth in **Exhibit B** attached hereto, including any extensions that may be approved by the City Manager in accordance with **Exhibit B**, shall be an Event of Default and a material breach of this Agreement.

(iv) If the City determines, in its sole discretion, that Owner's failure to perform constitutes an imminent threat to the public health, safety and welfare, no prior 30 day notice is required, and the City may seek an injunction to remedy that threat without delay or other preconditions.

(v) The City retains all remedies available to it at law or pursuant to Governmental Requirements in order to enforce the provisions of this Agreement regardless of whether specific security is provided for such obligation.

Section 4.3 City Default. In an event of default or alleged default by the City with regard to this Agreement and any of its terms or conditions, Owner shall give the City not less than 30 days' written Notice of Default, as measured from the time of mailing in conformance with Section 11.5. The Notice of Default shall specify the nature of the alleged default and, where appropriate, the manner and period of time in which said default may be satisfactorily cured. If such default

cannot be cured within thirty (30) days and the City within said thirty (30) day period shall have commenced and thereafter shall have continued diligently to prosecute all actions necessary to cure such default, then the City shall have an additional reasonable time within which to cure such matter or Event of Default; provided that in no event shall such Event of Default extend more than 365 days from the date of mailing of the Notice of Default. Until Owner has provided the City with written notice of default pursuant to this Section 4.3 and the time periods for cure set forth in this Agreement have elapsed without such cure having been effected, the failure of the City to perform or comply with any part of this Agreement specified in such notice shall not be deemed an Event of Default.

Section 4.4. Unavoidable Delay or Force *Majeure*. Any one or more of the following events will be a "Force Majeure" under this Agreement: strikes, lockouts, acts of God (including but not limited to pandemics as declared by the United States or State of Florida), unusual delay in obtaining or inability to obtain labor or materials due to Governmental Requirements, enemy action, civil commotion, fire, hurricane, sabotage, casualty, pandemics, epidemics, local disease outbreaks, public health emergencies, quarantines, or other similar causes beyond the reasonable control of a party. A party's insolvency or financial condition or anything that causes a default in any Project financing or difficulty in obtaining financing will not constitute a Force Majeure. Neither the City nor the Owner, as the case may be, nor any successor in interest, shall be considered in breach of or in default of any of its obligations, including, but not limited to, the preparation of the Property for Development, or the beginning, progress, or completion of construction of the Owner Improvements or the Offsite Improvements, in the event of a Force Majeure, and the applicable time period shall be extended for the period of unavoidable delay caused by the Force Majeure. With respect to any Force Majeure that results in any damage to the Owner Improvements or the Offsite Improvements, the time periods shall be extended for the following periods of time: (i) the time period from the date of the Force Majeure through and including the date the Owner receives the insurance proceeds related to such damage, and (ii) following receipt of the insurance proceeds, the reasonable time period which is needed for the Owner to restore the Owner Improvements or Offsite Improvements to the condition which existed immediately preceding the Force Majeure.

Section 4.5. Obligations, Rights and Remedies Cumulative. The parties agree that any party may seek specific performance of this Agreement, and that the rights and remedies of the parties to this Agreement, whether provided by law or by this Agreement, shall be cumulative, and the exercise by any party of any one or more of such remedies shall not preclude the exercise by it, at the same or different times, of any other such remedies for the same default or breach, or of any of its remedies for any other default or breach by the other party.

Section 4.6 Waiver. Failure or delay in giving a Notice of Default or seeking enforcement of this Agreement shall not constitute a waiver of any default. Except as otherwise expressly provided in this Agreement and except for any waiver expressly provided in writing, any failure or delay by another party in asserting any of its rights or remedies as to any default shall not operate as a waiver of any default or of any such rights or remedies or deprive such party of its right to institute and maintain any actions or proceedings which it may deem necessary to protect, assert or enforce any such rights or remedies.

ARTICLE V. RESTRICTIVE COVENANTS.

Section 5.1. Use Prohibitions of the Property and Owner Improvements. The Property shall not be used by the Owner or other Person in possession of or using any portion of the Property or the Project, nor shall the Owner permit the use of the Property, the Project or any Development Improvements for the following:

(i) Any unlawful or illegal business, use or purpose, or for any business, use or purpose, which is immoral, disreputable (including without limitation "adult entertainment establishments" and "adult" bookstores), or extra-hazardous, or in such manner as to constitute a nuisance of any kind (public or private), or for any purpose or in any way in violation of the certificates of occupancy (or other similar approvals of applicable governmental authorities) or of rules, regulations, ordinances or laws applicable to the Property; or

(ii) Any unlawful or illegal business, use or purpose, or for any business, use or purpose relating to Hazardous Substances which violates any Environmental Law. As used in this paragraph, the term "Environmental Law" means all federal, state, regional, county and local statutes, regulations, ordinances, rules, regulations and policies, all court and administrative orders and decrees, which pertain to environmental matters or contamination of any type whatsoever, including to those relating to the presence, manufacture, processing, use, distribution, treatment, storage, disposal, generation or transportation of Hazardous Substances; including the following statutes, and regulations adopted thereunder: the Comprehensive Environmental Response, Compensation and Liability Act, as amended by the Superfund Amendments and Reauthorization Act of 1986, 42 U.S.C. § 9601 et seq. ("CERCLA"); the Solid Waste Disposal Act, as amended by the Resource Conservation Recovery Act and the Hazardous and Solid Waste Amendments of 1984, 42 U.S.C. § 6901 et seq. ("RCRA"); the Federal Water Pollution Control Act, as amended by the Clean Water Act of 1977, 33 U.S.C. § 1251 et seq.; the Clean Air Act, as amended, 42 U.S.C. § 7401 et seq.; the Toxic Substances Control Act, 15 U.S.C. § 2601 et seq. ("TSCA"); the Safe Drinking Water Act, 42 U.S.C. §§ 300f through 300; the Hazardous Materials Transportation Act, 49 U.S.C. § 1801 et seq.; the Oil Pollution Act of 1990, 33 U.S.C. § 2701 et seq.; the Emergency Planning and Community Right-to-Know Act, 42 U.S.C. § 11001 et seq. The term "Hazardous Substances" means any substance, chemical, compound, product, solid, gas, liquid, waste, byproduct, pollutant, contaminant, or material which is defined or regulated under any Environmental Laws, or any material or substance defined as a "hazardous substance", "hazardous waste", "hazardous product", "pollutant" or "contaminant" pursuant to any Environmental Laws.; or

(iii) Any assembling, manufacturing, distilling, refining, smelting, agricultural or mining operation; or

(iv) Any "second hand" store, "surplus" store, or pawn shop; or

(v) Any fire sale, bankruptcy sale (unless pursuant to a court order) or auction house operation; or

(vi) Any central laundry, dry cleaning plant or laundromat; provided, however, this prohibition shall not be applicable to customary supportive facilities for on-site service oriented to pickup and delivery by the ultimate consumer; or

(vii) Any automobile, truck, trailer or recreational vehicle sales, leasing, display or body shop repair operation; or

(viii) Any pet shop or animal raising facility; or

(ix) Any mortuary, crematorium, or funeral home; or

(x) Any establishment selling or exhibiting drug-related paraphernalia or which exhibits either live or by other means to any degree, nude or partially clothed dancers or wait staff; or

(xi) Any massage salon, massage establishment or similar establishments; however, this language shall not be construed to preclude massage services at a high end spa or in conjunction with any fitness club to be located in the retail areas of the Project; or

(xii) Any flea market, amusement arcade or video arcade, pool hall or billiard hall, car wash or dance hall; provided, however, this language will not preclude the operation of a car wash as an accessory use to the garage on the Property; or

(xiii) Any training or educational facility as a principal use, including but not limited to: beauty schools, barber colleges, reading rooms, places of instruction or other operations catering primarily to students or trainees rather than to customers; or

(xiv) Any gambling facility or operation, including but not limited to: off-track or sports betting parlor; table games such as blackjack or poker; slot machines, video poker/blackjack/keno machines or similar devices; or bingo hall.

Section 5.2. Non-Discrimination.

(i) No covenant, agreement, lease, conveyance or other instrument concerning the sale, lease, use or occupancy of the Property and Owner Improvements or any portion thereof shall be permitted, effected, or executed by the Owner or other Person in possession or occupancy of any part or portion of the Project or the Property, whereby the Property, or the Owner Improvements, or any portion thereof, is restricted by the Owner or other Person in possession or occupancy of any part or portion of the Project or the Property, upon the basis of race, color, religion, sex, national origin, or handicap, or any other condition, or in violation of Chapter 760, Florida Statutes, or any other Governmental Requirement. The Owner will comply with, and shall require any Person in possession or occupancy of any part or portion of the Project or the Property, to comply with, all applicable Governmental Requirements in effect from time to time, prohibiting discrimination or segregation by reason of race, color, religion, sex, national origin, handicap, or any other condition, in the sale, lease, use or occupancy of the Property or the Owner Improvements or any portion thereof. The Owner agrees to make reasonable accommodations for the handicapped as required by law and agrees that no otherwise qualified handicapped individual shall, solely by reason of his

or her handicap, be excluded from participation in, be denied the benefits of, be denied access to facilities within the Property or the Owner Improvements, or be subjected to discrimination under any program or activity allowed under this Agreement, except as permitted by law.

(ii) Anything in Section 11.22 hereof to the contrary notwithstanding, if the City believes that a default has occurred because of a failure by the Owner, or any other Person in possession or occupancy of any part or portion of the Project or the Property to comply with the terms of this Section 5.2, it may send to the Owner and/or other Person a written notice of intent to declare a default because of such failure (the "Pre-Default Notice"). The Pre-Default Notice is not a declaration of a default hereunder. If the Owner and/or other Person, after reviewing the Pre-Default Notice (which shall specify the respects in which the City contends that such a failure should be considered a default), believes that such a failure is not a default under this Section 4.2, the Owner and/or other Person shall within thirty (30) days of receipt of such Pre-Default Notice, advise the City in writing of the reasons why the Owner and/or other Person contends that such a failure should not be considered a default under this Section 5.2. If the City, after considering the response, still believes that such failure is a default, the City shall issue a Notice of Default pursuant to Section 4.2.

Section 5.3 Green Building.

(i) Requirement. The Owner agrees to use good faith, commercially reasonable efforts to cause the Project to be designed and operated in a manner to conform to the standards in effect at the time of approval of the Approved Project Plan of this Agreement to allow for certification as a LEED (Leadership in Energy and Environmental Design) building or equivalent nationally recognized green building certification program, such as, Florida Green Building Coalition Certification; and

ARTICLE VI. SIGNS

Section 6.1 Sign Package. Owner shall create a Master Sign Package or a Special Sign Package for the Project for the signage regulated by the City's Sign Ordinance (collectively, "Sign Package") to accomplish the following goals: (i) moving pedestrians and vehicle traffic to and throughout the Property safely and efficiently, including, but not limited to, residents, guests, visitors, and motorists along surrounding thoroughfares, and (ii) properly identifying the Property, the Project and various tenants, events, and components within the Project. The Sign Package as approved by the City Commission shall be incorporated into the Approved Project Plans approved by the City Commission.

Section 6.2 Sign Types. The Sign Package will include only those sign types in those dimensions, fabrications, illumination, and locations allowed by the City's Zoning Code. The Sign Package will not include digital signs or other signs prohibited by the City Zoning Code.

Section 6.3 Application. The Sign Package shall apply to all signage in the Project subject to the jurisdiction of the City's Sign Ordinance.

Section 6.4 Regulation. All Project signs shall be subject to applicable Governmental Requirements.

ARTICLE VII. RESERVATION OR DEDICATION OF LAND

Section 7.1 No Dedication. The Owner is not dedicating any land within the Property to the City, but agrees to grant the City various easements as referenced in this Agreement.

Section 7.2 Approved Project Plans. The Owner agrees to create within the Project: (i) Public Park Spaces as defined herein, as generally indicated on **Exhibit L** attached hereto; and (ii) sidewalks designed to accommodate increased pedestrian activity that will include shopping, entertainment, and outdoor seating, all as generally labeled on the Approved Project Plans.

Section 7.3 Ownership, Location and Dimensions of Public Park Spaces. The Owner will dedicate ownership of the Public Park Spaces but shall be granted by the City a non-exclusive easement allowing access by the owner to the Public Park Spaces. The Owner and the City agree to execute and record a Public Park Spaces Easement and Maintenance Agreement ("Public Park Spaces Easement Agreement"), to specifically designate the areas to be Public Park Spaces and to assign their respective responsibilities and obligations with respect to the future construction, maintenance and operation of the Public Park Spaces. The Public Park Spaces Easement Agreement shall be in a form acceptable to the City Attorney, incorporating the recommendations of a Crime Prevention Through Environmental Design review to be performed by the City Police Department. The general location and dimensions of the Public Park Spaces shall be substantially in accordance with the Approved Project Plans. The specific location and dimensions of the Public Park Spaces will be set forth in the Public Park Spaces Easement Agreement, in accordance with the conceptual plan depicted in **Exhibit L** attached hereto. Modifications to the Public Park Spaces must be in substantial compliance with the Approved Project Plans, conceptual plans depicted in **Exhibit L**.

Section 7.4 Timing of Public Park Spaces Easement Agreement. The City and the Owner agree to execute and record the Public Park Spaces Easement Agreement prior to the City issuing the first Temporary Certificate of Occupancy for the Project.

Section 7.5 Owner's Rights Regarding Public Park Spaces. Subject to City regulations as may be adopted or amended from time to time, the terms and conditions of the Public Park Spaces Easement Agreement, and such other agreements as the Owner and the City may agree to, Owner shall retain the right to design, landscape, and determine the programming for the Public Park Spaces, subject to compliance with the Approved Project Plans, this Agreement and **Exhibit L** attached hereto. Owner and City agree and acknowledge that the improvements and programming of the Public Park Spaces shall be in substantial compliance with the conceptual plan attached as **Exhibit L**.

Section 7.6 Events in and Around Public Park Spaces. Subject to City regulations as may be adopted or amended from time to time, the Owner may sponsor or similarly partner with organizations to hold temporary events in and around the Public Park Spaces. In advance of a temporary event, the Owner shall submit an application to the City consistent with the

requirements contained in the City Zoning Code to obtain the necessary permits and approvals. The City shall have the right to hold events in Public Park Spaces, and the parties agree to cooperate in the scheduling of these spaces.

ARTICLE VIII. ENCROACHMENTS AND UTILITIES

Section 8.1 Construction of Encroachments within City Owned Public Rights-of-Way. The City finds that the construction of encroachments in, above, and under the public rights-of-way will not unduly restrict the use of such public rights-of-way and is a necessary and essential element in the future construction of pedestrian walkways or commercial uses above such public rights-of-way as generally depicted on **Exhibit K** attached hereto. The precise locations and dimensions of the proposed areas of encroachment have been finalized subject to the approval by the City. Should the Public Right-of Way be affected during the construction of the encroachments, the City's Risk Manager may require additional insurance coverages during said construction than what is required when the encroachment is completed.

Section 8.2 Applications. The Owner shall have obtained approval of all above grade, at grade and below grade encroachments, and must obtain approval in accordance with all applicable laws, including but not limited to Sections 5-303.1(E)1 and 11-111 of the Zoning Code and Section 62-3 of the City Code of Ordinances, prior to applying for the foundation permit. The Owner shall provide indemnities and insurance in the amounts and of the types acceptable to the City Attorney and the City's Risk Manager, as approved in such encroachment agreements. The encroachment agreements shall include grants of easements for ingress, egress, utilities, support and encroachments for all above grade, at grade and below grade encroachments into the public rights-of-way depicted on the Approved Project Plans for the Project and generally depicted on **Exhibit K** attached hereto.

Section 8.3 RESERVED.

Section 8.4 RESERVED.

Section 8.5 Utilities. The Owner shall be responsible for the proper repair and maintenance of all utility lines within the Property and the Public Park Spaces, including within public rights-of-way where underground encroachments exist as shown in the Approved Project Plans. The Owner is responsible for payment of utility bills associated with the street lights in the right of way in areas on all sides of the rights-of-way which are offsite from the Property and Public Park Spaces.

ARTICLE IX. LOCAL DEVELOPMENT PERMITS

Section 9.1 Development Permits. The Owner intends to develop the Property consistent with the Approved Project Plans and this Agreement. The Project may require additional permits or approvals from the City, County, State, or Federal government, including their respective internal agencies. Subject to the required legal processes and approvals, the City shall make a good faith effort to take all necessary and reasonable steps to cooperate with and expedite the issuance of all such approvals and permits. Failure of the Agreement to address a

particular permit condition, term or restrictions shall not relieve the Owner of the necessity of complying with the law governing said permitting requirements, conditions, terms, or restrictions. Such approvals may include, but are not limited to:

(i) Subdivision plat approvals;

(ii) Covenant in Lieu ("Covenant") of Unity of Title or Unity of Title ("Unity") acceptance or the release of existing Covenants or Unities;

(iii) Water and Sanitary Sewage Agreements;

(iv) Drainage Permits;

(v) Temporary Use Permits;

(vi) Tree Removal Permits;

(vii) Demolition Permits;

(viii) Environmental Resource Permits;

(ix) Building Permits;

(x) Certificates of Use;

(xi) Certificates of Occupancy;

(xii) Certificates of Completion

(xiii) Stormwater Permits;

(xiv) Miami-Dade Transit approvals;

(xv) Federal Aviation Administration determination(s) and approval(s); and

(xvi) Any other official action of the City or other government agency having the effect of permitting Development of the Property.

ARTICLE X. CREATION OF PROJECT-WIDE RESPONSIBLE PARTY

Section 10.1. Creation of a Responsible Party. Prior to the first conveyance of any property interest in the Property by the Owner to an unaffiliated third party, Owner shall create a property owners association or another entity to administer all common areas or shared facilities lying within the Property (the "Responsible Party"), in accordance with Section 2-500 (B)(3)(x) of the City's Zoning Code and record a master declaration of covenants for the Project. The Responsible

Party and master declaration shall provide for the maintenance of all common areas, open space, public art, roadways, easements and other amenities common to the Property. This provision shall not preclude the creation of individual condominium associations or sub-associations or other entities for each phase or stage of the development to maintain and operate the common elements or common areas of their own buildings so long as said condominium associations, sub-associations, or other entities are members of the Responsible Party or otherwise deemed the property owners for purposes of the master declaration. Wherever in this Agreement the consent or approval of the Responsible Party is required or provided for, the same shall be deemed to have been given if the president or majority of the board of directors of the Responsible Party or other authorized person or party has given such consent or approval. For purposes of this Section, an unaffiliated third party is an entity in which Owner does not have any ultimate ownership interest.

Section 10.2. Purpose of Responsible Party. The Responsible Party shall be the successor entity to the Owner for the purposes of fulfilling the obligations and requirements of this Agreement, including but not limited to the following within the area of the Project covered by the master declaration for the Project:

(i) Ownership (or easement for use) and maintenance of any common areas on the Property, including, public art, recreational facilities, and private streets and walkways.

(ii) Maintenance of liability insurance and payment of property taxes for common areas.

(iii) Collection of the pro rata share of the expenses of maintenance and operation of the common areas from each property owner, and the right to lien such property in the event of nonpayment of such property owner's pro rata share of the expenses of maintenance and operation of the common areas.

Section 10.3 Common Areas.

(i) Responsible Party. All land designated on Approved Project Plans as common open space, except public rights-of-way, including green(s) and structures, roads, and permitted drives devoted to the common use, shall be maintained as follows:

(a) Any common open space shall be owned by a homeowner's association or similar entity. In the case of a homeowner's association, the ownership shall be subject to covenants providing for maintenance of the common facilities in a manner that assures its continuing use for its intended purpose and provided that a homeowner's association shall comply with the following requirements:

(1) A homeowner's association shall be established before the units are sold.

(2) Membership shall be mandatory for each property owner and said association shall have the authority to adjust the assessment to meet the needs of maintaining the open space.

(3) The homeowner's association shall be responsible for maintenance of common elements and local taxes on such common elements.

(4) No amendment(s) shall be permitted to the homeowner's association documents which would have the effect of modifying or eliminating requirements for the common areas without the prior written consent of the City Manager.

(ii) Enforcement. In the event the Responsible Party fails to maintain the common areas consisting of those areas on the Property owned or controlled by the Responsible Party or those areas for which the Responsible Party has maintenance responsibility in good order and in accordance with the Approved Project Plans and this Agreement, the City shall proceed with the Code Enforcement process. The parties anticipate that the master declaration of covenants will designate as "common areas" of the Responsible Party certain portions of the Property intended to serve, be enjoyed by and/or benefit all of the owners, tenants, occupants of the Property and the customers, agents, employees, contractors, subcontractors, visitors, guests or invitees of an owner, tenant, occupant, Responsible Party, condominium association, or sub-association, such as the plazas, Public Park Spaces, other open space, public art, private roadways, easements and other amenities common to the Property. The cost of such maintenance shall be assessed proportionally against the properties within the Project that have a right of enjoyment of the common areas and shall become a lien on said properties.

XI. MISCELLANEOUS PROVISIONS

Section 11.1. No Partnership or Joint Venture; No Third Party Beneficiaries. It is mutually understood and agreed that nothing contained in this Agreement is intended or shall be construed in any manner or under any circumstances whatsoever as creating or establishing the relationship of co-partners, or creating or establishing the relationship of a joint venture between the City and Owner, or as constituting Owner as the agent or representative of the City for any purpose or in any manner whatsoever. It is specifically understood and agreed to by and between the parties hereto that: (1) the subject Development is a private Development; (2) the City has no interest or responsibilities for or duty to third parties concerning any improvements until such time, and only until such time, that the City accepts such interest or responsibilities pursuant to the provisions of this Agreement or in connection with the various approvals; (3) the Owner shall have full power and exclusive control of the Property herein described subject only to the limitations and obligations of said parties under this Agreement; and (4) the contractual relationship between the City and the Owner is such that the Owner is an independent contractor and not an agent of the City. There are no third party beneficiaries to this Agreement, expressed, implied or intended.

Section 11.2 Recording. The Owner shall be responsible for recording in the Public Records of Miami-Dade County, Florida this Agreement, any amendment hereto, and any other agreement or document required to be recorded pursuant to this Agreement. The recorded

original of this Agreement, any amendment hereto, and any other document recorded pursuant to this Agreement, shall be returned to the City within 10 days after execution for filing in the City's records.

Section 11.3 Florida and Local Laws Prevail. This Agreement shall be governed by the laws of the State of Florida. This Agreement is subject to and shall comply with the Charter of the City of Coral Gables as the same is in existence as of the execution of this Agreement and the ordinances of the City of Coral Gables. Future ordinances of the City shall not affect the terms and provisions of this Agreement (i) unless uniformly applicable to property similarly situated with the Property, Offsite Improvements and Owner Improvements; provided, however, to the extent the Owner would otherwise be grandfathered or not subject to such ordinances if this Agreement did not exist, the Owner shall not be subject to such ordinances or (ii) if the same shall impair the rights of the Owner or the obligations of the City hereunder. Subject to the foregoing, any conflicts between this Agreement and the aforementioned Charter and ordinances shall be resolved in favor of the latter. If any term, word, phrase, section, covenant, or condition of this Agreement or the application thereof to any Person or circumstances shall to any extent, be illegal, invalid, or unenforceable because of present or future laws or any rule or regulation of any governmental body or entity or becomes unenforceable because of judicial construction, the remaining terms, words, phrases, sections, covenants and conditions of this Agreement, or application of such term, covenant or condition to Persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby and each term, word, phrase, section, covenant, or condition of this Agreement shall be valid and be enforced to the fullest extent permitted by law.

Section 11.4 Conflicts of Interest: City Representatives Not Individually Liable. No member, official, representative, or employee of the City or the City Manager shall have any personal interest, direct or indirect, in this Agreement, nor shall any such member, official, representative or employee participate in any decision relating to this Agreement which affects his or her personal interest or the interest of any corporation, partnership or association in which he or she is, directly or indirectly, interested. No member, official, elected representative or employee of the City or the City Manager shall be personally liable to the Owner or any successor in interest in the event of any default or breach by the City or the City Manager or for any amount which may become due to the Owner or successor or on any obligations under the terms of the Agreement.

(i) Section 11.5 Notice. All notices, demands, requests and other communications required under this Agreement must be given in writing and may be delivered (a) by hand, or (b) by certified mail, return receipt requested, or (c) by a nationally recognized overnight delivery service such as Federal Express. Notice shall be deemed to have been given upon receipt of notice or refusal of delivery thereof. All notices, demands, requests and other communications required under this Agreement may be sent by electronic mail provided that the electronic communication is promptly followed up by notice given pursuant to one of the three methods in the preceding sentence. Any party may designate a change of address by written notice to the other party, received by such other party at least ten days before the change of address is to become effective. Owner. In the case of a notice or communication to the Owner if addressed as follows:

To: The Allen Morris Company
121 Alhambra Plaza, Suite 1600
Coral Gables, Florida 33134
Attn: W. A. Spencer Morris

cc: Bilzin Sumberg Baena Price & Axelrod, LLP
1450 Brickell Ave.
14th Floor
Miami, Florida 33131
Attn: Anthony De Yurre, Esq., LL.M.
adeyurre@bilzin.com

and: Any Mortgagee of the Owner whose address has been provided to the City in writing and, in the case of a Notice of Default sent to the Owner, a copy shall be sent to any Lender as registered with the City as required hereunder. NOTICE OF DEFAULT TO THE OWNER IS NOT EFFECTIVE UNTIL A NOTICE IS SENT TO ALL LENDER(S) SO REGISTERED WITH THE CITY.

(ii) City. In the case of a notice or communication to the City, if addressed as follows:

To: City of Coral Gables
405 Biltmore Way
P.O. Drawer 141549
Coral Gables, Florida 33134
Attn: City Manager

piglesias@coralgables.com

cc: City of Coral Gables
405 Biltmore Way
Coral Gables, Florida 33134
Attn: City Attorney
MRamos@coralgables.com

A party may unilaterally change its address or addressee by giving notice in writing to other parties as provided in this Section. Thereafter, notices, demands and other pertinent correspondence shall be addressed and transmitted to the new address.

Section 11.6 Titles of Articles and Sections. Any titles of the several parts, Articles and Sections of this Agreement are inserted for convenience of reference only and shall be disregarded in construing or interpreting any of its provisions.

Section 11. 7 Counterparts. This Agreement is executed in counterparts, each of which shall be deemed an original, and such counterparts shall constitute one and the same instrument. This Agreement shall become effective only upon execution and delivery of this Agreement by the parties hereto.

Section 11.8 Amendments. No amendments to this Agreement shall be binding on either party unless in writing, signed by the City and Owner, and adopted in accordance with the procedures outlined in Section 14-217.9 of the Zoning Code. For purposes of any amendment of this Agreement, if a property owners' association or other entity (i.e. the "Responsible Party") is created for all or substantially all of the Property which shall provide for the maintenance of common areas, roadways, easements and other amenities common to the Property, then the Responsible Party may execute the amendment on behalf of the then Owners of the Property encompassed by the Responsible Party so long as the Responsible Party demonstrates that it has the requisite authority required under the Responsible Party governing documents to execute such amendment. The consent of the Responsible Party will be deemed to have been granted, unless such consent is expressly withheld. An amendment is required for changes in use meeting the criteria of Section 2.3 hereof. Upon the request of an actual or prospective Lender of Owner or mezzanine Lender of Owner, the City and Owner shall enter into an amendment of this Agreement to incorporate such commercially reasonable modifications, additions or deletions to this Agreement as such party may reasonably request so as to render this Agreement "financeable" based on criteria for "financeability" typically imposed in comparable transactions. Examples of such amendments might include additional notice to the Lender, additional cure period for the Lender and the right of the Lender or its assignee to be substituted as the Owner in the event the Lender were to succeed to the ownership of the Property; provided, however, that such modification or amendment shall not: (i) affect the business and financial terms of this Agreement; (ii) constitute a material deviation from the Approved Project Plans; or (iii) materially impair the protections afforded to the City pursuant to this Agreement.

Section 11. 9 Authorization and Approvals by the City.

(i) Decision Maker. All requests for action or approvals by the City related to this Agreement shall be sent to the City Manager for decision, who shall be the representative of the City that must act or approve the matter on behalf of the City. The City Manager, in his or her sole discretion, may delegate such matters consistent with his or her powers established under the City Charter and City Code of Ordinances. Matters requiring official City approvals, such as applications for building permits, shall be handled in accordance with all applicable laws; it is specifically not the intent of the parties that this section shall have any effect on such approval processes.

(ii) Extensions. Without limiting the generality of the foregoing or the general authority of the City Manager, the City Manager, by virtue of the City Commission's approval of this Agreement, is hereby delegated authority by the City Commission to have the authority himself or herself to grant extensions of time for performance by the Owner, required under this Agreement, for up to one hundred and eighty (180) days (extensions of time in excess of one hundred and eight (180) days shall require City Commission approval). If the City Manager's office shall be vacant or if the City Manager shall not have the full authority to act or approve matters required of the City pursuant to this Agreement, then the City Commission shall, promptly upon written request by the Owner, designate such other officer or department as may be appropriate to perform the City's obligations.

(iii) Timing. Unless otherwise specified to the contrary herein, all decisions, approvals and actions required pursuant to this Agreement must be decided, given or taken within sixty (60) consecutive days after the receipt of written notice requesting same unless the City Manager requests an alternative timeframe in writing prior to the sixtieth day following receipt of written notice.

Section 11.10Exculpation. Notwithstanding any provision contained in this Agreement to the contrary, it is specifically agreed and understood that there is no personal liability on the part of any manager or member in the Owner (provided such member is acting within the limitations placed on same by Florida law or has not assumed in writing any greater liability with respect to this Agreement) other than authorized by the articles of agreement and operating agreement of the limited liability company or any officer, director, shareholder, limited partner, trustee or beneficiary of the Owner in the event the Owner is an entity other than a limited liability company. The foregoing shall not be construed to exculpate or immunize any manager, member, director, officer , or agent of the Owner for statements made under oath or penalties of perjury. Likewise, notwithstanding any provision contained in this Agreement to the contrary, it is specifically agreed and understood that there is no personal liability on the part of any City elected or appointed officer, employee, or agent, with respect to the performance, manner or time of performance, delay, or lack of performance, of any of the obligations, terms, covenants and conditions of this Agreement.

Section 11.11Attorneys' Fees. In the event either party hereto institutes legal proceedings in connection with, or for the enforcement of, this Agreement, the prevailing party in such dispute shall be entitled to collect from the other party all costs incurred in such dispute, including reasonable attorneys' and paralegals' fees, at both trial and appellate levels.

Section 11.12 Caption. The article and section headings and captions of this Agreement preceding this Agreement are for convenience and reference only and in no way define, limit, describe the scope or intent of this Agreement or any part thereof, or in any way affect this Agreement or any part thereof.

Section 11.13Holidays. It is hereby agreed and declared that whenever a notice or performance under the terms of this Agreement is to be made or given on a Saturday or Sunday or on a legal holiday observed by the City, it shall be postponed to the next following business day that is not a Saturday, Sunday, or legal holiday.

Section 11.14 Owner as Independent Contractor. Nothing contained in this Agreement shall be construed or deemed to name, designate, or cause (either directly or implicitly) the Owner, or any contractor of the Owner to be an agent of or in partnership with the City.

Section 11.15Severability; Unlawful Provisions Deemed Stricken. If this Agreement contains any unlawful provisions that are not an essential part of this Agreement and which do not appear to have been a controlling or material inducement to the making of this Agreement, such provisions shall be deemed of no effect and shall be deemed stricken from this Agreement without affecting the binding force of the remainder. In the event any provision of this Agreement is

capable of more than one interpretation, one which would render the provision invalid and one which would render the provision valid, the provision shall be interpreted so as to render it valid.

Section 11.16No Liability for Approvals and Inspections. Except as may be otherwise expressly provided herein, no approval to be made by the City or any City official, employee, or agent of the Property or the Project under this Agreement, shall render the City or any City official, employee, or agent, personally or in said individual's official capacity, liable for its failure to discover any defects or nonconformance with any federal, state or local statute, regulation, ordinance or code, or to enforce any laws, rules, codes, or other governmental requirements.

Section 11.17Ownership. Owner shall provide the City with an opinion of title and updated survey demonstrating the Owner's control of the entire Property, in a form acceptable to the City Attorney, within 14 days after the Owner executes this Agreement.

Section 11.18 Cooperation; Expedited Permitting; Time is of the Essence; Compliance with applicable codes.

(i) The Parties agree to cooperate with each other to the full extent practicable pursuant to the terms and conditions of this Agreement. The Parties agree that time is of the essence in all aspects of their respective and mutual responsibilities pursuant to this Agreement. The City shall use its best efforts to expedite the permitting review and approval process in an effort to assist the Owner in meeting its demolition, Development, and construction completion schedules, all as is consistent with this Agreement. The City will accommodate requests from the Owner's agents, representatives, general contractor(s), subcontractors, and private plan reviewers and inspectors for simultaneous review of multiple permitting packages, such as those for site work and foundations, and building shell, core, and interiors. Under no circumstances will the City be obligated to issue Development permits if the Owner does not comply with the applicable requirements of the City Zoning Code, the Project's zoning approvals, the Comprehensive Plan, this Agreement, applicable building codes, or any other Governmental Requirements.

(ii) In the event that state or federal laws or regulations are enacted after the approval, effectiveness, or execution of this Agreement which are applicable to and preclude the parties' compliance with the terms of this Agreement, this Agreement shall be modified or revoked as is necessary to comply with the relevant state or federal laws or regulations, such modification or revocation to take place only after any applicable notice provisions provided for the adoption of this Agreement have been complied with. The City shall cooperate with the Owner in the securing of any permits which may be required as a result of such modifications.

(iii) Subsequently adopted ordinances and codes of the City which are of general application, not governing the development of land, shall be applicable to the lands subject to the development agreement, and such modifications are specifically anticipated in the Agreement.

(iv) The City may apply changes to vested City ordinances , adopted subsequent to the execution of this Agreement to the Property, only if the City has held a public hearing and

determined that: (i) such new City ordinances or City policies are not in conflict with the laws and policies governing the Agreement and do not prevent Development of the land uses, as allowed under the terms of this Agreement; (ii) the City has demonstrated that substantial changes have occurred in pertinent conditions existing at the time of the approval of this Agreement; or (iii) this Agreement is based on substantially inaccurate information supplied by the Owner.

Section 11.19. Estoppel Statements. City agrees within thirty (30) days following a request in writing from the Owner, its mortgagee or a tenant to provide a statement in writing confirming that this Agreement is in full force and effect and that the City Attorney's Office is not aware of any declared or pending default hereunder, or if there is a default, specifying the nature of such default, together with such other matters as may be reasonably requested by the Owner, its mortgagee or anchor tenant related to this Agreement. The failure to specify a default in an estoppel statement will not constitute a waiver of the City's right to subsequently assert a default against the Owner or its successors in interest.

Section 11.20. Effective Date; Duration of Agreement; Termination.

(i) The term of this Agreement shall commence upon the Effective Date.

(ii) This Agreement and the provisions hereof shall run with and bind the Property, and shall inure to the benefit of and be enforceable by the City, the Owner, and the Owner of any part or portion of the Property subject to this Agreement, and their respective legal representatives, heirs, successors and assigns, for a term of twenty (20) years from the Effective Date.

Section 11.21 Security. The Owner shall provide to the City a surety bond or other form of security deemed acceptable by the City, in an amount determined acceptable by the Public Works Director, and in a form acceptable to the Building Official for the following purposes and amounts:

(i) Security for Ponce Circle Park and Right of Way Improvements. Prior to the issuance of the initial phase or master permit for the Project the Owner shall provide to the City a surety bond or other form of security deemed acceptable by the City proof of sufficient insurance coverage, for the estimated maximum cost of the proffered improvements to Ponce Circle Park and right of way improvements and any damage to adjacent City property and infrastructure. Said surety bond or other form of security insurance policy may be acted upon by the City Manager in the event of either (a) the damage described above to adjacent City property and infrastructure which is not repaired by Owner within 30 days of notice, or (b) a complete cessation of construction activities on the Property, as evidenced by the passing of more than 180 days without receiving approval of an inspection of construction work on the Property. Owner shall be granted such additional time as is reasonably required to repair such damage for which it is responsible under this Subsection 11.21(i) so long as Owner is diligently pursuing efforts to repair the damage, such as applying for building permits and other governmental permits and/or applying for insurance proceeds to fund such repairs or restoration.

(ii) Security for Restoration of Property if Project is Abandoned. Within 60 days of execution of this Development Agreement, the Owner shall provide to the City a surety bond or other form of security deemed acceptable by the City for the estimated cost of the full

restoration of the Property, including (1) filling any excavated areas, (2) installation of sod and landscaping to City Code standards, and (3) the removal, restoration, or completion of partially constructed buildings and structures as agreed upon by the City and Owner for the purposes of ensuring public safety and maintaining the appearance of the Property and (4) removal of all construction fencing. Said surety bond or other form of security may be acted upon in the event of a cessation of construction activities on the Property until completion of the subterranean and surface improvements. Said surety bond shall be returned once master permit is issued.

(iii) Terms. For purposes of Subsections 11.21(i) and (ii), the following definitions shall apply:

The phrase "completion of surface improvements" means that the underground utilities have been completed and accepted by the City or other agency responsible for the utility, and the pedestrian and vehicular rights-of-way are completed as proposed in the Project or completely restored, all as determined in the sole discretion of the City Manager or designee;

The phrase "cessation of construction activities on the Property" means (A) a failure to complete substantial work on the Project for a cumulative total of ninety (90) business days (excluding weekends and national holidays), or (B) progress in constructing the Project on the Property that is valued at less than five (5%) percent of the total value of the Project in any six-month period; and

The phrase "total value of the Project" means the estimated building permit valuation of the Project as determined by the Building Official pursuant to the Florida Building Code.

(iv) Bond Requirements. If the City in its discretion accepts a surety bond, the Owner and the surety shall be jointly and severally liable under the terms of the bond. The bond shall be issued by a surety having a minimum rating of A-1 in Best's Key Rating Guide, Property/Casualty Edition; shall be subject to the approval of the City Attorney; and shall provide that: "This bond may not be canceled, or allowed to lapse, until sixty (60) days after receipt by the City, by certified mail, return receipt requested, of a written notice from the issuer of the bond of intent to cancel or not to renew."

(v) Security for Construction of Offsite Improvements. Within 60 days of execution of this Amended Development Agreement, the Owner shall provide Owner already provided to the City a surety bond, or other form of security deemed acceptable by the City, in an amount that is one hundred fifteen (115%) percent of the estimated total hard and soft cost of all Offsite Improvements, of $_____, to secure construction of such the Offsite Improvements within the time periods established in Exhibit ___ and as otherwise required by this Agreement or in the event that the Project is abandoned.

(vi) Insufficiency of Security. If a bond or other security proves insufficient to complete the improvements or restoration covered, the City shall have the right to finish all work by creating a special assessment district, and assess the amount of the additional funds required against the Property after notice to Owner and expiration of the applicable grace

period. Owner hereby expressly consents to the creation and imposition of a special assessment loan against the Property for this purpose.

(vii) Master Bond. Upon the authorization of the City, Owner may substitute a master surety bond or other form of security deemed acceptable by the City, which may include, in part, a general contractor's completion bond, in lieu of the various separate bonds that secure the Owner's various obligations required under this Agreement to be secured by a surety bond. With the approval of the City, the amount of the surety bond(s) may be reduced from time to time as the work or obligation secured by such bond is completed or the risk secured by such bond is eliminated or reduced.

(viii) Security for Temporary Safety Improvements. Within 60 days of execution of this Amended Development Agreement, temporary safety improvements for the rights of way abutting the Property and the Property, as agreed to with the Public Works Department shall be completed. Owner shall provide to the City a surety bond, or other form of security deemed acceptable by the City, in an amount of the estimated costs of the agreed upon temporary safety improvements upon execution of this Amended Development Agreement.

Section 11.22 Enforcement of Agreement. Except for claims of discrimination pursuant to Section 5.2, parties to this Agreement, and their successors and assigns, shall enforce this Agreement as provided in this Section 11.22. This section shall not be interpreted as a pledge of *ad valorem* tax or other revenues.

(i) Change of Laws. This Agreement is enforceable by any party to this Agreement as provided in the Community Planning Act, Part II, Chapter 163, Florida Statutes, despite a change in the applicable general or specific plans, comprehensive planning, zoning subdivision, building, or other land development regulations adopted by the City which alter or amend the rules, regulations or policies governing permitted uses of the land, density, intensity, or design.

(ii)Institution of Legal Action. In addition to any other rights or remedies, any party hereto, or their successors and assigns, may institute legal action to cure, correct or remedy any default, to enforce any covenants or agreements herein, or to enjoin any threatened or attempted violation thereof; to recover damages for any default; or to obtain any remedies consistent with the purpose of this Agreement, in accordance with Article IV. Enforcement of this Agreement may be by the Owner or the City, and may be accomplished by any proceeding at law or in equity against any Person or Persons violating or attempting to violate any provision hereof, either to restrain a violation, to seek specific performance, or to recover damages. However, neither Owner nor City will be permitted to obtain, and the Owner and City hereby waive, all rights to claim punitive, incidental and consequential damages against the other. Failure to enforce any covenant or provision herein contained shall in no event be deemed a waiver of the right to do so thereafter. The City shall not be obligated or bound to enforce any of the covenants or provisions herein or be liable to or for any Person or Persons for non-enforcement.

(iii)Venue. Such legal actions must be instituted in the Circuit Court or County Court, as applicable, of the County of Miami-Dade, State of Florida, or in the Federal District Court in the Southern District of Florida.

Section 11.23. Interpretation. All of the parties hereto have had the opportunity to consult with legal counsel and to participate in the drafting of this Agreement. Consequently, this Agreement shall not be more strictly or more harshly construed against any party to this Agreement as the drafter hereof.

ARTICLE XII. INDEMNIFICATION AND INSURANCE

Section 12.1 Indemnification by Owner

(i) To the fullest extent permitted by Governmental Requirements and subject to monetary limitation described below, the Owner hereby agrees to defend, indemnify and hold harmless the City and its former, current and future elected officials, directors, attorneys, appointed officials, administrators, consultants, agents, and employees (collectively, "City Indemnified Parties") from and against all claims, damages, losses, and expenses, direct or indirect, (including but not limited to fees and charges of attorneys and other professionals and court and mediation costs) arising out of or resulting from (i) the City's granting of permission for any activity performed under the terms of this Agreement and (ii) the construction and/or maintenance of the Project (including all easements) and caused, in whole or in part, by any willful, reckless, or negligent act and/or omission of Owner or any person, employee, agent, or third party acting on Owner's behalf (including any contractor, subcontractor, or any person or organization directly or indirectly employed by any of them or anyone for whose acts any of them may be liable) (collectively "Losses"). Inclusive in this indemnity provision, and subject to the monetary limitation described below, is the agreement to fully indemnify the City Indemnified Parties from any Losses alleged to have been caused, in part, by the negligent acts or omissions of the City or any person, employee, agent, or third party acting on City's behalf (including any contractor, subcontractor, or any person or organization directly or indirectly employed by any of them or anyone for whose acts any of them may be liable) (collectively "City Agents"), other than any willful, reckless, or grossly negligent act or omission of City or any other City Agent ("Excluded Act"). In the event any City Agent is determined to be solely responsible for causing damage, loss or injury to a third party for any Excluded Act, Owner shall not be obligated to defend, indemnify or hold any City Indemnified Parties harmless. If both Owner and any City Agent are determined to be jointly liable for Losses for such a willful, reckless or grossly negligent act or omission, Owner shall pay its share of the Losses, and, in addition, shall indemnify the City Indemnified Parties to the maximum amount to which it is liable subject to the "sovereign immunity" limitation on damages provided by Section 786.28 of Florida Statutes or, in the event that a claims bill is approved by the Florida Legislature or, in the event that the Losses are not subject to the sovereign immunity limitation on damages provided by Section 768.28, the Owner shall indemnify the City Indemnified Parties but only to the extent Owner's insurance policies pay for such Losses. In the event that a claim for Losses by the Owner or City under such insurance policies is denied and Owner determines in the exercise of its reasonable business judgment that such claim is improperly denied, Owner will use good faith, commercially reasonable efforts to enforce such claim under

such insurance policies. Owner agrees that City may also pursue enforcement of its claims for Losses under such insurance policies. In the event that Owner decides in its reasonable business judgment not to pursue litigation against the insurer, Owner agrees to assign its claim for such Losses under the insurance policy to the City to the extent they are assignable. Owner will use good faith, commercially reasonable efforts to obtain and maintain insurance coverage for the indemnity provisions.

(ii) In any and all claims against the City or any of its consultants, agents, or employees by any employee of Owner or any employee of any person, employee, agent, or third party acting on Owner's behalf (including contractors, subcontractors, or any person or organization directly or indirectly employed by any of them or anyone for whose acts any of them may be liable), the indemnification obligation of this section shall not be limited in any way by any limitation on the amount or type of damages, compensation, or benefits payable by or for Owner or by or for any person, employee, agent, or third party acting on Owner's behalf (including contractors, subcontractors, or other persons or organizations directly or indirectly employed by any of them or anyone for whose acts any of them may be liable) under workers' or workman's compensation acts, disability benefit acts, other employee benefit acts or any other service of law. This indemnification provision shall survive the termination of any City permit and this Agreement, however terminated.

Section 12.2. No Waiver of City's Immunity. Nothing in this Agreement shall be considered to increase or otherwise waive any limits of liability or to waive any immunity established by Florida Statutes, case law, or any other source of law. This indemnification provision shall survive the termination of any City permit or Agreement with the City, however terminated. Nothing contained herein shall be construed as a waiver of any immunity or limitation of liability the City may have under the doctrine of sovereign immunity in Section 768.28, Florida Statutes. Inclusive in this Indemnity provision is the agreement to fully indemnify the City from any claims or actions alleged to have been caused by the City's acts or omissions but not for any willful, reckless, or grossly negligent act and/or omission of City or any person, employee, agent, or third party acting on City's behalf (including any contractor, subcontractor, or any person or organization directly or indirectly employed by any of them or anyone for whose acts any of them may be liable). Owner shall maintain insurance, which will provide for the indemnity provision provided herein as further specified below.

Section 12.3 Insurance.

(i) The Owner agrees to obtain liability coverages, in amounts and coverages determined by the City's Risk Management Division (or its successor agency) and the City Attorney, endorsed naming the City as an additional insured — on a primary and non-contributory basis — with a waiver of subrogation for general liability and a have the City listed as loss payee for damage to (y) Public Park Spaces property owned by the City, or (z) the Offsite Improvements. In the event the City is the loss payee for damage to City owned property, then City should have the affirmative obligation to timely repair the damage upon receipt of the insurance proceeds. All insurance is subject to the reasonable approval of the City's Risk Management Division (or its successor agency) and the City Attorney. The insurance must be issued by an insurance company

licensed and approved to do business selling insurance within the State of Florida by the Florida Insurance Commissioner, or successor regulatory agency of the State of Florida. The general liability Insurance coverage must have limits of at least $1,000,000 per occurrence and $2,000,000 in the aggregate issued by an insurance company having a rating of A- with a financial quality rating of at least VII by A.M. Best's Rating Guide or its successor. The excess liability Coverage must have limits of at least $5,000,000 and must be issued by an insurance company having a rating of A- or better with a financial quality rating of at least VII by A.M. Best's Rating Guide or its successor. If the rating and financial quality system shall be revised by A.M. Best's Rating Guide or its successor, the Owner and the City shall promptly agree in a recordable writing to a successor rating system or rating system operator. All commercial general liability insurance shall be occurrence based, and in no event shall claims made insurance be acceptable as coverage. The insurance shall remain in effect for the life of the Ponce Park Spaces. Should the Owner fail to continue to provide the insurance coverage, the City shall have the right to secure a similar insurance policy in its name and place a special assessment lien against the Owner's abutting private property for the total cost of the premium.

The owner shall require that the general contractor of this project have at least the same general liability and excess liability coverages as well as endorsements being required of the Owner with the following additions : (1) the general and excess liability coverage must also cover what is known as XCU (excavation , collapse and underground) coverage (2) carry auto liability coverage with limits of at least $1,000,000 per occurrence adding the City as an additional insured, on a primary and non-contributory basis and (3) carry workers compensation coverage with limits of at least $1,000,000 per accident, disease and employee, with a waiver of subrogation in favor of the City.

(ii) Claims made insurance shall not be acceptable insurance under this Agreement, and all insurance shall be occurrence based. A copy of the policy and all endorsements shall be maintained on file with the City's Risk Management Division (or its successor agency) and the City Attorney. As the policy is revised or insurers are changed, new copies shall be immediately filed with the City's Risk Management Division (or its successor agency) and the City Attorney within thirty (30) days of receipt of any policy revision or obtaining a new policy. A certificate of insurance shall not be deemed to be acceptable proof of insurance. Proof of insurance shall be demonstrated by use of a policy declaration page, naming the insured, loss payee, additional insured, term of coverage, liability coverage and amounts, and other pertinent and material information as is normally displayed on insurance policy declaration pages. Evidence of insurance will not be approved unless all of the requirements have been met to the satisfaction of the Risk Management Division.

[SIGNATURE PAGE TO FOLLOW]

IN WITNESS WHEREOF, Owner has caused this Agreement to be signed in its name by its Manager, and the City Commission of Coral Gables has caused this Agreement to be signed in its name by the City Manager, duly attested to by the City Clerk, and approved as to form and sufficiency by the City Attorney, on the day and year first above written.

ATTEST:

_____
Name: _____

_____
Name: _____

OWNER:

RC AQUISITIONS, LLC, a Florida limited liability company,

By: _____
Name: _____
Title: Manager

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

The foregoing instrument was acknowledged before me, this ____ day of _____2021, by _____, as Manager of RC AQUISITIONS, LLC, a Florida limited liability company. He is personally known to me or has produced _____ as identification.

_____
Notary Public State of Florida at Large
My Commission Expires:
Print Name:

By authority of Ordinance No. _____ duly passed and adopted by the Coral Gables City Commission on _____, effective _____.

CITY:

ATTEST:

CITY OF CORAL GABLES, a Florida municipal corporation

By: _____
Name: Billy Y. Urquia
Title: City Clerk

By: _____
Name: Peter J. Iglesias
Title: City Manager

APPROVED AS TO FORM AND SUFFICIENCY:

By: _____
Name: Miriam Ramos
Title: City Attorney

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

The foregoing instrument was acknowledged before me, this ___ day of _____ 2021, by Peter J. Iglesias, as City Manager of the City of Coral Gables, Florida, a Florida municipal corporation, on behalf of the municipal corporation. She is personally known to me or has produced _____ as identification.

_____
Notary Public State of Florida at Large
My Commission Expires:
Print Name:

EXHIBIT "A"

Legal Description

Return to:
Pathman Lewis, LLP
One Biscayne Tower, Suite 2400
2 South Biscayne Boulevard
Miami, FL 33131

This Instrument Prepared:
Lillian A. Ser, Esq.
Ser & Associates, PLLC
2100 Ponce de Leon Blvd #1180
Coral Gables, Fl. 33134

CFN 2020R0122319
OR BK 31828 Pgs 2129-2130 (2Pgs)
RECORDED 02/26/2020 14:07:32
DEED DOC TAX $13,500.00
SURTAX $10,125.00
HARVEY RUVIN, CLERK OF COURT
MIAMI-DADE COUNTY, FLORIDA

Property Appraisers Parcel I.D. (Folio) Number(s):
03-4117-005-7140

WARRANTY DEED

This Warranty Deed Made the 18th **day of February, 2020**, by **Coral Gables Chamber of Commerce, Inc. a Florida non-profit corporation,** whose post office address is 224 Catalonia Avenue, Coral Gables, Florida 33134 hereinafter called the grantor(s),

and **RC Acquisitions, LLC, a Delaware limited liability company,** whose post office address is 121 Alhambra Plaza, Suite 1600, Coral Gables, Florida 33134 hereinafter called the grantee(s),

WITNESSETH: That said grantor, for and in consideration of the sum of $10.00 Dollars and other valuable considerations, receipt whereof is hereby acknowledged, hereby grants, bargains, sells, aliens, remises, releases, conveys and confirms unto the grantee, all that certain land situate in **Miami-Dade** County, Florida, viz:

The East ½ of Lot 8 and all of Lot 9, in Block 29 of CORAL GABLES CRAFTS SECTION, according to the Plat thereof as recorded in Plat Book 10, Page 40 of the Public Records of Miami-Dade County, Florida.

TOGETHER with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.
TOGETHER with (i) any and all structures and improvements on the Property; (ii) all right, title, and interest, if any, of Grantor in any land lying in the bed of any street or highway, opened or proposed, in front of or adjoining the Property; and (iii) all easements, rights of way, privileges, licenses, appur-tenances and other rights and benefits belonging to, running with the owner of, or in any way related to the Property
To Have and to Hold, the same in fee simple forever.
And the 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 whomsoever; and that said land is free of all encumbrances, except taxes accruing subsequent to **December 31, 2019**, reservations, restrictions and easements of record, if any, without intent to reimpose same.
(The terms "grantor" and "grantee" herein shall be construed to include all genders and singular or plural as the context indicates.)
In Witness Whereof, Grantor has hereunto set grantor's hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

Witness Signature: _____
Printed Name: Lillian A. Ser.

CORAL GABLES CHAMBER OF COMMERCE, INC., a Florida non-profit corporation

BY: _____
MARK A. TROWBRIDGE, President

Witness Signature: _____
Printed Name: Giselle Breto.

STATE OF **FLORIDA**
COUNTY OF **MIAMI-DADE**

The foregoing instrument was acknowledged before me by means of ☑ physical presence of ☐ online notarization, this 18th day of February, 2020 by Mark A. Trowbridge, as President of Coral Gables Chamber of Commerce, Inc. a Florida non-profit corporation who is/are personally known to me or who has/have produced Fl. Drivers License as identification.

My Commission Expires:

_____
Printed Name:
Notary Public
Serial Number

GISELLE BRETO
MY COMMISSION # GG 150270
EXPIRES: November 20, 2021
Bonded Thru Notary Public Underwriters

CFN: 20180645458 BOOK 31190 PAGE 4980
DATE:10/22/2018 03:10:37 PM
DEED DOC 25,200.00
SURTAX 18,900.00
HARVEY RUVIN, CLERK OF COURT, MIA-DADE CTY

THIS INSTRUMENT PREPARED BY:
GREGORY T. MARTINI, ESQ.
SACHER MARTINI & SACHER P.A.
2655 LeJeune Road, Suite 1101
Coral Gables, Florida 33134

Property Appraisers Parcel
Identification (Folio) Number(s):

03-4117-005-1760

WARRANTY DEED

THIS INDENTURE, made this 15th day of October, 2018, between JACQUES BAUDEAN and JEAN PAUL ROBIN, a married couple, whose post office address is 171 N. Hibiscus Drive, Miami Beach, FL 33139, collectively, party of the first part, and RC ACQUISITIONS, LLC, a Delaware limited liability company, whose post office address is 121 Alhambra Plaza, Suite 1600, Coral Gables, FL 33134, party of the second part.

WITNESSETH, that the said party of the first part, for and in consideration of the sum of Ten ($10.00) Dollars, to them in hand paid by party of the second part, the receipt whereof is hereby acknowledged, has granted, bargained and sold to the party of the second part, its successors and assigns forever, the following described land situate and being in the County of Miami-Dade and State of Florida, to-wit:

> Lots 10 and 11, in Block 29, of CORAL GABLES, CRAFTS SECTION, according to the Plat thereof, recorded in Plat Book 10, at Page 40, of the Public Records of Miami-Dade County, Florida.

Together with all the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining.

SUBJECT TO: real property taxes for the current year and subsequent years; covenants, easements and restrictions of record, however, this provision shall not serve to reimpose same; and applicable zoning ordinances.

And the said party of the first part does hereby fully warrant the title to said land, and will defend the same against the lawful claims of all persons whomsoever.

IN WITNESS WHEREOF, party of the first part has set their hands and seals the day and year first above written.

Signed, sealed and delivered
in the presence of:

[Witness]

Gregory T. Martini
[Printed Name of Witness]

JACQUES BAUDEAN
Address:
171 N. Hibiscus Drive
Miami Beach, FL 33139

[Witness]

Melissa R. Smith
[Printed Name of Witness]

[Witness]

Gregory T. Martini
[Printed Name of Witness]

JEAN PAUL ROBIN
Address:
171 N. Hibiscus Drive
Miami Beach, FL 33139

[Witness]

Melissa R. Smith
[Printed Name of Witness]

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

I HEREBY CERTIFY that on this day personally appeared before me, an officer duly authorized to administer oaths and take acknowledgments, JACQUES BAUDEAN, the person described in and who executed the foregoing instrument, personally known to me or who has produced Fla Drivers License as identification, who did take an oath, and he acknowledged before me that he executed the same for the purposes therein expressed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal at Coral Gables, said County and State, this 12th day of October, A.D. 2018.

My Commission Expires:

GREGORY T. MARTINI
Notary Public - State of Florida
My Comm. Expires Dec 9, 2018
Commission # FF 165741
Bonded through National Notary Assn.

Notary Public, State of Florida

Gregory T. Martini
[Printed Name of Notary Public]

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

I HEREBY CERTIFY that on this day personally appeared before me, an officer duly authorized to administer oaths and take acknowledgments, JEAN PAUL ROBIN, the person described in and who executed the foregoing instrument, personally known to me or who has produced Fla Drivers License as identification, who did take an oath, and he acknowledged before me that he executed the same for the purposes therein expressed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal at Coral Gables, said County and State, this 12th day of October, A.D. 2018.

My Commission Expires:

GREGORY T. MARTINI
Notary Public - State of Florida
My Comm. Expires Dec 9, 2018
Commission # FF 165741
Bonded through National Notary Assn.

Notary Public, State of Florida

[Printed Name of Notary Public]

W:\6227\Sellers' Docs\Warranty Deed.frm

CFN 2013R0726186
OR Bk 28818 Pgs 0653 - 654; (2pgs)
RECORDED 09/12/2013 14:00:02
DEED DOC TAX 0.60
HARVEY RUVIN, CLERK OF COURT
MIAMI-DADE COUNTY, FLORIDA

This Instrument Prepared by:
Carlos M. Machado, Esq.
201 Alhambra Circle, Suite 1205
Coral Gables, Florida 33134

Property Appraisers Parcel Identification (Folio) Number(s): 03-4117-005-7250

This Quit-Claim Deed, Executed this 6th day of September, 2013 A.D., by J. Design Group, Inc., a Florida Corporation, 225 Malaga Avenue, Coral Gables, Florida 33134, grantor, to P & J Enterprise Holdings, LLC, a Florida Limited Liability Company, 225 Malaga Avenue, Coral Gables, Florida 33134, grantee,

(Wherever used herein the terms "first party" and "second party" shall include singular and plural, heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, wherever the context so admits or requires.)

Witnesseth ***that the said first party, for and in consideration of the sum of $ 10.00 in hand paid by the said second party, the receipt whereof is hereby acknowledged, does hereby remise, release and quit-claim unto the said second party, forever, all the right, title, interest, claim and demand which the said first party has in and to the following described lot, piece or parcel of land, situate, lying and being in the County of Miami-Dade, State of Florida, to-wit:***

Lot 21, Block 29, CORAL GABLES CRAFTS SECTION, according to the Plat thereof, as recorded in Plat Book 10, Page 40, of the Public Records of Miami-Dade County, Florida.

To Have and to Hold ***The same together with all and singular the appurtenances thereunto belonging on in anywise appertaining, and all the estate, right, title, interest lien, equity and claim whatsoever of the said first party, either in law or equity, to the only proper use, benefit and behoof of the said second party forever.***

In Witness Whereof, ***The said first party has signed and sealed these presents the day and year first above written.***

****Conveyance between entities owned by the exact same principals, and therefore, minimum documentary stamps are affixed. Crescent Miami Center, LLC v. Florida Dep't of Revenue; 903 So. 2d 913 (Fla. 2005).***

J. Design Group, Inc., a Florida Corporation

Witness Signature
Carlos Machado
Printed name

JENNIFER CORREDOR
PRESIDENT

Witness Signature
Karina Pegn
Printed Name

STATE OF FLORIDA

COUNTY OF MIAMI-DADE

The foregoing instrument was acknowledged before me this 6th day of September 2013, by Jennifer Corredor, President of J. Design Group, Inc., a Florida Corporation who is personally known to me or who has produced Fla. Drivers License as identification and did take an oath.

CARLOS MACHADO
Notary Public - State of Florida
My Comm. Expires Sep 9, 2016
Commission # EE 214266
Bonded Through National Notary Assn.

NOTARY PUBLIC:

Print Name:

My Commission Expires:

State of _____ at Large (Seal)

CFN: 20170579530 BOOK 30718 PAGE 1559
DATE:10/16/2017 12:10:51 PM
DEED DOC 12,000.00
SURTAX 9,000.00
HARVEY RUVIN, CLERK OF COURT, MIA-DADE CTY

PREPARED BY:

Patricia K. Fletcher, Esq.
Gunster, Yoakley & Stewart, P.A.
4733 North Highway A1A, Suite 301
Vero Beach, FL 32963

AFTER RECORDING RETURN TO:

Gunster, Yoakley & Stewart, P.A.
Att: V. Russell
800 SE Monterey Commons Blvd.
Suite 200
Stuart, FL 34996

Parcel ID #03-4117-005-7230

WARRANTY DEED

THIS WARRANTY DEED, made the 5th day of October, 2017, by **AL-AMAAN, INC., a Florida corporation,** whose address is c/o Amir Isaiah, Esq., as Receiver, 100 SE 2nd Street, 44th Floor, Miami, FL 33131 ("Grantor"), to **RC ACQUISITIONS, LLC, a Delaware limited liability company**, whose post office address is c/o Yazmin Gil, The Allen Morris Company, 121 Alhambra Plaza, Suite 1600, Coral Gables, Florida 33134 ("Grantee").

W I T N E S S E T H:

That the Grantor, for and in consideration of the sum of TEN AND NO/100 ($10.00) DOLLARS and other valuable considerations, receipt whereof is hereby acknowledged, hereby grants, bargains, sells, aliens, remises, releases, conveys and confirms unto the Grantee all that certain land situate in Miami-Dade County, State of Florida, to-wit:

Lots 19 and 20, Block 29, Coral Gables Crafts Section, according to the Plat thereof as recorded in Plat Book 10, Page(s) 40, Public Records of Miami-Dade County, Florida.

(the "Property").

SUBJECT TO taxes and assessments for the year 2017 and all subsequent years; all applicable governmental, zoning and land use ordinances, restrictions, and prohibitions and other requirements imposed by governmental authority, and conditions, restrictions, reservations and easements of record, which are not reimposed hereby.

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

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

AND, the 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 and hereby warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever.

THIS DEED IS BEING EXECUTED AND DELIVERED BY THE UNDERSIGNED RECEIVER ON BEHALF OF GRANTOR PURSUANT TO THAT CERTAIN ORDER ON MOTION TO APPROVE SALE OF PROPERTY FREE AND CLEAR OF LIENS AND ENCUMBRANCES AND TO APPROVE DISBURSEMENT OF SALE PROCEEDS DATED SEPTEMBER 1, 2017, ENTERED IN CASE NO. 14-027876 CA 01, ELEVENTH JUDICIAL CIRCUIT, MIAMI-DADE COUNTY, FLORIDA.

IN WITNESS WHEREOF, Grantor has executed this Warranty Deed on the date first above written.

Signed, sealed and delivered in the presence of:

Witness #1 Signature

Mayling Diaz-Clark

Witness #1 Printed Name

Witness #2 Signature

Heather L. Gray

Witness #2 Printed Name

AL-AMAAN, INC., a Florida corporation

By: Amir Isaiah, Receiver

Amir Isaiah, Esq. as court appointed Receiver for Al-Amaan, Inc. under Case No. 14-027876 CA 01, Eleventh Judicial Circuit, Miami-Dade County, Florida

(Corporate Seal)

STATE OF FLORIDA)
) s.s.
COUNTY OF MIAMI-DADE)

The foregoing instrument was acknowledged before me this 5th day of October, 2017, by Amir Isaiah, Esq. as court appointed Receiver for Al-Amaan, Inc., a Florida corporation, under Case No. 14-027876 CA 01, Eleventh Judicial Circuit, Miami-Dade County, Florida, on behalf of said corporation. He is (✓) personally known to me, or ( ) has produced _____ as identification.

(NOTARIAL SEAL)

MAYLING DIAZ-CLARK
MY COMMISSION # FF 134732
EXPIRES: July 1, 2018
Bonded Thru Notary Public Underwriters

Notary Public - State of Florida
Printed Name: Mayling Diaz-Clark
My Commission Number: FF-134732
My Commission Expires: 7/1/2018

WPB_ACTIVE 6080649.2

CFN: 20110728646 BOOK 27875 PAGE 3002
DATE:10/27/2011 03:17:16 PM
HARVEY RUVIN, CLERK OF COURT, MIA-DADE CTY

NOTE: THIS CORRECTIVE SPECIAL WARRANTY DEED IS BEING EXECUTED AND RECORDED BECAUSE OF A TYPOGRAPHICAL ERROR. THE NAME AND IDENTITY OF THE GRANTEE IN THE SPECIAL WARRANTY DEED RECORDED JULY 13, 2011, IN O.R. BOOK 27755, PAGE 815, WERE INCORRECT AND WERE NOT THE PURCHASER OF THIS PROPERTY. THE CORRECT GRANTEE AS SET FORTH HEREIN PAID THE REQUIRED FLORIDA DOCUMENTARY STAMP TAX IN THE AMOUNT OF $2,833.20 AND SUR-TAX OF $2,124.90 ON JULY 13, 2011.

PREPARED BY AND RETURN TO:

First American Title Company, LLC
Attention: Amy Baten
24 Greenway Plaza, Suite 850
Houston, TX 77046
NCS 450885-FL1

"CORRECTIVE"
SPECIAL WARRANTY DEED

THIS CORRECTIVE SPECIAL WARRANTY DEED, is made and entered into as of this 25th day of Oct., 2011, by **FEDERAL DEPOSIT INSURANCE CORPORATION as Receiver for Turnberry Bank, a Federal Savings Bank,** (the "Grantor"), whose address is c/o Quantum Partners, 4801 Woodway, Ste. 210W, Houston, TX 77056, and having been appointed Receiver by the Department of the Treasury under Order No. 2010-43, a copy of which is hereby attached as Exhibit "A", accepted the appointment of Receiver in letter attached as Exhibit "B", and acting by and through its attorney-in-fact as designated in the Limited Power of Attorney attached as Exhibit "C" and incorporated herein by this reference; to and in favor of **RC Acquisitions, LLC, a Delaware limited liability company,** (the "Grantee"), whose address is 1201 W. Peachtree Street, Atlanta, GA 30309.

WITNESSETH:

THAT, for and in consideration of the sum of Ten and No/100 Dollars ($10.00) and other good and valuable consideration the receipt and sufficiency of which are hereby acknowledged by the Grantor, the Grantor hereby grants, bargains, sells, aliens, remises, releases, conveys and confirms unto the Grantee all that certain land situate in Miami-Dade County, Florida and more particularly described as follows;

14 pgs | 120.50

LOTS 14, 15, 16, 17 AND 18, IN BLOCK 29, OF CORAL GABLES CRAFTS SECTION, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 10, OF PAGE 40, OF THE PUBLIC RECORDS OF MIAMI DADE COUNTY, FLORIDA.

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

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

Whereas, the subject Property hereinabove described was acquired by Grantor by that certain Statutory Warranty Deed Recorded on May 26, 2000 in Book 19127 at Page 2602 of the Official Public Records of Real Property for Miami-Dade County, State of Florida.

Grantor, for the consideration stated and subject to any reservations from and exceptions to conveyance and warranty stated herein, grants, sells and conveys to Grantee the Property, any and all improvements located thereon and affixed thereto, together with all and singular the rights and appurtenances thereto in any wise belonging, to have and hold the Property unto Grantee, Grantee's successors and assigns forever, subject to (a) the Permitted Encumbrances, as hereinafter defined, and (b) the exceptions, limitations and conditions herein set forth. Grantor binds Grantor and Grantor's successors and assigns to warrant and forever defend the title to the Property to Grantee and Grantee's heirs, executors, administrators, successors and assigns against every person whomsoever lawfully claiming or to claim the same or any part thereof, except as to any reservations from and exceptions to conveyance and warranty herein, when and only when the claim is by, through, or under Grantor but not otherwise.

Except for the limited covenant of warranty stated immediately above, the Property is conveyed: (a) without covenant, representation, or warranty of any kind or nature, express or implied, and (b) subject to the following matters (such matters hereinafter referred to individually and collectively as "Permitted Encumbrances"): (1) easements, rights of way, and prescriptive rights, whether of record or not; licenses and leases, whether written or oral, recorded or unrecorded; all presently recorded restrictions, reservations, covenants, conditions, oil and gas leases, mineral severances; liens, conveyances, and other instruments affecting the Property that have not been created, or do not arise, by, through, or under Grantor; rights of co-owners and co-tenants; rights of adjoining owners in any walls and fences situated on a common boundary; discrepancies, conflicts, and shortages in area or boundary lines; any encroachments or protrusions, or overlapping of improvements; any condition, right, claim, or other matter which would be revealed by a current survey of the Property or which could be discovered by an inspection of the Property; all rights, obligations and other matters emanating from and existing by reason of the creation, establishment, maintenance, and operation of any County Water Improvement District, Municipal Utility District, or similar governmental or quasi-governmental agency; taxes and assessments of whatever kind, type, or nature, assessed, levied, due, or payable for the year or period during which this conveyance takes place and for any subsequent year or period, the payment of which Grantee assumes; taxes, penalties, and assessments for the year in which this conveyance takes place and prior years due to change in land usage, ownership, or omission and/or mistake of assessment, the payment of which Grantee assumes; (2) existing building and zoning ordinances, land use laws and regulations, and environmental regulations; and (3) rights of parties in possession.

BY ACCEPTANCE OF THIS DEED, GRANTEE ACKNOWLEDGES THAT GRANTOR HAS NOT MADE AND DOES NOT MAKE ANY REPRESENTATIONS AS TO THE PHYSICAL CONDITION OF THE PROPERTY, OR ANY OTHER MATTER AFFECTING OR RELATED TO THE PROPERTY (OTHER THAN WARRANTIES OF TITLE AS PROVIDED AND LIMITED HEREIN). GRANTEE EXPRESSLY AGREES THAT TO THE MAXIMUM EXTENT PERMITTED BY LAW, THE PROPERTY IS CONVEYED "AS IS" AND "WITH ALL FAULTS", AND GRANTOR EXPRESSLY DISCLAIMS, AND GRANTEE ACKNOWLEDGES AND ACCEPTS THAT GRANTOR HAS DISCLAIMED, ANY AND ALL REPRESENTATIONS, WARRANTIES OR GUARANTIES OF ANY KIND, ORAL OR WRITTEN, EXPRESS OR IMPLIED (EXCEPT AS TO TITLE AS HEREIN PROVIDED AND LIMITED) CONCERNING THE PROPERTY, INCLUDING, WITHOUT LIMITATION, (i) THE VALUE, CONDITION, MERCHANTABILITY, HABITABILITY, MARKETABILITY, PROFITABILITY, SUITABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE, OF THE PROPERTY, (ii) THE MANNER OR QUALITY OF THE CONSTRUCTION, OR THE MATERIALS, IF ANY, INCORPORATED INTO THE CONSTRUCTION, OF ANY IMPROVEMENTS TO THE PROPERTY, (iii) THE MANNER OF REPAIR, QUALITY OF REPAIR, STATE OF REPAIR OR LACK OF REPAIR OF ANY SUCH IMPROVEMENTS, AND (iv) ACCESS. GRANTEE HAS MADE ALL INSPECTIONS OF THE PROPERTY TO DETERMINE ITS VALUE AND CONDITION DEEMED NECESSARY OR APPROPRIATE BY GRANTEE. GRANTEE ACKNOWLEDGES THAT GRANTEE IS NOT RELYING ON ANY INFORMATION PROVIDED BY GRANTOR IN DETERMINING THE PROPERTY CONDITION. BY ACCEPTANCE OF THIS DEED, GRANTEE SPECIFICALLY ASSUMES ALL RISK, COSTS AND LIABILITIES OF WHATEVER NATURE ARISING OUT OF THE CONDITION OF THE PROPERTY.

[REMAINDER OF THIS PAGE
LEFT BLANK INTENTIONALLY]

IN WITNESS WHEREOF, the Grantor has caused these presents to be executed the day and year first above written.

WITNESSES:

Witness Signature
Printed Name: Elizabeth Carter

Witness Signature
Printed Name: Lawrence Quinlan

GRANTOR:

FEDERAL DEPOSIT INSURANCE CORPORATION, as Receiver for Turnberry Bank, a Federal Savings Bank

By: _____
its Attorney-in-Fact
Christian E. Menzel
Attorney in Fact

STATE OF Florida)
) ss:
COUNTY OF Duval)

I hereby certify that the foregoing instrument was acknowledged before me this 25 day of OCT, 2011, by CHRISTIAN E. MENZEL, Attorney-in-Fact of the Federal Deposit Insurance Corporation, as Receiver for Community Southern Bank, a Federal Savings Bank. He/She [X] is personally known to me, or [X] has produced Govt I.D. _____ as identification.

AFFIX NOTARY STAMP/SEAL BELOW:

NOTARY PUBLIC-STATE OF FLORIDA
Mark A. Haines
Commission # DD991338
Expires: MAY 12, 2014
BONDED THRU ATLANTIC BONDING CO., INC.

_____
NOTARY PUBLIC - Signature Above

Printed Name: Mark A. Haines

My Commission Expires: _____

EXHIBIT "A"

Order No. 2010-43
Appointing FDIC as Receiver of Turnberry Bank

Office of Thrift Supervision
Department of the Treasury
Southeast Region
1475 Peachtree Street, N.E., Atlanta, GA 30309 • Telephone: (404) 974-9620
P.O. Box 105217, Atlanta, GA 30348-5217 • Fax: (404) 974-9802

Hand Delivered

July 16, 2010

OTS No. 08087

Tumberry Bank
20295 N.E. 29th Place
Aventura, Florida 33180

Re: Notice of Appointment of a Receiver

Dear Sir/Madam:

This is to notify you that the Acting Director, Office of Thrift Supervision, by Order Number 2010-43, dated July 16, 2010, appointed the Federal Deposit Insurance Corporation as receiver (Receiver) for Tumberry Bank, Aventura, Florida (Savings Bank), and provided authorization for the undersigned to deliver notice of such appointment.

The Receiver is now taking possession of the Savings Bank pursuant to the terms of its appointment as set forth in Order No. 2010-43, a copy of which is attached. In connection with the appointment of the Receiver, we respectfully call your attention to Section 5(d)(4) of the Home Owners' Loan Act, 12 U.S.C. § 1464(d)(4), which establishes criminal penalties for refusal to comply with the Receiver's demand for possession of the property, business and assets of an association in receivership.

Please countersign a copy of this letter and indicate the time and date of your receipt of the letter and attachment in the space provided on the following page and return such copy to me.

Sincerely,

Paul Paduano
Examiner IV

Attachment

Received by: Mark Young CEO
Print Name and Title

At 6:00, P.M., E.D.T., on Friday, July 16, 2010

Signature: Mark Young

Accepting Appointment of FDIC as Receiver for Turnberry Bank, Aventura, Florida:

James C. Walker Receiver in charge
Print Name and Title

At 6:00, P.M., E.D.T., on Friday, July 16, 2010

Signature: James C. Walker

Exhibit "B"
FDIC's Acceptance of Appointment

FDIC
Division of Resolutions and Receiverships
East Coast Temporary Satellite Office
7777 Baymeadows Way West
Jacksonville, Florida 32256
(904) 256-3351

July 16, 2010

Office of Thrift Supervision
1475 Peachtree Street N.E.
Atlanta, Georgia 30309

Subject: Turnberry Bank
Aventura, Florida
Acceptance of Appointment

Dear Sir or Madam:

Please be advised that the Federal Deposit Insurance Corporation accepts its appointment as Receiver of the above-captioned depository institution, in accordance with the Federal Deposit Insurance Act, as amended.

Sincerely,

Federal Deposit Insurance Corporation

By: _____
James C. Walker
Attorney-In-Fact

Exhibit "C"
Limited Power of Attorney

Doc # 2010052074, OR BK 15176 Page 537, Number Pages: 4, Recorded 03/09/2010 at 10:24 AM, JIM FULLER CLERK CIRCUIT COURT DUVAL COUNTY RECORDING $35.50

Prepared by: Renee Marie Araujo, Esq.
FDIC East Coast Temporary Satellite Office
7777 Baymeadows Way West
Jacksonville, FL 32256

(Leave Blank Above this Line for Recording Information)
(Space above this line must be at least 3 inches)

LIMITED POWER OF ATTORNEY

KNOW ALL PERSONS BY THESE PRESENTS, that the FEDERAL DEPOSIT INSURANCE CORPORATION, a Corporation organized and existing under an Act of Congress, hereinafter called the "FDIC," acting in its Receivership capacity or separate Corporate capacity or as Manager of the FSLIC Resolution Fund has acquired and will acquire certain assets for liquidation and has determined that it is necessary to appoint a representative to act on its behalf in connection with the maintenance and liquidation of said assets, hereinafter called the "Acquired Assets."

WHEREAS, the FDIC desires to designate CHRISTIAN E. MENZEL as attorney-in-fact for the limited purpose of facilitating the management and disposition of the Acquired Assets; and

WHEREAS, the undersigned has full authority to execute this instrument on behalf of the FDIC under applicable Resolutions of the FDIC's Board of Directors and redelegations thereof.

NOW, THEREFORE, the FDIC appoints CHRISTIAN E. MENZEL as its true and lawful attorney-in-fact to act in its name, place, and stead, and hereby grants CHRISTIAN E. MENZEL the authority, subject to the limitations herein, as follows:

(1) Sign, seal and deliver as the act and deed of the FDIC any instrument in writing, and to do every other thing necessary and proper for the collection and recovery of any and all monies and properties of every kind and nature whatsoever for and on behalf of the FDIC and to give proper receipts and acquittance therefor in the name and on behalf of the FDIC;

(2) Release, discharge or assign any and all judgments, mortgages on real estate or personal property, including the release and discharge of the same of record in the Official or Public Records of the Clerk of any Circuit Court or any other official public records or registries, wherever located, where payments on account of the same in redemption or otherwise may have been made by the

debtor(s), and to endorse receipt of such payment upon the records in any appropriate public office;

(3) Receive, collect and give all proper acquittance for any other sums of money owing to the FDIC for any Acquired Asset which the attorney-in-fact may sell or dispose of;

(4) Execute any and all transfers and assignments as may be necessary to assign any securities or other choses in action;

(5) Sign, seal, acknowledge and deliver any and all agreements, easements, or conveyances as shall be deemed necessary or proper by the FDIC attorney-in-fact in the care and management of the Acquired Assets;

(6) Sign, seal, acknowledge and deliver indemnity agreements and surety bonds in the name of and on behalf of the FDIC;

(7) Sign receipts for the payment of all rents and profits due or to become due on the Acquired Assets;

(8) Execute, acknowledge and deliver deeds of real property in the name of the FDIC;

(9) Extend, postpone, release and satisfy or take such other action regarding any mortgage lien held in the name of the FDIC;

(10) Execute, acknowledge and deliver in the name of the FDIC a power of attorney wherever necessary or required by law to any attorney employed by the FDIC;

(11) Foreclose any mortgage or other lien on either real or personal property, wherever located;

(12) Do and perform every act necessary for the use, liquidation or collection of the Acquired Assets held in the name of the FDIC;

(13) Sign, seal, acknowledge and deliver any and all documents as may be necessary to settle any action(s) or claim(s) asserted against the FDIC, either in its Receivership or Corporate capacity, or as Manager of the FSLIC Resolution Fund.

This Power of Attorney shall be effective August 19, 2009, and shall continue in full force and effect through August 18, 2011, unless otherwise terminated by any official of the FDIC authorized to do so by the Board of Directors of the FDIC.

IN WITNESS WHEREOF, the FDIC, by its duly authorized officer empowered by appropriate resolution of its Board of Directors, has caused these presents to be subscribed in its name this 08th day of March, 2010.

FEDERAL DEPOSIT INSURANCE CORPORATION

By: _____
Name: OPHELIA JONES
Title: Manager of Customer Service -
East Coast Temporary Satellite Office
7777 Baymeadows Way West
Jacksonville, FL 32256

Signed in the presence of:

Witness: _____
Printed Name: _____

Witness: _____
Printed Name: _____

STATE OF FLORIDA)
)
COUNTY OF DUVAL)

On this 08th day of March, 2010, before me, a Notary Public in and for the State of Florida appeared OPHELIA JONES, to me personally known, who, being by me first duly sworn did depose that he/she is Manager of Customer Service, East Coast Temporary Satellite Office of the Federal Deposit Insurance Corporation (the "Corporation"), in whose name the foregoing Limited Power of Attorney was executed and subscribed, and the said Limited Power of Attorney was executed and subscribed on behalf of the said Corporation by due authority of the Corporation's Board of Directors, and the said OPHELIA JONES, acknowledged the said Limited Power of Attorney to be the free act and deed of said Corporation.

[PLACE NOTARY SEAL BELOW HERE]

NOTARY PUBLIC-STATE OF FLORIDA
Eddy O. Belancourt
Commission # DD937749
Expires: NOV. 02, 2013
BONDED THRU ATLANTIC BONDING CO., INC.

_____
Notary Public
Printed Name of Notary: _____
Commission No.: _____
My Commission expires: _____

STATE OF FLORIDA)
)
COUNTY OF DUVAL)

On this 08th day of March, 2010, before me, a Notary Public in and for the State of Florida appeared Beneva V. Young (witness #1) and Charles E. Jones (witness #2), to me personally known to be the persons whose names are subscribed as witness to the foregoing instrument of writing, and after being duly sworn by me stated on oath that they saw **OPHELIA JONES**, Manager of Customer Service, East Coast Temporary Satellite Office, of the Federal Deposit Insurance Corporation, the person who executed the foregoing instrument, and had subscribed the same, and that they had signed the same as a witness at the request of the person who executed the same.

[PLACE NOTARY SEAL BELOW HERE]

NOTARY PUBLIC-STATE OF FLORIDA
Eddy O. Betancourt
Commission # DD937749
Expires: NOV. 02, 2013
BONDED THRU ATLANTIC BONDING CO., INC.

Notary Public
Printed Name of Notary: Eddy O Betancourt
Commission No.: DD937749
My Commission expires: Nov. 02, 2013

STATE OF FLORIDA
DUVAL COUNTY
I, THE UNDERSIGNED Clerk of the Circuit Court, Duval County, Florida, DO HEREBY CERTIFY the within and foregoing is a true and correct copy of the original as it appears on record and file in the office of the Clerk of Circuit Court of Duval County, Florida and the same is in full force and effect.
WITNESS my hand and seal of Clerk of Circuit Court at Jacksonville, Florida, this the 9 day of May 6th, 2010

JIM FULLER
Clerk, Circuit and County Courts
Duval County, Florida
By: [signature]

CFN: 20110728648 BOOK 27875 PAGE 3018
DATE:10/27/2011 03:17:16 PM
HARVEY RUVIN, CLERK OF COURT, MIA-DADE CTY

NOTE: THIS CORRECTIVE SPECIAL WARRANTY DEED IS BEING EXECUTED AND RECORDED BECAUSE OF A TYPOGRAPHICAL ERROR. THE NAME AND IDENTITY OF THE GRANTEE IN THE SPECIAL WARRANTY DEED RECORDED JULY 13, 2011, IN O.R. BOOK 27755, PAGE 829, WERE INCORRECT AND WERE NOT THE PURCHASER OF THIS PROPERTY. THE CORRECT GRANTEE AS SET FORTH HEREIN PAID THE REQUIRED FLORIDA DOCUMENTARY STAMP TAX IN THE AMOUNT OF $1,455.60 AND SUR-TAX OF $1,091.70 ON JULY 13, 2011.

PREPARED BY AND RETURN TO:

First American Title Company, LLC
Attention: Amy Baten
24 Greenway Plaza, Suite 850
Houston, TX 77046
NCS 450885-FL3

"CORRECTIVE"
SPECIAL WARRANTY DEED

THIS CORRECTIVE SPECIAL WARRANTY DEED, is made and entered into as of this 25th day of Oct., 2011, by **FEDERAL DEPOSIT INSURANCE CORPORATION as Receiver for Turnberry Bank, a Federal Savings Bank,** (the "Grantor"), whose address is c/o Quantum Partners, 4801 Woodway, Ste. 210W, Houston, TX 77056, and having been appointed Receiver by the Department of the Treasury under Order No. 2010-43, a copy of which is hereby attached as Exhibit "A", accepted the appointment of Receiver in letter attached as Exhibit "B", and acting by and through its attorney-in-fact as designated in the Limited Power of Attorney attached as Exhibit "C" and incorporated herein by this reference; to and in favor of **RC Acquisitions, LLC, a Delaware limited liability company,** (the "Grantee"), whose address is 1201 W. Peachtree Street, Atlanta, GA 30309.

W I T N E S S E T H:

THAT, for and in consideration of the sum of Ten and No/100 Dollars ($10.00) and other good and valuable consideration the receipt and sufficiency of which are hereby acknowledged by the Grantor, the Grantor hereby grants, bargains, sells, aliens, remises, releases, conveys and confirms unto the Grantee all that certain land situate in Miami-Dade County, Florida and more particularly described as follows;

LOTS 12 AND 13, IN BLOCK 29, OF CORAL GABLES CRAFTS SECTION, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 10, OF PAGE 40, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

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

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

Whereas, the subject Property hereinabove described was acquired by Grantor by that certain Statutory Warranty Deed Recorded on June 28, 2000 in Book 19173 at Page 234 of the Official Public Records of Real Property for Miami-Dade County, State of Florida.

Grantor, for the consideration stated and subject to any reservations from and exceptions to conveyance and warranty stated herein, grants, sells and conveys to Grantee the Property, any and all improvements located thereon and affixed thereto, together with all and singular the rights and appurtenances thereto in any wise belonging, to have and hold the Property unto Grantee, Grantee's successors and assigns forever, subject to (a) the Permitted Encumbrances, as hereinafter defined, and (b) the exceptions, limitations and conditions herein set forth. Grantor binds Grantor and Grantor's successors and assigns to warrant and forever defend the title to the Property to Grantee and Grantee's heirs, executors, administrators, successors and assigns against every person whomsoever lawfully claiming or to claim the same or any part thereof, except as to any reservations from and exceptions to conveyance and warranty herein, when and only when the claim is by, through, or under Grantor but not otherwise.

Except for the limited covenant of warranty stated immediately above, the Property is conveyed: (a) without covenant, representation, or warranty of any kind or nature, express or implied, and (b) subject to the following matters (such matters hereinafter referred to individually and collectively as "Permitted Encumbrances"): (1) easements, rights of way, and prescriptive rights, whether of record or not; licenses and leases, whether written or oral, recorded or unrecorded; all presently recorded restrictions, reservations, covenants, conditions, oil and gas leases, mineral severances; liens, conveyances, and other instruments affecting the Property that have not been created, or do not arise, by, through, or under Grantor; rights of co-owners and co-tenants; rights of adjoining owners in any walls and fences situated on a common boundary; discrepancies, conflicts, and shortages in area or boundary lines; any encroachments or protrusions, or overlapping of improvements; any condition, right, claim, or other matter which would be revealed by a current survey of the Property or which could be discovered by an inspection of the Property; all rights, obligations and other matters emanating from and existing by reason of the creation, establishment, maintenance, and operation of any County Water Improvement District, Municipal Utility District, or similar governmental or quasi-governmental agency; taxes and assessments of whatever kind, type, or nature, assessed, levied, due, or payable for the year or period during which this conveyance takes place and for any subsequent year or period, the payment of which Grantee assumes; taxes, penalties, and assessments for the year in which this conveyance takes place and prior years due to change in land usage, ownership, or omission and/or mistake of assessment, the payment of which Grantee assumes; (2) existing building and zoning ordinances, land use laws and regulations, and environmental regulations; and (3) rights of parties in possession.

BY ACCEPTANCE OF THIS DEED, GRANTEE ACKNOWLEDGES THAT GRANTOR HAS NOT MADE AND DOES NOT MAKE ANY REPRESENTATIONS AS TO THE PHYSICAL CONDITION OF THE PROPERTY, OR ANY OTHER MATTER AFFECTING OR RELATED TO THE PROPERTY (OTHER THAN WARRANTIES OF TITLE AS PROVIDED AND LIMITED HEREIN). GRANTEE EXPRESSLY AGREES THAT TO THE MAXIMUM EXTENT PERMITTED BY LAW, THE PROPERTY IS CONVEYED "AS IS" AND "WITH ALL FAULTS", AND GRANTOR EXPRESSLY DISCLAIMS, AND GRANTEE ACKNOWLEDGES AND ACCEPTS THAT GRANTOR HAS DISCLAIMED, ANY AND ALL REPRESENTATIONS, WARRANTIES OR GUARANTIES OF ANY KIND, ORAL OR WRITTEN, EXPRESS OR IMPLIED (EXCEPT AS TO TITLE AS HEREIN PROVIDED AND LIMITED) CONCERNING THE PROPERTY, INCLUDING, WITHOUT LIMITATION, (i) THE VALUE, CONDITION, MERCHANTABILITY, HABITABILITY, MARKETABILITY, PROFITABILITY, SUITABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE, OF THE PROPERTY, (ii) THE MANNER OR QUALITY OF THE CONSTRUCTION, OR THE MATERIALS, IF ANY, INCORPORATED INTO THE CONSTRUCTION, OF ANY IMPROVEMENTS TO THE PROPERTY, (iii) THE MANNER OF REPAIR, QUALITY OF REPAIR, STATE OF REPAIR OR LACK OF REPAIR OF ANY SUCH IMPROVEMENTS, AND (iv) ACCESS. GRANTEE HAS MADE ALL INSPECTIONS OF THE PROPERTY TO DETERMINE ITS VALUE AND CONDITION DEEMED NECESSARY OR APPROPRIATE BY GRANTEE. GRANTEE ACKNOWLEDGES THAT GRANTEE IS NOT RELYING ON ANY INFORMATION PROVIDED BY GRANTOR IN DETERMINING THE PROPERTY CONDITION. BY ACCEPTANCE OF THIS DEED, GRANTEE SPECIFICALLY ASSUMES ALL RISK, COSTS AND LIABILITIES OF WHATEVER NATURE ARISING OUT OF THE CONDITION OF THE PROPERTY.

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IN WITNESS WHEREOF, the Grantor has caused these presents to be executed the day and year first above written.

WITNESSES:

Witness Signature
Printed Name: Elizabeth Carter

Witness Signature
Printed Name: Lawrence Quinlan

GRANTOR:

FEDERAL DEPOSIT INSURANCE CORPORATION, as Receiver for Turnberry Bank, a Federal Savings Bank

By _____
its Attorney-in-Fact
Christian E. Menzel
Attorney in Fact

STATE OF FLORIDA)
) ss:
COUNTY OF DUVAL)

I hereby certify that the foregoing instrument was acknowledged before me this 25 day of OCT, 2011, by CHRISTIANE. MENZEL Attorney-in-Fact of the Federal Deposit Insurance Corporation, as Receiver for Community Southern Bank, a Federal Savings Bank. He/She [X] is personally known to me, or [X] has produced GOV'T I.D. _____ as identification.

AFFIX NOTARY STAMP/SEAL BELOW:

NOTARY PUBLIC-STATE OF FLORIDA
Mark A. Haines
Commission # DD991338
Expires: MAY 12, 2014
BONDED THRU ATLANTIC BONDING CO., INC.

_____
NOTARY PUBLIC - Signature Above

Printed Name: Mark A. Haines

My Commission Expires: _____

EXHIBIT "A"

Order No. 2010-43
Appointing FDIC as Receiver of Turnberry Bank

Office of Thrift Supervision
Department of the Treasury
Southeast Region
1475 Peachtree Street, N.E., Atlanta, GA 30309 • Telephone: (404) 974-9620
P.O. Box 105217, Atlanta, GA 30348-5217 • Fax: (404) 974-9802

Hand Delivered

July 16, 2010

OTS No. 08087

Turnberry Bank
20295 N.E. 29th Place
Aventura, Florida 33180

Re: Notice of Appointment of a Receiver

Dear Sir/Madam:

This is to notify you that the Acting Director, Office of Thrift Supervision, by Order Number 2010-43, dated July 16, 2010, appointed the Federal Deposit Insurance Corporation as receiver (Receiver) for Turnberry Bank, Aventura, Florida (Savings Bank), and provided authorization for the undersigned to deliver notice of such appointment.

The Receiver is now taking possession of the Savings Bank pursuant to the terms of its appointment as set forth in Order No. 2010-43, a copy of which is attached. In connection with the appointment of the Receiver, we respectfully call your attention to Section 5(d)(4) of the Home Owners' Loan Act, 12 U.S.C. § 1464(d)(4), which establishes criminal penalties for refusal to comply with the Receiver's demand for possession of the property, business and assets of an association in receivership.

Please countersign a copy of this letter and indicate the time and date of your receipt of the letter and attachment in the space provided on the following page and return such copy to me.

Sincerely,

Paul Paduano
Examiner IV

Attachment

Received by: Mark Young CEO
Print Name and Title

At 6:00, P.M., E.D.T., on Friday, July 16, 2010

Signature: Mark Young

Accepting Appointment of FDIC as Receiver for Turnberry Bank, Aventura, Florida:

James C. Walker Receiver in charge
Print Name and Title

At 6:00, P.M., E.D.T., on Friday, July 16, 2010

Signature: James C. Walker

Exhibit "B"
FDIC's Acceptance of Appointment

FDIC
Division of Resolutions and Receiverships
East Coast Temporary Satellite Office
7777 Baymeadows Way West
Jacksonville, Florida 32256
(904) 256-3351

July 16, 2010

Office of Thrift Supervision
1475 Peachtree Street N.E.
Atlanta, Georgia 30309

Subject: Turnberry Bank
Aventura, Florida
Acceptance of Appointment

Dear Sir or Madam:

Please be advised that the Federal Deposit Insurance Corporation accepts its appointment as Receiver of the above-captioned depository institution, in accordance with the Federal Deposit Insurance Act, as amended.

Sincerely,

Federal Deposit Insurance Corporation

By: _____
James C. Walker
Attorney-in-Fact

Exhibit "C"
Limited Power of Attorney

Doc # 2010052874, OR BK 15176 Page 537, Number Pages: 4, Recorded 03/09/2010 at 10:24 AM, JIM FULLER CLERK CIRCUIT COURT DUVAL COUNTY RECORDING $35.50

Prepared by: Renee Marie Araujo, Esq.
FDIC East Coast Temporary Satellite Office
7777 Baymeadows Way West
Jacksonville, FL 32256

(Leave Blank Above this Line for Recording Information)
(Space above this line must be at least 3 inches)

LIMITED POWER OF ATTORNEY

KNOW ALL PERSONS BY THESE PRESENTS, that the FEDERAL DEPOSIT INSURANCE CORPORATION, a Corporation organized and existing under an Act of Congress, hereinafter called the "FDIC," acting in its Receivership capacity or separate Corporate capacity or as Manager of the FSLIC Resolution Fund has acquired and will acquire certain assets for liquidation and has determined that it is necessary to appoint a representative to act on its behalf in connection with the maintenance and liquidation of said assets, hereinafter called the "Acquired Assets."

WHEREAS, the FDIC desires to designate CHRISTIAN E. MENZEL as attorney-in-fact for the limited purpose of facilitating the management and disposition of the Acquired Assets; and

WHEREAS, the undersigned has full authority to execute this instrument on behalf of the FDIC under applicable Resolutions of the FDIC's Board of Directors and redelegations thereof.

NOW, THEREFORE, the FDIC appoints CHRISTIAN E. MENZEL as its true and lawful attorney-in-fact to act in its name, place, and stead, and hereby grants CHRISTIAN E. MENZEL the authority, subject to the limitations herein, as follows:

(1) Sign, seal and deliver as the act and deed of the FDIC any instrument in writing, and to do every other thing necessary and proper for the collection and recovery of any and all monies and properties of every kind and nature whatsoever for and on behalf of the FDIC and to give proper receipts and acquittance therefor in the name and on behalf of the FDIC;

(2) Release, discharge or assign any and all judgments, mortgages on real estate or personal property, including the release and discharge of the same of record in the Official or Public Records of the Clerk of any Circuit Court or any other official public records or registries, wherever located, where payments on account of the same in redemption or otherwise may have been made by the

debtor(s), and to endorse receipt of such payment upon the records in any appropriate public office;

(3) Receive, collect and give all proper acquittance for any other sums of money owing to the FDIC for any Acquired Asset which the attorney-in-fact may sell or dispose of;

(4) Execute any and all transfers and assignments as may be necessary to assign any securities or other choses in action;

(5) Sign, seal, acknowledge and deliver any and all agreements, easements, or conveyances as shall be deemed necessary or proper by the FDIC attorney-in-fact in the care and management of the Acquired Assets;

(6) Sign, seal, acknowledge and deliver indemnity agreements and surety bonds in the name of and on behalf of the FDIC;

(7) Sign receipts for the payment of all rents and profits due or to become due on the Acquired Assets;

(8) Execute, acknowledge and deliver deeds of real property in the name of the FDIC;

(9) Extend, postpone, release and satisfy or take such other action regarding any mortgage lien held in the name of the FDIC;

(10) Execute, acknowledge and deliver in the name of the FDIC a power of attorney wherever necessary or required by law to any attorney employed by the FDIC;

(11) Foreclose any mortgage or other lien on either real or personal property, wherever located;

(12) Do and perform every act necessary for the use, liquidation or collection of the Acquired Assets held in the name of the FDIC;

(13) Sign, seal, acknowledge and deliver any and all documents as may be necessary to settle any action(s) or claim(s) asserted against the FDIC, either in its Receivership or Corporate capacity, or as Manager of the FSLIC Resolution Fund.

This Power of Attorney shall be effective August 19, 2009, and shall continue in full force and effect through August 18, 2011, unless otherwise terminated by any official of the FDIC authorized to do so by the Board of Directors of the FDIC.

IN WITNESS WHEREOF, the FDIC, by its duly authorized officer empowered by appropriate resolution of its Board of Directors, has caused these presents to be subscribed in its name this 08th day of March, 2010.

FEDERAL DEPOSIT INSURANCE CORPORATION

By: _____
Name: OPHELIA JONES
Title: Manager of Customer Service -
East Coast Temporary Satellite Office
7777 Baymeadows Way West
Jacksonville, FL 32256

Signed in the presence of:

Witness: _____
Printed Name: _____

Witness: _____
Printed Name: _____

STATE OF FLORIDA)
)
COUNTY OF DUVAL)

On this 08th day of March, 2010, before me, a Notary Public in and for the State of Florida appeared OPHELIA JONES, to me personally known, who, being by me first duly sworn did depose that he/she is Manager of Customer Service, East Coast Temporary Satellite Office of the Federal Deposit Insurance Corporation (the "Corporation"), in whose name the foregoing Limited Power of Attorney was executed and subscribed, and the said Limited Power of Attorney was executed and subscribed on behalf of the said Corporation by due authority of the Corporation's Board of Directors, and the said OPHELIA JONES, acknowledged the said Limited Power of Attorney to be the free act and deed of said Corporation.

[PLACE NOTARY SEAL BELOW HERE]

NOTARY PUBLIC-STATE OF FLORIDA
Eddy O. Betancourt
Commission # DD937749
Expires: NOV. 02, 2013
BONDED THRU ATLANTIC BONDING CO., INC.

_____
Notary Public
Printed Name of Notary: _____
Commission No.: _____
My Commission expires: _____

STATE OF FLORIDA)
)
COUNTY OF DUVAL)

On this 22nd day of March, 2010, before me, a Notary Public in and for the State of Florida appeared Renova V. Young (witness #1) and Charles E. Jones (witness #2), to me personally known to be the persons whose names are subscribed as witness to the foregoing instrument of writing, and after being duly sworn by me stated on oath that they saw OPHELIA JONES, Manager of Customer Service, East Coast Temporary Satellite Office, of the Federal Deposit Insurance Corporation, the person who executed the foregoing instrument, and had subscribed the same, and that they had signed the same as a witness at the request of the person who executed the same.

[PLACE NOTARY SEAL BELOW HERE]

NOTARY PUBLIC-STATE OF FLORIDA
Eddy O. Betancourt
Commission # DD937749
Expires: NOV. 02, 2013
BONDED THRU ATLANTIC BONDING CO., INC.

Notary Public
Printed Name of Notary: Eddy O Betancourt
Commission No. : DD937749
My Commission expires: Nov. 02, 2013

STATE OF FLORIDA
DUVAL COUNTY
I, THE UNDERSIGNED Clerk of the Circuit Court, Duval County, Florida, DO HEREBY CERTIFY the within and foregoing is a true and correct copy of the original as it appears on record and file in the office of the Clerk of Circuit Court of Duval County, Florida and the same is in full force and effect.
WITNESS my hand and seal of Clerk of Circuit Court at Jacksonville, Florida, this the 3 day of May, 2010.
JIM FULLER
Clerk, Circuit and County Courts
Duval County, Florida
By: D. Rhodes

EXHIBIT "B"

Development Schedule*

All time periods provided below are measured from the date of final City Commission planning and zoning approval (_____), and represent an enforceable commitment by the Owner to proceed expeditiously with the Project. The timeline below may not be enforced against the City. The City Manager is authorized by the City Commission's approval hereof to extend any time period listed below for good cause shown up to 6 months. Extension of a time period by more than 6 months requires City Commission approval.

Expiration of Appeal Period for Zoning Approvals	[30 days]
Submittal of Phase Foundation Permit Plans	[June 2021]
Commencement of Construction	[November 2021]
Substantial Completion of Project Buildout, as measured by the issuance of a Temporary Certificate of Occupancy or Certificate of Completion, as applicable, for the Project	[September 2023]

*Subject to expedited permitting by the City and the County.

EXHIBIT "C"

Reserved

EXHIBIT "D"

Reserved

EXHIBIT "E"

Standards of Operation

The retail/commercial portions of the Project shall be operated, leased, and maintained in a manner consistent with projects such as The Village of Merrick Park, Mizner Park, and CityPlace. The retail portions of the Project shall be a first-class destination consistent with the Approved Project Plan and all applicable agreements, and shall be kept in good order, condition, repair, and maintenance, with reasonable wear and tear excepted.

The Owner shall use good faith, commercially reasonable efforts to cause at least ___% of the gross leasable area of the retail space to be leased to tenants under executed leases within one (1) year after issuance of the last temporary certificate of occupancy or certificate of completion for the Retail Component. Owner shall use good faith, commercially reasonable effort to maintain executed leases with tenants for a minimum of __% of the gross leasable area of the retail space. The Owner's failure to use good faith, commercially reasonable efforts to maintain at least __% of the gross leasable area of the retail space under lease throughout the life of the Retail Component shall be deemed to be a default under this Agreement.

The City Manager will review active building permits and certificates of use, and any other information received from the Owner about the status of marketing efforts for particular retail spaces, and determine whether the space is vacant for purposes of this paragraph, in his or her reasonable discretion. The City Manager's first review will not occur until one year following the issuance of the first Temporary Certificate of Occupancy for any retail space in the Project.

The Owner acknowledges and agrees that active and attractive retail uses that are of interest to and service the Project residents, and the immediate neighborhood and can garner reason for the general public and tourist to consider downtown Coral Gables as a destination for shopping and entertainment activity are of importance to the City as part of its vision for this area.

The Owner agrees with the goals described in these reports and panel discussions and will exercise good faith, commercially reasonable efforts generally to achieve a targeted leasing strategy and operational practices consistent with said goals. The Owner will target an activating of approximately 18,000 square feet of retail, food and beverage uses. All of the retailers will operate compliant to design criteria requiring attractive retail transparent windows assuring clear views into their operations. They will feature professional creative signage within guidelines of the Project design criteria to assure compatibility with the City requirements and the Project's overall architecture.. Restaurants and other food and beverage establishments will be required to operate, at minimum, during the retail hours of operation, and they may operate later in the evening subject to other City regulations. Systems and tenant operating rules will prompt back of store delivery, sanitary and functional considerations for trash and wet trash disposal, and subliminal security applications.

The large retail space indicated on the Project site plan is intended to include a a fine-dining style restaurant. The Owner is obligated to use its best efforts to attract high quality tenants for this larger retail space.

EXHIBIT "F"

Restaurant Standards of Operation

- The restaurant(s) will be a mix of either fine dining, casual full table service and/or Café style restaurants.

- Examples of fine dining restaurants are Capital Grille, Cantina la Veinte, Cipriani, Zuma and Il Gabbiano.

- Examples of family/casual restaurants with full table service are Carrot Express, My Ceviche, and Coyo Taco.

- All restaurants will be fully open to the public and operate the same or greater hours as the retail stores; provided, however, that restaurants shall be permitted to close periodically for special events or private parties.

- All restaurants will maintain a high standard of appearance, cleanliness, quality and service.

- All restaurants will feature professional signage compatible with City requirements and the Project's overall architecture and signage program.

EXHIBIT "G"

SEE FOLLOWING ARCHITECTUAL SHEETS

Project Name	Ponce Park Tower
Current Zoning	Commercial
Current Land Use	Commercial Low-Rise Intensity
Proposed Zoning	N/A
Proposed Land Use	Commercial High-Rise Intensity
Federal Flood Hazard Zone	Zone X

FLOOR AREA RATIO & BUILDING HEIGHT

ZONING DESIGNATION	PROPOSED BUILDING SITE AREA*	ALLOWED F.A.R.	F.A.R.		HEIGHT		NOTES
			Allowed	Proposed	Allowed	Proposed	
Commercial	56,095 ft²	3.0	168,285 ft²	226,332 ft²	150 ft	179.0 ft	Section 5-604 table 2
Med. Design Bonus Lev 2		3.5	196,333 ft²		190.5 ft		*See A-7 for Building Site Area Diagram
Max FAR with Max TDRs		4.375	245,416 ft²				

TRANSERABLE DEVELOPMENT RIGHTS

30,000 ft² of TDRs are proposed to be transferred to this building site to achieve a 4.03 FAR of 226,333 ft². 10,000 ft² of TDRs are proposed to be converted into 10 additional units.

FLOOR AREA RATIO

	EXISTING LOT AREA	PROPOSED ALLEY VACATION	PROPOSED ROW VACATION	TOTAL	NOTES
AREA	39,948 ft²	3,002 ft²	13,145 ft²	56,095 ft	

DENSITY

MIXED-USE DISTRICT SITE PLAN	PROPOSED BUILDING SITE AREA		ALLOWED DENSITY	DENSITY		NOTES
				Allowed	Proposed	
	56,095 ft²	1.29 ac	125 units/ac	161 units	171 units*	Section 4-201 Table 1

* See Transferable Building Rights above.

F.A.R. CALCULATIONS

FLOOR/LEVEL	AREA APPLICABLE TO F.A.R. CALCULATION*	NUMBER OF LEVELS	TOTAL F.A.R. AREA
Roof	0 ft²		0 ft²
Level 16	16,638 ft²	1	16,638 ft²
Level 14-15	16,034 ft²	2	32,069 ft²
Level 12-13	16,034 ft²	2	32,069 ft²
Level 9-11	16,034 ft²	3	48,103 ft²
Level 8	19,719 ft²	1	19,719 ft²
Level 5-7	19,876 ft²	3	59,627 ft²
Level 2 - Parking	0 ft²	1	0 ft²
Level 2 - Parking	0 ft²	1	0 ft²
Level 2 - Parking	0 ft²	1	0 ft²
Ground Floor	18,107 ft²	1	18,107 ft²
Total			**226,332 ft²**

DENSITY CALCULATIONS

UNIT MATRIX					
STUDIO	1BR	2BR	3BR	4BR	TOTAL
	0	0	5		5
	3	5	4		24
	5	5	3		26
	9	5	1		45
	11	5	1		17
	14	3	1		54
	96	49	26		**171 units**

*The flollowing BOH will be exempt from FAR: Electrical rooms/FPL vault room, Fire pump room, Mail room, Fire command room, Trash room, Stairs, Elevators, Phone/IT room, Service corridor, Loading Areas, Lobby, Storage.

Project No
1812

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CITY OF CORAL GABLES HISTORIC PRESERVATION BOARD APPLICATION

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PONCE PARK RESIDENCES

Drawing Issued on 12/15/2020

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CORAL GABLES SHARED PARKING MATRIX ASSUMING RETAIL (section 5-1410.B.2.a)									
USE	**REQUIRED PARKING**	**AREA/UNITS**	**REQUIRED (UNSHARED)**	**WEEKDAY**			**WEEKEND**		
				DAY	**EVENING**	**NIGHT**	**DAY**	**EVENING**	**NIGHT**
Res	see note below*	171 units	*240 spaces*	144	*216*	*240*	*192*	*216*	*240*
Retail	1.0 spaces per 300 ft²	18,107 ft²	*60 spaces*	42	*54*	*3*	*60*	*42*	*3*
Total Spaces Required				**186 spaces**	*271 spaces*	*243 spaces*	*253 spaces*	*258 spaces*	*243 spaces*
Total Spaces Provided				**265 spaces**					

*Efficiency and one (1) and bedroom units – 1.0 space per unit. Two (2) bedroom units – 1.75 spaces per unit. Three (3) or more bedroom units – 2.25 spaces per unit.

ACCESSIBLE PARKING REQUIREMENT			LOADING REQUIREMENTS		
TOTAL PARKING REQUIRED	**REQUIRED ACCESSIBLE SPACES**	**NOTES**	**TOTAL BUILDING AREA**	**REQUIRED LOADING SPACES**	**NOTES**
154 spaces	7 spaces	FBC Section 11-4.1	226,332 ft²	2 spaces	Section 5-1409 D

ELECTRIC VEHICLE CHARGING REQUIREMENTS			
Min of 2% shall be reserved for EV parking w/ charging station	**Min of 3% shall be infrastructure ready EV-Ready for future charging station**	**Min of 15% shall be EV capable - all conduits and subpanel ready**	**NOTES**
4 spaces	6 spaces	28 spaces	Ordinance No. 2019-19

LANDSCAPE OPEN SPACE FOR LEVEL 2 MED BONUS			
MINIMUM LANDSCAPE OPEN SPACE AREA REQUIRED		**TOTAL LANDSCAPED OPEN SPACE PROVIDED**	**NOTES**
25%	14,024 ft²	31,470 ft² *	Mediterranean Style Design Standards Table 1 - 8

*Arcades and loggias paved with a pervious material may be considered open space and counted as such toward the open space requirement up to a maximum of seventy-five (75%)

SETBACK TABLE			
SIDE	**LOCATION**	**ALLOWABLE**	**PROPOSED**
Front	Park/Ponce Drive	0 ft	0 ft - 18 ft above 45 ft in height
Side Street	Malaga/Catalonia	0 ft	0 ft - 10 ft above 45 ft in height
Interior Side	N/A	0 ft	N/A
Rear	West Side	0 ft	5' to 7.5'

GREEN BUILDING REQUIREMENTS
This project will achieve no less than Leadership in Energy and Environmental Design (LEED) Silver certification or Silver certification by the Florida Green Building Coalition (FGB

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Title
Zoning Data (1)

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CITY OF CORAL GABLES HISTORIC PRESERVATION BOARD APPLICATION

1812
PONCE PARK RESIDENCES

Drawing Issued on 12/15/2020

A-6B

MEDITERRANEAN DESIGN STYLE TABLE 01 (ALL REQUIRED)

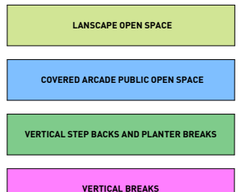
REF. #	TYPE	SUMMERIZED REQUIREMENTS	PROVIDED	COMMENTS
1	Architectural Elements on Building Facades	Similar exterior architectural relief elements on all sides. No blank walls unless code required. Parking garages shall include exterior architectural treatments.	Yes	Only blank wall is required as a fire wall. All other façades incorporate consistent releif elements.
2	Architectural Relief Elements at Street Level	Street fronts shall include display windows, landscaping, or architectural relief elements/ornamentation.	Yes	All street level façades are a storefront condition, including where pedestrian passthrough is provided.
3	Architectural elements located on the top of buildings	Ornamental roof structures shall not exceed a height of more than 25 feet above the roof, and be limited to 25% of the floor area immediately below.	Yes	23 foot tall Ornamental feature provided.
4	Bicycle Storage	A minimum of five (5) bicycle storage spaces shall be provided for each two hundred and fifty (250) parking spaces or fraction thereof.	Yes	
5	Building Façades	Facades in excess of 150 feet in length shall incorporate vertical breaks, step backs or variations in bulk/massing at a minimum of 100 foot intervals.	Yes	
6	Building Lot Coverage	No minimum or maximum building lot coverage is required.	Yes	
7	Drive Through Facilities	Drive through facilities are prohibited access to/from Ponce de Leon Boulevard.	Yes	
8	Landscape Open Space Area	Provide a min of 10% Landscape Open Space for mixed use properties.	Yes	20% Provided
9	Lighting, Street	Street lighting shall be provided and located on all streets, meet City of Coral Gables standards and bd subject to review and approval by Public Works.	Yes	Provided, pending approval.
10	Parking Garages	Ground floor parking as a part of a multi-use building shall not front on a primary street.	Yes	Only drop of parking provided at ground floor level.
11	Porte-Cocheres	Porte-cocheres are prohibited access to/from Ponce de Leon Boulevard.	Yes	No porte-cochere proposed.
12	Sidewalks/Pedestrian Access	Main pedestrian entrances oriented towards adjoining streets. Pedestrian pathways provided from all ped. access points and create a continuous pedestrian network	Yes	Pedestrian access and network provided and enhanced by covered arcade and pedestrian passthrough.
13	Soil, Structural	Structural soil shall be utilized within all rights-of-way for all street level planting areas with root barriers approved by the Public Service Department.	Yes	
14	Windows on Mediterranean Buildings	Mediterranean buildings shall provide a minimum window casing depth of four (4) inches as measured from the face of the building.	Yes	6" minimum depth provided.

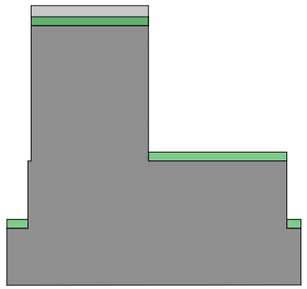
MEDITERRANEAN DESIGN STYLE TABLE 02 - ARCHITECTURAL AND PUBLIC REALM STANDARDS (8/12 REQUIRED - 10/12 PROVIDED)

REF. #	TYPE	SUMMERIZED REQUIREMENTS	PROVIDED	COMMENTS
1	Arcades and/or Loggias	Arcades, loggias or covered areas constructed to provide cover and protection from the elements for pedestrian passageways, sidewalks, etc.	Yes	Arcade fronting proposed park provided.
2	Building Rooflines	Incorporation of horizontal and vertical changes in the building roofline.	No	
3	Building Stepbacks	Stepbacks on building facades of the building base, middle and/or top facade to further reduce the potential impacts of the building bulk and mass.	Yes	Stepbacks at base, level 8, and level 10, with additional planting on the façade and roof to break up the building
4	Building Towers	The use of towers or similar masses to reduce the mass and bulk of buildings.	Yes	Building steps back to accentuate the thin tower profile and minimize the appearance of building mass.
5	Driveways	Consolidation of vehicular entrances into one (1) curb cut per street to reduce the amount of vehicular penetration into pedestrian sidewalks and adjoining rights-of-way.	Yes	
6	Lighting of Landscaping	Uplighting of landscaping within and/or adjacent to pedestrian areas (sidewalks, plazas, open spaces, etc.).	Yes	
7	Materials on Exterior Building Façades	Natural materials shall be incorporated into the base of the building on exterior surfaces. This includes but not limited to: marble, granite, keystone, etc	Yes	Cast limestone cladding with shells and natural materials proposed. Sample provided.
8	Overhead Doors	If overhead doors are utilized, the doors are not directed towards residentially zoned properties.	Yes	Provided on Catalonia Ave. Comercial properties are adjacent.
9	Paver Treatments	Provide approved pavers. Min 10% pavers on drives and 25% on sidwalks.	Yes	Provided, pending approval.
10	Pedestrian Amenities	Provide min 4 of the following: Benches, expanded sidewalk widths, freestanding info kiosk, planter boxes, refuse containers, public art, water features.	Yes	Benches, Expandeded Sidwalk widths, planted landscape, refuse containers, public art, and water features provided.
11	Pedestrian Passthroughs/ Paseos	Pedestrian pass-throughs provided for each two hundred and fifty (250) linear feet or fraction thereof. Must be 10 feet in width and provide pedestrian amenities.	Yes	Pedestrian passthrough provided.
12	Underground Parking	Underground parking equal to a min. of 75% of total surface lot area.	No	No underground parking provided.

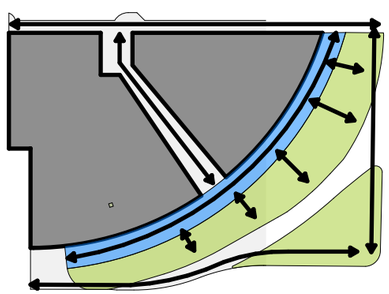
MEDITERRANEAN BONUS TABLE 03 (OTHER DEVELOPMENT OPTIONS)

REF. #	TYPE	COMMENTS
1	Building Setbacks	Refer to Zoning Chart for Reductions.
2	R.O.W. Encroachements	N/A
3	Parking Exceptions	N/A
4	Multi-Family Density	N/A





BULDING STEPBACK DIAGRAM



PEDESTRIAN CIRCULATION DIAGRAM

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Chad Oppenheim
No. AR 0016620

Title
Mediteranean Style Design

1:1615.88

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1812
PONCE PARK RESIDENCES

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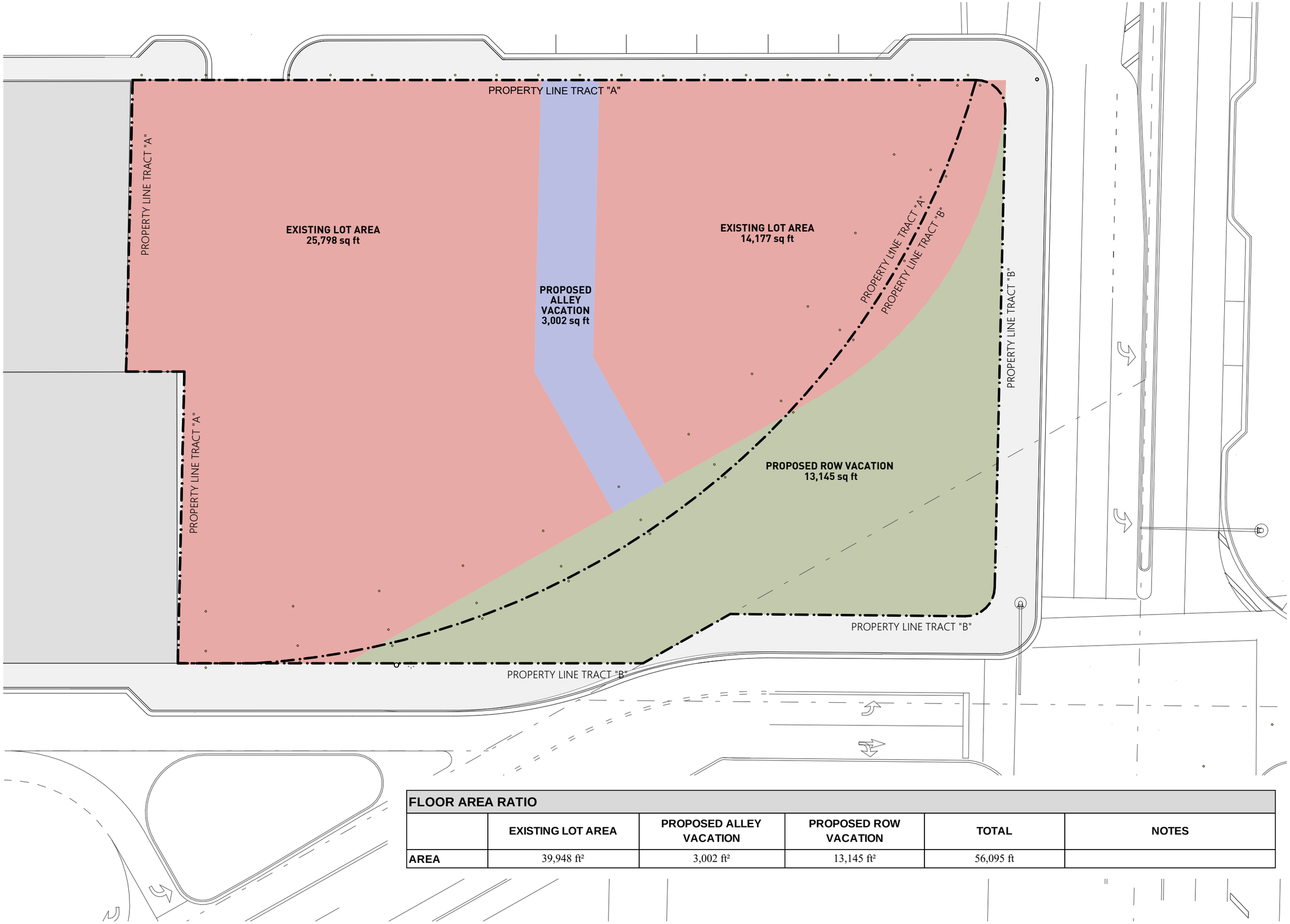
A-10



FLOOR AREA RATIO					
	EXISTING LOT AREA	PROPOSED ALLEY VACATION	PROPOSED ROW VACATION	TOTAL	NOTES
AREA	39,948 ft²	3,002 ft²	13,145 ft²	56,095 ft	

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Title
FAR Diagrams

1" = 30'

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CITY OF CORAL GABLES HISTORIC PRESERVATION BOARD APPLICATION

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PONCE PARK RESIDENCES

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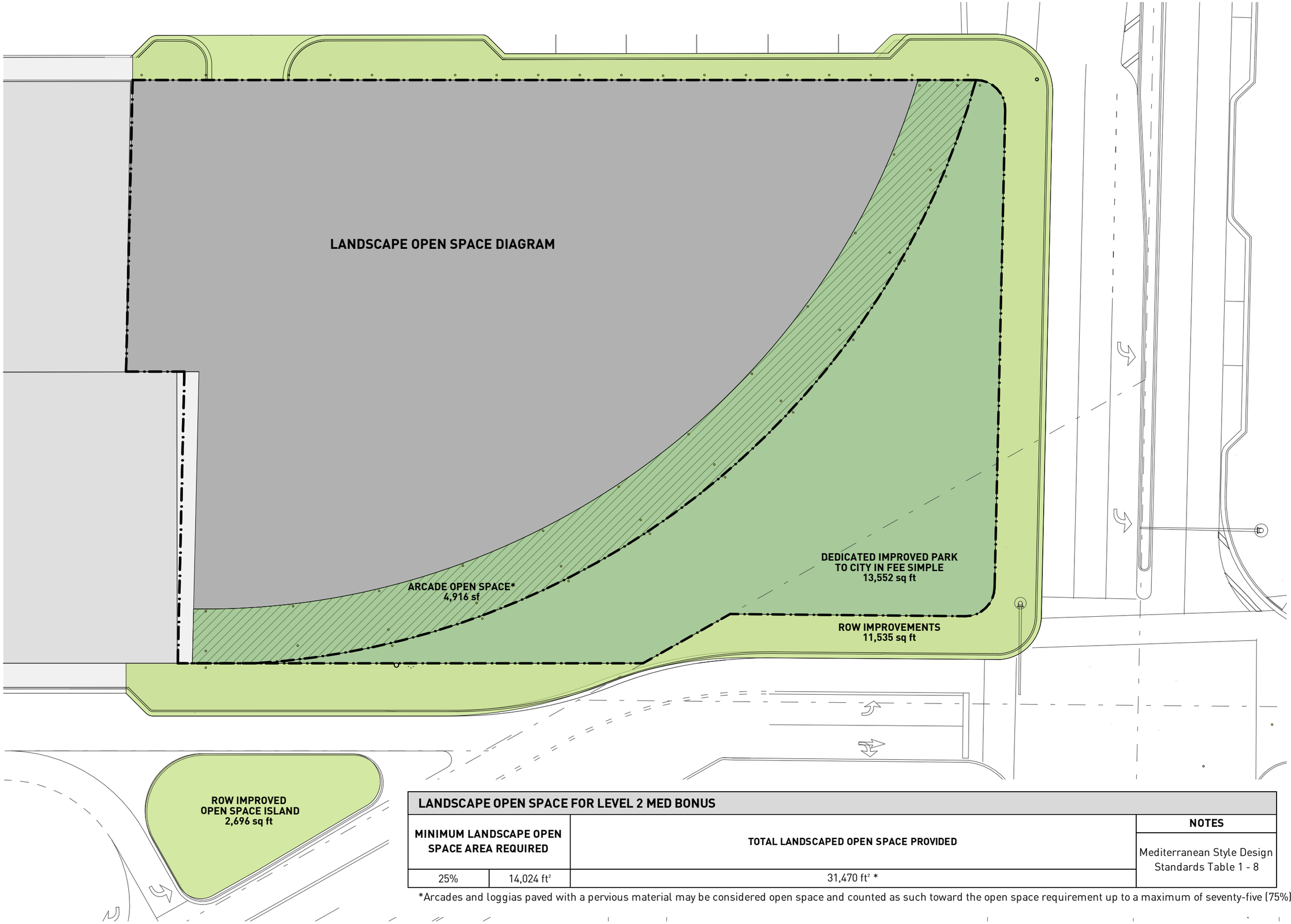

LANDSCAPE OPEN SPACE FOR LEVEL 2 MED BONUS			
MINIMUM LANDSCAPE OPEN SPACE AREA REQUIRED		TOTAL LANDSCAPED OPEN SPACE PROVIDED	NOTES
25%	14,024 ft²	31,470 ft² *	Mediterranean Style Design Standards Table 1 - 8

*Arcades and loggias paved with a pervious material may be considered open space and counted as such toward the open space requirement up to a maximum of seventy-five (75%)

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Title
Landscape Open Space for Level 2 Med Bonus

1" = 30'

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CITY OF CORAL GABLES HISTORIC PRESERVATION BOARD APPLICATION

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PONCE PARK RESIDENCES

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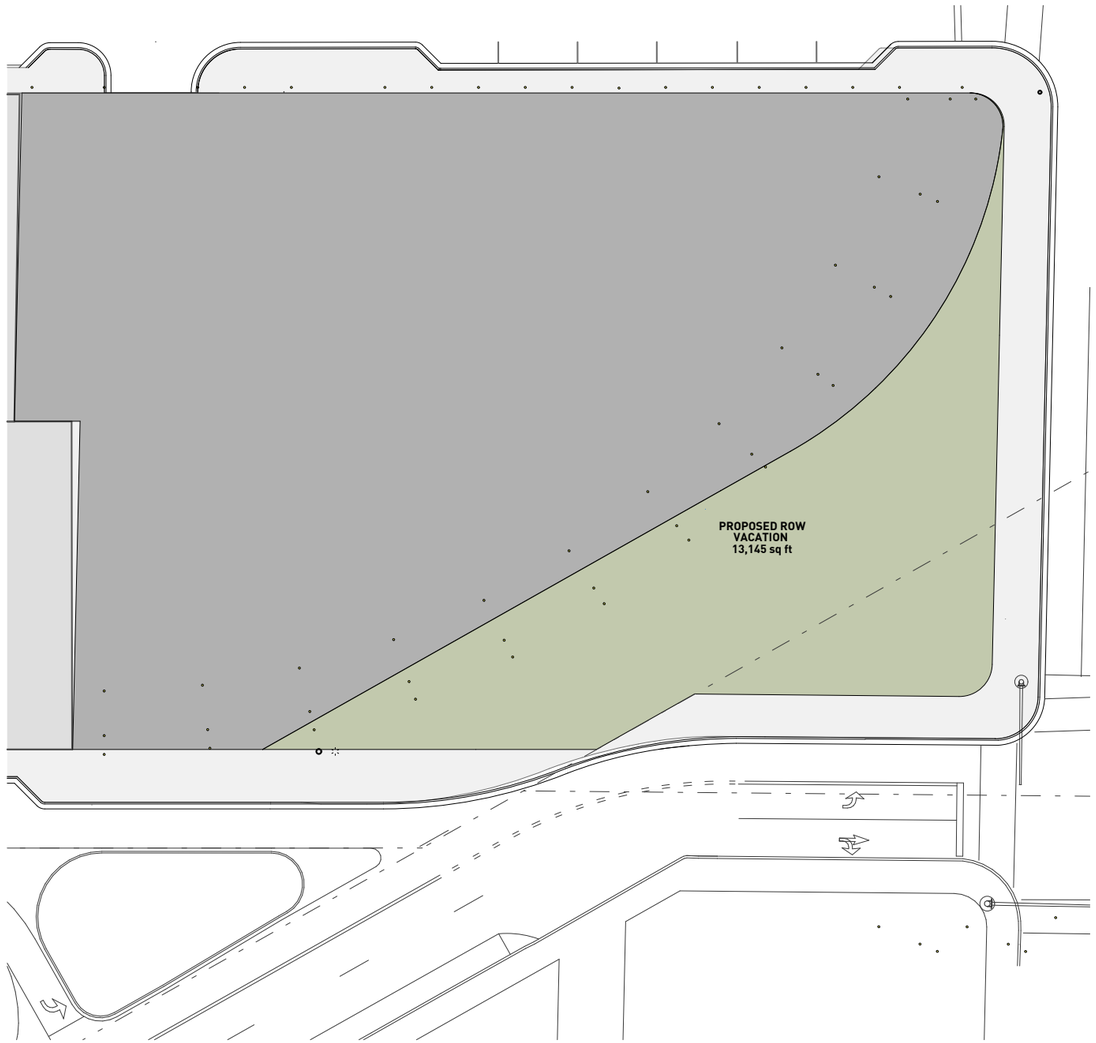
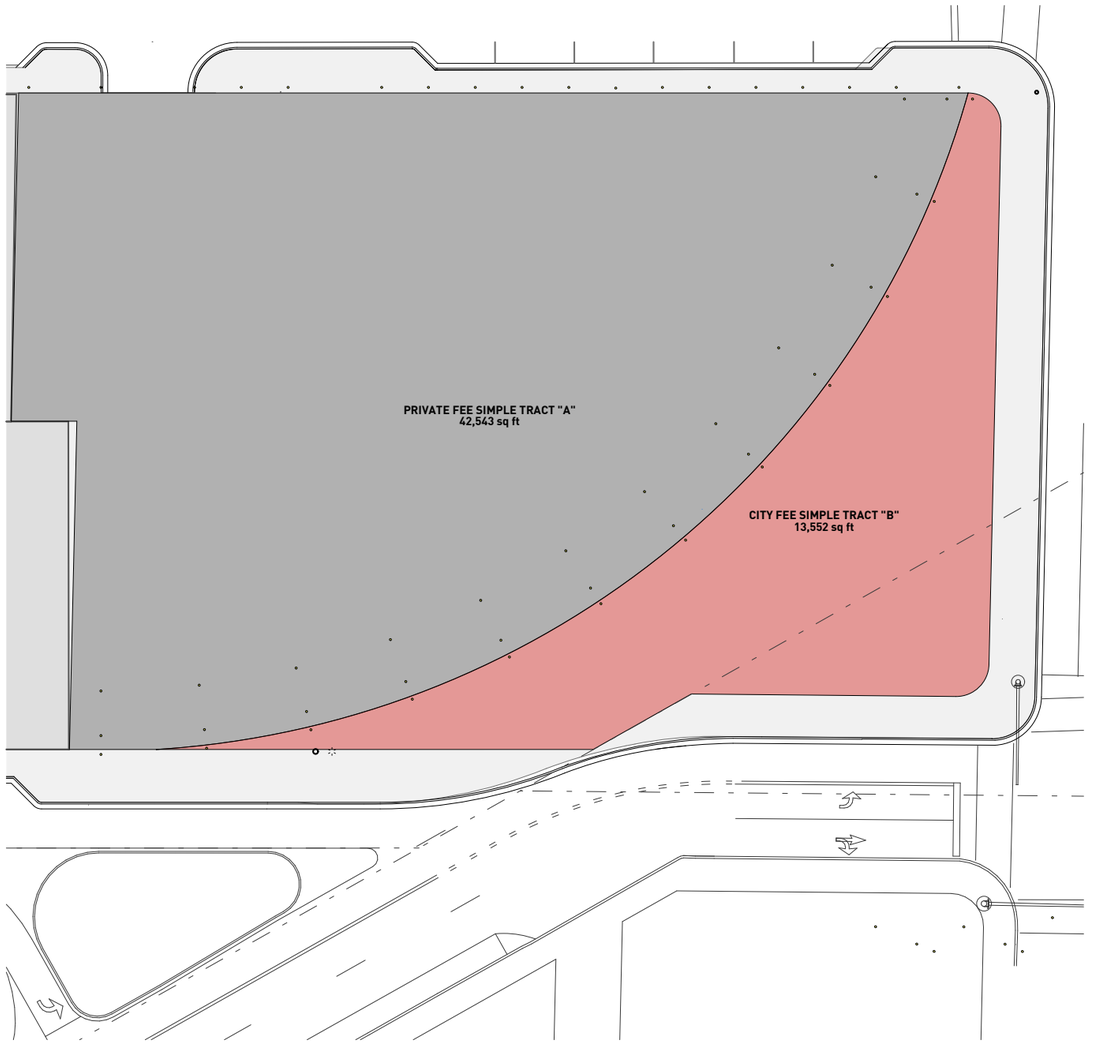
A-8



PROPOSED ROW VACATION = 13,145 sq ft



PROPOSED DEDICATED IMPROVED PARK TO CITY IN FEE SIMPLE = 13,552 sq ft

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Title
Proposed Vacation vs Dedication

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1812
PONCE PARK RESIDENCES

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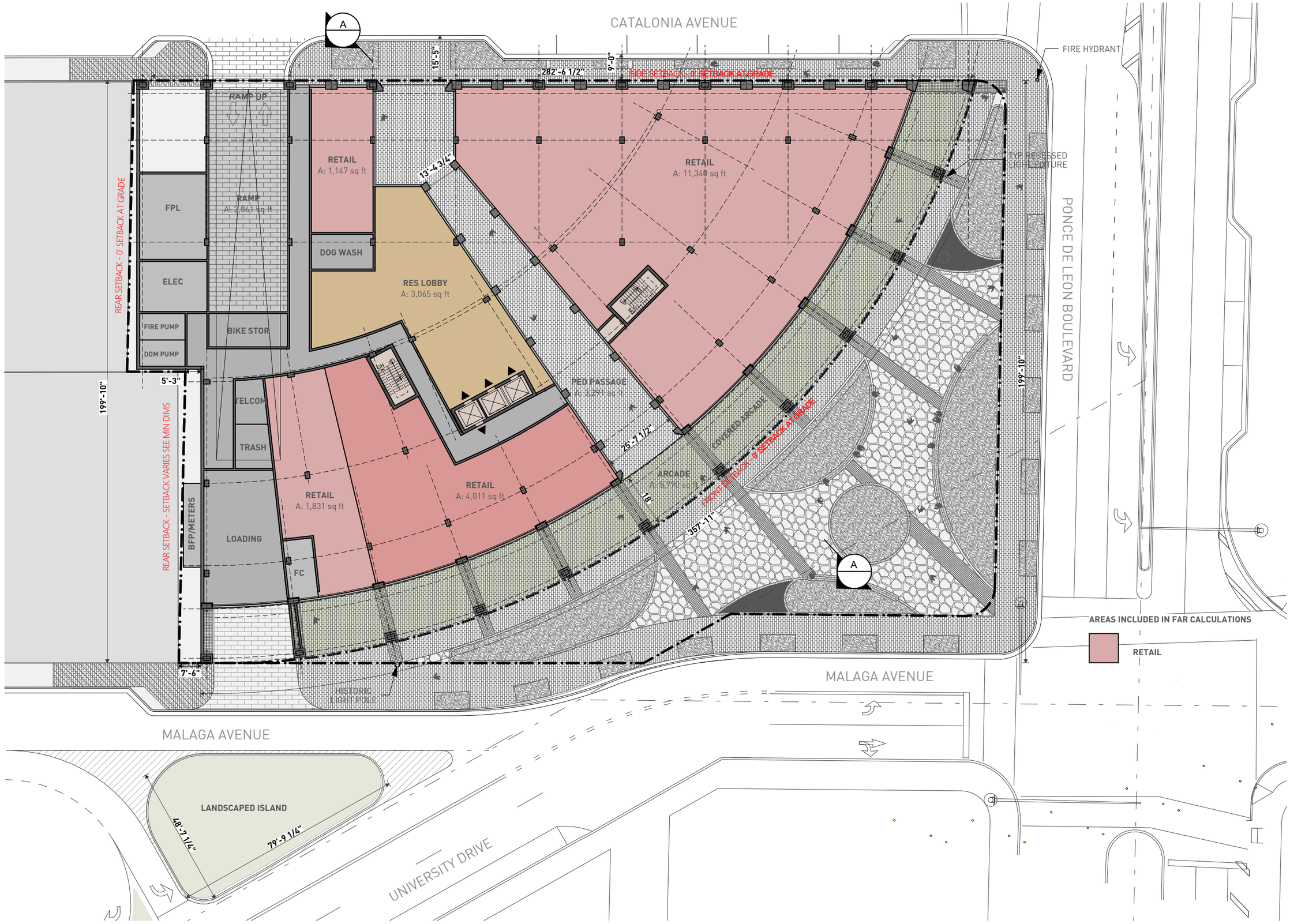
A-9



Project No
1812

Project Address
216 and 224 Catalonia Ave.,
3000 Ponce De Leon Blvd.,
and 203 University Drive

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CHAD LAWRENCE OPPENHEIM
AR 0016620
REGISTERED ARCHITECT

Chad Oppenheim
No. AR 0016620

Title
Level 1

1" = 30'

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CITY OF CORAL GABLES HISTORIC PRESERVATION BOARD APPLICATION

1812
PONCE PARK RESIDENCES

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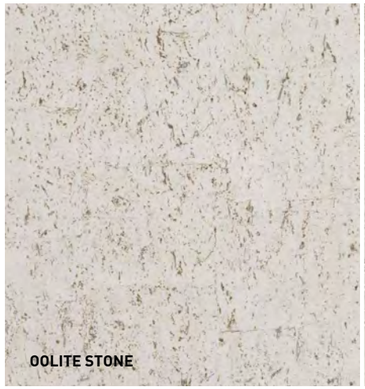
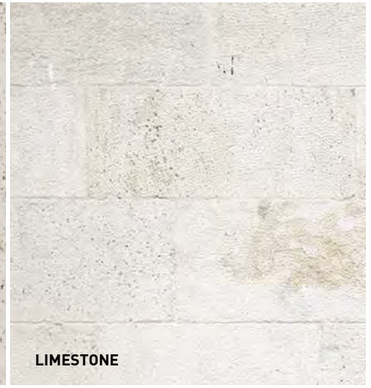
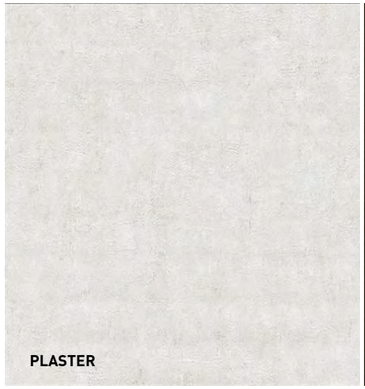
A-24


OOLITE STONE

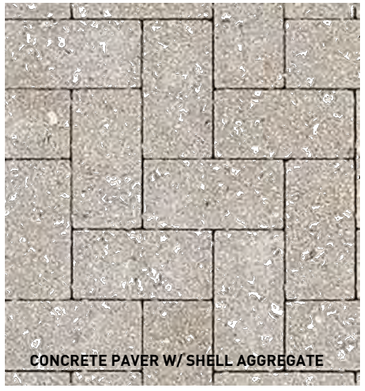

LIMESTONE


PLASTER

METAL DOOR/WINDOW FRAMES

CAST STONE

METAL RAILINGS BRONZE COLOR


CONCRETE PAVER W/ SHELL AGGREGATE

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1812

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Title
Textures and Materials Inspiration

1:1.37

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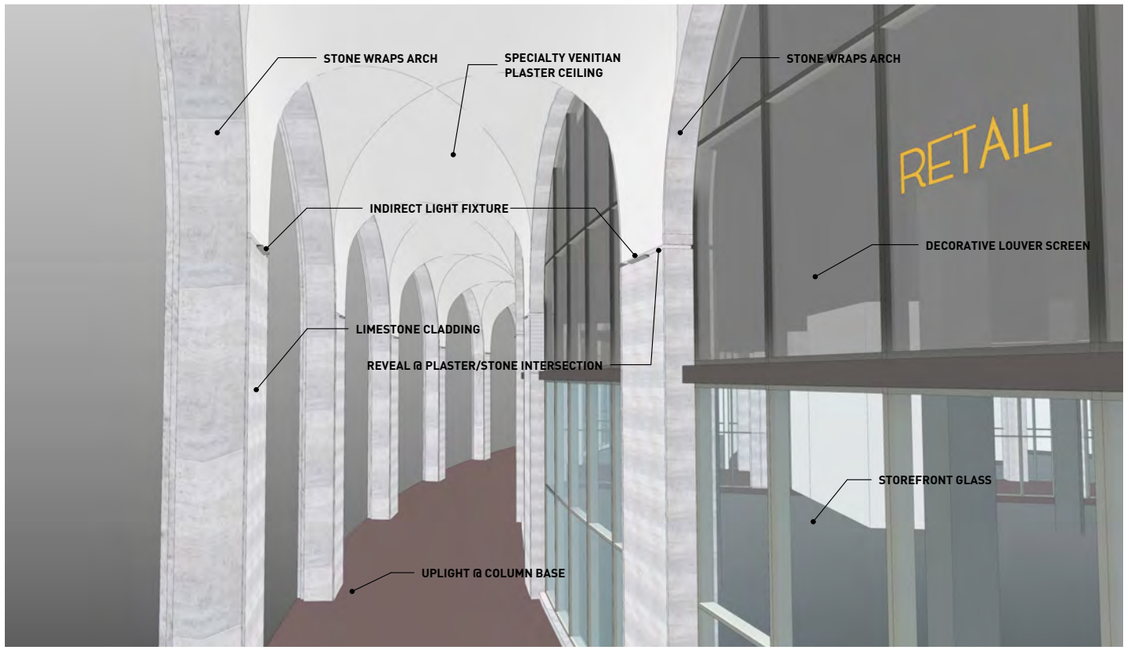
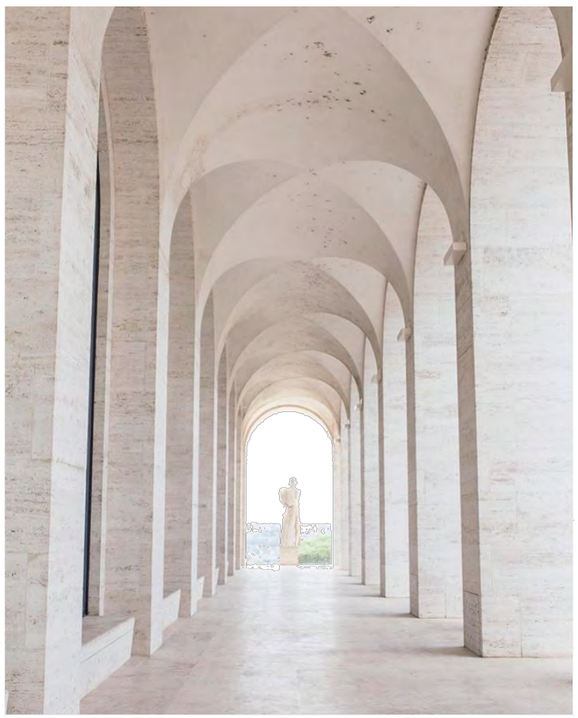
A-12

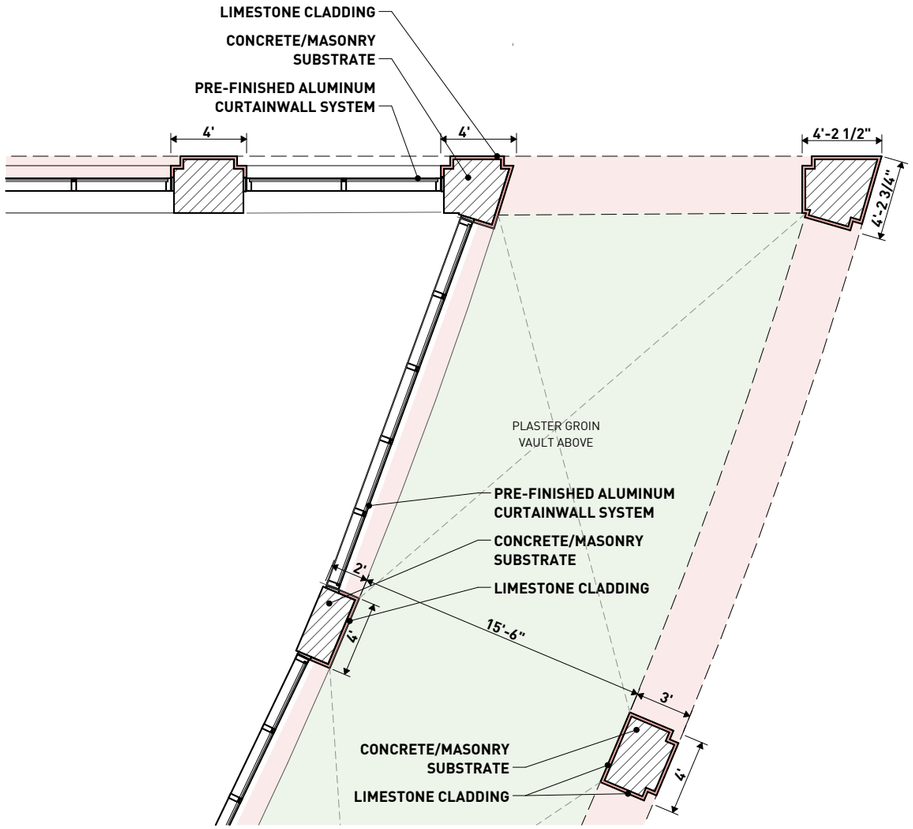


PROPOSED GROIN VAULT MATERIAL DIAGRAM

CLASSIC GROIN VAULT INSPIRATION



MODERN GROIN VAULT INSPIRATION



ARCADE MATERIAL CONCEPT PLAN DIAGRAM

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Title
Arcade Material Concept Diagrams

1/8" = 1'-0",
1/4"=1'-0"

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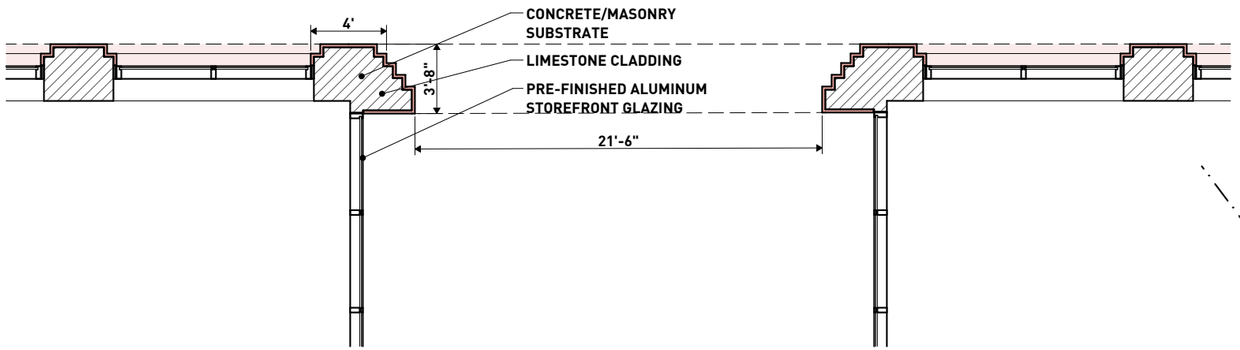
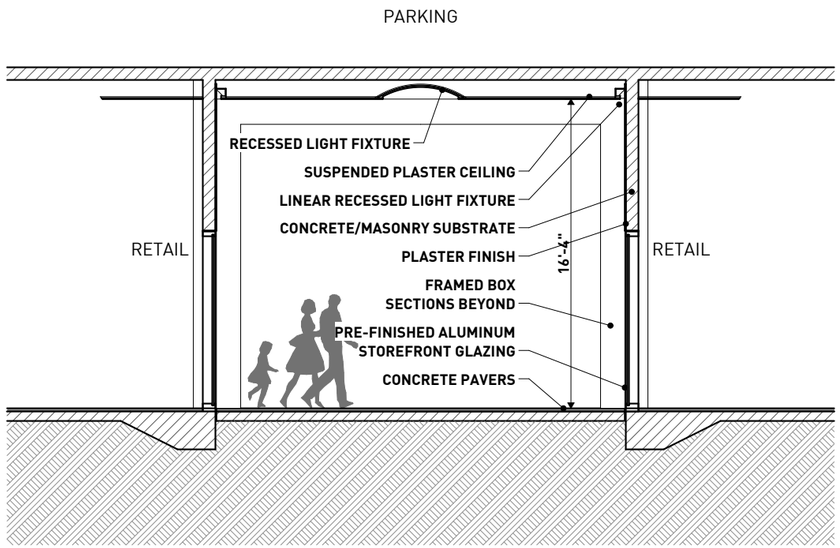
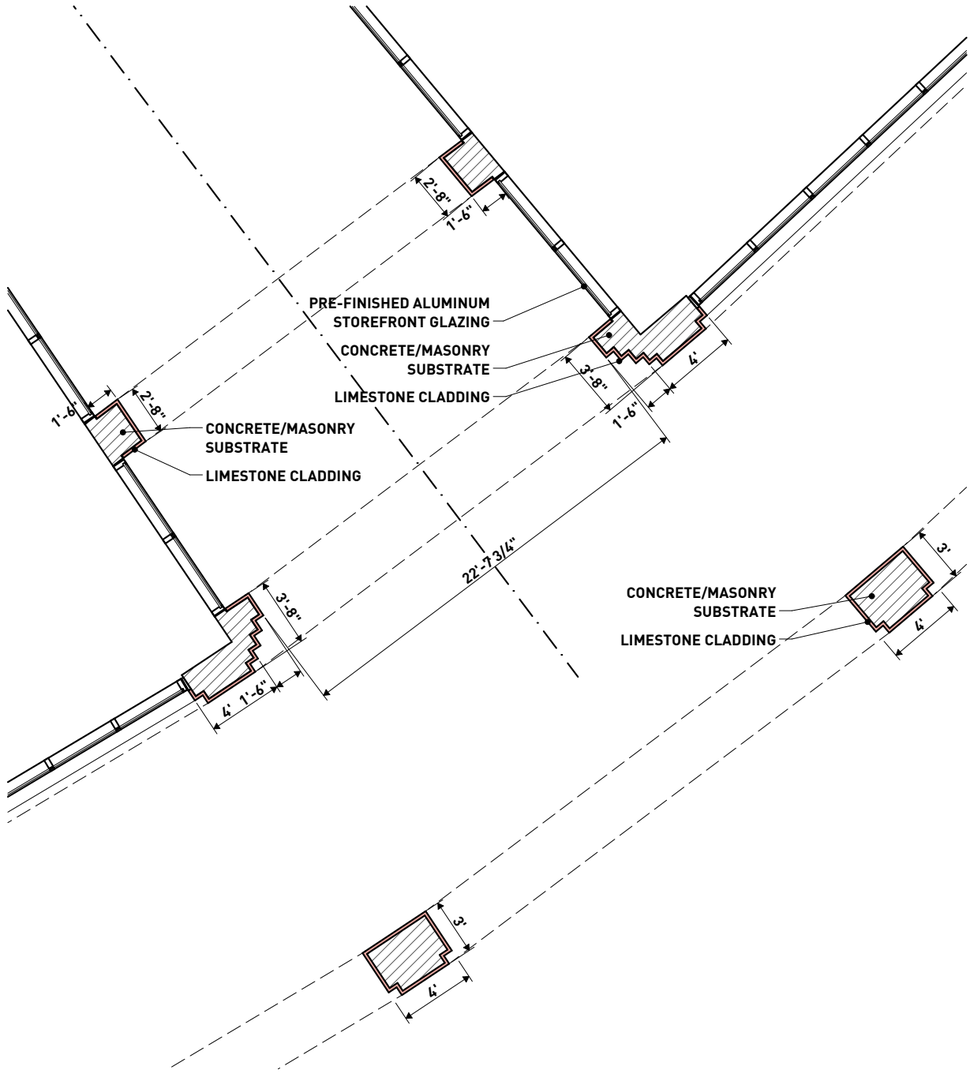


NORTH PASEO ENTRY PLAN DETAIL



PASEO SECTION



SOUTH PASEO ENTRY PLAN DETAIL

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Title
Paseo Details

1/8" = 1'-0"

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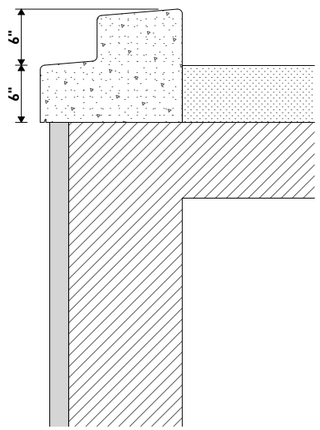
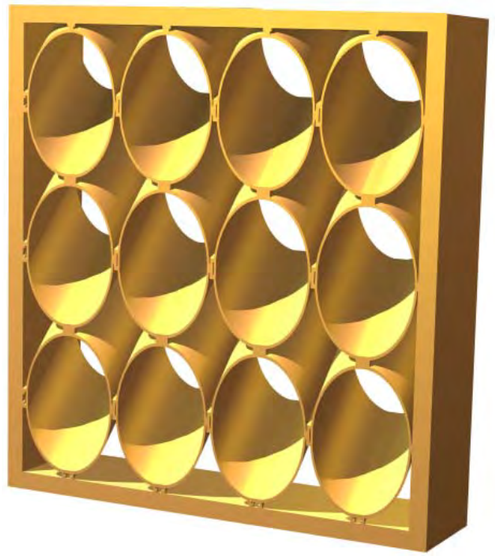
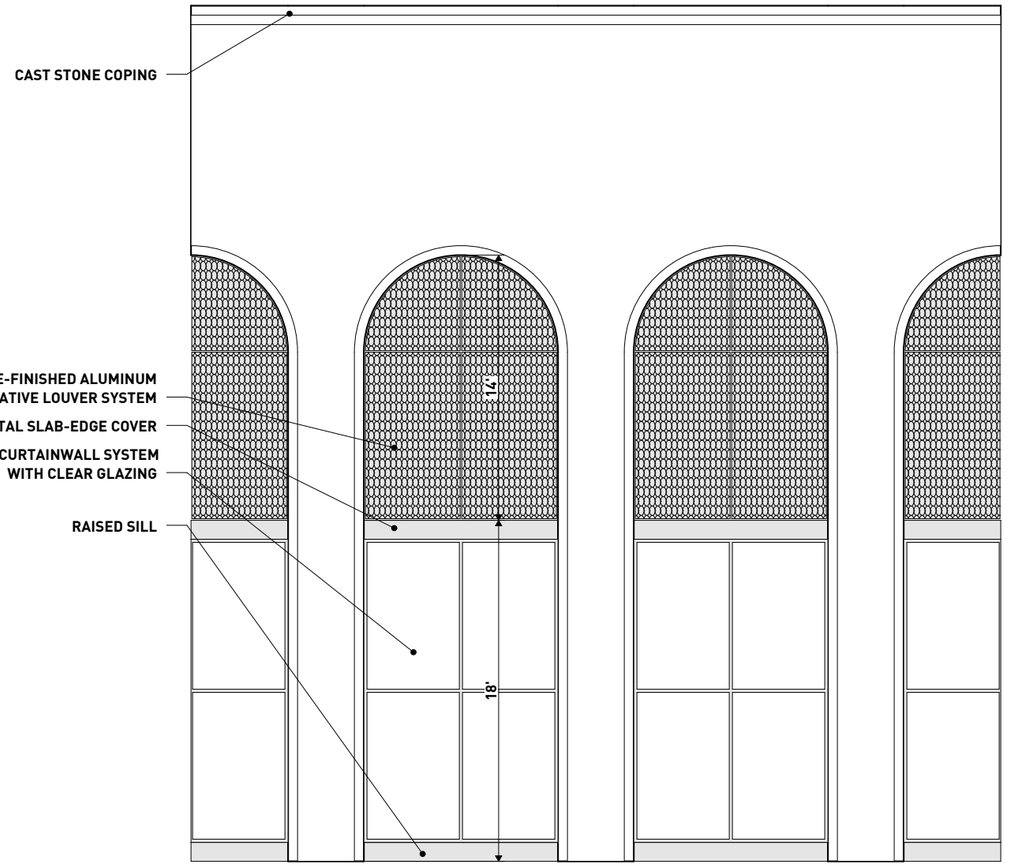
A-14



PROPOSED COPING/TRANSITION DETAIL



PROPOSED ALUMINUM LOUVER - COLOR TO MATCH MULLIONS



TYPICAL RETAIL GLAZING/GARAGE SCREENING ELEVATION

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Details/Elevations

1/8" = 1'-0",
1.74-66
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CITY OF CORAL GABLES HISTORIC PRESERVATION BOARD APPLICATION

1812
PONCE PARK RESIDENCES

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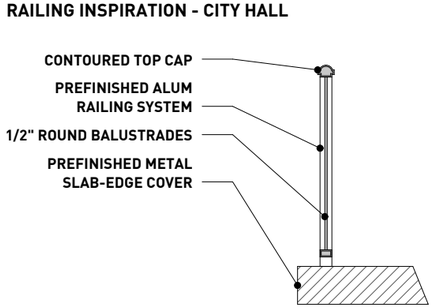
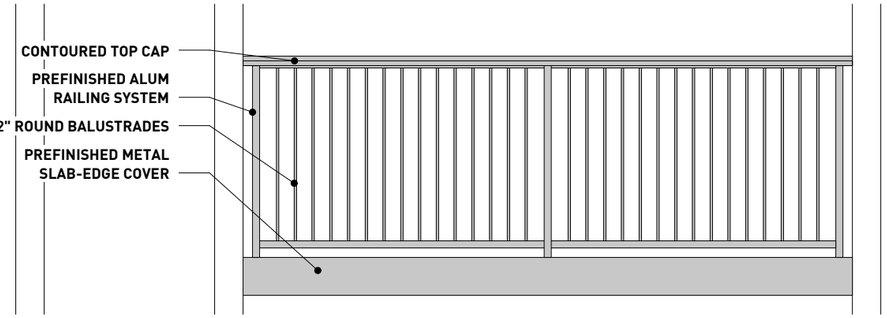
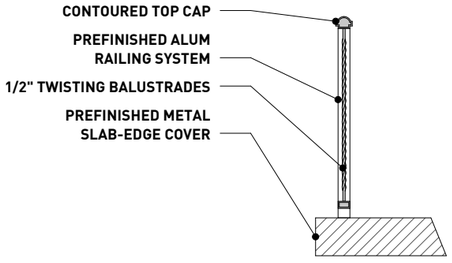
A-19

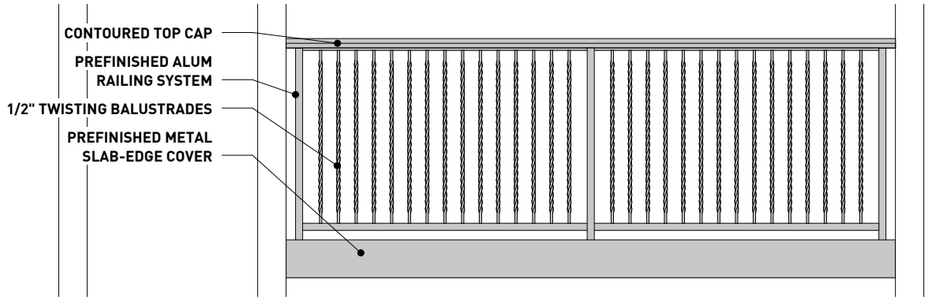
RAILING INSPIRATION - CITY HALL



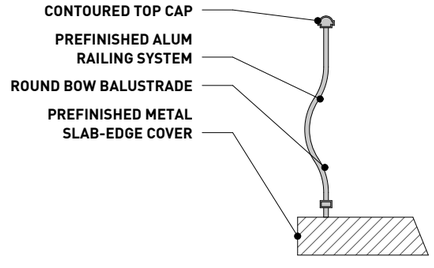


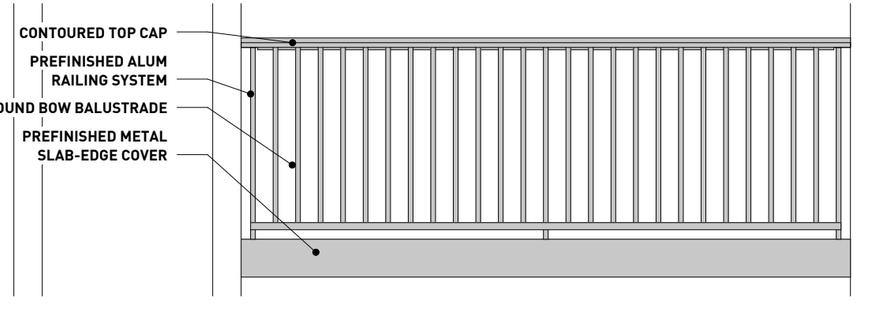
RAILING OPTION 01 - ROUND BALUSTRADES



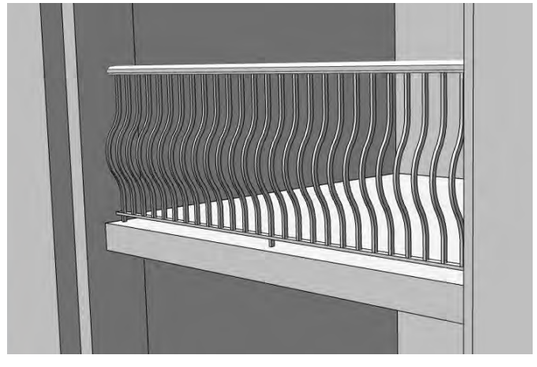


RAILING OPTION 02 - TWISTING BALUSTRADES





RAILING OPTION 03 - BOW BALUSTRADES



Project No
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and 203 University Drive

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1812
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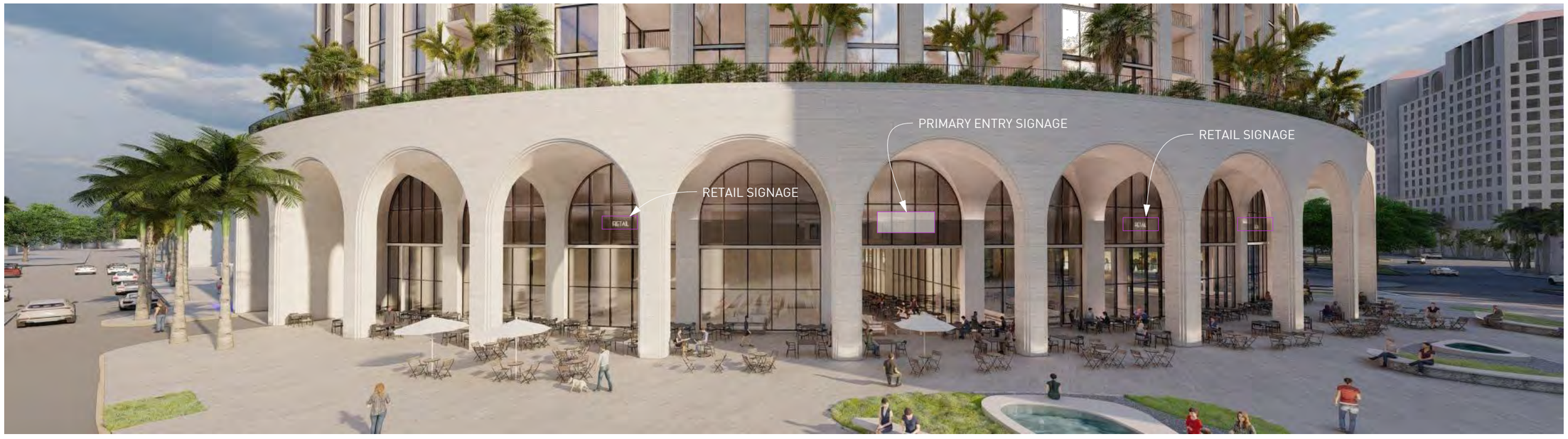
A-20

NORTH FACADE SIGNAGE DIAGRAM



PARK FACADE SIGNAGE DIAGRAM

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Signage Diagram

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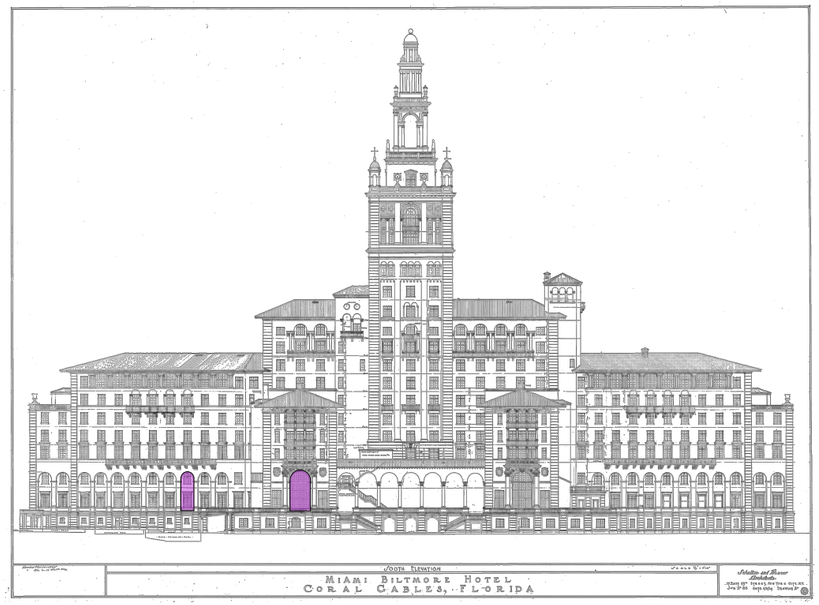
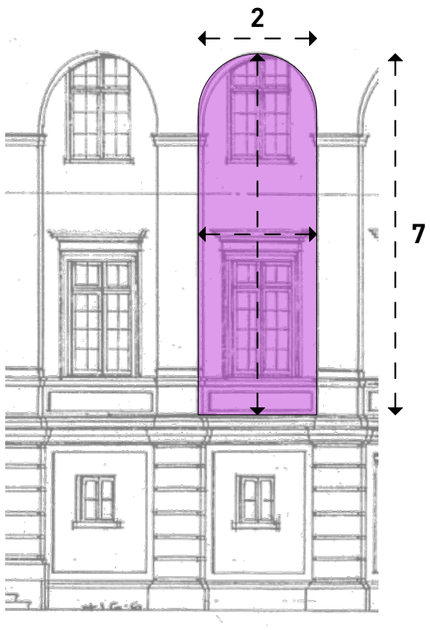
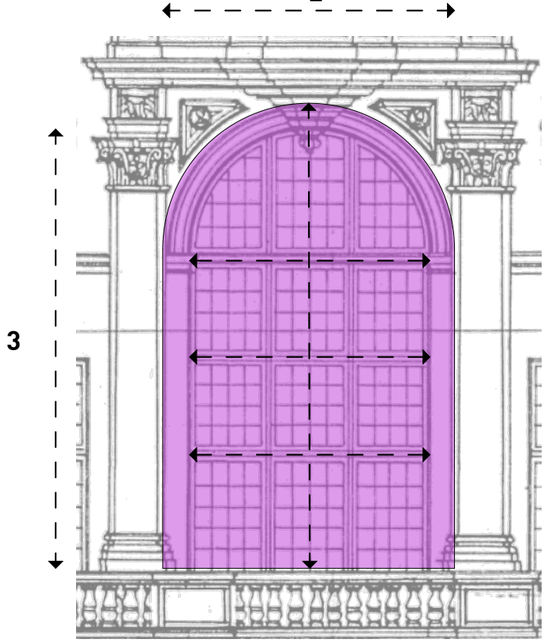


CORAL GABLES MEDITERRANEAN DESIGN GUIDE BILTMORE HOTEL PRECEDENT

ARCH PROPORTION

ARCH IS SLIGHTLY TALLER THEN THE 3:2 BILTMORE PROPORTION
VERTICAL DIVISIONS SEEK TO MATCH BILTMORE PRECEDENT





CORAL GABLES MEDITERRANEAN DESIGN GUIDE BILTMORE HOTEL PRECEDENT

NARROW ARCH 3.5:1 PROPORTION DIVIDED AT MIDLINE
WIDE ARCH 3:2 PROPORTION W/ 4 VERTICAL DIVISIONS

ARCH PROPORTION

ARCH PROPORTION MATCHES 7:2 BILTMORE PROPORTION
VERTICAL DIVISIONS SEEK TO MATCH BILTMORE PRECEDENT

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No. AR 0016620

Title
Precedent
Proportion
Comparison

N

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NORTH PASEO ENTRY

SOUTH PASEO ENTRY

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Title
Paseo Details

1:3.23

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A-15

COLONADE HOTEL ARCADE HEIGHT STUDY

BILTMORE HOTEL ARCADE HEIGHT STUDY

115 MENDOZA AVE - CORAL GABLES FLORIDA

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CORAL GABLES ARCADE PRECIDENTS

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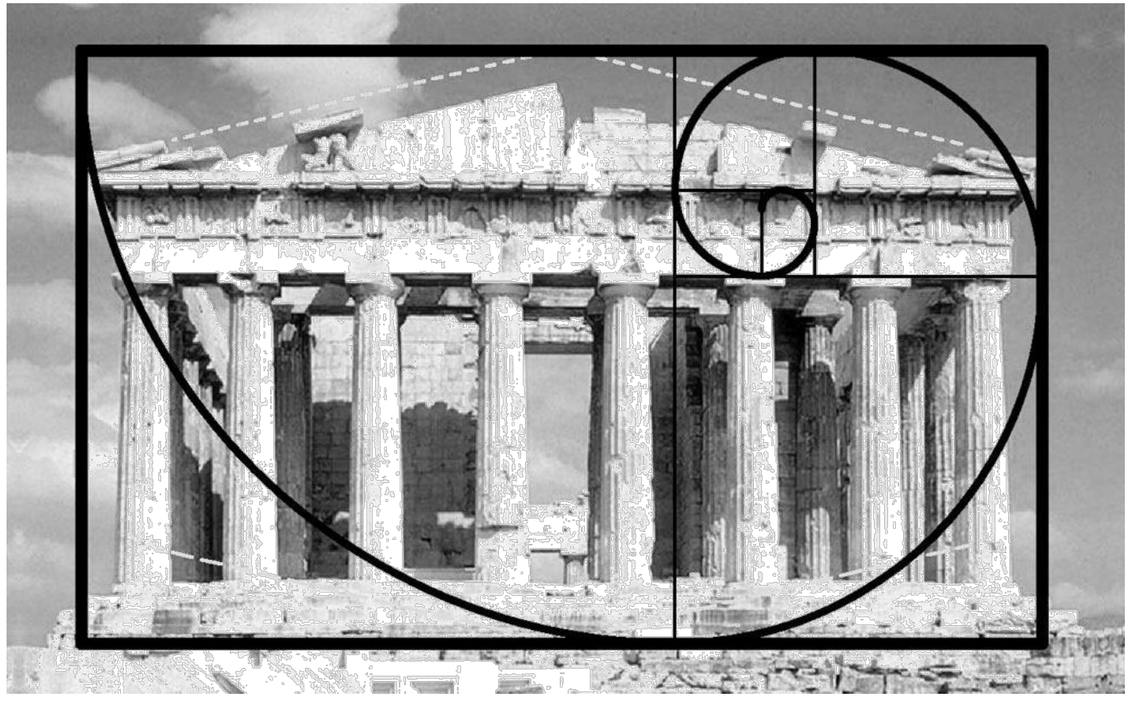
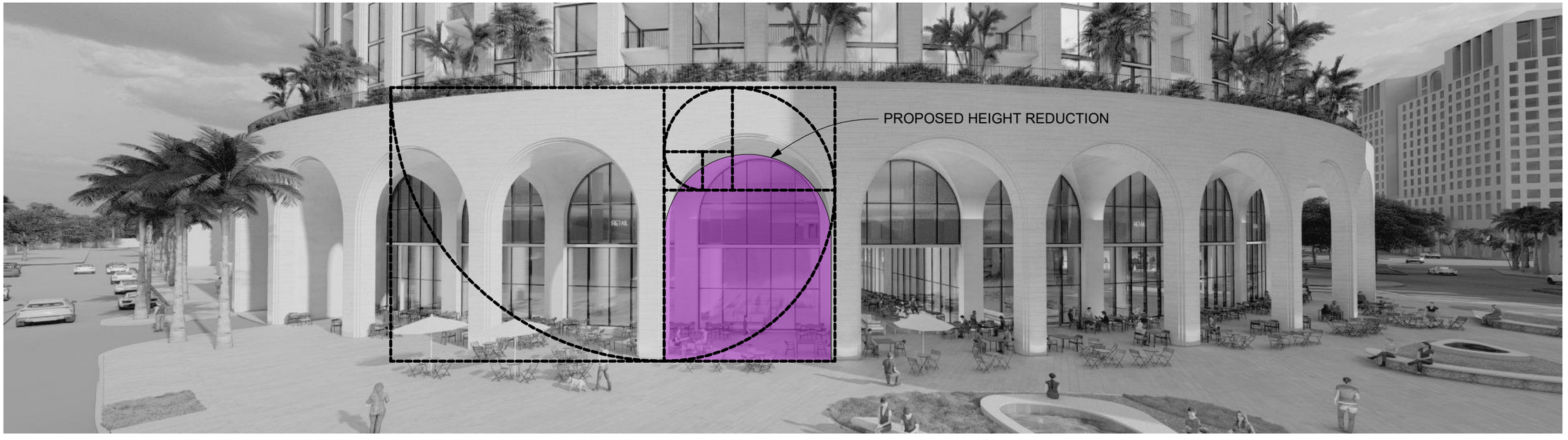
LOGGIA DEI LANZI HEIGHT STUDY - FLORENCE ITALY



PARTHENON GOLDEN RATIO DIAGRAM



PROPOSED REDUCTION TO MATCH GOLDEN RATIO

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ARCADE SCALE COMPARISONS

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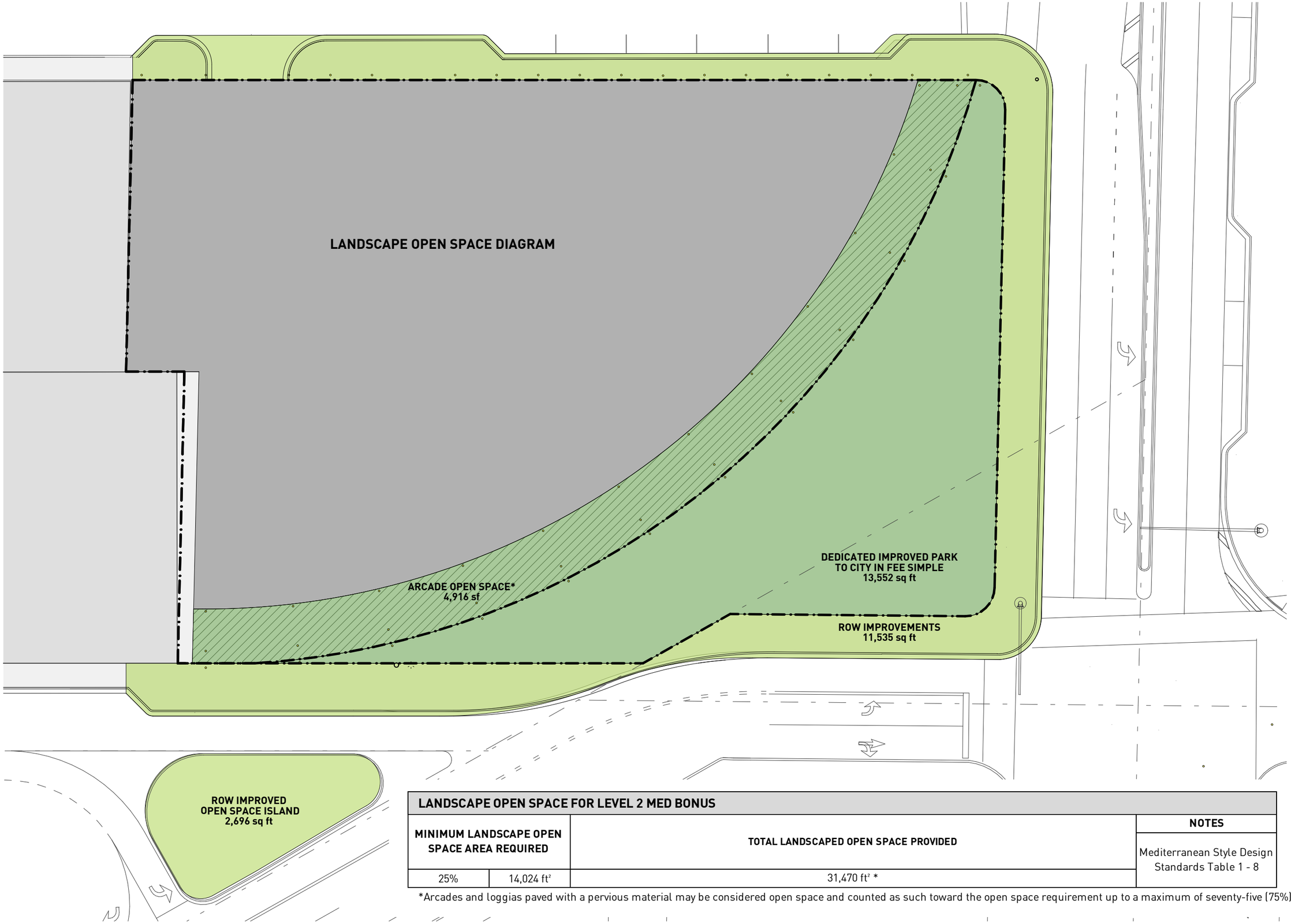
A-17

EXHIBIT "H"

Off-Site Improvements

	Proposed Improvement	Description
1	Neighborhood Streetscape – East	Streetscape and landscape improvements similar to those indicated on the attached street sections.
2	Neighborhood Streetscape – North	Streetscape and landscape improvements similar to those indicated on the attached street sections.
3	Neighborhood Streetscape – South	Streetscape and landscape improvements similar to those indicated on the attached street sections.

[*INSERT ROW DEPICTIONS UPON APPROVAL*]



LANDSCAPE OPEN SPACE FOR LEVEL 2 MED BONUS			
MINIMUM LANDSCAPE OPEN SPACE AREA REQUIRED		TOTAL LANDSCAPED OPEN SPACE PROVIDED	NOTES
25%	14,024 ft²	31,470 ft² *	Mediterranean Style Design Standards Table 1 - 8

*Arcades and loggias paved with a pervious material may be considered open space and counted as such toward the open space requirement up to a maximum of seventy-five (75%)

Project No
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and 203 University Drive

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Title
Landscape Open Space for Level 2 Med Bonus

1" = 30'

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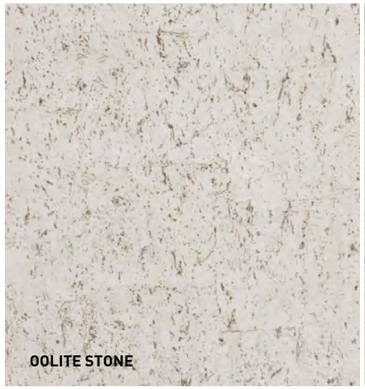
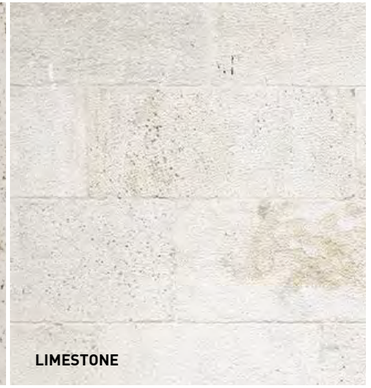
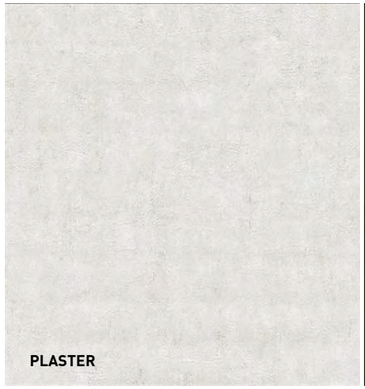

OOLITE STONE

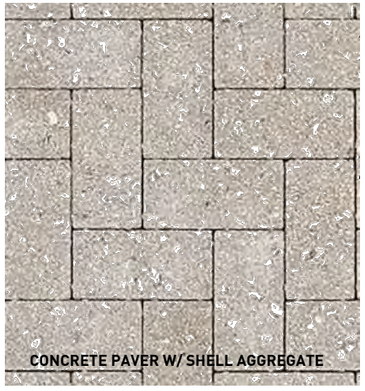

LIMESTONE


PLASTER

METAL DOOR/WINDOW FRAMES

CAST STONE

METAL RAILINGS BRONZE COLOR


CONCRETE PAVER W/ SHELL AGGREGATE

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Textures and Materials Inspiration

1:1.37

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Rendering - Site Plan View

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ILLUSTRATIVE SITE PLAN
SCALE: 1/32"=1'-0"

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ILLUSTRATIVE SITE PLAN - HARDSCAPE

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EXHIBIT "I"

Project Conceptual Valet Operating Plan

Valet service is planned for several uses within the overall project for residential visitors and retail patrons. The following section summarizes the anticipated location of the valet stand and the valet route.

- A valet drop-off stand will be provided along Catalonia Avenue, just west of Ponce De Leon Blvd. The valet stand will sit directly north of the retail portion of the site. A total of three (3) on-street parking spaces are provided for this primary valet drop-off stand.

EXHIBIT "J"

Reserved

EXHIBIT "K"

Encroachments

[*NOT CURRENTLY APPLICABLE*]

EXHIBIT "L"

Public Park Spaces

[*INSERT PUBLIC PARK SPACES SITE PLAN UPON APPROVAL*]

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PONCE PARK RESIDENCES

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GENERAL ABBREVIATIONS

AFF	ABOVE FINISH FLOOR	**OA**	OVERALL PLAN
ARCH	ARCHITECT	**PLNT**	PLANTING
CONC	CONCRETE	**P.L.**	PROPERTY LINE
DWGS	DRAWINGS	**STRUCT**	STRUCTURE / STRUCTURAL
EL	ENLARGED PLAN	**TB**	TOP OF BENCH
ENG	ENGINEER	**TG**	TOP OF GRADE
EXST	EXISTING	**TPW**	TOP OF PLANTER WALL
FFE	FINISH FLOOR ELEVATION	**TYP**	TYPICAL
HSCP	HARDSCAPE	**TW**	TOP OF WALL
LA	LANDSCAPE ARCHITECT	**℄**	CENTER LINE
LSCP	LANDSCAPE	**M̲L̲**	MONUMENT LINE
ML	MATCH LINE		

PONCE PARK TOWER

Miami-Dade County Landscape Legend — 2020.09.04

Zoning District: Coral Gables - Commercial "C"	Net Lot Area: 56,138 s.f.	Net Lot Acre: 1.29
LANDSCAPE REQUIREMENTS WITHIN PROPERTY		
Open Space	**Required / Allowed**	**Provided**
A. Square feet of landscape open space Net Lot Area = 56,138 s.f. x 25% minimum = 14,035 s.f.	14,035	33,297
B. Square feet of parking lot open space required. "See Architect's Drawings" Number of parking spaces: 0 spaces x 10 s.f. per parking space =	0	0
C. Total square feet of landscaped open space required:	14,035	33,297
Trees	**Required / Allowed**	**Provided**
A. Number of trees required per net lot acre, less existing number of trees meeting minimum requirements. Palms to count as a required tree on the basis of three (3:1) palms per tree. ***NOTE:*** *Exceptions to number or trees required may be granted based on exceptional plant material provided and subject to Public Service Department reviewand approval.* 28 trees x 1.29 net lot acre - 0 (existing) =	36	5 (4 Trees + 3 Palms)
B. % Palms allowed: 36 trees x 25% allowed = (9) x 3 =	27	1 (3 Palms)
C. % Natives required: (36) x 30% required = 11	11	0
D. Street trees (maximum average spacing of 35' l.f.): (717) linear feet not including drive in ailses and visibility triangles / 35 =	20	19 (18 Trees & 3 Palms)
Palms as street trees to count as a required tree on the basis of three (3:1) palms per tree. (717) linear feet / 35 =	15	1 (3 Palms)
E. street trees located directly underneath power lines: (maximum average spacing of __ o.c.): ____ linear feet along street / 25 =	N/A	N/A
F. Total number of trees provided:	56	24
Shrubs	**Required / Allowed**	**Provided**
A. Number of shrubs required: (224 per acre) x 1.29 =	289	335
B. % Native shrubs required: (number of shrubs provided) 289 x 30% =	87	0
C. % Drought tolerance and low maintenance required: (number of shrubs provided) 289 x 50% =	87	335
Irrigation Plan: Required to comply with Chapter 33 of the Miami-Dade County Code of Ordinances:	Auto irrigation _X_ or hose bib ____ provided.	

SHEET INDEX

SHEET #	SHEET TITLE	2020.12.15 - HISTORIC PRESERVATION BOARD
L-0.00A	LANDSCAPE COVER SHEET	●
L-0.00D	ILLUSTRATIVE SITE PLAN	●
L-0.00DA	ILLUSTRATIVE SITE PLAN - HARDSCAPE	●
L-0.00E	RENDERINGS	●
L-0.00F	RENDERINGS	●
L-0.00G	RENDERINGS	●
L-0.00H	RENDERINGS	●
L-0.00I	RENDERINGS	●
L-0.00J	RENDERINGS	●
L-0.00K	RENDERINGS	●
L-0.01	SITE SURVEY	●
L-1.10	GROUND LEVEL HARDSCAPE PLAN	●
L-1.10A	HARDSCAPE AND MATERIALS REFERENCE IMAGES	●
L-1.10B	SITE DIAGRAMS	●
L-3.00	TREE DISPOSITION PLAN	●
L-3.01	TREE DISPOSITION LIST AND PROPOSED PLANT LIST	●
L-3.10	OVERALL GROUND LEVEL LANDSCAPE PLAN	●
L-3.10A	ENLARGED GROUND LEVEL LANDSCAPE PLAN	●
L-3.10B	ENLARGED GROUND LEVEL LANDSCAPE PLAN	●
L-3.10C	ENLARGED GROUND LEVEL LANDSCAPE PLAN	●
L-3.13	PLANTING REFERENCE IMAGES	●
L-3.14	PLANTING REFERENCE IMAGES	●
L-3.15	PLANTING REFERENCE IMAGES	●
L-3.20	GENERAL PLANTING NOTES AND DETAILS	●
L-4.10	GROUND LEVEL LANDSCAPE LIGHTING PLAN	●

SCOPE OF WORK

- HARDSCAPE, LANDSCAPE, AND LANDSCAPE LIGHTING FOR AREAS NOTED IN LIMITS OF SCOPE OF WORK.

GENERAL SITE NOTES

1. GENERAL CONTRACTOR, SUBCONTRACTORS, AND INSTALLERS SHALL CROSS REFERENCE ARCH. DWGS., ENGINEERING DWGS., AND LANDSCAPE DWGS., THROUGHOUT THE IMPLEMENTATION TO ENSURE THE DESIGN INTENT IS MET. ANY DISCREPANCIES SHALL BE NOTED AND BROUGHT TO THE GENERAL CONTRACTOR'S ATTENTION.
2. SEE CIVIL AND ARCHITECTURE DRAWINGS FOR F.F.E & SURFACE DRAINAGE
3. SEE MEP ENG. DRAWINGS FOR IRRIGATION CONNECTIONS.
4. SEE STRUCT. ENG. DRAWINGS FOR STRUCTURAL COMPONENTS.
5. SEE ELECTRICAL ENG. DRAWINGS FOR LANDSCAPE LIGHTING WIRING.
6. ALL WORK, MATERIALS, AND EQUIPMENT UTILIZED IN THIS PROJECT SHALL BE INSTALLED IN STRICT ACCORDANCE WITH THE GOVERNING ZONING & BUILDING CODE, MANUFACTURER'S RECOMMENDATIONS, AND SPECIFICATIONS.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR VISITING SITE PRIOR TO BIDDING IN ORDER TO FAMILIARIZE THEMSELVES WITH ALL EXISTING CONDITIONS AFFECTING THE WORK, INCLUDING BUT NOT LIMITED TO PRIVATE AND PUBLIC UTILITIES, ON AND OFF SITE, ACCESS ROADS, AND OTHER SUPPORT FACILITIES.
8. CONTRACTOR MUST NOTIFY LANDSCAPE ARCHITECT IMMEDIATELY OF ANY UNEXPECTED OR UNKNOWN CONDITIONS OR DISCREPANCIES IN THE DRAWINGS AND CONTRACT DOCUMENTS, AS WELL AS ANY ERRORS OR OMISSIONS ON THE DRAWINGS PRIOR TO PROCEEDING WITH THE WORK OR SHOP FABRICATION.
9. CONTRACTOR SHALL PREPARE AND MAINTAIN ALL CONSTRUCTION AREAS, AS WELL AS SURROUNDING AREAS FREE OF DEBRIS OR HAZARDOUS EQUIPMENT AT ALL TIMES.

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Project Adress
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R.L.A.FL# 6667221

Title
COVER SHEET

SCALE: N.T.S.

NOT FOR CONSTRUCTION

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L-0.00A

ILLUSTRATIVE SITE PLAN
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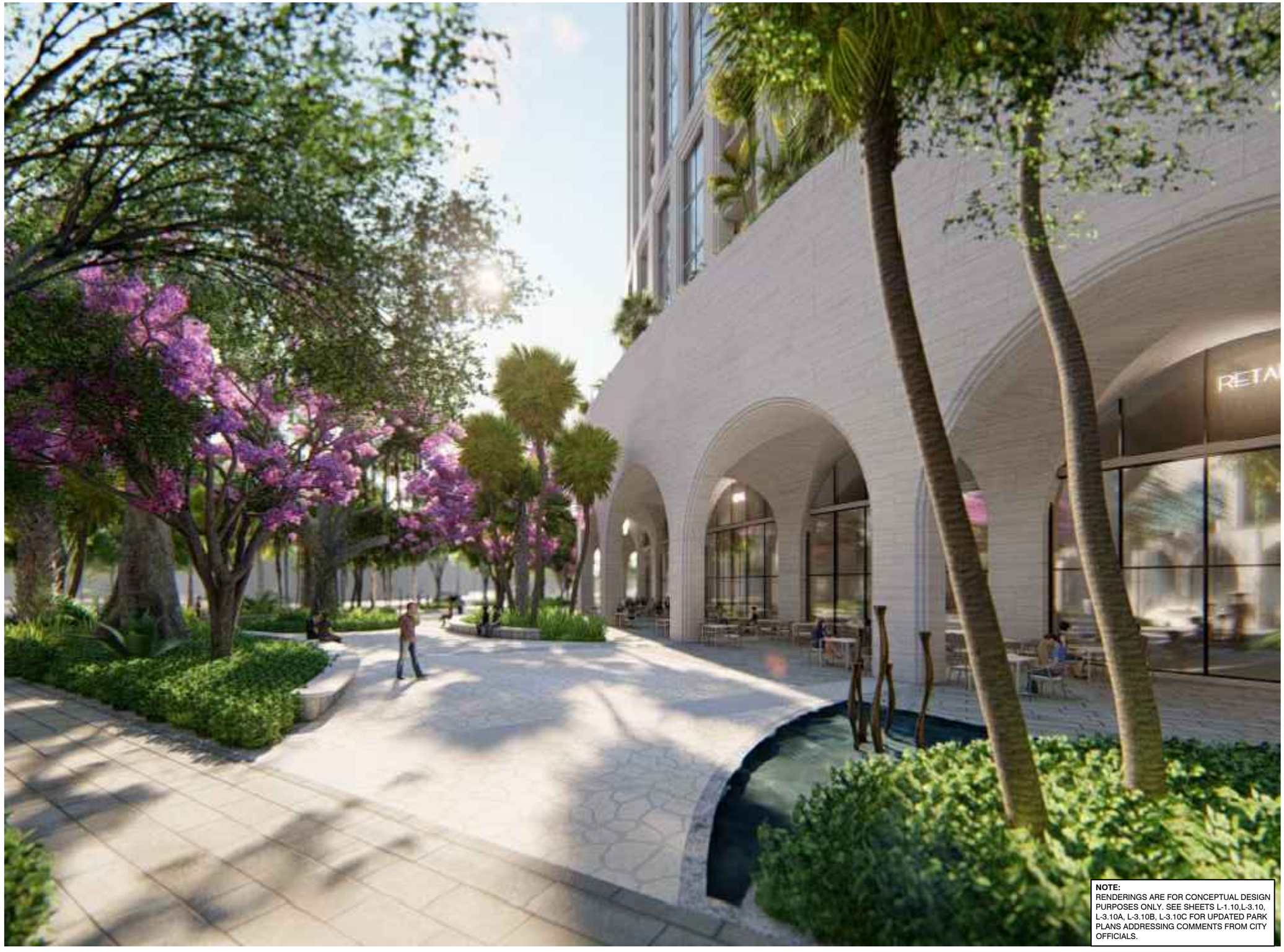

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Title
RENDERING

SCALE: N.T.S.

NOT FOR CONSTRUCTION

City of Coral Gables Historic Preservation Board Application

1812
Ponce Park Residences

Drawing Issued on 12/15/2020

L-0.00I

NOTE:
RENDERINGS ARE FOR CONCEPTUAL DESIGN PURPOSES ONLY. SEE SHEETS L-1.10,L-3.10, L-3.10A, L-3.10B, L-3.10C FOR UPDATED PARK PLANS ADDRESSING COMMENTS FROM CITY OFFICIALS.

Project No
1812

Project Adress
216 and 224 Catalonia Ave.,
3000 Ponce De Leon Blvd.,
and 203 University Drive.

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City of Coral Gables Historic Preservation Board Application

1812
Ponce Park Residences

Drawing Issued on 12/15/2020

L-0.00K

Attachment E

Bilzin Sumberg

Anthony De Yurre
Tel 305-350-2404
Fax 305-351-2222
adeyurre@bilzin.com

November 13, 2020

Dear Neighbor:

On behalf of RC Acquisitions, LLC, the applicant and owner of the properties located at 203 University Drive, 3000 Ponce de Leon Boulevard, 216 and 224 Catalonia Avenue, and the contract purchaser of the property located at 225 Malaga Avenue, please join us at a virtual public information meeting regarding the Ponce Park Residences project proposed on the properties, which will be conducted by the applicant's representatives. Please see below for instructions on signing into the meeting via Zoom.

Date: Tuesday, November 24, 2002
Time: 6:00-8:00pm
Location: Zoom link (please see below and instructions on the following pages)

https://bilzinsumberg.zoom.us/j/96049020558?pwd=SDI2MGhEcWNKRFdVQyswSnJIYkVPdz09 **or** https://bit.ly/2UelImu

Meeting ID: 960 4902 0558
Passcode: 195206
One tap mobile
+13017158592,,96049020558#,,,,,,0#,,195206# US (Washington D.C)
+13126266799,,96049020558#,,,,,,0#,,195206# US (Chicago)

Dial by your location
+1 301 715 8592 US (Washington D.C)
+1 312 626 6799 US (Chicago)
+1 646 876 9923 US (New York)
+1 408 638 0968 US (San Jose)
+1 669 900 6833 US (San Jose)
+1 253 215 8782 US (Tacoma)
+1 346 248 7799 US (Houston)
Meeting ID: 960 4902 0558
Passcode: 195206
Find your local number: https://bilzinsumberg.zoom.us/u/aHcb1hB6W

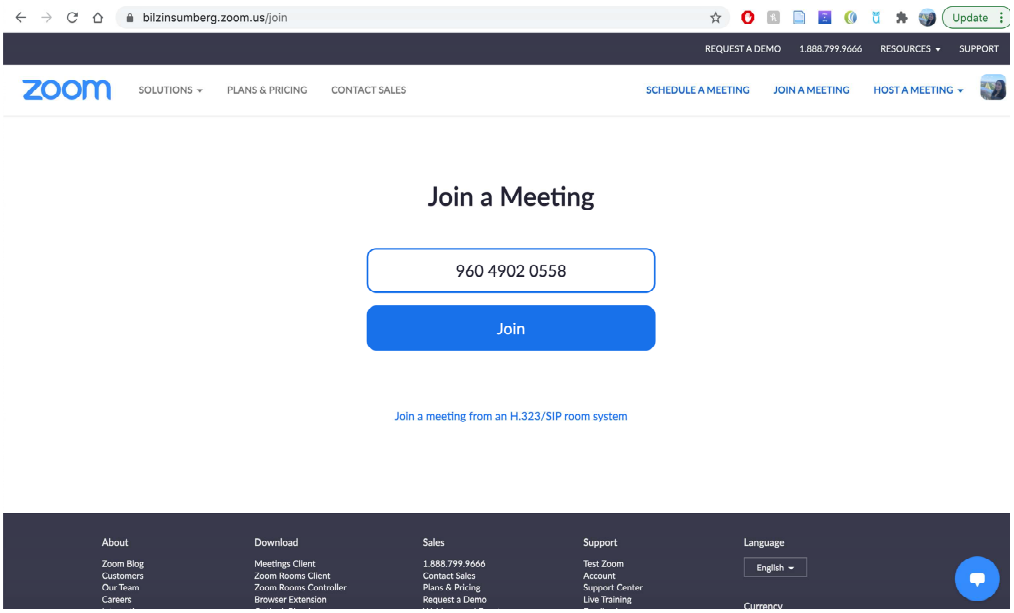
Sincerely,

Anthony De Yurre

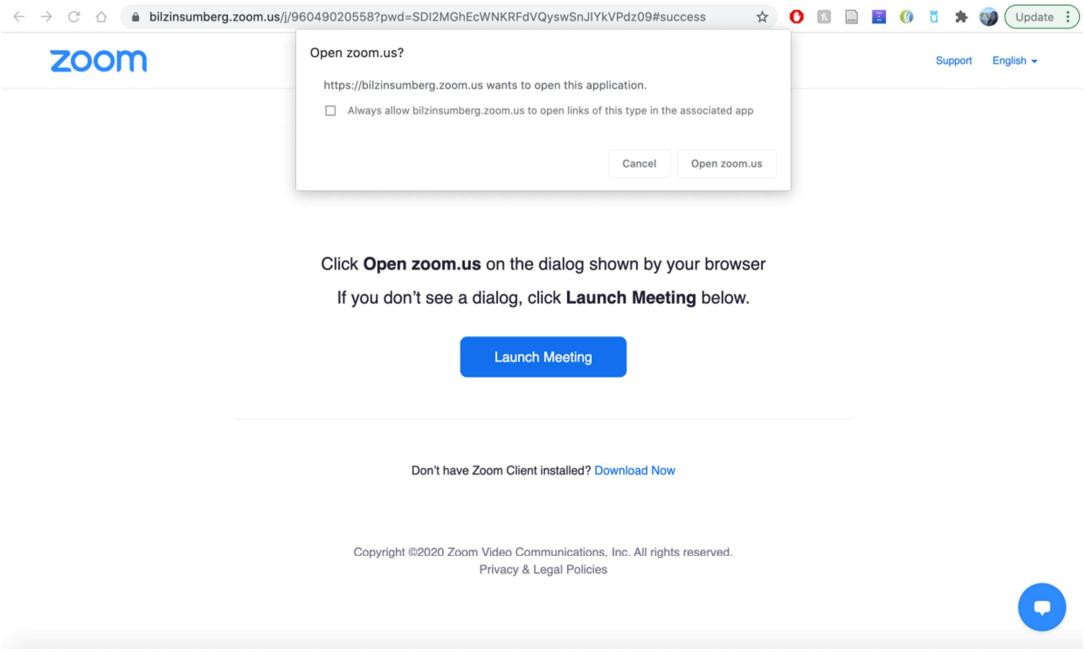
MIAMI 7479132.3 84043/89234

If you wish to join the meeting via Zoom, you will need to download the zoom app on to your phone, computer, or tablet. If downloading the application is not possible, please see above for the proper call-in numbers. If joining via Zoom, please see instructions below.

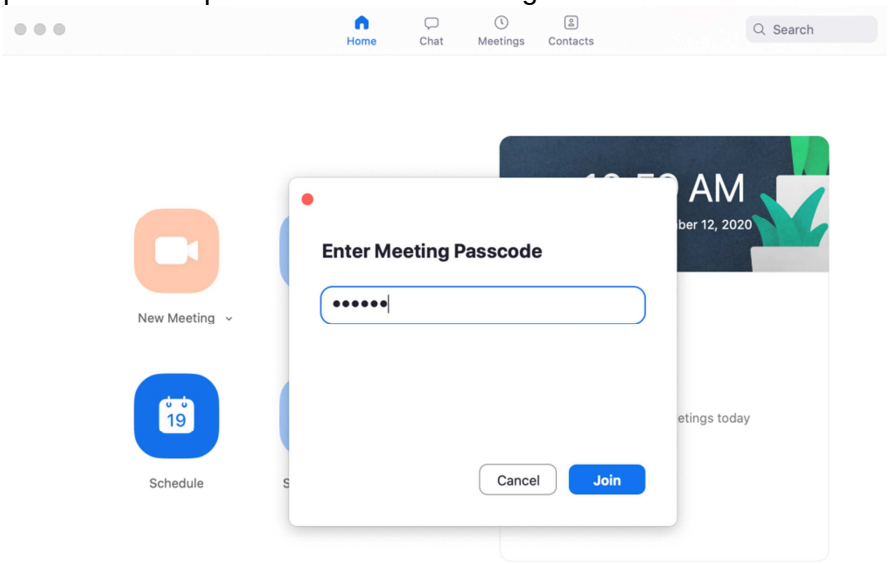
1) Please go to https://bilzinsumberg.zoom.us/join. This site will prompt you to enter the Meeting ID. For this meeting, the Meeting ID is **960 4902 0558.**



2) If you have already downloaded the Zoom app, it will prompt you to launch the app. If you have not yet downloaded the app, the download will start.



3) Once the Zoom application opens, you will be prompted to enter the meeting passcode. The passcode for this meeting is **195206.**



Ponce Park Residences Public Information Meeting Summary Minutes
Tuesday, November 24, 2020

Due to the ongoing COVID-19 pandemic, the meeting was held on Zoom via the link and meeting information provided in the mailed notice. The meeting began shortly after 6:00 pm. In attendance on behalf of the applicant were Derek Cardenas and Henry Pineiro from Allen Morris Company, Kevin Heidorn from Oppenheim Architecture, Andres Arcila from Naturalficial, Juan Espinosa from David Plummer & Associates, and Anthony De Yurre, Jennifer Fine, and Ellison Hersch from Bilzin Sumberg. A total of approximately 30 neighbors attended the meeting.

Attorney Anthony De Yurre began the meeting with a PowerPoint presentation and an overview of the surrounding area and the proposed project. Mr. De Yurre then went through the intersection analysis prepared by the traffic consultant and the accident reports from the City's Police Department in order to discuss how the proposed project and right-of-way vacations will improve both traffic and pedestrian safety. Mr. De Yurre also explained how the intent of the proposed project is to replace alleyway with pedestrian paseo and intersection with a public park and how the property line will move in order to increase the amount of open space provided.

Mr. De Yurre also described several of the design and architectural features of the proposed project, including the natural stone façade, pedestrian arcade, and intricate railings, and presented floor plans of each level of the building, as well as renderings of the building. Finally, Mr. De Yurre ended the presentation by displaying the proposed plans for the public park and landscaping.

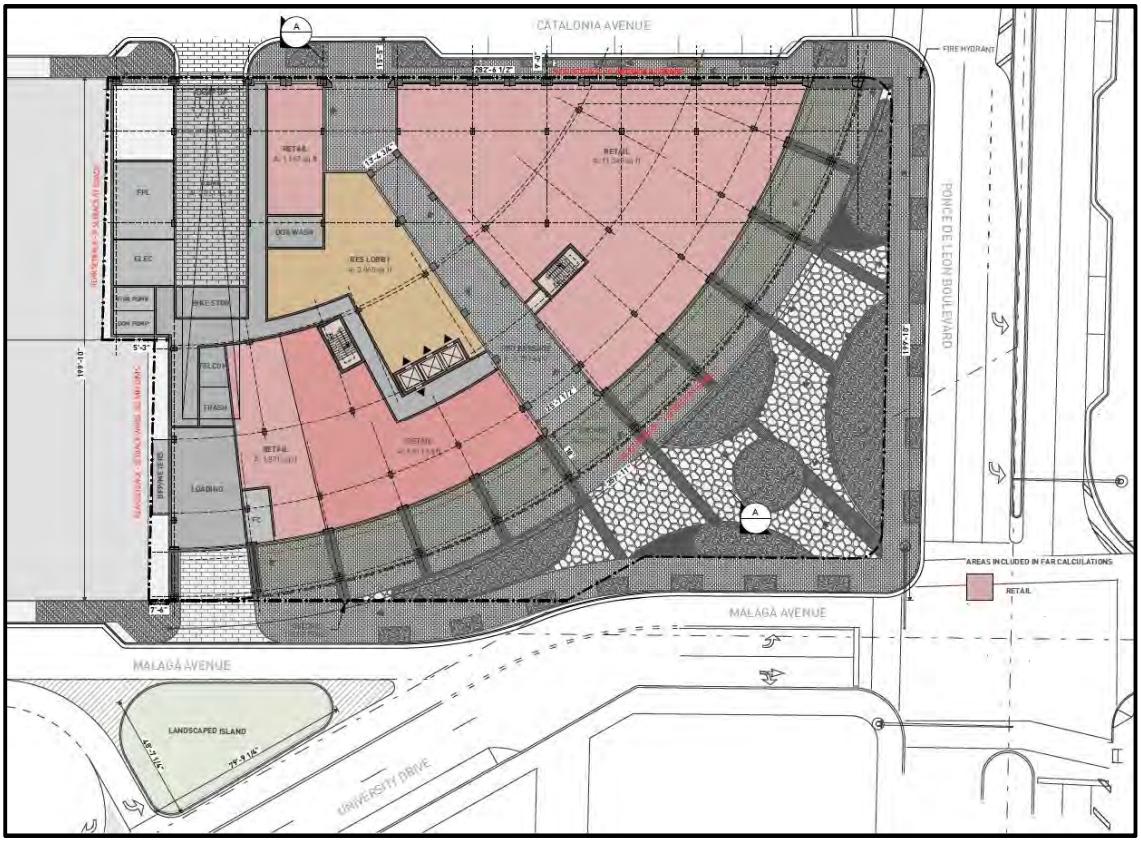
Several neighbors asked questions regarding the presentation and the project. Mr. Sebastian Ohanian asked about the timeline for completion. In response, Mr. De Yurre provided a summary of the approval process and explained that the project has received preliminary approval from the Board of Architects and that the next step is a public hearing before the Planning and Zoning Boar. After that, the project will be presented to the Historic Preservation Board, and, finally, it will go before the City Commission. He anticipates that the project will be approved in the first quarter of 2021 and will be completed in the first half of 2022. Mr. Ohanian thanked Mr. De Yurre for his response and complimented the design of the building.

Ms. Jeanette Martinez then asked whether the residential units in the building were going to be rental apartments or condominiums. She also expressed concern about the traffic impact of the project when combined with the traffic anticipated from The Plaza Coral Gables project across the street. She asked whether there had been a study considering the traffic impact of both projects? Mr. De Yurre explained that that the same traffic engineers have worked on both projects and the applicant and its team are working diligently to not only address existing traffic issues, but also to propose solutions for anticipated traffic conflicts, including the phasing of traffic lights.

Ms. Maria Menendez also said that she was worried about traffic, but acknowledged the beautiful design of the project. Mr. De Yurre explained that the City had retained the traffic consultants and that the traffic study was prepared for the City, not the applicant. Ms. Rosi Borroto said that she viewed the project as larger than "boutique", and Ms. Maru Sosa agreed, but said that the presentation was great. Mr. Arjan Honderd expressed that he was also worried about the scale of the project, but did not have any further questions for the applicant. Lastly, Mr. Steven Davis asked whether events would take place on the rooftop of the building or at the pool because he was worried about the noise. Mr. De Yurre responded that he understood the concerns of the neighbors regarding noise and would work with the applicant and the City to respond to their concerns. Lastly, several neighbors asked about pet waste in the neighborhood. The meeting concluded shortly after 7:30 pm.

Traffic Impact Analysis
for Submittal to
the City of Coral Gables

Ponce Park Tower
Coral Gables, Florida



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November 2020
143002008

Traffic Impact Analysis
for Submittal to
the City of Coral Gables

Ponce Park Tower

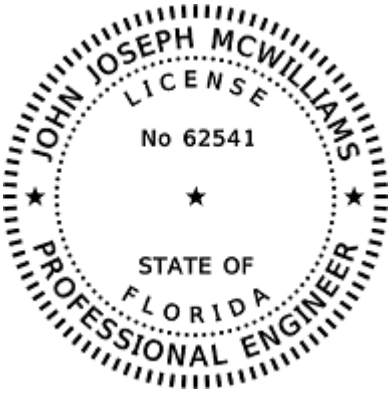
Coral Gables, Florida

Prepared for:

The City of Coral Gables

Prepared by:

Kimley-Horn and Associates, Inc.



This document has been digitally signed and sealed by John J. McWilliams, P.E., on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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November 2020
143002008

John J. McWilliams, P.E.
Florida Registration Number 62541
Kimley-Horn and Associates, Inc.
600 North Pine Island Road
Fort Lauderdale, FL 33324
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EXECUTIVE SUMMARY

The parcels located in the southwest quadrant of the intersection of Ponce de Leon Boulevard and Catalonia Avenue in Coral Gables, Florida are proposed to be redeveloped. Currently, the parcels proposed for redevelopment are occupied by 7,614 square feet of office space and 3,386 square feet of retail space. The proposed redevelopment consists of approximately 18,107 square feet of retail space and 171 high-rise multifamily residential units. Furthermore, the redevelopment proposes to eliminate the southbound free-flow right-turn from Ponce de Leon Boulevard to University Drive and modify the southbound approach at the intersection of Ponce de Leon Boulevard and Malaga Avenue to include a shared through/right-turn lane. The redevelopment is expected to be completed and opened by year 2022.

Primary access to the proposed redevelopment will be provided via one (1) full access driveway along the south side of Catalonia Avenue west of Ponce de Leon Boulevard. Self-parking will be provided within the proposed on-site parking garage. Note that a dedicated valet drop-off/pick-up area will be provided along the south side of Catalonia Avenue west of Ponce de Leon Boulevard. Loading access will be provided via a driveway along Malaga Avenue.

Trip generation for the proposed redevelopment was calculated using rates and/or equations contained in the Institute of Transportation Engineers' (ITE's) *Trip Generation Manual,* 10th Edition. The project is expected to generate 40 net new weekday A.M. peak hour vehicular trips and 81 net new weekday P.M. peak hour vehicular trips.

Capacity analyses indicate that the study intersections and corridors are expected to operate at accepted levels of service (LOS E+20% or better) during the A.M. and P.M. peak hours under all analysis conditions. However, the westbound approach at the intersection of University Drive and LeJeune Road operates at LOS F (worse than E+20%) during the P.M. peak hour under future background and future total analysis conditions. Note that the proposed project does not assign traffic to this approach.

A queuing analysis was performed to determine if the existing exclusive turn lane storage lengths at all study area intersections can accommodate expected vehicle queue lengths under existing, future background, and future total traffic conditions. The results of the analysis indicate that all existing exclusive turn lanes are able to accommodate the expected vehicle queues at all study intersections

under all analysis conditions with the exception of following:

- The northeastbound left-turn lane at the intersection of University Drive and LeJeune Road which extends beyond the provided storage length during the A.M. peak hour under existing, future background, and future total traffic conditions. This turn lane is constrained and cannot be extended.

- The southbound left-turn lane at the intersection of Almeria Avenue and Ponce de Leon Boulevard which extends beyond the provided storage length during the P.M. peak hour under future total traffic conditions. Note that the expected vehicle queues are anticipated to extend beyond the provided turn lane storage length by two (2) feet. As this distance is negligible, mitigation is not required.

The results of the multimodal level of service analyses (bicycle, pedestrian, and transit) indicate that the study corridors are expected to operate at accepted levels of service (LOS E+20% or better) during the A.M. and P.M. peak hours under all analysis conditions.

An entry gate queue analysis was prepared for the proposed redevelopment using the methodology outlined in ITE's *Transportation and Land Development*, 1988. The results of the analysis indicate that all anticipated queues are expected to be accommodated within the site without extending into the public right-of-way on Catalonia Avenue.

The results of the valet analysis indicate that two (2) valet attendants would be required at the valet drop-off/pick-up area during the A.M. peak hour and five (5) valet attendants would be required at the valet drop-off/pick-up area during the P.M. peak hour in order to accommodate the 95th percentile queues within the valet service area. The valet area will occupy three (3) on-street parking spaces.

Finally, the maneuverability analysis determined that passenger vehicles will be able to ingress, egress, and travel through the parking garage without conflicting with oncoming traffic or structural elements. Similarly, loading vehicles will be able to maneuver into and out of the on-site loading area without conflicting with structural elements. However, note that a back-in maneuver is required for loading vehicles to access the loading area.

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INTRODUCTION

The parcels located in the southwest quadrant of the intersection of Ponce de Leon Boulevard and Catalonia Avenue in Coral Gables, Florida are proposed to be redeveloped. Currently, the parcels proposed for redevelopment are occupied by 7,614 square feet of office space and 3,386 square feet of retail space. The proposed redevelopment consists of approximately 18,107 square feet of retail space and 171 high-rise multifamily residential units. Furthermore, the redevelopment proposes to eliminate the southbound free-flow right-turn from Ponce de Leon Boulevard to University Drive and modify the southbound approach at the intersection of Ponce de Leon Boulevard and Malaga Avenue to include a shared through/right-turn lane. The redevelopment is expected to be completed and opened by year 2022. A project location map is provided as Figure 1. A conceptual site plan is provided in Appendix A.

Kimley-Horn and Associates, Inc. has completed this traffic impact analysis for submittal to the City of Coral Gables. The purpose of the study is to assess the project's impact on the surrounding roadway network. This report summarizes the data collection and gathering, project trip generation, trip distribution and assignment, capacity analysis, queuing analysis, multimodal analysis, entry gate analysis, valet analysis, and maneuverability analysis.

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Figure 1
Project Location Map
Ponce Park Tower
Coral Gables, Florida

EXISTING TRAFFIC

A.M. peak period (7:00 A.M. to 9:00 A.M.) and P.M. peak period (4:00 P.M. to 6:00 P.M.) turning movement counts were collected on October 14, 2020 (Wednesday) at the following intersections:

- Almeria Avenue and Ponce de Leon Boulevard
- Catalonia Avenue and LeJeune Road
- Catalonia Avenue and Salzedo Street
- Catalonia Avenue and Ponce de Leon Boulevard
- University Drive and Ponce de Leon Boulevard
- Malaga Avenue and LeJeune Road
- Malaga Avenue and Salzedo Street
- Malaga Avenue and Ponce de Leon Boulevard
- University Drive and Salzedo Street
- University Drive and LeJeune Road

As a result of atypical traffic conditions due to the COVID-19 pandemic, an adjustment factor was developed to adjust traffic data collected during the COVID-19 pandemic to pre-COVID-19 conditions. Continuous traffic counts were collected for two (2) days along LeJeune Road between Coral Way and Andalusia Avenue and along Ponce de Leon Boulevard between Coral Way and Andalusia Avenue. The adjustment factor was developed by comparing the 2019 FDOT annual average daily traffic (AADT) count station data collected at FDOT Sites 878410 and 870024 with the daily traffic counts collected at the same locations. Based on the comparison, the turning movement counts at the study area intersections were increased a factor of 1.23 as summarized in Table 1.

Table 1: Existing Traffic Adjustment

Location	SW 42nd Avenue between Coral Way and Andalusia Avenue (FDOT Sta. ID: 870024)	Ponce de Leon Boulevard between Coral Way and Andalusia Avenue (FDOT Sta. ID: 878410)
FDOT Count Station (2019 AADT)	32,000	16,500
Existing Peak 24-Hour Count (2020 ADT)	27,132	12,859
Adjustment Factor	1.18	1.28
Average Adjustment Factor	1.23	

All volumes were collected in 15-minute intervals and the peak hour was determined for each intersection. Turning movement counts also included pedestrian and bicycle data. The appropriate Florida Department of Transportation (FDOT) peak season correction factor of 1.02 was applied to the traffic data based on the date of the data collection. Existing phasing and timing patterns were obtained from Miami-Dade County Department of Transportation and Public Works – Traffic Signals and Signs Division for all signalized study area intersections.

The turning movement counts, 48-hour continuous roadway segment counts, FDOT historic data, FDOT peak season factor category report, and signal timing data are included in Appendix B. Figure 2 presents the existing turning movement volumes at the study intersections during the A.M. and P.M. peak periods.

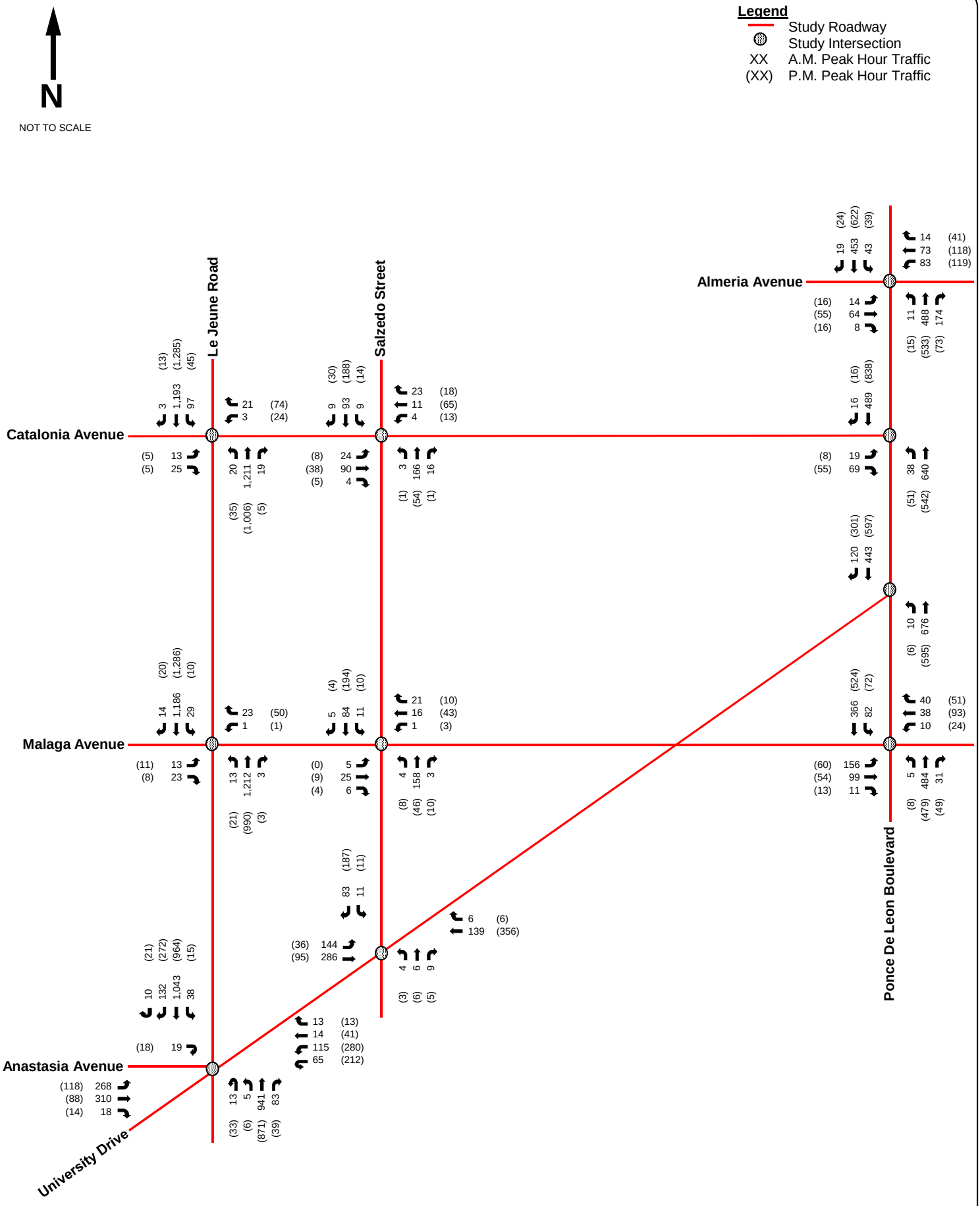

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Figure 2
Existing Peak Hour Traffic
Ponce Park Tower
Coral Gables, Florida

FUTURE BACKGROUND TRAFFIC

Future background traffic conditions are defined as expected traffic conditions on the roadway network in the year 2022 without the construction of the proposed redevelopment. Future background traffic volumes used in the analysis are the sum of the existing traffic and an additional amount of traffic generated by growth in the study area. Refer to Figure 3 for the 2022 peak hour background traffic volumes.

Background Area Growth

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

FDOT count stations referenced in this analysis include:

- Count Station #0024: SR 953/Le Jeune Road – 200 feet south of Coral Way/SR 972
- Count Station #8410: Ponce de Leon – 200 feet south of Miracle Mile

The historic growth rate analysis, based on FDOT count stations, examined linear, exponential, and decaying exponential growth rates for the most recent five (5) year and ten (10) year periods. The results of the historic growth rate analysis yielded negative growth rates for the most recent five (5) year and ten (10) year periods.

Based on the forecasted volumes obtained from the 2015 and 2045 FSUTMS SERPM, an annual growth rate of 0.51 percent (0.51%) was calculated in the vicinity of the development.

The highest calculated growth rate of 0.51 percent (0.51%) was applied annually to the existing traffic volumes for future (2022) background conditions. The worksheets used to analyze the historic growth trends along with the FSUTMS transportation model outputs are included in Appendix C.

Committed Developments

The Plaza Coral Gables development was identified as a committed but not yet built development to be included as a future background condition. Furthermore, the intersection improvements at the intersection of Ponce de Leon Boulevard and Malaga Avenue proposed as part of The Plaza Coral Gables development were also included as future background conditions. The intersection improvements include the addition of an exclusive southbound left-turn lane and an exclusive westbound right-turn lane. The existing median openings on Ponce de Leon boulevard at University Drive and Catalonia Avenue will be closed as part of these improvements. Trip assignment information for the committed development and detailed intersection improvement plans are included in Appendix D.

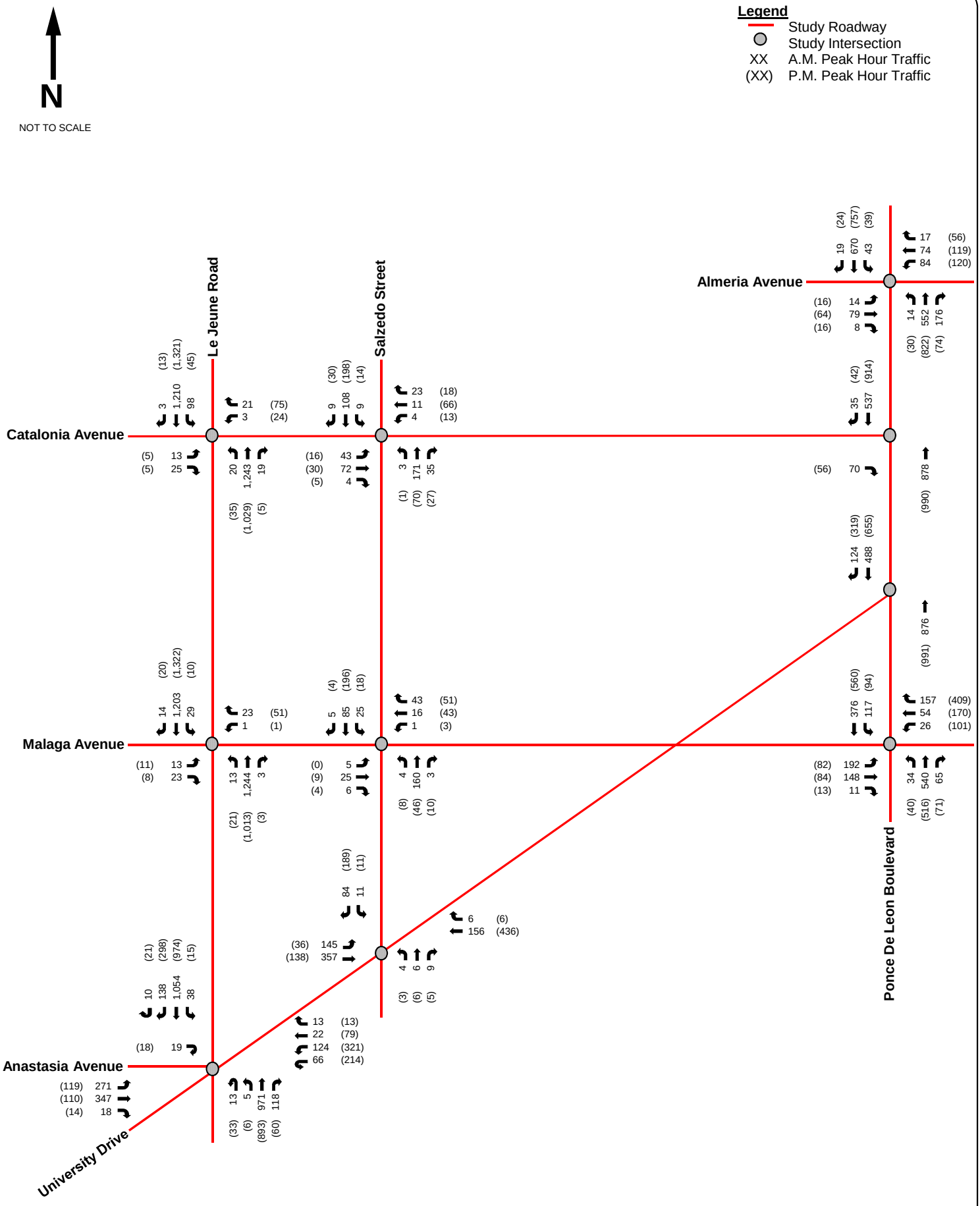

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Figure 3
Future Background Peak Hour Traffic
Ponce Park Tower
Coral Gables, Florida

PROJECT TRAFFIC

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

Existing and Proposed Land Uses

The parcels proposed for redevelopment are currently occupied by 7,614 square feet of office space and 3,386 square feet of retail space. The proposed redevelopment consists of 18,107 square feet of retail space and 171 high-rise multifamily residential units.

Project Access

Access to the proposed redevelopment will be provided via one (1) full access driveway along the south side of Catalonia Avenue west of Ponce de Leon Boulevard. Self-parking will be provided within the proposed on-site parking garage. Additionally, a portion of vehicles will also be valeted within the on-site garage. Note that one (1) dedicated valet drop-off/pick-up area will be provided along the south side of Catalonia Avenue west of Ponce de Leon Boulevard.

Proposed Roadway Modification

The redevelopment is proposing to eliminate the existing southbound free-flow right-turn from Ponce de Leon Boulevard on to University Drive. All vehicles utilizing the subject lane will be required to make a southbound right-turn at the signalized intersection of Ponce de Leon Boulevard and Malaga Avenue.

Trip Generation

Trip generation calculations for the proposed redevelopment were performed using rates and/or equations contained in the ITE *Trip Generation Manual,* 10th Edition. The trip generation for the existing development was determined using ITE Land Use Code (LUC) 710 (General Office Building) and LUC 820 (Shopping Center). The trip generation for the proposed redevelopment was determined using ITE LUC 820 and LUC 222 (Multifamily Housing [High-Rise]). Project trips were estimated for the weekday A.M. and P.M. peak hours.

Multimodal Reduction

A multimodal (public transit, bicycle, and pedestrian) factor based on US *Census Means of Transportation to Work* data was reviewed for the census tract in which the redevelopment is located. A multimodal factor of 8.3 percent (8.3%) was determined for the proposed redevelopment. It is expected that a portion of residents, guests, employees, and patrons will choose to walk, bike, or use public transit to and from the proposed redevelopment. Two (2) Miami-Dade Transit and one (1) City of Coral Gables Trolley routes are provided in the vicinity of the site. Detailed transit route information is included in Appendix E.

- MDT Route 42 operates along LeJeune Road in the vicinity of the study area with approximately 30-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.
- MDT Route 56 operates along LeJeune Road in the vicinity of the study area with approximately 60-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.
- City of Coral Gables Trolley operates along Ponce de Leon Boulevard in the vicinity of the study area with approximately 15-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.

Internal Capture

Internal capture is expected between the complementary land uses within the project. Internal capture trips for the project were determined based upon methodology contained in the ITE's *Trip Generation Handbook*, 3rd Edition. An internal capture rate of 23.8 percent (23.8%) for the P.M. peak hour trip generation are expected for the proposed redevelopment. No internal capture rate was applied to the A.M. peak hour trip generation.

Pass-By Capture

Pass-by capture trip rates were determined based on average rates provided in the ITE's *Trip Generation Handbook*, 3rd Edition. The pass-by capture rate for the retail land use is 34.0 percent (34.0%) during the P.M. peak hour.

Net New Project Trips

The net new project trips represent the additional vehicles on the roadway network. As shown in Table 2, the project is expected to generate 40 net new weekday A.M. peak hour trips and 81 net new weekday P.M. peak hour trips. Detailed trip generation information is included in Appendix F.

Table 2: Proposed Net New Trip Generation				
A.M. (P.M.) Peak Hour				
Future Land Use (ITE Code)	Scale	Net New External Trips	Entering Trips	Exiting Trips
Existing Development				
General Office Building (710)	7,614 square feet	30 (8)	27 (2)	3 (6)
Shopping Center (820)	3,386 square feet	2 (26)	1 (12)	1 (14)
Proposed Redevelopment				
Shopping Center (820)	18,107 square feet	16 (77)	10 (40)	6 (37)
Multifamily Housing (High-Rise) (222)	171 dwelling units	56 (38)	14 (21)	42 (17)
Net New Redevelopment				
Net New Vehicle Trips (vph)		40 (81)	-4[(1)] (47)	44 (34)

Note: [(1)] A.M. peak hour entering trips assumed to be zero (0) to provide a conservative analysis.

Trip Distribution and Assignment

The trip distribution was based on an interpolated cardinal trip distribution for the project site's traffic analysis zone (TAZ) obtained from the Miami-Dade Transportation Planning Organization's (TPO's) *2045 Long Range Transportation Plan Directional Trip Distribution Report*. The project is located within TAZ 1077. The cardinal distribution is shown in Table 3. Figure 4 details the project's trip distribution for the weekday A.M. and P.M. peak hours and Figure 5 details the project's trip assignment for the weekday A.M. and P.M peak hours. Figure 6 details the project's pass-by trip distribution for the weekday P.M. peak hour and Figure 7 details the project's pass-by trip assignment for P.M. peak hour. Detailed cardinal distribution calculations are contained in Appendix G.

Table 3: Cardinal Trip Distribution	
Cardinal Direction	Percentage of Trips
North-Northeast	19.0%
East-Northeast	13.0%
East-Southeast	4.0%
South-Southeast	2.0%
South-Southwest	18.0%
West-Southwest	14.0%
West-Northwest	11.0%
North-Northwest	19.0%
Total	100.0%

Additionally, a portion of vehicles will also be valeted within the on-site garage. Note that one (1) dedicated valet drop-off/pick-up area will be provided along the south side of Catalonia Avenue west of Ponce de Leon Boulevard. Based on input from the applicant, the following assumptions were utilized to determine the valet trip generation:

- 50.0 percent (50.0%) of vehicle trips generated by retail component will be valeted
- 10.0 percent (10.0%) of vehicle trips generated by residential component will be valeted

Figure 8 details the project's valet trip distribution for the weekday A.M. and P.M. peak hour and Figure 9 details the project's valet trip assignment for the A.M. and P.M. peak hour. Detailed trip generation calculations are contained in Appendix F.

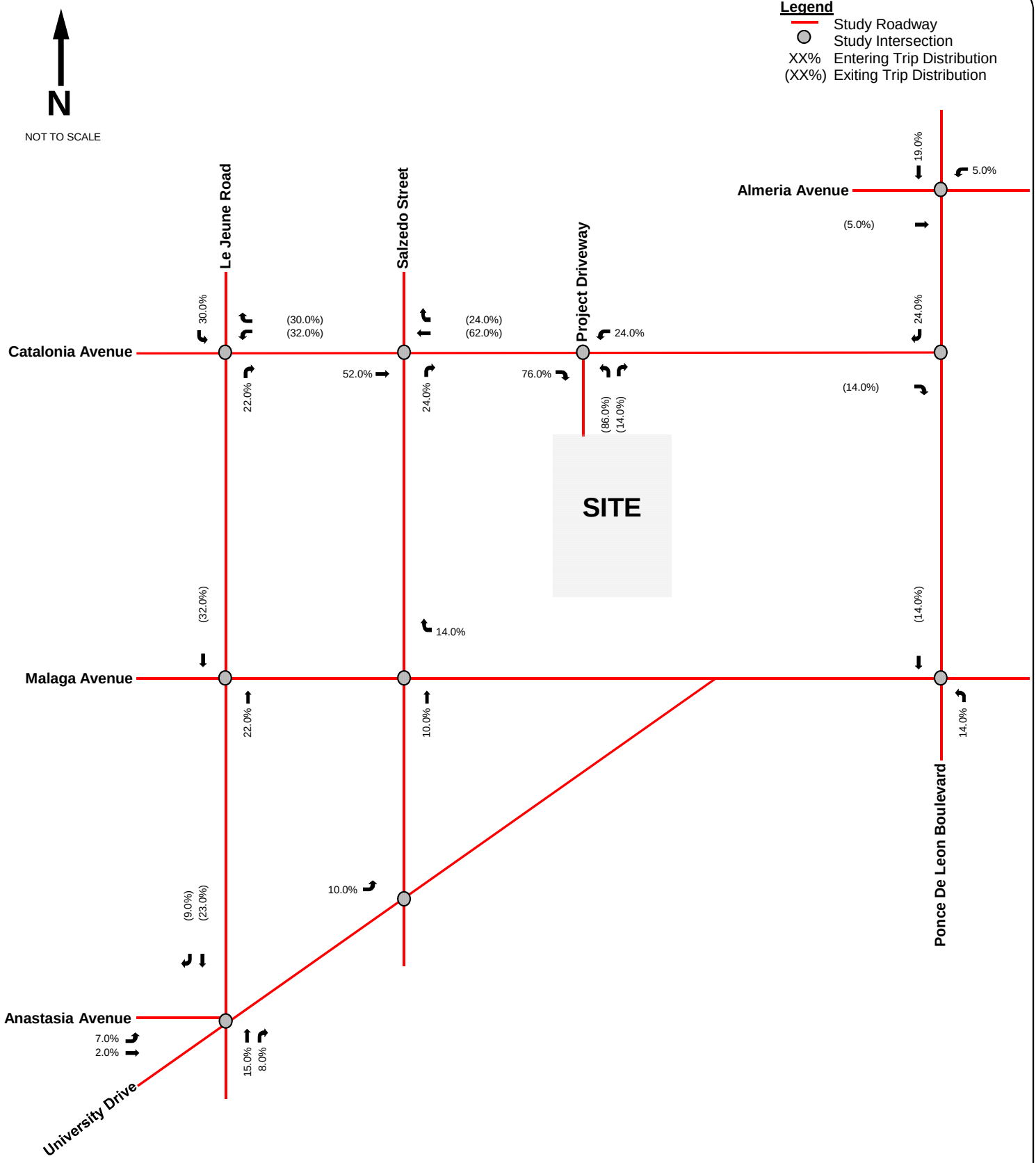

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Figure 4
Peak Hour Project Trip Distribution
Ponce Park Tower
Coral Gables, Florida

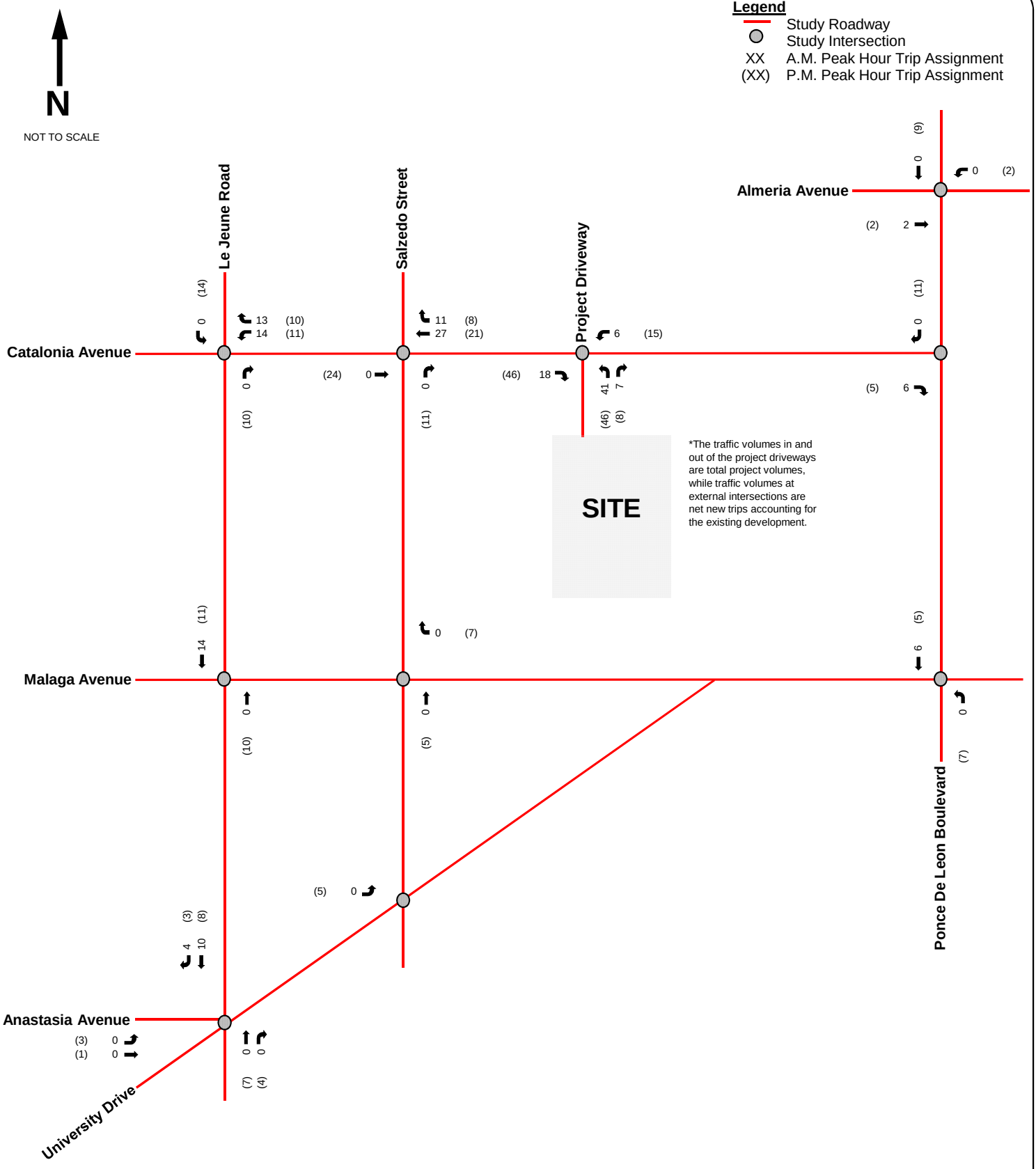

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Figure 5
Peak Hour Project Trip Assignment
Ponce Park Tower
Coral Gables, Florida

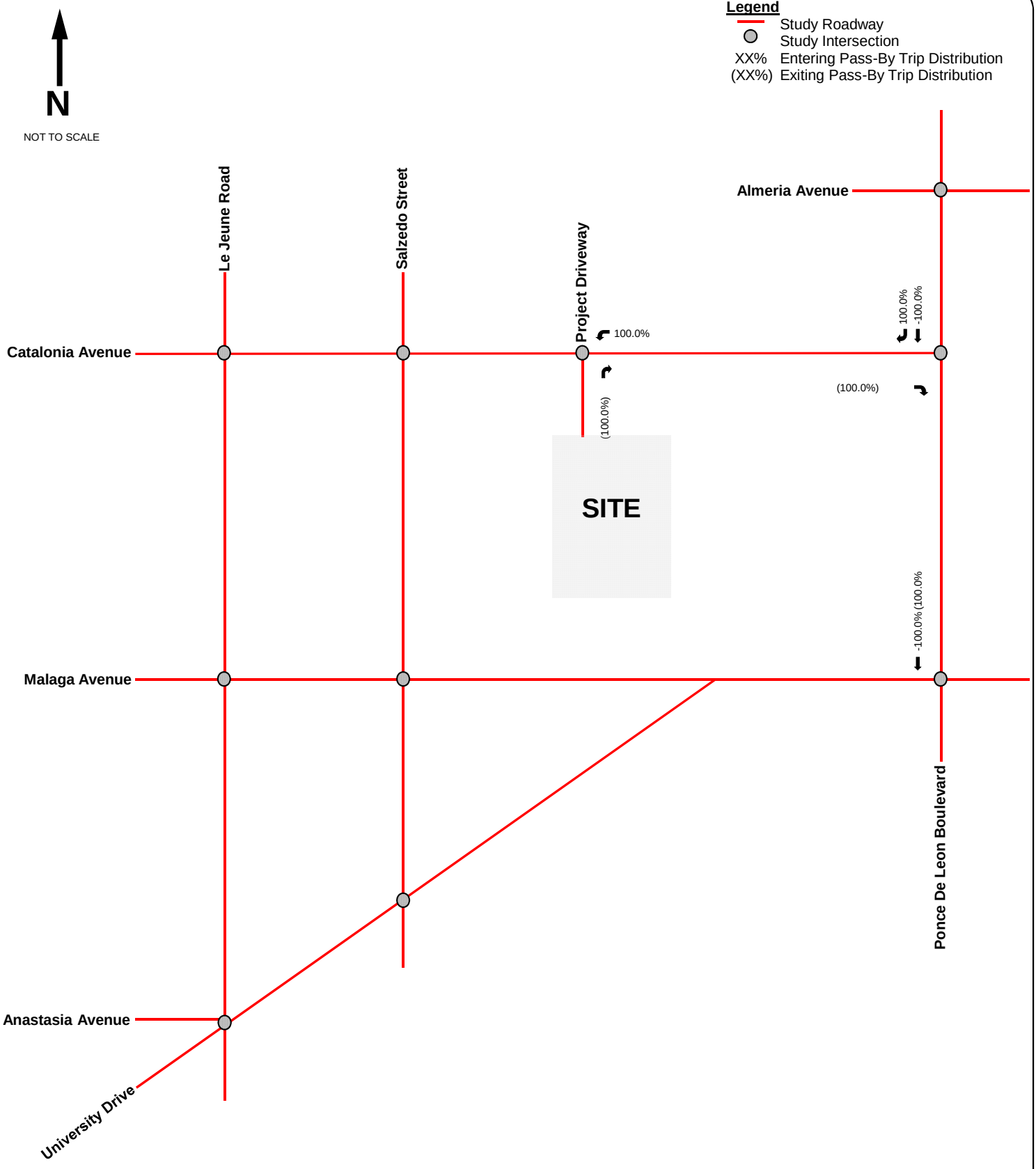

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Figure 6
P.M. Peak Hour Pass-By Trip Distribution
Ponce Park Tower
Coral Gables, Florida

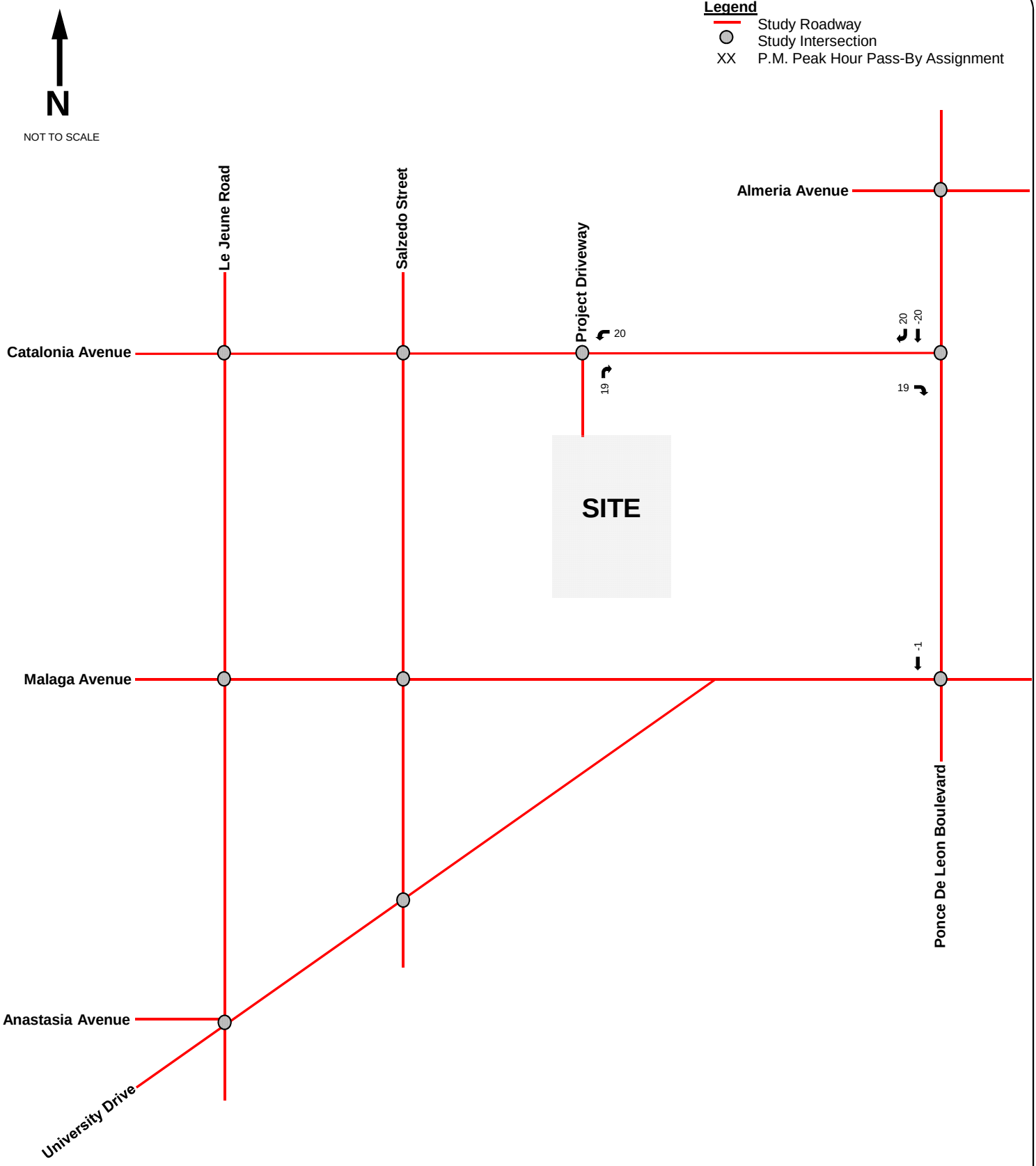

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Figure 7
P.M. Peak Hour Pass-By Trip Assignment
Ponce Park Tower
Coral Gables, Florida

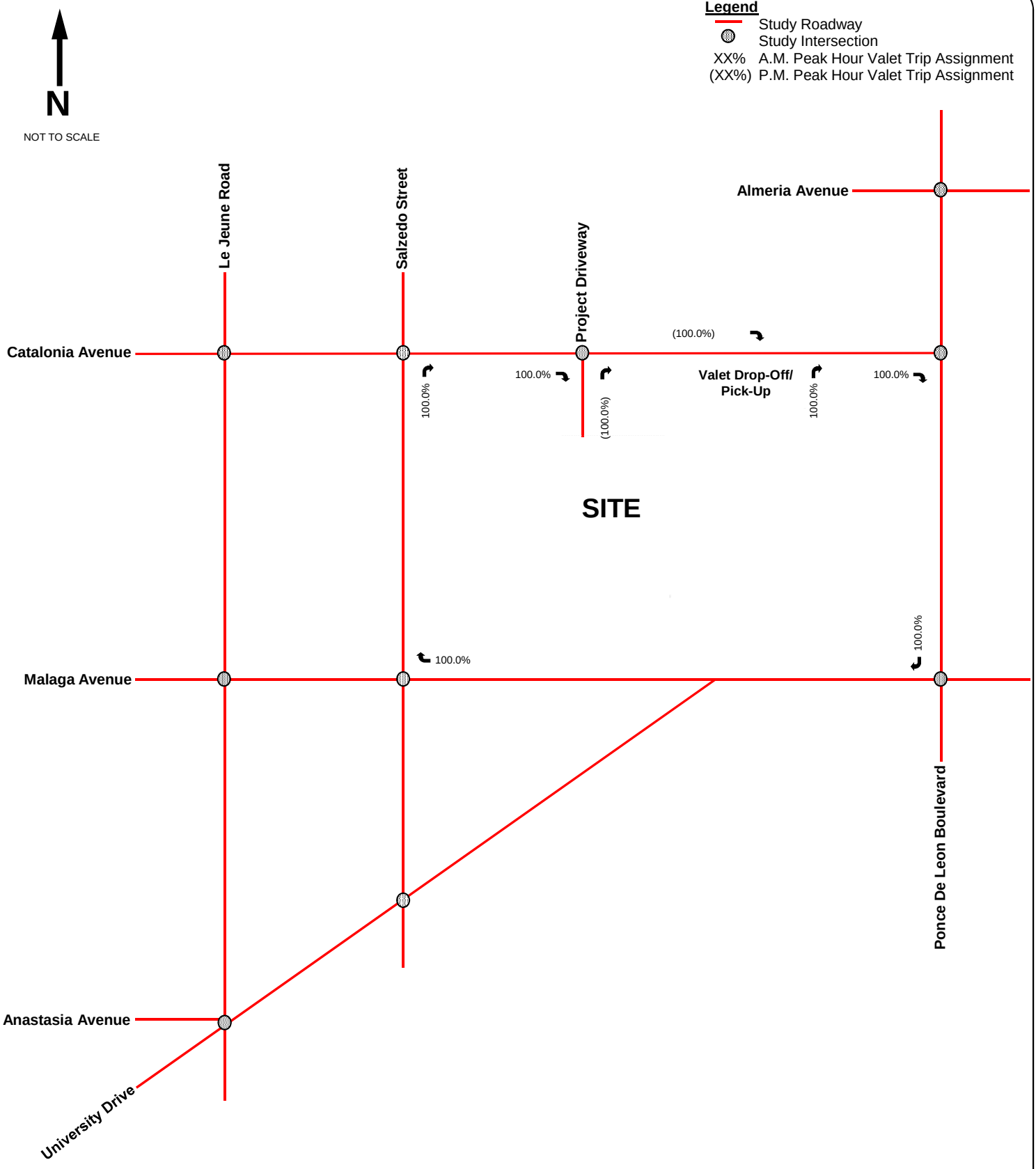

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Figure 8
Peak Hour Valet Trip Distribution
Ponce Park Tower
Coral Gables, Florida

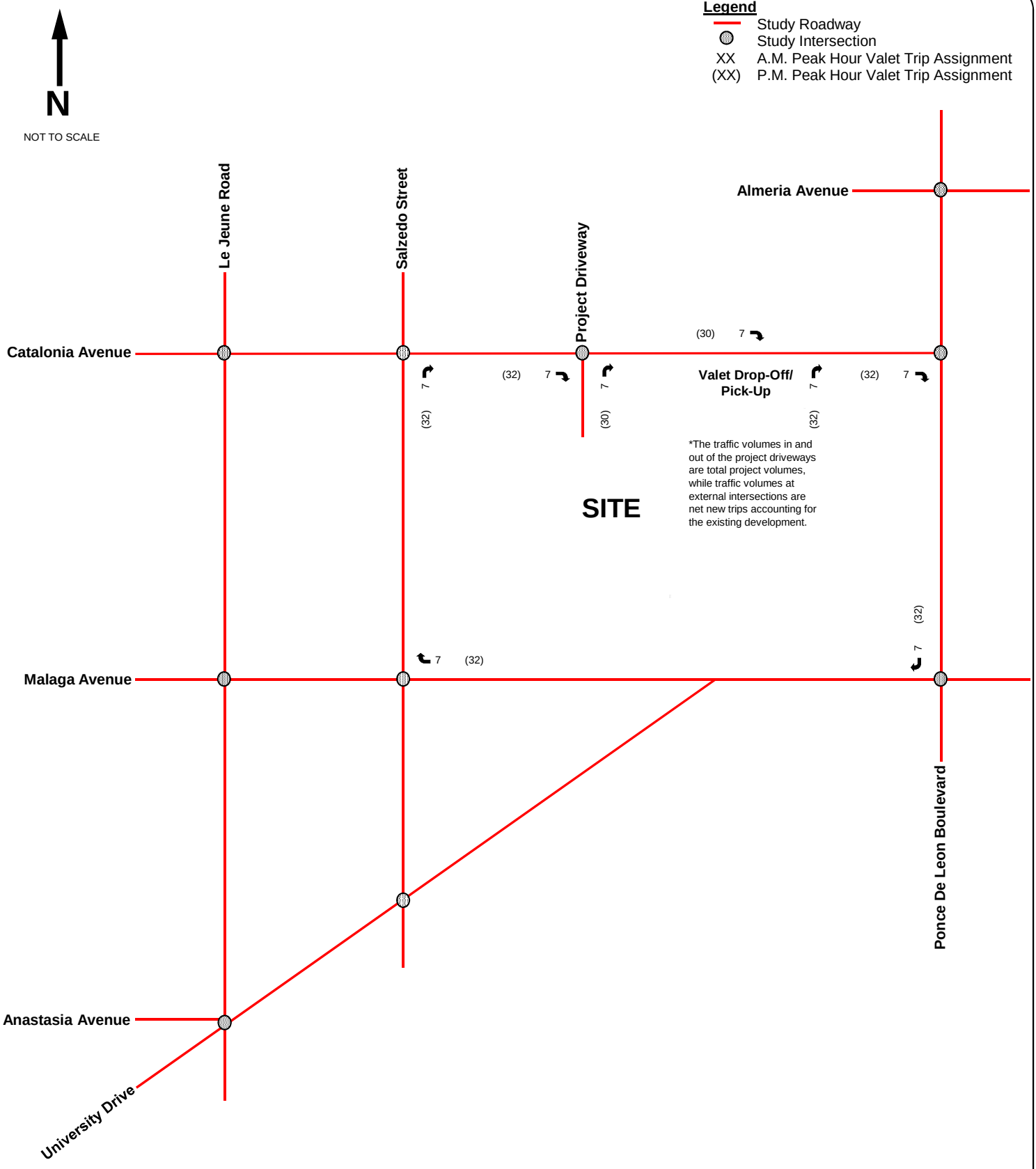

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Figure 9
Peak Hour Valet Trip Assignment
Ponce Park Tower
Coral Gables, Florida

FUTURE TOTAL TRAFFIC

Future total traffic conditions are defined as the expected traffic conditions in the year 2022 after the opening of the project. Total traffic volumes considered in the analysis for this project are the sum of the background traffic volumes and the expected project traffic volumes. The A.M. and P.M. peak hour future traffic volumes are shown in Figure 10. Volume Development worksheets for the study intersections are included in Appendix H.

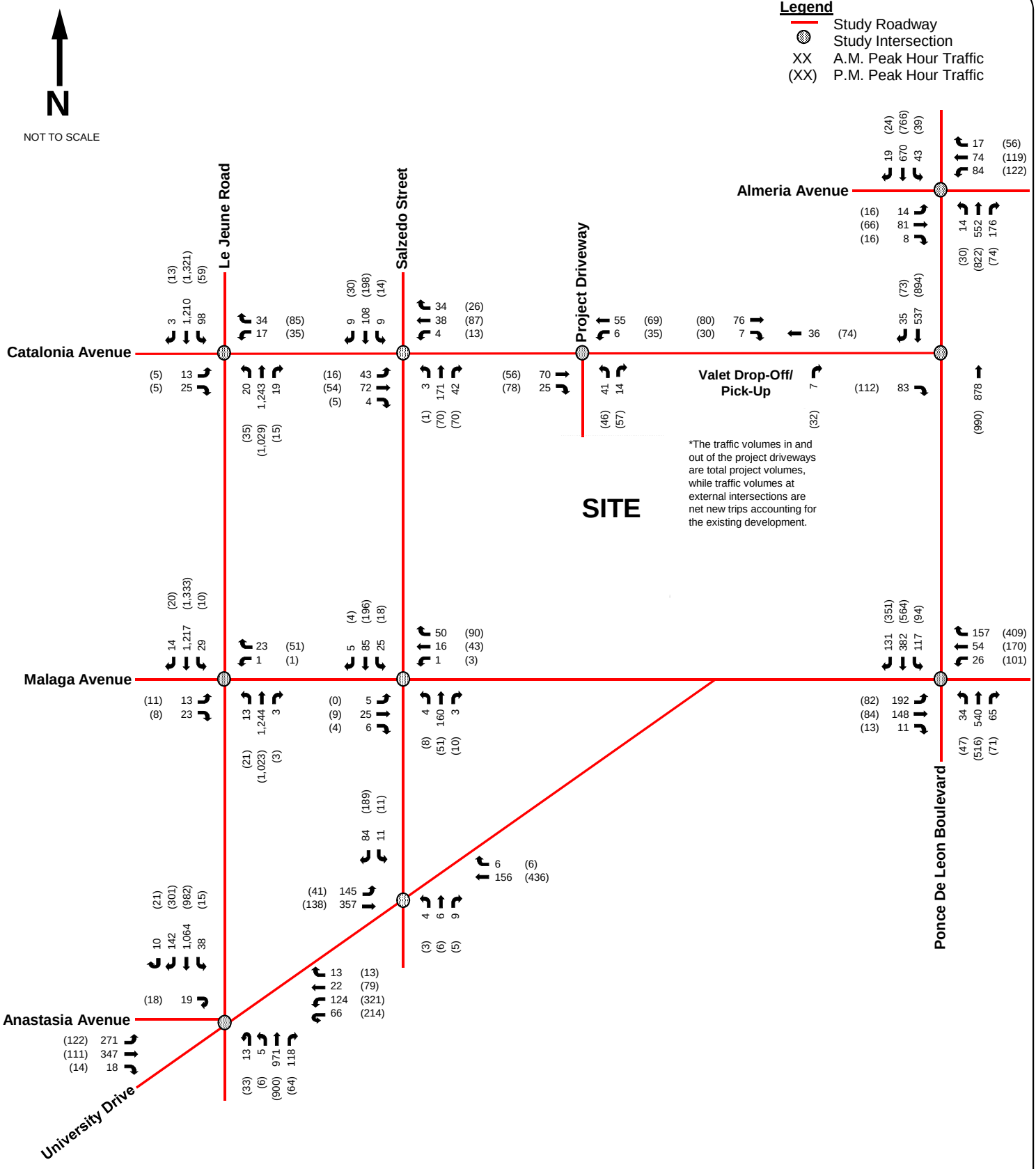

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Figure 10
Future Total Peak Hour Traffic
Ponce Park Tower
Coral Gables, Florida

INTERSECTION CAPACITY ANALYSIS

The study area intersection operating conditions were analyzed for three (3) scenarios (existing conditions, future background conditions, and future total conditions) using Trafficware's *SYNCHRO 10* software, which applies methodologies outlined in the Transportation Research Board's (TRB's) *Highway Capacity Manual* (HCM), 2000/6th Edition. Synchro worksheets for the study intersections are included in Appendix I. Per Policy MOB-2.1.1 of the City of Coral Gables Comprehensive Plan, the lowest acceptable level of service in this area is LOS E+20% as there is public transit with headways of twenty (20) minutes or less within a distance of half a mile (the Coral Gables Trolley operates along Ponce de Leon Boulevard with headways of 15 minutes or less).

A summary of the intersection analyses for the A.M. and P.M. peak hours is presented in Table 4 and Table 5. As shown, all study intersections are expected to operate at accepted levels of service during the A.M. and P.M. peak hours under all analysis conditions. However, the westbound approach at the intersection of University Drive and LeJeune Road operates at LOS F (worse than E+20%) during the P.M. peak hour under future background and future total analysis conditions. Note that the proposed project does not assign traffic to this approach.

Table 4: A.M. Peak Hour Intersection Capacity Analysis						
Intersection	**Traffic Control**	**Overall LOS/Delay**	**Approach LOS**			
			EB	**WB**	**NB**	**SB**
Existing Conditions (Future Background Conditions) [Future Total Conditions]						
Almeria Avenue and Ponce de Leon Boulevard	Signalized	B/14.3 sec (B/12.8 sec) [B/12.9 sec]	E (E) [E]	E+4% (E+3%) [E+3%]	A (A) [A]	A (A) [A]
Catalonia Avenue and LeJeune Road	Two-Way Stop Control	(1)	C (C) [C]	C (C) [D]	(2)	(2)
Catalonia Avenue and Salzedo Street	All-Way Stop Control	A/8.9 sec (A/9.0 sec) [A/9.2 sec]	A (A) [A]	A (A) [A]	A (A) [A]	A (A) [A]
Catalonia Avenue and Ponce de Leon Boulevard	One-Way Stop Control	(1)	B (A) [A]	(3)	(2)	(2)
University Drive and Ponce de Leon Boulevard	Free[4]	(1) ((1)) [(5)]	(3) ((3)) [(5)]	(3) ((3)) [(5)]	(2) ((2)) [(5)]	(2) ((2)) [(5)]
Malaga Avenue and LeJeune Road	Two-Way Stop Control	(1)	C (C) [C]	B (B) [B]	(2)	(2)
Malaga Avenue and Salzedo Street	Two-Way Stop Control	(1)	A (A) [A]	A (A) [A]	(2)	(2)
Malaga Avenue and Ponce de Leon Boulevard	Signalized	B/18.1 sec (C/29.2 sec)[6] [C/27.7 sec][7]	D (E) [E]	E (E) [E]	A (B) [B]	A (A) [A]
University Drive and Salzedo Street	Signalized	A/7.5 sec (A/6.6 sec) [A/6.6 sec]	A (A) [A]	A (A) [A]	D (D) [D]	D (D) [D]
University Drive and LeJeune Road	Signalized	D/36.3 sec (D/38.6 sec) [D/38.9 sec]	E (E) [E]	E (E) [E]	C (C) [C]	C (C) [C]
Catalonia Avenue and Project Driveway	One-Way Stop Control	(1)	(2)	(2)	(3) ((3)) [A]	(3)

Notes:
(1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(2) Approach operates under free-flow conditions. LOS is not defined.
(3) Approach does not exist.
(4) Intersection cannot be analyzed in HCM 6th Edition. Therefore, HCM 2000 was used.
(5) Intersection eliminated under future total conditions.
(6) Includes proposed improvements proposed by The Plaza Coral Gables development.
(7) Includes proposed reconfiguration of southbound approach to include a shared through/right lane.

Table 5: P.M. Peak Hour Intersection Capacity Analysis						
Intersection	**Traffic Control**	**Overall LOS/Delay**	**Approach LOS**			
			EB	**WB**	**NB**	**SB**
Existing Conditions (Future Background Conditions) [Future Total Conditions]						
Almeria Avenue and Ponce de Leon Boulevard	Signalized	B/19.1 sec (B/17.8 sec) [B/18.0 sec]	E (E) [E]	E (E+1%) [E+1%]	A (A) [A]	A (A) [A]
Catalonia Avenue and LeJeune Road	Two-Way Stop Control	(1)	C (C) [C]	C (C) [C]	(2)	(2)
Catalonia Avenue and Salzedo Street	All-Way Stop Control	A/8.9 sec (A/9.0 sec) [A/9.4 sec]	A (A) [A]	A (A) [A]	A (A) [A]	A (A) [B]
Catalonia Avenue and Ponce de Leon Boulevard	One-Way Stop Control	(1)	B (B) [B]	(3)	(2)	(2)
University Drive and Ponce de Leon Boulevard	Free[4]	(1) ((1)) [(5)]	(3) ((3)) [(5)]	(3) ((3)) [(5)]	(2) ((2)) [(5)]	(2) ((2)) [(5)]
Malaga Avenue and LeJeune Road	Two-Way Stop Control	(1)	C (C) [C]	B (B) [B]	(2)	(2)
Malaga Avenue and Salzedo Street	Two-Way Stop Control	(1)	A (A) [A]	A (A) [A]	(2)	(2)
Malaga Avenue and Ponce de Leon Boulevard	Signalized	C/31.8 sec (D/39.6 sec)[6] [D/38.1 sec][7]	D (D) [D]	F/>E+20% (E+1%) [E+12%]	A (C) [B]	A (B) [B]
University Drive and Salzedo Street	Signalized	C/25.6 sec (C/21.9 sec) [C/21.8 sec]	A (A) [A]	A (A) [A]	E (E) [E]	E+8% (E+7%) [E+7%]
University Drive and LeJeune Road	Signalized	D/39.8 sec (D/47.2 sec) [D/47.6 sec]	D (D) [D]	E (F/>E+20%) [F/>E+20%]	C (C) [C]	C (D) [D]
Catalonia Avenue and Project Driveway	One-Way Stop Control	(1)	(2)	(2)	(3) ((3)) [A]	(3)

Notes:
(1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(2) Approach operates under free-flow conditions. LOS is not defined.
(3) Approach does not exist.
(4) Intersection cannot be analyzed in HCM 6th Edition. Therefore, HCM 2000 was used.
(5) Intersection eliminated under future total conditions.
(6) Includes proposed improvements proposed by The Plaza Coral Gables development.
(7) Includes proposed reconfiguration of southbound approach to include a shared through/right lane.

TURN LANE QUEUE ANALYSIS

A turn lane queue analysis was performed to determine if the existing exclusive turn lane storage lengths at all study area intersections can accommodate expected 95th percentile vehicle queue lengths under existing, future background, and future total traffic conditions. The 95th percentile queue lengths were calculated using Trafficware's *SYNCHRO 10* software.

The results of the queue length analysis are summarized in Table 6 and Table 7. Synchro worksheets for the study intersections are included in Appendix I. The results of the analysis indicate that all existing exclusive turn lanes can accommodate the expected vehicle queues at all study intersections under all analysis conditions with the exception of following:

- The northeastbound left-turn lane at the intersection of University Drive and LeJeune Road which extends beyond the provided storage length during the A.M. peak hour under existing, future background, and future total traffic conditions. This turn lane is constrained and cannot be extended.
- The southbound left-turn lane at the intersection of Almeria Avenue and Ponce de Leon Boulevard which extends beyond the provided storage length during the P.M. peak hour under future total traffic conditions. Note that the expected vehicle queues are anticipated to extend beyond the provided turn lane storage length by two (2) feet. As this distance is negligible, mitigation is not required.

Table 6: A.M. Peak Hour Turn Lane Queuing Analysis *Existing Conditions (Future Background Conditions) [Future Total Conditions]*				
Intersection	Movement	95th Percentile Queue (ft) (1)	Existing Storage Length (ft)	Turn Lane Sufficient?
Almeria Avenue and Ponce de Leon Boulevard	Southbound Left-Turn	38 (40) [40]	50	Yes (Yes) [Yes]
Catalonia Avenue and LeJeune Road	Southbound Left-Turn	<25 (<25) [<25]	35	Yes (Yes) [Yes]
	Northbound Left-Turn	<25 (<25) [<25]	25	Yes (Yes) [Yes]
Malaga Avenue and LeJeune Road	Southbound Left-Turn	<25 (<25) [<25]	30	Yes (Yes) [Yes]
	Northbound Left-Turn	<25 (<25) [<25]	25	Yes (Yes) [Yes]
Malaga Avenue and Ponce de Leon Boulevard	Southbound Left-Turn(2)	(65) [100]	125	(Yes) [Yes]
University Drive and Salzedo Street	Northbound Left-Turn	<25 (<25) [<25]	160	Yes (Yes) [Yes]
University Drive and LeJeune Road	Northbound Left-Turn	32 (31) [33]	200	Yes (Yes) [Yes]
	Southbound Left-Turn	59 (63) [63]	80	Yes (Yes) [Yes]
	Northeastbound Left-Turn	353 (355) [355]	300	No (No) [No]

Notes: (1) The 95th percentile queue length is based on Synchro 10 capacity analyses. Minimum queue of 25 feet assumed.
(2) Turn-lane proposed by The Plaza Coral Gables development and does not exist under existing conditions.

Table 7: P.M. Peak Hour Turn Lane Queuing Analysis *Existing Conditions (Future Background Conditions) [Future Total Conditions]*				
Intersection	Movement	95th Percentile Queue (ft) (1)	Existing Storage Length (ft)	Turn Lane Sufficient?
Almeria Avenue and Ponce de Leon Boulevard	Southbound Left-Turn	46 (46) [52]	50	Yes (Yes) [No](3)
Catalonia Avenue and LeJeune Road	Southbound Left-Turn	<25 (<25) [<25]	35	Yes (Yes) [Yes]
	Northbound Left-Turn	<25 (<25) [<25]	25	Yes (Yes) [Yes]
Malaga Avenue and LeJeune Road	Southbound Left-Turn	<25 (<25) [<25]	30	Yes (Yes) [Yes]
	Northbound Left-Turn	<25 (<25) [<25]	25	Yes (Yes) [Yes]
Malaga Avenue and Ponce de Leon Boulevard	Southbound Left-Turn(2)	(m53) [m55]	125	(Yes) [Yes]
University Drive and Salzedo Street	Northbound Left-Turn	<25 (<25) [<25]	160	Yes (Yes) [Yes]
University Drive and LeJeune Road	Northbound Left-Turn	68 (69) [76]	200	Yes (Yes) [Yes]
	Southbound Left-Turn	25 (25) [26]	80	Yes (Yes) [Yes]
	Northeastbound Left-Turn	156 (157) [160]	300	Yes (Yes) [Yes]

Notes: (1) The 95th percentile queue length is based on Synchro 10 capacity analyses. Minimum queue of 25 feet assumed.
(2) Turn-lane proposed by The Plaza Coral Gables development and does not exist under existing conditions.
(3) Storage distance exceeded by queue is negligible, mitigation not required.
m 95th percentile queue is metered by upstream signal.

MULTIMODAL ANALYSIS

Multimodal level of service analyses were performed using *ARTPLAN 2012* software which applies methodologies from the FDOT *Quality/Level of Service Handbook*. Multimodal level of service analyses were performed for the following roadways within the immediate vicinity of the project site:

- Ponce de Leon Boulevard between Palermo Avenue and Catalonia Avenue
- Salzedo Street between Palermo Avenue and Catalonia Avenue
- LeJeune Road between Malaga Avenue and Catalonia Avenue
- University Drive between Salzedo Street and Malaga Avenue

Note that sidewalks are present along both sides of each street within a two-block radius of the site. However, bicycle lanes are only provided along a segment of Salzedo Street north of Catalonia Avenue. The nearest bus stop locations are located on the east side of LeJeune Road, just north of Catalonia Avenue and on the west side of LeJeune Road, just north of Palermo Avenue. These bus stops are served by the Miami-Dade Metrobus Routes 42 and 56. The nearest Coral Gables Trolley stops are located on the east side of Ponce de Leon Boulevard, just north of Catalonia Avenue and on the west side of Ponce de Leon Boulevard, just north of Palermo Avenue.

A summary of the multimodal analyses for the A.M. and P.M. peak hours are presented in Tables 8 and 9. As these tables indicate, the study roadways are expected to have bicycle, pedestrian, and transit levels of service of LOS E or better during the A.M. and P.M. peak hours under all analysis conditions. *ARTPLAN* worksheets for the study roadways are included in Appendix J.

Table 8: A.M. Peak Hour Multimodal Analysis					
Roadway	From/To	Direction	Bicycle LOS	Pedestrian LOS	Transit LOS
Existing Conditions (Background Conditions) [Future Total Conditions]					
Ponce de Leon Boulevard	Palermo Avenue to Catalonia Avenue	NB	C (C) [C]	B (B) [B]	D (D) [D]
		SB	C (C) [C]	A (A) [A]	D (D) [D]
Salzedo Street	Palermo Avenue to Catalonia Avenue	NB	C (C) [C]	A (A) [A]	N/A[(1)]
		SB	B (B) [B]	A (A) [A]	N/A[(1)]
LeJeune Road	Malaga Avenue to Catalonia Avenue	NB	E (E) [E]	C (C) [C]	E (E) [E]
		SB	E (E) [E]	C (C) [C]	E (E) [E]
University Drive	Salzedo Street to Malaga Avenue	NB	C (C) [C]	A (A) [A]	N/A[(1)]
		SB	B (B) [B]	C (C) [C]	N/A[(1)]

Note: [(1)] Transit level of service not applicable as transit service is not available along segment.

Table 9: P.M. Peak Hour Multimodal Analysis					
Roadway	From/To	Direction	Bicycle LOS	Pedestrian LOS	Transit LOS
Existing Conditions (Background Conditions) [Future Total Conditions]					
Ponce de Leon Boulevard	Palermo Avenue to Catalonia Avenue	NB	C (C) [C]	B (B) [B]	D (D) [D]
		SB	D (D) [D]	A (A) [A]	D (D) [D]
Salzedo Street	Palermo Avenue to Catalonia Avenue	NB	B (B) [B]	A (A) [A]	N/A[(1)]
		SB	C (C) [C]	A (A) [A]	N/A[(1)]
LeJeune Road	Malaga Avenue to Catalonia Avenue	NB	D (D) [D]	C (C) [C]	E (E) [E]
		SB	E (E) [E]	C (C) [C]	E (E) [E]
University Drive	Salzedo Street to Malaga Avenue	NB	B (B) [B]	A (A) [A]	N/A[(1)]
		SB	C (C) [C]	D (D) [D]	N/A[(1)]

Note: [(1)] Transit level of service not applicable as transit service is not available along segment.

ENTRY GATE ANALYSIS

An entry gate queue analysis for the proposed redevelopment using the methodology outlined in ITE's *Transportation and Land Development*, 1988 was performed at the parking garage entry gate. The entry gate will be located on the first level of the parking garage and will provide access to residents only. Based on the project trip generation, a total of 14 A.M. peak hour inbound trips and 21 P.M. peak hour inbound trips are expected at the entry gate.

A proximity card access control system was assumed, which has a processing time of six (6) seconds per vehicle based on *Parking Structures* 3rd Edition*: Planning, Design, Construction, Maintenance, and Repair,* 2001*.*

The queuing analysis used the single-channel waiting line model with Poisson arrivals and exponential service times. The queuing analysis is based on the coefficient of utilization, ρ, which is the ratio of the average vehicle arrival rate over the average service rate multiplied by the number of channels. If the coefficient of utilization (average service rate/valet attendant service capacity) is greater than one (>1), the calculation methodology does not yield a finite queue length. This result indicates overcapacity conditions for the entry gate area. The entry gate service capacity is the number of vehicles the entry gate can service in a one-hour period multiplied by the number of entry gates. The analysis determined the required queue storage, M, which is exceeded P percent of the time. Table 10 summarizes the entry gate analysis.

Table 10: Peak Hour Entry Gate Analysis			
A.M. Peak Hour (P.M. Peak Hour)			
Entrance	Entering Volumes (vph)	Service Rates (minutes/vehicle)	95th Percentile Queue
Resident Gate	14 (21)	0.100 (0.100)	< 1 vehicle (< 1 vehicle)

The 95th percentile queue length for the resident entry gate is less than one (1) vehicle behind the service position during the A.M. and P.M. peak hours. Detailed entry gate calculations are included in Appendix K.

VALET ANALYSIS

A valet operations analysis for the proposed redevelopment was prepared consistent with procedures described in the ITE's *Transportation and Land Development*, 1988. The redevelopment will be served by one (1) on-street valet drop-off/pick-up area located along Catalonia Avenue just west of Ponce de Leon Boulevard. The valet drop-off/pick-up area provides storage for three (3) vehicles. Valet service will be provided for residential guests and retail patrons. It is expected that 10 percent (10%) of residential trips and 50 percent (50%) of retail trips will utilize the valet service.

The analysis results indicate that two (2) valet attendants would be required at the valet drop-off/pick-up area during the A.M. peak hour and five (5) valet attendants would be required at the valet drop-off/pick-up area during the P.M. peak hour in order to accommodate the 95th percentile queues within the valet service area. The valet area will occupy three (3) on-street parking spaces. A detailed valet analysis memorandum is included in Appendix L.

MANEUVERABILITY ANALYSIS

A maneuverability analysis for the proposed redevelopment was prepared for the parking garage and ground level access to the loading area. The analysis was performed using Transoft's *AutoTurn 10* software design vehicle turning templates and vehicle turning templates consistent with American Association of State Highway and Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets*, 2004/2011/2018. The analysis was prepared using passenger car (P) design vehicles for the parking garage. Single-unit 30-foot (SU-30) design vehicles were used for deliveries and loading activities in the loading area.

The analysis determined that passenger vehicles will be able to ingress, egress, and travel through the parking garage without conflicting with oncoming traffic or structural elements. Similarly, loading vehicles will be able to maneuver into and out of the on-site loading area without conflicting with structural elements. However, note that a back-in maneuver is required for loading vehicles to access the loading area. A detailed maneuverability analysis memorandum is included in Appendix M.

CONCLUSION

The parcels located in the southwest quadrant of the intersection of Ponce de Leon Boulevard and Catalonia Avenue in Coral Gables, Florida are proposed to be redeveloped. Currently, the parcels proposed for redevelopment are occupied by 7,614 square feet of office space and 3,386 square feet of retail space. The proposed redevelopment consists of approximately 18,107 square feet of retail space and 171 high-rise multifamily residential units. Furthermore, the redevelopment proposes to eliminate the southbound free-flow right-turn from Ponce de Leon Boulevard to University Drive and modify the southbound approach at the intersection of Ponce de Leon Boulevard and Malaga Avenue to include a shared through/right-turn lane. The redevelopment is expected to be completed and opened by year 2022

Primary access to the proposed redevelopment will be provided via one (1) full access driveway along the south side of Catalonia Avenue west of Ponce de Leon Boulevard. Self-parking will be provided within the proposed on-site parking garage. Note that a dedicated valet drop-off/pick-up area will be provided along the south side of Catalonia Avenue west of Ponce de Leon Boulevard. Loading access will be provided via a driveway along Malaga Avenue.

Trip generation for the proposed redevelopment was calculated using rates and/or equations contained in the Institute of Transportation Engineers' (ITE's) *Trip Generation Manual,* 10th Edition. The project is expected to generate 40 net new weekday A.M. peak hour vehicular trips and 81 net new weekday P.M. peak hour vehicular trips.

Capacity analyses indicate that the study intersections and corridors are expected to operate at accepted levels of service (LOS E+20% or better) during the A.M. and P.M. peak hours under all analysis conditions. However, the westbound approach at the intersection of University Drive and LeJeune Road operates at LOS F (worse than E+20%) during the P.M. peak hour under future background and future total analysis conditions. Note that the proposed project does not assign traffic to this approach.

A queuing analysis was performed to determine if the existing exclusive turn lane storage lengths at all study area intersections can accommodate expected vehicle queue lengths under existing, future background, and future total traffic conditions. The results of the analysis indicate that all existing exclusive turn lanes are able to accommodate the expected vehicle queues at all study intersections

under all analysis conditions with the exception of following:

- The northeastbound left-turn lane at the intersection of University Drive and LeJeune Road which extends beyond the provided storage length during the A.M. peak hour under existing, future background, and future total traffic conditions. This turn lane is constrained and cannot be extended.

- The southbound left-turn lane at the intersection of Almeria Avenue and Ponce de Leon Boulevard which extends beyond the provided storage length during the P.M. peak hour under future total traffic conditions. Note that the expected vehicle queues are anticipated to extend beyond the provided turn lane storage length by two (2) feet. As this distance is negligible, mitigation is not required.

The results of the multimodal level of service analyses (bicycle, pedestrian, and transit) indicate that the study corridors are expected to operate at accepted levels of service (LOS E+20% or better) during the A.M. and P.M. peak hours under all analysis conditions.

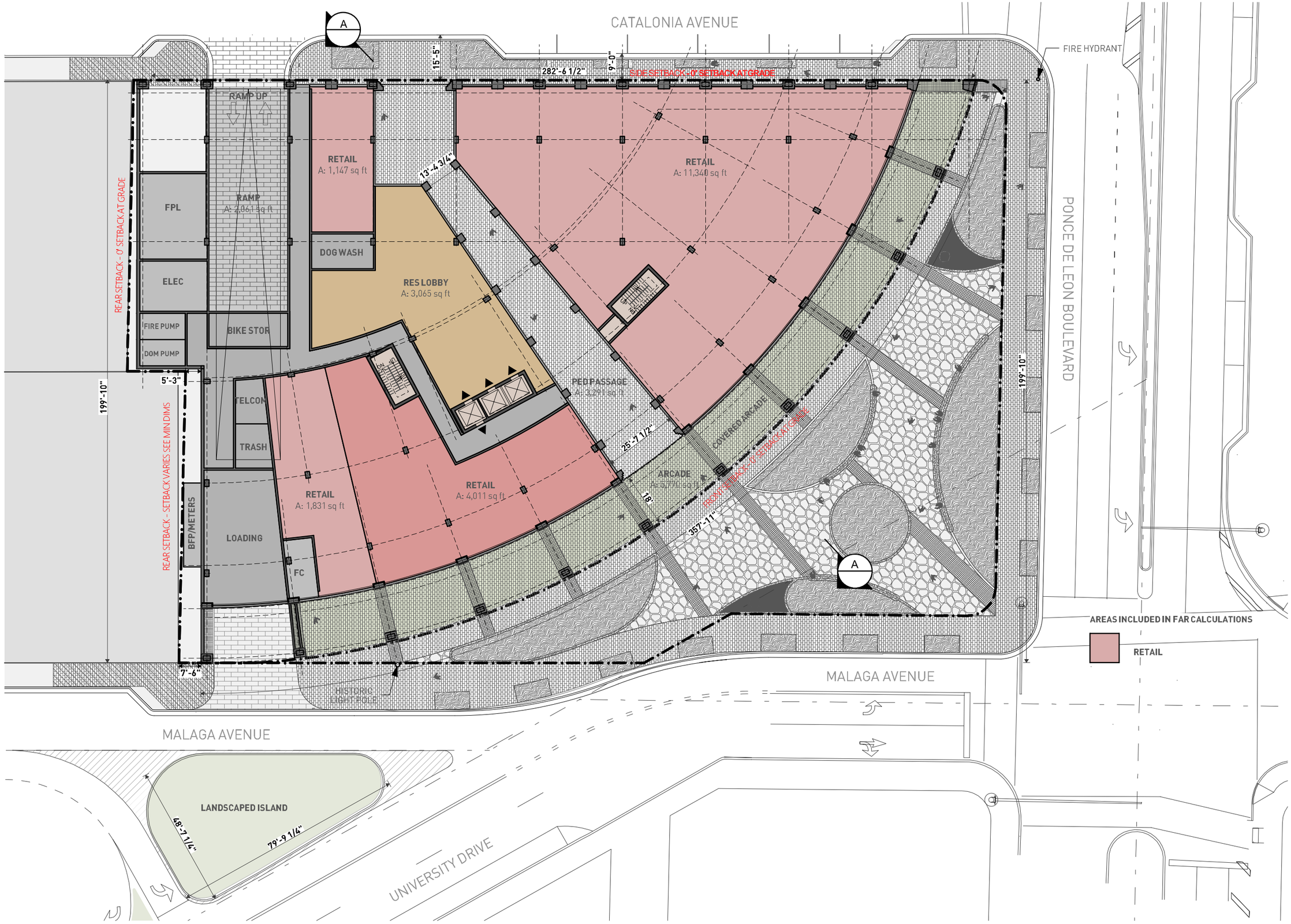
An entry gate queue analysis was prepared for the proposed redevelopment using the methodology outlined in ITE's *Transportation and Land Development*, 1988. The results of the analysis indicate that all anticipated queues are expected to be accommodated within the site without extending into the public right-of-way on Catalonia Avenue.

The results of the valet analysis indicate that two (2) valet attendants would be required at the valet drop-off/pick-up area during the A.M. peak hour and five (5) valet attendants would be required at the valet drop-off/pick-up area during the P.M. peak hour in order to accommodate the 95th percentile queues within the valet service area. The valet area will occupy three (3) on-street parking spaces.

Finally, the maneuverability analysis determined that passenger vehicles will be able to ingress, egress, and travel through the parking garage without conflicting with oncoming traffic or structural elements. Similarly, loading vehicles will be able to maneuver into and out of the on-site loading area without conflicting with structural elements. However, note that a back-in maneuver is required for loading vehicles to access the loading area.

Appendix A

Site Plan



Project No
1812

Project Address
216 and 224 Catalonia Ave.,
3000 Ponce De Leon Blvd.,
and 203 University Drive

Client
PONCE PARK RESIDENCES
The Allen Morris Company
121 Alhambra Plaza Suite 1600
Miami, FL 33134

Design Architect
Oppenheim Architecture
245 NE 37 Street
Miami FL 33137
P 305 576 8404
F 305 576 8433
W oppen.com

Civil Engineer
Langan
Parkside Corporate Center
15150 NW 79th Court, Suite 200
Miami Lakes, FL 33016-5848
P 786 264 7200
W langan.com

Landscape Architect
Naturalficial, Inc.
6915 Red Road, Suite 224
Coral Gables, FL 33143
P 786 717 6564
W naturalficial.com

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STATE OF FLORIDA
LAWRENCE OPPENHEIM
AR 0016620
REGISTERED ARCHITECT

Chad Oppenheim
No. AR 0016620

Title
Level 1

1" = 30'

NOT FOR CONSTRUCTION

Board of Architects Review App
Preliminary and Med Bonus App

1812
PONCE PARK RESIDENCES

Drawing Issued on 11/05/2020

A-32

Appendix B

Traffic Data

Turning Movement Counts

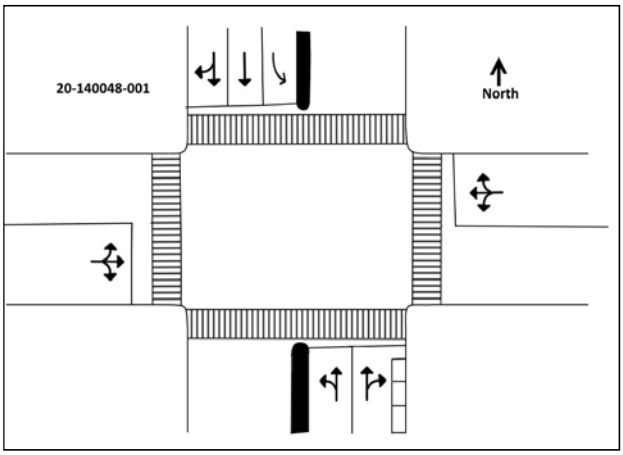
LOCATION: Ponce De Leon Blvd & Almeria Ave
CITY/STATE: Coral Gables, FL

PROJECT ID: 20-140048-001
DATE: 10/14/2020

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM

Peak Hour Factor: **0.85**

National Data & Surveying Services

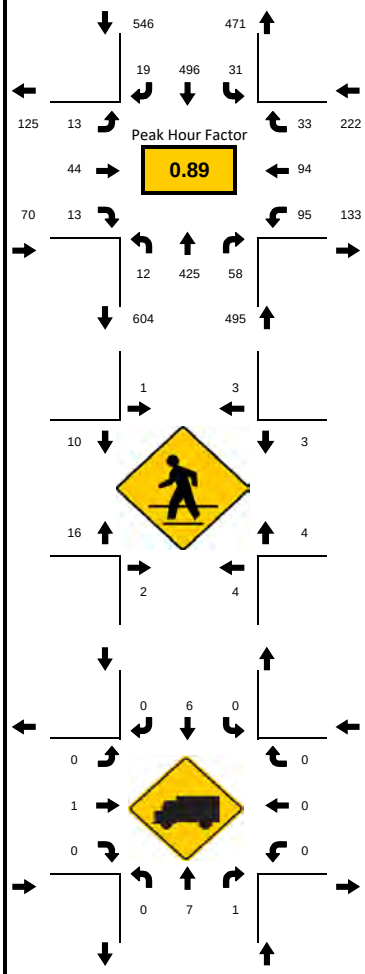


15-Min Count Period Beginning At	Ponce De Leon Blvd Northbound					Ponce De Leon Blvd Southbound					Almeria Ave Eastbound					Almeria Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	0	48	14	0		6	39	2	0		0	8	0	0		9	8	2	0		136	718
07:15 AM	2	71	27	0		7	53	0	0		1	7	1	0		3	13	0	0		185	831
07:30 AM	1	58	16	0		3	66	2	0		0	8	1	0		6	9	4	0		174	913
07:45 AM	4	80	26	0		3	78	1	0		1	11	2	0		5	11	1	0		223	1035
08:00 AM	4	83	25	0		4	87	3	0		1	11	1	0		14	12	4	0		249	1150
08:15 AM	1	85	38	0		5	90	3	1		2	12	0	0		17	11	2	0		267	901
08:30 AM	0	100	38	0		8	89	3	0		2	18	3	0		18	14	3	0		296	634
08:45 AM	4	121	38	0		16	95	6	0		6	10	2	0		17	21	2	0		338	338
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	16	484	152	0		64	380	24	4		24	72	12	0		72	84	16	0		**1404**	
Heavy Trucks	0	20	8			0	16	0			0	4	0			4	4	0			**56**	
Pedestrians		24					8					48					12				**92**	
Bicycles	0	16	4			0	8	0			0	0	0			0	8	4			**40**	
Railroad																						
Stopped Buses																						

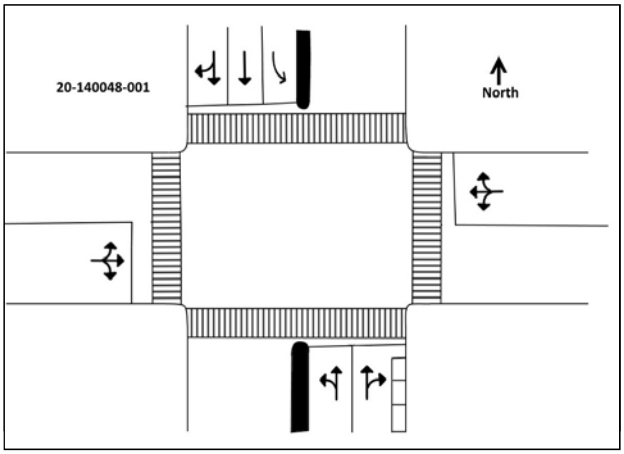
LOCATION: Ponce De Leon Blvd & Almeria Ave
CITY/STATE: Coral Gables, FL

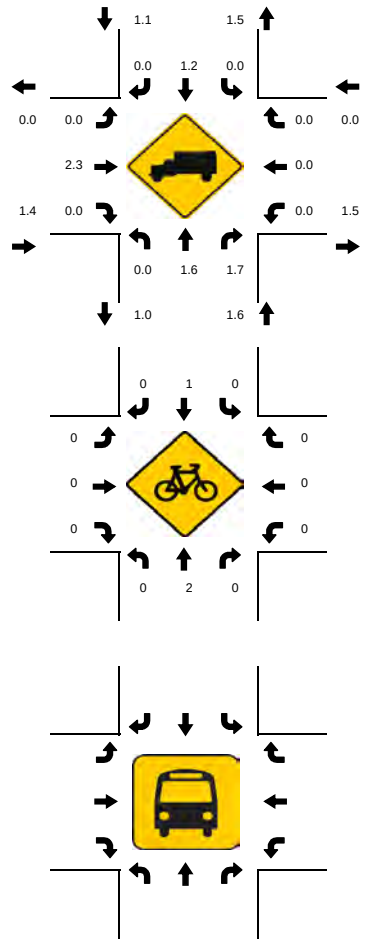
PROJECT ID: 20-140048-001
DATE: 10/14/2020

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



National Data & Surveying Services





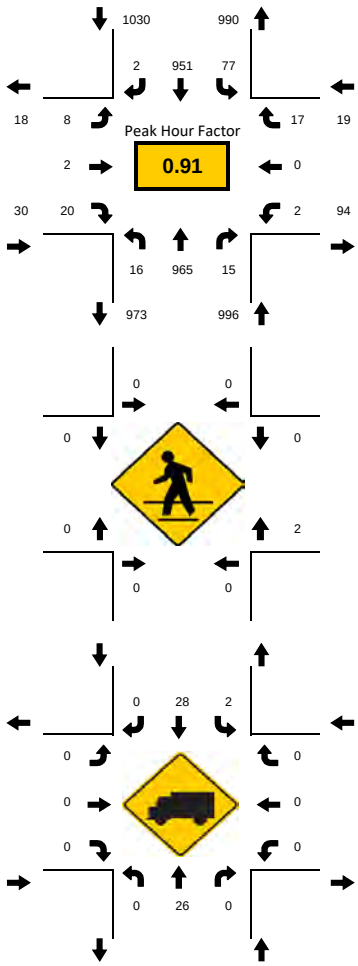
15-Min Count Period Beginning At	Ponce De Leon Blvd Northbound					Ponce De Leon Blvd Southbound					Almeria Ave Eastbound					Almeria Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	1	111	12	0		7	115	3	0		3	21	3	0		24	17	12	0		329	1219
04:15 PM	2	93	19	0		7	108	5	0		2	7	3	0		29	18	11	0		304	1265
04:30 PM	0	108	18	0		5	101	3	1		2	12	5	0		28	16	5	0		304	1304
04:45 PM	1	90	13	0		4	100	4	1		1	8	5	0		18	26	11	0		282	1330
05:00 PM	2	114	22	0		7	124	4	1		5	11	5	0		38	33	9	0		375	1333
05:15 PM	3	113	12	0		7	141	4	1		2	12	3	0		20	19	6	0		343	958
05:30 PM	3	96	11	0		8	129	8	1		5	7	2	0		24	25	11	0		330	615
05:45 PM	4	102	13	0		6	102	3	0		1	14	3	0		13	17	7	0		285	285

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	16	456	88	0		32	564	32	4		20	56	20	0		152	132	44	0		**1616**
Heavy Trucks	0	12	4			0	8	0			0	4	0			0	0	0			**28**
Pedestrians		12					8					48					20				**88**
Bicycles	0	4	0			0	4	0			0	0	0			0	0	0			**8**
Railroad Stopped Buses																					

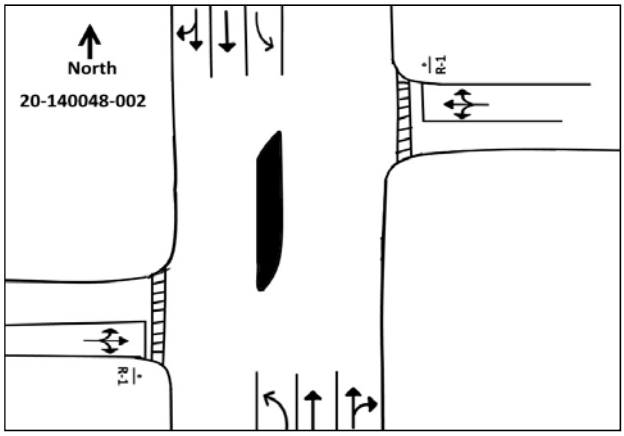
LOCATION: SW 42nd Ave & Catalonia Ave
CITY/STATE: Coral Gables, FL

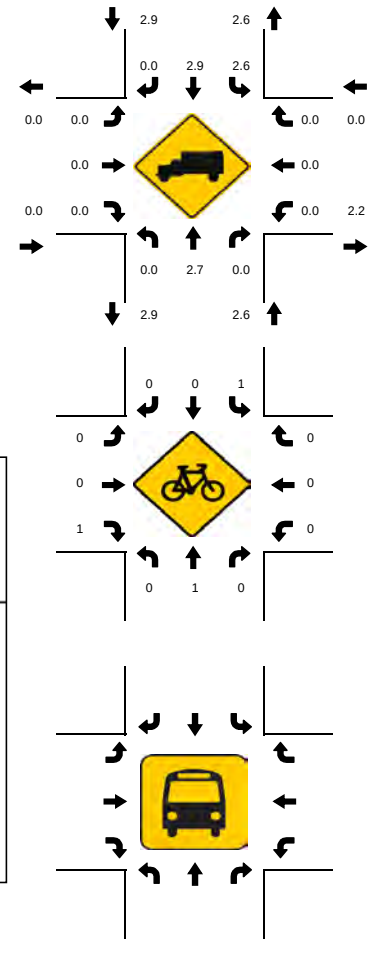
PROJECT ID: 20-140048-002
DATE: 10/14/2020

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM



National Data & Surveying Services



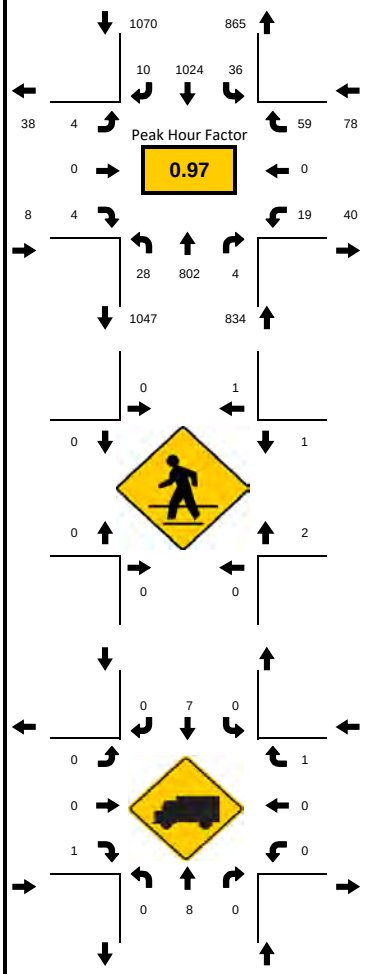


15-Min Count Period Beginning At	SW 42nd Ave Northbound					SW 42nd Ave Southbound					Catalonia Ave Eastbound					Catalonia Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	3	161	0	0		6	162	0	0		3	0	1	0		2	0	2	0		340	1529
07:15 AM	0	175	1	0		9	160	0	0		2	1	4	0		1	0	2	0		355	1693
07:30 AM	3	178	0	0		13	182	0	0		0	0	4	0		0	0	2	0		382	1827
07:45 AM	2	190	5	0		18	225	0	0		1	0	6	0		2	0	3	0		452	1960
08:00 AM	3	226	1	0		10	252	0	1		2	0	4	0		0	0	5	0		504	2075
08:15 AM	4	225	3	0		22	224	1	0		3	1	4	0		0	0	2	0		489	1571
08:30 AM	3	233	4	0		21	237	0	0		1	0	7	0		0	0	9	0		515	1082
08:45 AM	6	281	7	0		22	238	1	1		2	1	5	0		2	0	1	0		567	567
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	24	1124	28	0		88	1008	4	4		12	4	28	0		8	0	36	0		**2368**	
Heavy Trucks	0	32	0			4	40	0			0	0	0			0	0	0			**76**	
Pedestrians		0						0				0					4				**4**	
Bicycles	0	4	0			4	0	0			0	0	4			0	0	0			**12**	
Railroad																						
Stopped Buses																						

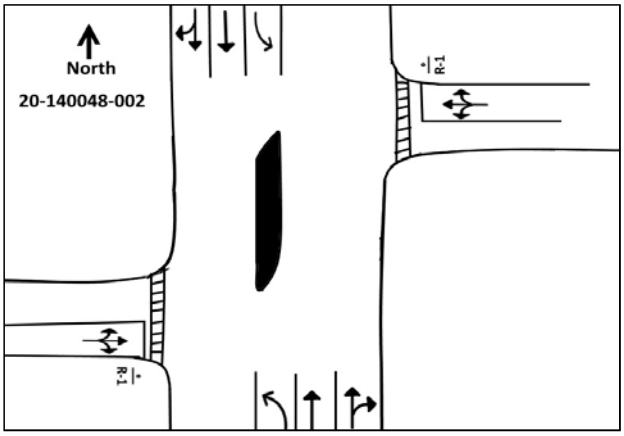
LOCATION: SW 42nd Ave & Catalonia Ave
CITY/STATE: Coral Gables, FL

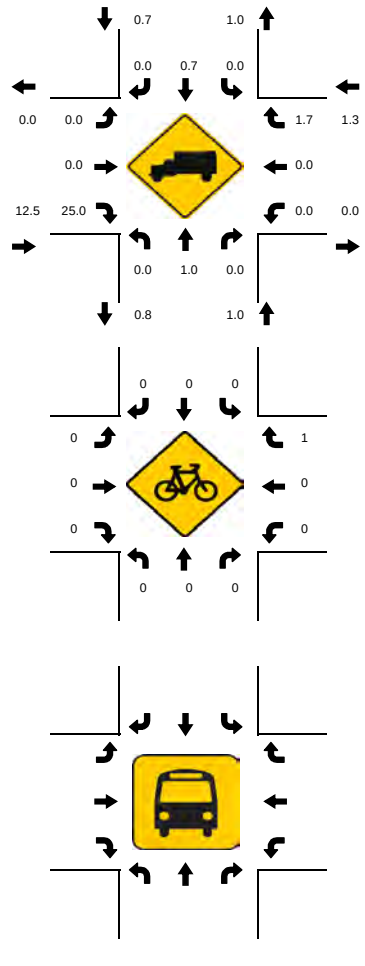
PROJECT ID: 20-140048-002
DATE: 10/14/2020

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services





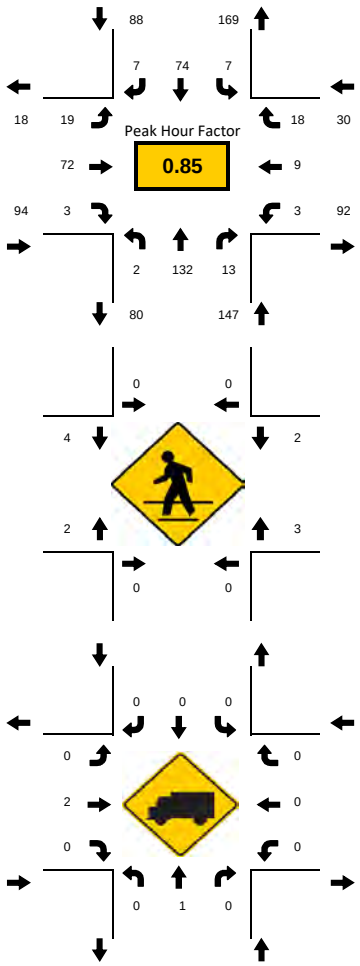
15-Min Count Period Beginning At	SW 42nd Ave Northbound					SW 42nd Ave Southbound					Catalonia Ave Eastbound					Catalonia Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	5	254	2	0		7	240	3	0		3	0	0	0		5	0	12	0		531	1935
04:15 PM	7	250	6	0		3	203	1	0		0	0	2	0		7	0	10	0		489	1906
04:30 PM	4	206	1	0		5	216	0	0		1	0	0	0		5	0	9	0		447	1929
04:45 PM	8	197	1	0		6	234	0	1		1	1	4	0		3	0	12	0		468	1976
05:00 PM	6	199	0	0		9	258	1	0		1	0	0	0		6	0	22	0		502	1990
05:15 PM	4	218	1	0		6	261	2	0		2	0	0	0		2	0	16	0		512	1488
05:30 PM	10	200	3	0		7	256	3	0		0	0	1	0		3	0	11	0		494	976
05:45 PM	8	185	0	0		14	249	4	0		1	0	3	0		8	0	10	0		482	482

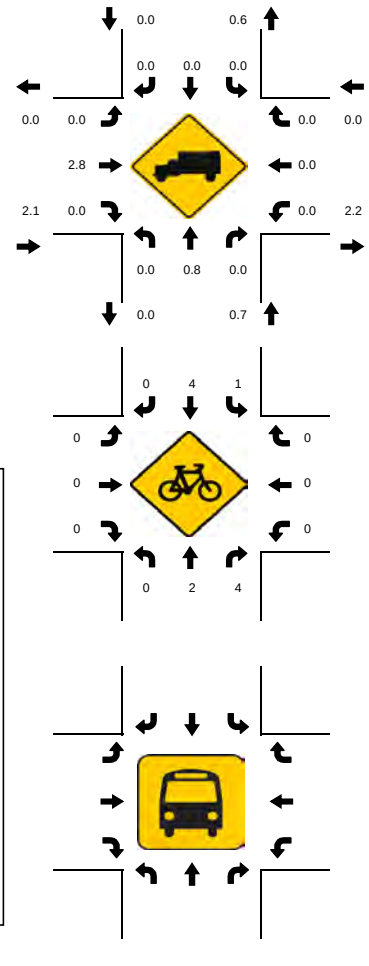
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	40	872	12	0		56	1044	16	0		8	0	12	0		32	0	88	0		**2180**
Heavy Trucks	0	12	0			0	12	0			0	0	4			0	0	4			**32**
Pedestrians		0					4					0					8				**12**
Bicycles	0	0	0			0	0	0			0	0	0			0	0	4			**4**
Railroad																					
Stopped Buses																					

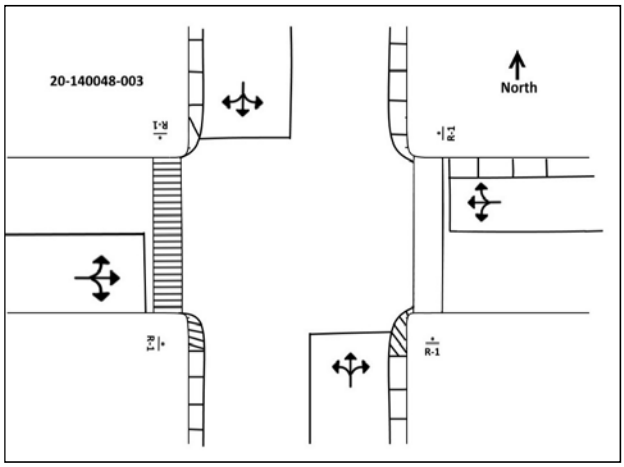
LOCATION: Salzedo St & Catalonia Ave
CITY/STATE: Coral Gables, FL

PROJECT ID: 20-140048-003
DATE: 10/14/2020

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:30 AM - 08:45 AM





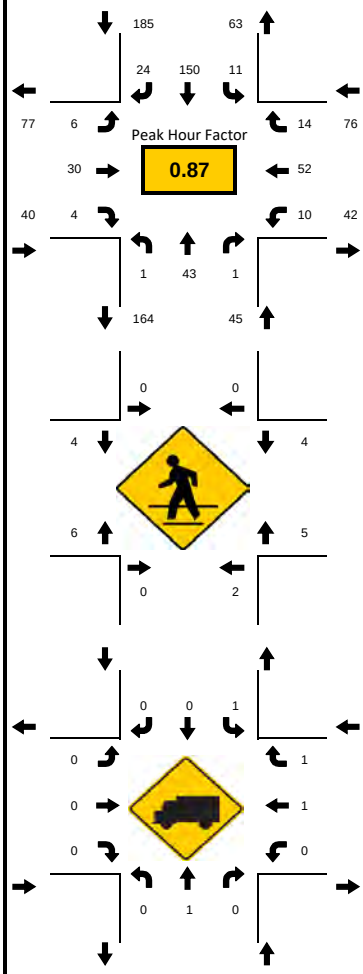


15-Min Count Period Beginning At	Salzedo St Northbound					Salzedo St Southbound					Catalonia Ave Eastbound					Catalonia Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	0	12	0	0		0	6	1	0		1	5	0	0		1	2	1	0		29	205
07:15 AM	0	19	2	0		1	6	1	0		0	9	0	0		0	2	1	0		41	236
07:30 AM	0	13	2	0		2	11	0	0		0	14	0	0		1	2	1	0		46	285
07:45 AM	0	36	8	0		4	10	2	0		5	17	1	0		0	3	3	0		89	345
08:00 AM	1	26	1	0		2	13	2	0		2	9	0	0		1	2	1	0		60	359
08:15 AM	0	29	4	0		3	17	1	0		5	20	1	0		1	0	9	0		90	299
08:30 AM	1	36	5	0		0	22	3	0		7	18	1	0		1	5	7	0		106	209
08:45 AM	0	41	3	0		2	22	1	0		5	25	1	0		0	2	1	0		103	103
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	4	164	20	0		12	88	12	0		28	100	4	0		4	20	36	0		**492**	
Heavy Trucks	0	4	0			0	0	0			0	4	0			0		0	0		**8**	
Pedestrians		0						0				16					12				**28**	
Bicycles	0	4	16			4	8	0			0	0	0			0		0	0		**32**	
Railroad																						
Stopped Buses																						

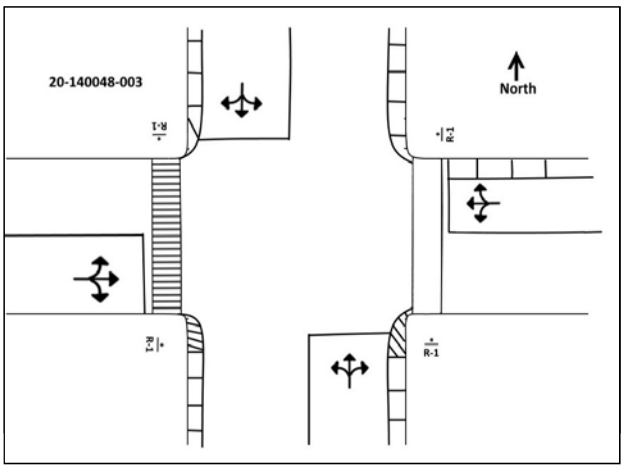
LOCATION: Salzedo St & Catalonia Ave
CITY/STATE: Coral Gables, FL

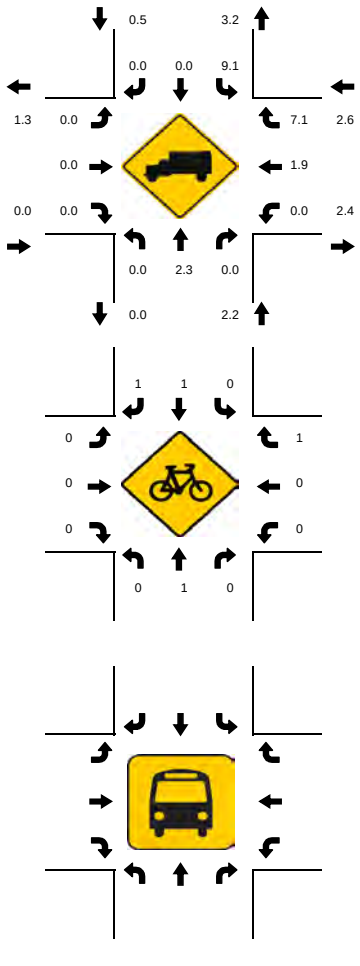
PROJECT ID: 20-140048-003
DATE: 10/14/2020

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



National Data & Surveying Services





15-Min Count Period Beginning At	Salzedo St Northbound					Salzedo St Southbound					Catalonia Ave Eastbound					Catalonia Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	1	16	2	0		3	38	4	0		1	10	0	0		2	10	8	0		95	333
04:15 PM	2	23	1	0		1	32	5	0		2	5	1	0		4	11	2	0		89	330
04:30 PM	1	15	2	0		0	36	6	0		1	5	0	0		2	6	9	0		83	319
04:45 PM	1	8	0	0		2	22	3	0		3	5	1	0		2	12	7	0		66	313
05:00 PM	0	14	1	0		4	32	9	0		3	5	1	0		2	18	3	0		92	346
05:15 PM	0	8	0	0		5	30	7	0		2	4	1	0		5	12	4	0		78	254
05:30 PM	0	9	0	0		0	40	1	0		1	8	1	0		3	12	2	0		77	176
05:45 PM	1	12	0	0		2	48	7	0		0	13	1	0		0	10	5	0		99	99

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	4	56	4	0		20	192	36	0		12	52	4	0		20	72	20	0		**492**
Heavy Trucks	0	4	0			4	0	0			0	0	0			0		4	4		**16**
Pedestrians		4						0				20					20				**44**
Bicycles	0	4	0			0	4	4			0	0	0			0		0	4		**16**
Railroad																					
Stopped Buses																					

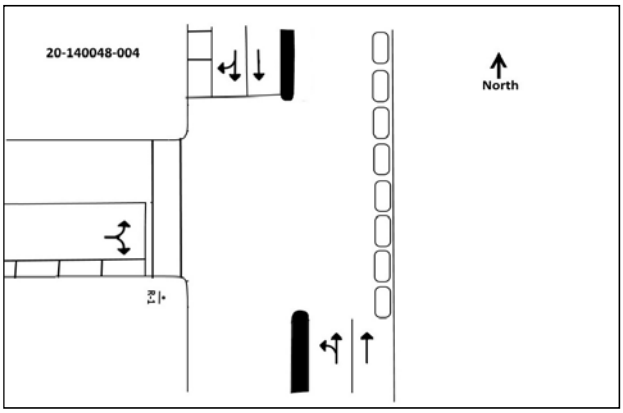
LOCATION: Ponce De Leon Blvd & Catalonia Ave
CITY/STATE: Coral Gables, FL

PROJECT ID: 20-140048-004
DATE: 10/14/2020

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM

Peak Hour Factor: **0.88**

National Data & Surveying Services



15-Min Count Period Beginning At	Ponce De Leon Blvd Northbound					Ponce De Leon Blvd Southbound					Catalonia Ave Eastbound					Catalonia Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	2	55	0	0		0	53	3	1		0	0	5	0		0	0	0	0		119	655
07:15 AM	5	83	0	0		0	64	0	1		3	0	6	0		0	0	0	0		162	751
07:30 AM	3	75	0	0		0	66	1	0		1	0	12	0		0	0	0	0		158	840
07:45 AM	7	95	0	0		0	95	0	0		4	0	15	0		0	0	0	0		216	941
08:00 AM	3	117	0	0		0	79	3	1		1	0	11	0		0	0	0	0		215	1013
08:15 AM	7	109	0	0		0	111	3	0		2	0	19	0		0	0	0	0		251	798
08:30 AM	15	140	0	0		0	86	2	1		4	0	11	0		0	0	0	0		259	547
08:45 AM	5	144	0	0		0	112	5	0		8	0	14	0		0	0	0	0		288	288
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	60	576	0	0		0	448	20	4		32	0	76	0		0	0	0	0		**1216**	
Heavy Trucks	0	24	0			0	20	0			4	0	4			0	0	0			**52**	
Pedestrians		4					8					32					0				**44**	
Bicycles	0	8	0			0	8	0			0	0	0			0	0	0			**16**	
Railroad																						
Stopped Buses																						

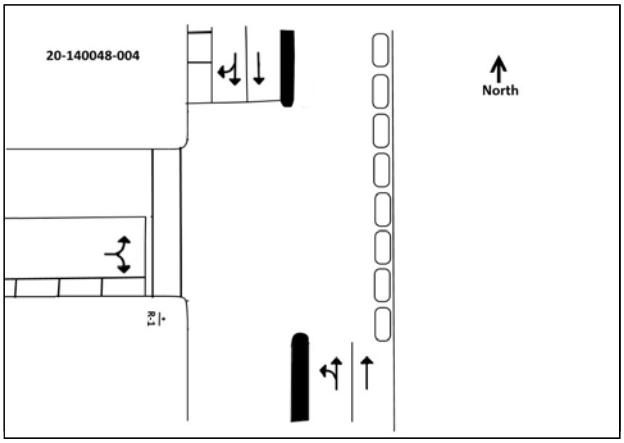
LOCATION: Ponce De Leon Blvd & Catalonia Ave
CITY/STATE: Coral Gables, FL

PROJECT ID: 20-140048-004
DATE: 10/14/2020

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

Peak Hour Factor
0.91

National Data & Surveying Services



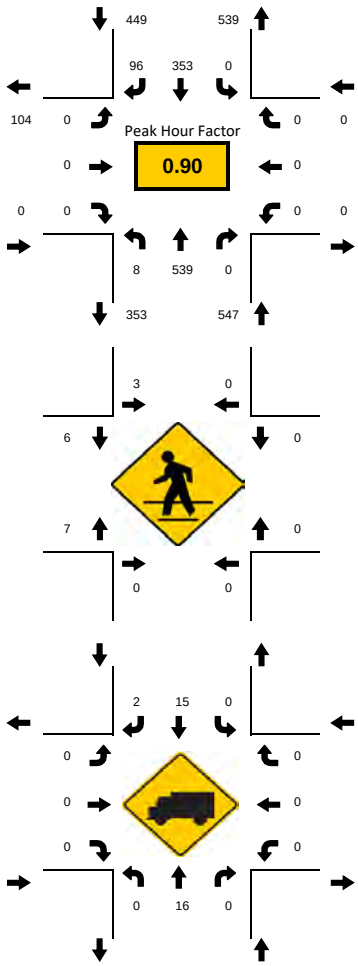
15-Min Count Period Beginning At	Ponce De Leon Blvd Northbound					Ponce De Leon Blvd Southbound					Catalonia Ave Eastbound					Catalonia Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	16	109	0	1		0	129	5	0		4	0	15	0		0	0	0	0		279	1062
04:15 PM	11	88	0	0		0	157	2	0		2	0	3	0		0	0	0	0		263	1114
04:30 PM	12	105	0	0		0	123	4	0		2	0	7	0		0	0	0	0		253	1170
04:45 PM	12	98	0	0		0	140	5	0		2	0	10	0		0	0	0	0		267	1204
05:00 PM	11	121	0	0		0	183	3	0		2	0	11	0		0	0	0	0		331	1202
05:15 PM	8	119	0	1		0	177	3	0		1	0	10	0		0	0	0	0		319	871
05:30 PM	9	94	0	0		0	168	2	0		1	0	13	0		0	0	0	0		287	552
05:45 PM	10	98	0	0		0	137	4	0		2	0	14	0		0	0	0	0		265	265

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	48	484	0	4		0	732	20	0		8	0	52	0		0	0	0	0		**1348**
Heavy Trucks	4	20	0			0	16	0			0	0	0			0	0	0			**40**
Pedestrians		8					12					44					0				**64**
Bicycles	0	4	0			0	4	0			0	0	0			0	0	0			**8**
Railroad Stopped Buses																					

LOCATION: Ponce De Leon Blvd & University Dr
CITY/STATE: Coral Gables, FL

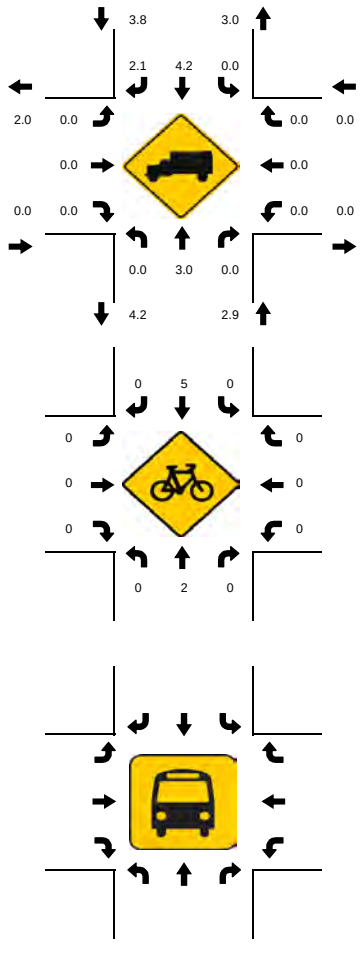
PROJECT ID: 20-140048-005
DATE: 10/14/2020

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM

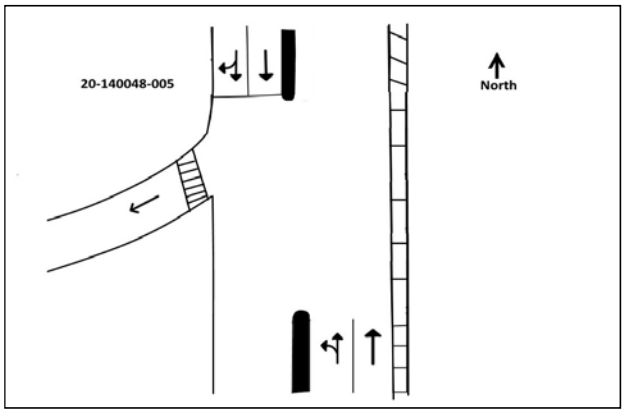


Peak Hour Factor

0.90



National Data & Surveying Services



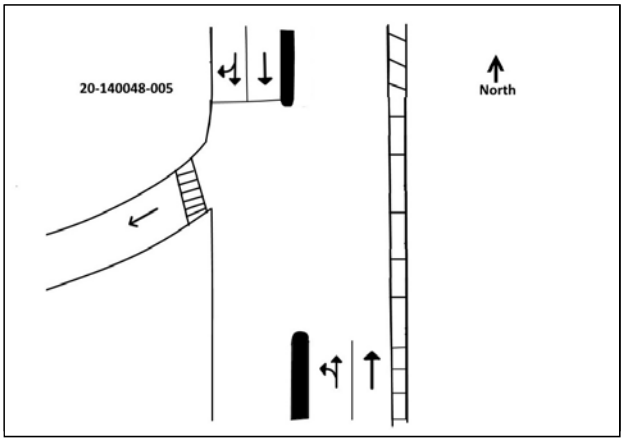
15-Min Count Period Beginning At	Ponce De Leon Blvd Northbound					Ponce De Leon Blvd Southbound					University Dr Eastbound					University Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	4	56	0	0		0	49	11	0		0	0	0	0		0	0	0	0		120	653
07:15 AM	5	94	0	0		0	48	16	0		0	0	0	0		0	0	0	0		163	739
07:30 AM	2	81	0	1		0	68	14	0		0	0	0	0		0	0	0	0		166	830
07:45 AM	3	96	0	0		0	87	18	0		0	0	0	0		0	0	0	0		204	922
08:00 AM	0	113	0	0		0	65	28	0		0	0	0	0		0	0	0	0		206	996
08:15 AM	3	123	0	0		0	103	25	0		0	0	0	0		0	0	0	0		254	790
08:30 AM	1	153	0	1		0	85	18	0		0	0	0	0		0	0	0	0		258	536
08:45 AM	2	150	0	1		0	100	25	0		0	0	0	0		0	0	0	0		278	278
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	12	612	0	4		0	412	112	0		0	0	0	0		0	0	0	0		**1152**	
Heavy Trucks	0	24	0			0	20	8			0	0	0			0		0	0		**52**	
Pedestrians		0						4				24					0				**28**	
Bicycles	0	8	0			0	8	0			0	0	0			0		0	0		**16**	
Railroad																						
Stopped Buses																						

LOCATION: Ponce De Leon Blvd & University Dr
CITY/STATE: Coral Gables, FL

PROJECT ID: 20-140048-005
DATE: 10/14/2020

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

Peak Hour Factor: **0.91**



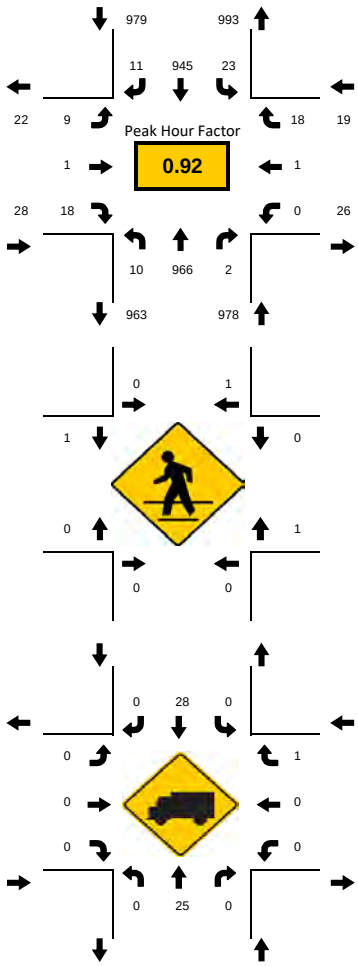
15-Min Count Period Beginning At	Ponce De Leon Blvd Northbound					Ponce De Leon Blvd Southbound					University Dr Eastbound					University Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	2	125	0	0		0	110	36	0		0	0	0	0		0	0	0	0		273	1042
04:15 PM	2	103	0	0		0	102	53	0		0	0	0	0		0	0	0	0		260	1098
04:30 PM	3	113	0	0		0	96	36	0		0	0	0	0		0	0	0	0		248	1151
04:45 PM	1	111	0	0		0	102	47	0		0	0	0	0		0	0	0	0		261	1195
05:00 PM	1	131	0	0		0	131	66	0		0	0	0	0		0	0	0	0		329	1192
05:15 PM	1	128	0	0		0	114	70	0		0	0	0	0		0	0	0	0		313	863
05:30 PM	2	104	0	0		0	129	57	0		0	0	0	0		0	0	0	0		292	550
05:45 PM	1	107	0	1		0	112	37	0		0	0	0	0		0	0	0	0		258	258

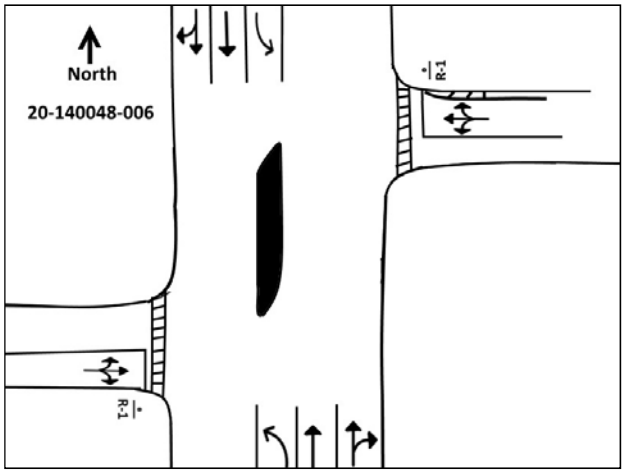
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	8	524	0	0		0	524	280	0		0	0	0	0		0	0	0	0		**1336**
Heavy Trucks	0	20	0			0	16	8			0	0	0			0	0	0			**44**
Pedestrians		0						0				28					0				**28**
Bicycles	0	0	0			0	4	0			4	0	0			0	0	0			**8**
Railroad																					
Stopped Buses																					

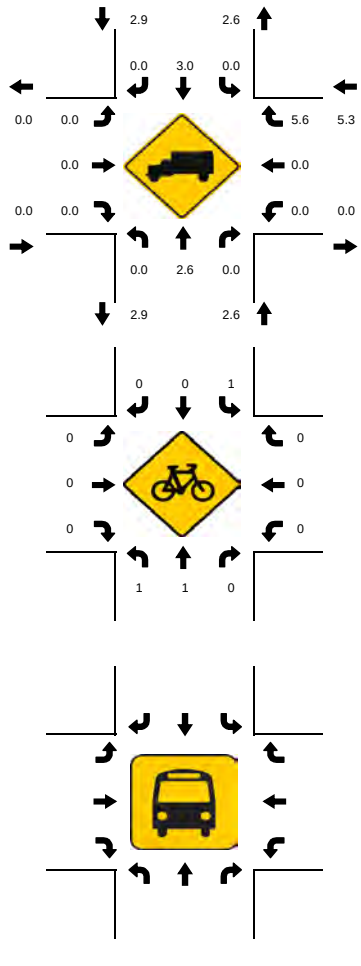
LOCATION: SW 42nd Ave & Malaga Ave
CITY/STATE: Coral Gables, FL

PROJECT ID: 20-140048-006
DATE: 10/14/2020

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM





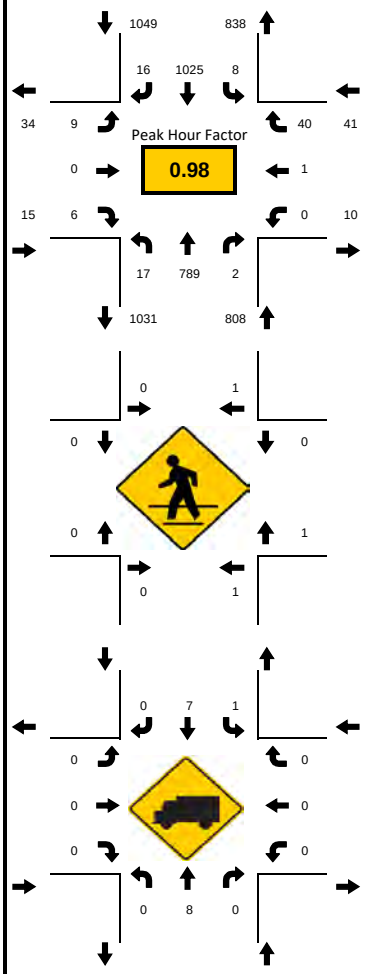


15-Min Count Period Beginning At	SW 42nd Ave Northbound					SW 42nd Ave Southbound					Malaga Ave Eastbound					Malaga Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	1	162	0	0		5	156	0	0		2	0	2	0		1	0	2	0		331	1488
07:15 AM	3	164	0	0		2	164	3	0		3	1	2	0		0	0	3	0		345	1656
07:30 AM	2	177	0	0		5	180	0	0		3	0	5	0		0	0	4	0		376	1770
07:45 AM	0	196	0	0		7	218	3	0		3	1	6	0		0	0	2	0		436	1896
08:00 AM	2	223	0	0		3	258	5	0		2	0	4	0		0	0	2	0		499	2004
08:15 AM	3	226	0	0		6	212	0	0		0	1	3	0		0	1	7	0		459	1505
08:30 AM	4	231	1	0		8	242	1	0		4	0	6	0		0	0	5	0		502	1046
08:45 AM	1	286	1	0		6	233	5	0		3	0	5	0		0	0	4	0		544	544
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	16	1144	4	0		32	1032	20	0		16	4	24	0		0	4	28	0		**2324**	
Heavy Trucks	0	32	0			0	44	0			0	0	0			0	0	4			**80**	
Pedestrians		0					4					4					4				**12**	
Bicycles	4	4	0			4	0	0			0	0	0			0	0	0			**12**	
Railroad																						
Stopped Buses																						

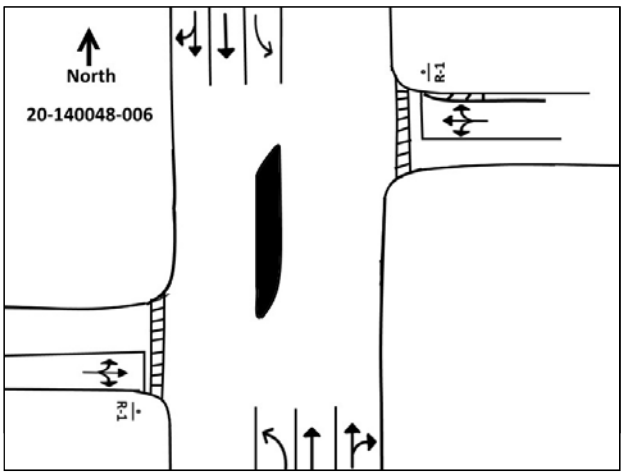
LOCATION: SW 42nd Ave & Malaga Ave
CITY/STATE: Coral Gables, FL

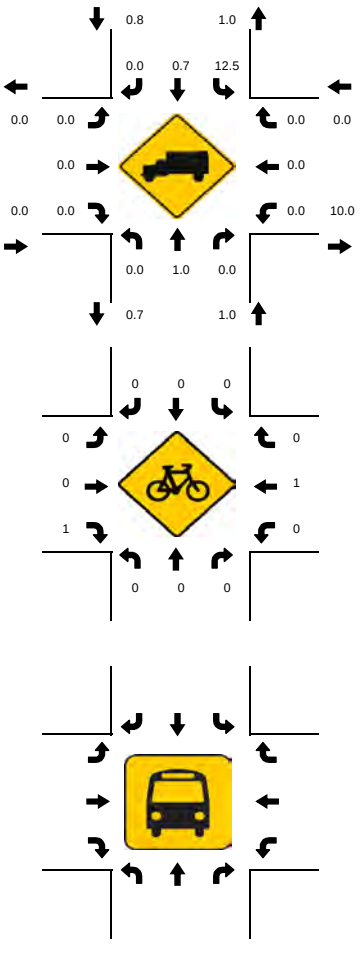
PROJECT ID: 20-140048-006
DATE: 10/14/2020

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:30 PM - 05:45 PM



National Data & Surveying Services





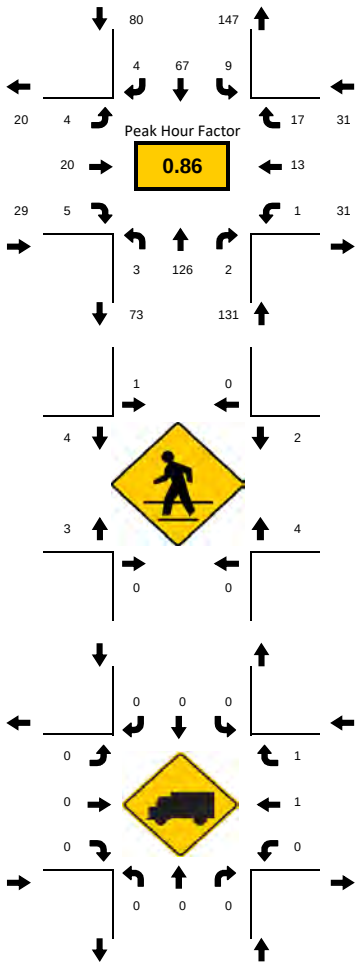
15-Min Count Period Beginning At	SW 42nd Ave Northbound					SW 42nd Ave Southbound					Malaga Ave Eastbound					Malaga Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	1	253	2	0		2	232	2	0		3	0	4	0		4	0	6	0		509	1884
04:15 PM	2	256	1	0		2	216	1	1		1	0	3	0		0	0	6	0		489	1859
04:30 PM	2	201	2	0		4	218	1	0		0	0	1	0		3	0	7	0		439	1856
04:45 PM	4	199	1	0		4	230	2	0		0	0	2	0		1	0	4	0		447	1905
05:00 PM	8	199	0	0		4	256	3	0		2	0	2	0		0	0	10	0		484	1913
05:15 PM	0	211	0	0		2	260	4	0		2	0	0	0		0	0	7	0		486	1429
05:30 PM	3	201	2	0		0	256	6	0		3	0	1	0		0	1	15	0		488	943
05:45 PM	6	178	0	0		2	253	3	0		2	0	3	0		0	0	8	0		455	455

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	32	844	8	0		16	1040	24	0		12	0	12	0		0	4	60	0		**2052**
Heavy Trucks	0	12	0			4	8	0			0	0	0			0	0	0			**24**
Pedestrians		4					4					0					4				**12**
Bicycles	0	0	0			0	0	0			0	0	4			0	4	0			**8**
Railroad Stopped Buses																					

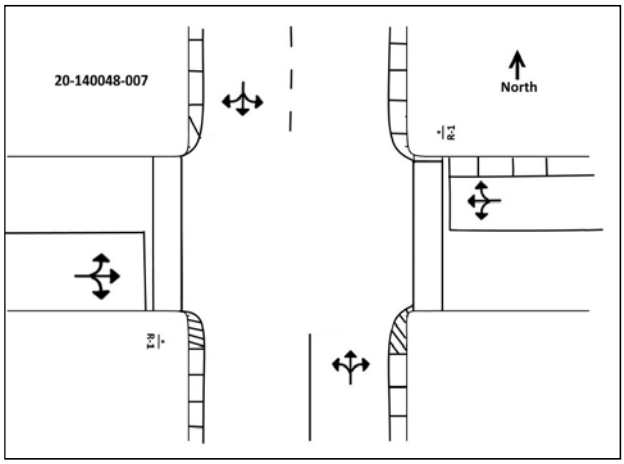
LOCATION: Salzedo St & Malaga Ave
CITY/STATE: Coral Gables, FL

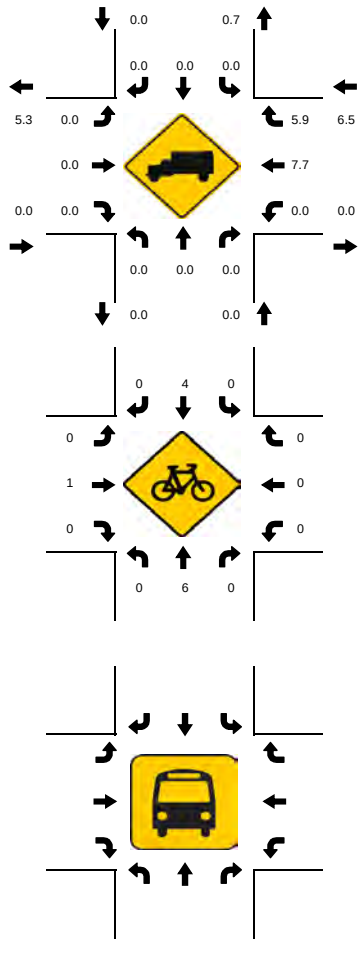
PROJECT ID: 20-140048-007
DATE: 10/14/2020

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM



National Data & Surveying Services



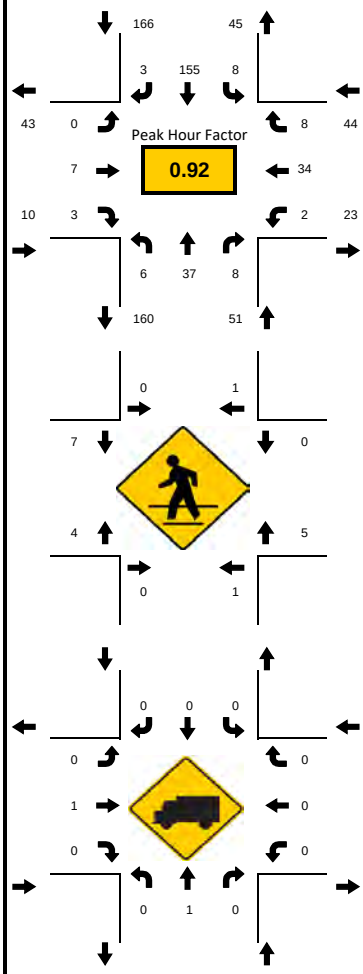


15-Min Count Period Beginning At	Salzedo St Northbound					Salzedo St Southbound					Malaga Ave Eastbound					Malaga Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	1	9	2	0		0	7	2	0		0	5	0	0		1	1	1	0		29	156
07:15 AM	1	18	1	0		0	6	0	0		0	3	0	0		0	1	5	0		35	177
07:30 AM	0	10	0	0		2	8	0	0		2	3	0	0		1	3	1	0		30	212
07:45 AM	0	33	1	0		0	12	0	0		1	4	2	0		0	0	9	0		62	254
08:00 AM	0	27	0	1		1	13	1	0		0	3	0	0		0	2	2	0		50	271
08:15 AM	1	26	1	0		2	17	1	0		0	7	2	0		1	6	6	0		70	221
08:30 AM	1	34	1	0		3	16	1	0		2	6	1	0		0	2	5	0		72	151
08:45 AM	0	39	0	0		3	21	1	0		2	4	2	0		0	3	4	0		79	79
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	4	156	4	4		12	84	4	0		8	28	8	0		4	24	24	0		**364**	
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	4	4			**8**	
Pedestrians		0					4					16					12				**32**	
Bicycles	0	16	0			0	8	0			0	4	0			0	0	0			**28**	
Railroad																						
Stopped Buses																						

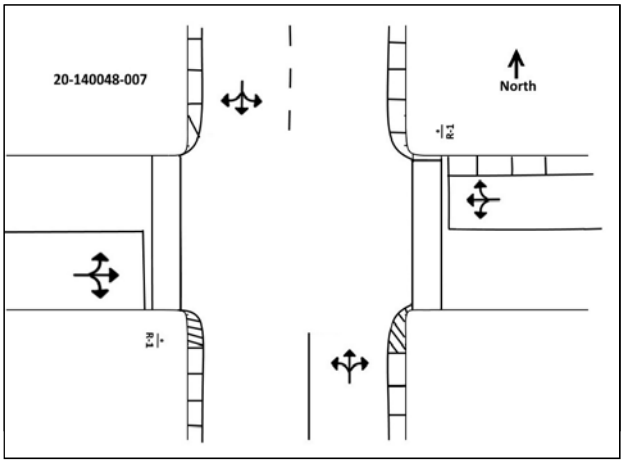
LOCATION: Salzedo St & Malaga Ave
CITY/STATE: Coral Gables, FL

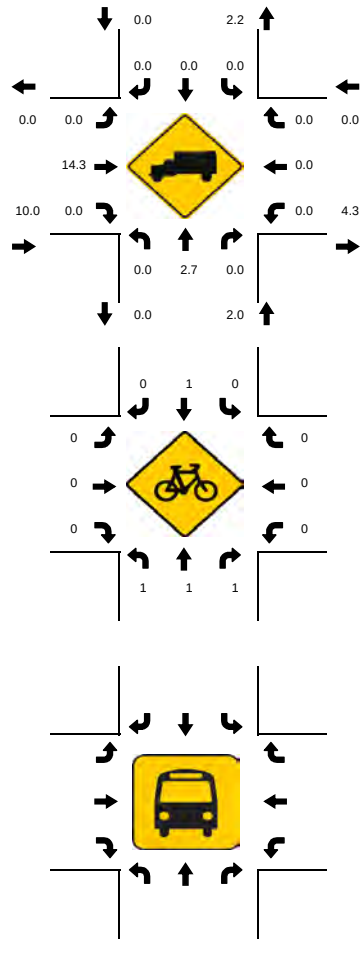
PROJECT ID: 20-140048-007
DATE: 10/14/2020

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



National Data & Surveying Services





15-Min Count Period Beginning At	Salzedo St Northbound					Salzedo St Southbound					Malaga Ave Eastbound					Malaga Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	1	15	3	1		2	34	3	0		2	1	1	0		0	4	0	0		67	250
04:15 PM	1	18	3	0		1	33	3	0		0	1	0	0		0	4	9	0		73	253
04:30 PM	0	17	0	0		2	33	2	0		2	1	1	0		0	7	0	0		65	240
04:45 PM	1	8	2	1		1	23	0	0		0	3	0	0		1	5	0	0		45	242
05:00 PM	1	14	4	0		2	35	1	0		0	2	0	0		0	8	3	0		70	271
05:15 PM	1	5	1	1		1	35	1	0		0	3	1	0		1	8	2	0		60	201
05:30 PM	1	7	1	0		2	41	0	0		0	0	0	0		0	14	1	0		67	141
05:45 PM	2	11	2	0		3	44	1	0		0	2	2	0		1	4	2	0		74	74

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	8	56	16	4		12	176	4	0		0	12	8	0		4	56	12	0		**368**
Heavy Trucks	0	4	0			0	0	0			0	4	0			0	0	0			**8**
Pedestrians		4					4					20					16				**44**
Bicycles	4	4	4			0	4	0			0	0	0			0	0	0			**16**
Railroad																					
Stopped Buses																					

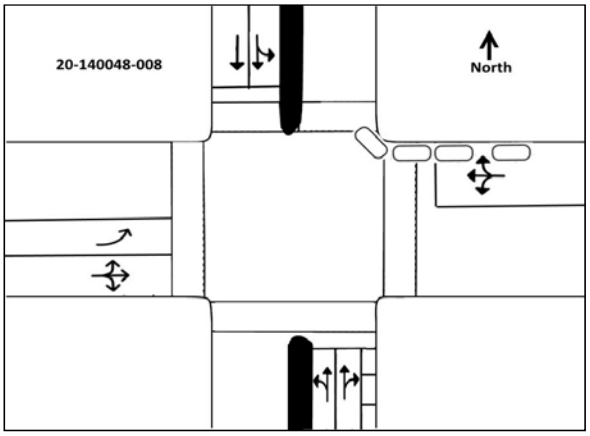
LOCATION: Ponce De Leon Blvd & Malaga Ave
CITY/STATE: Coral Gables, FL

PROJECT ID: 20-140048-008
DATE: 10/14/2020

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM

Peak Hour Factor: **0.92**

National Data & Surveying Services



15-Min Count Period Beginning At	Ponce De Leon Blvd Northbound					Ponce De Leon Blvd Southbound					Malaga Ave Eastbound					Malaga Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	3	48	7	1		12	34	0	0		13	7	0	0		1	6	6	0		138	744
07:15 AM	3	62	12	0		18	31	0	1		21	15	2	0		3	5	9	0		182	826
07:30 AM	2	55	10	0		18	56	0	0		21	15	0	0		1	6	8	0		192	913
07:45 AM	4	76	11	0		16	63	0	0		20	25	0	0		2	7	8	0		232	1000
08:00 AM	0	78	12	0		12	58	0	0		23	18	3	0		2	9	5	0		220	1054
08:15 AM	1	103	6	0		22	78	0	0		20	23	0	0		1	8	7	0		269	834
08:30 AM	1	93	5	1		13	77	0	0		47	18	4	0		2	7	11	0		279	565
08:45 AM	1	112	2	0		18	79	0	0		34	20	2	0		3	6	9	0		286	286
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	4	448	48	4		88	316	0	0		188	92	16	0		12	36	44	0		**1296**	
Heavy Trucks	0	16	4			4	20	0			8	4	0			0	4	0			**60**	
Pedestrians		0					4					32					16				**52**	
Bicycles	0	8	0			0	8	0			0	4	0			0	0	0			**20**	
Railroad																						
Stopped Buses																						

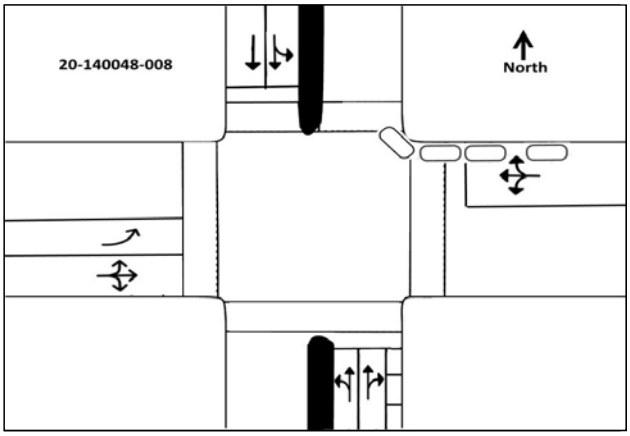
LOCATION: Ponce De Leon Blvd & Malaga Ave
CITY/STATE: Coral Gables, FL

PROJECT ID: 20-140048-008
DATE: 10/14/2020

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

Peak Hour Factor
0.94

National Data & Surveying Services



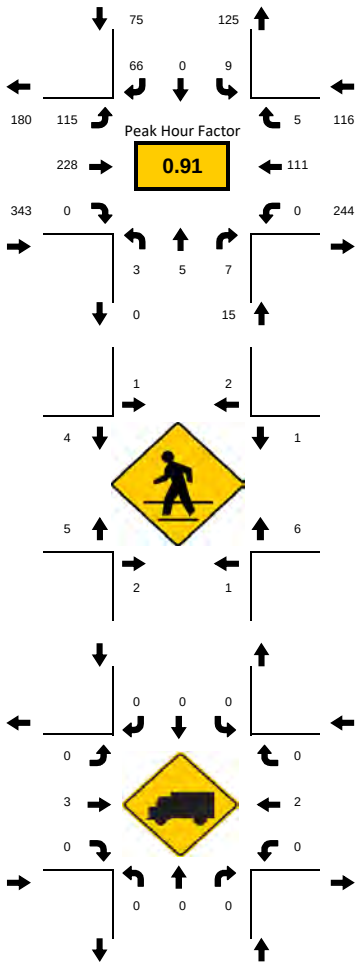
15-Min Count Period Beginning At	Ponce De Leon Blvd Northbound					Ponce De Leon Blvd Southbound					Malaga Ave Eastbound					Malaga Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	2	98	7	0		14	98	0	0		17	15	3	0		6	11	13	0		284	1046
04:15 PM	5	79	7	0		11	85	0	0		10	4	5	0		4	16	15	0		241	1066
04:30 PM	0	101	7	0		10	88	0	0		15	10	5	0		3	14	4	0		257	1112
04:45 PM	1	84	13	0		16	88	0	0		18	10	4	0		3	14	13	0		264	1137
05:00 PM	1	109	13	0		10	118	0	1		9	9	4	0		3	19	8	0		304	1135
05:15 PM	1	108	5	0		12	104	0	1		12	12	1	0		3	16	12	0		287	831
05:30 PM	3	81	8	0		17	108	0	0		9	12	1	0		10	25	8	0		282	544
05:45 PM	0	95	4	0		23	94	0	0		9	10	5	0		4	10	8	0		262	262

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	12	436	52	0		68	472	0	4		72	48	16	0		40	100	52	0		**1372**
Heavy Trucks	0	12	0			0	12	0			4	4	0			0	0	4			**36**
Pedestrians		20					8					24					16				**68**
Bicycles	0	0	0			0	4	0			0	0	0			0	0	0			**4**
Railroad																					
Stopped Buses																					

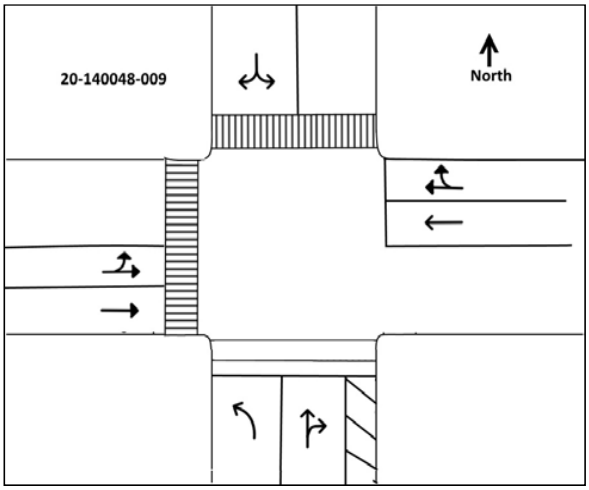
LOCATION: Salzedo Ave & University Dr
CITY/STATE: Coral Gables, FL

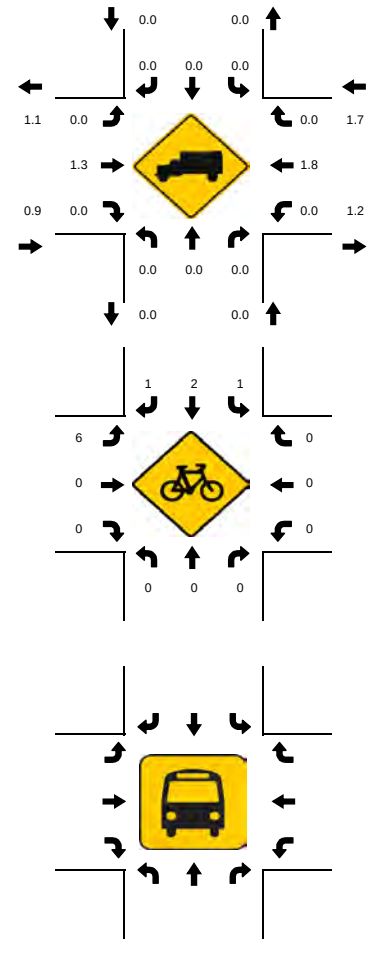
PROJECT ID: 20-140048-009
DATE: 10/14/2020

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:30 AM - 08:45 AM



National Data & Surveying Services



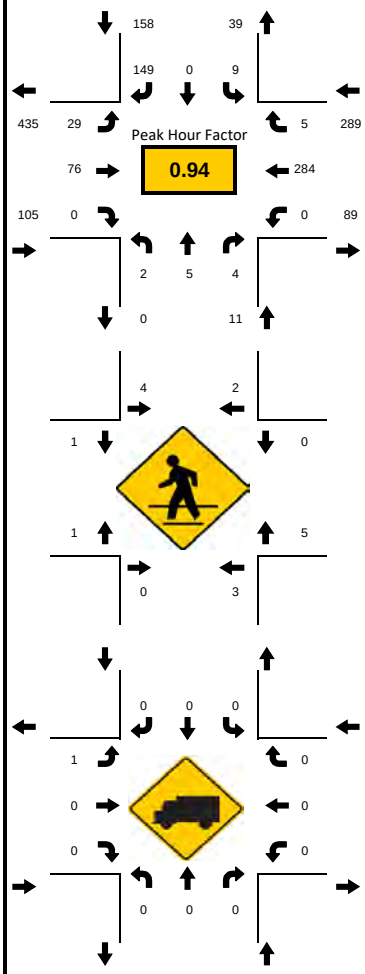


15-Min Count Period Beginning At	Salzedo Ave Northbound					Salzedo Ave Southbound					University Dr Eastbound					University Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	1	0	0	0		0	0	6	0		11	25	0	0		0	16	0	0		59	357
07:15 AM	0	0	2	0		0	0	7	0		17	43	0	0		0	15	1	0		85	421
07:30 AM	1	0	2	0		0	0	11	0		16	55	0	0		0	20	1	0		106	468
07:45 AM	1	1	2	0		3	0	9	0		29	42	0	0		0	19	1	0		107	513
08:00 AM	0	0	3	0		2	0	12	0		26	49	0	0		0	28	3	0		123	549
08:15 AM	0	3	0	0		3	0	15	0		26	59	0	0		0	26	0	0		132	426
08:30 AM	2	0	2	0		2	0	20	0		30	68	0	0		0	27	0	0		151	294
08:45 AM	1	2	2	0		2	0	19	0		33	52	0	0		0	30	2	0		143	143
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	8	12	12	0		12	0	80	0		132	272	0	0		0	120	12	0		**660**	
Heavy Trucks	0	0	0			0	0	0			0	8	0			0	4	0			**12**	
Pedestrians		12					8					24					16				**60**	
Bicycles	0	0	0			4	4	4			16	0	0			0	0	0			**28**	
Railroad																						
Stopped Buses																						

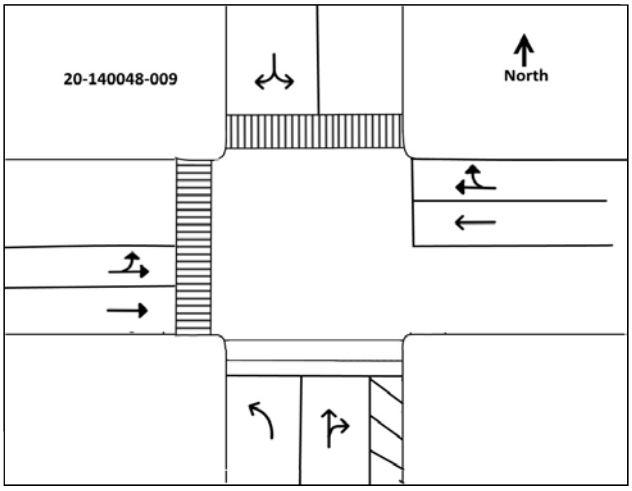
LOCATION: Salzedo Ave & University Dr
CITY/STATE: Coral Gables, FL

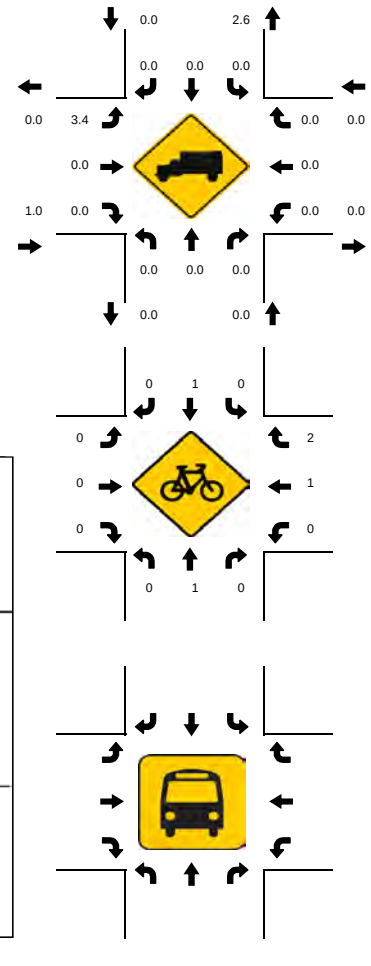
PROJECT ID: 20-140048-009
DATE: 10/14/2020

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



National Data & Surveying Services





15-Min Count Period Beginning At	Salzedo Ave Northbound					Salzedo Ave Southbound					University Dr Eastbound					University Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	0	2	1	0		0	0	39	0		15	34	0	0		0	52	1	0		144	532
04:15 PM	2	1	1	0		2	0	31	0		15	24	0	0		0	59	1	0		136	538
04:30 PM	2	2	3	0		6	0	30	0		10	19	0	0		0	61	0	0		133	551
04:45 PM	0	1	2	0		1	0	24	0		6	26	0	0		0	57	2	0		119	557
05:00 PM	0	0	2	0		2	0	31	0		12	17	0	0		0	83	3	0		150	563
05:15 PM	0	1	0	0		4	0	35	0		3	27	0	0		0	79	0	0		149	413
05:30 PM	1	4	1	0		1	0	42	0		5	18	0	0		0	66	1	0		139	264
05:45 PM	1	0	1	0		2	0	41	0		9	14	0	0		0	56	1	0		125	125

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	4	16	8	0		16	0	168	0		48	108	0	0		0	332	12	0		**712**
Heavy Trucks	0	0	0			0	0	0			4	0	0			0	0	0			**4**
Pedestrians		4					16					4					12				**36**
Bicycles	0	4	0			0	4	0			0	0	0			0	4	4			**16**
Railroad																					
Stopped Buses																					

National Data & Surveying Services

Intersection Turning Movement Count

Location: SW 42nd Ave & University Dr/Anastasia Ave
City: Coral Gables
Control: Signalized

Project ID: 20-140048-010
Date: 10/14/2020

Total

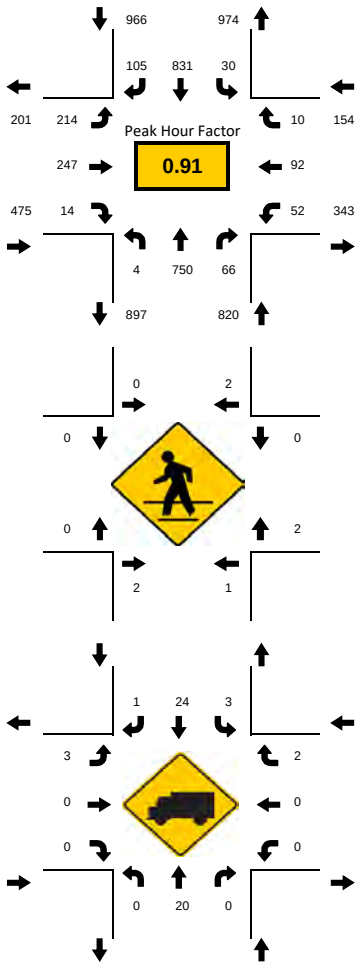
NS/EW Streets:	SW 42nd Ave					SW 42nd Ave					University Dr/Anastasia Ave				University Dr/Anastasia Ave							
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND				WESTBOUND						EASTBOUND2	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	WL	WT	WR	WU	WT2	E2L2	E2U2	TOTAL
7:00 AM	0	119	7	0	1	2	141	20	0	1	38	31	1	0	8	15	3	0	2	0	1	390
7:15 AM	0	118	5	0	3	4	141	19	0	2	50	54	3	0	3	15	4	0	2	0	0	423
7:30 AM	2	133	7	0	4	8	136	29	0	4	40	44	1	0	10	12	3	0	2	0	1	436
7:45 AM	1	152	16	0	3	5	204	32	0	2	34	57	3	0	9	20	1	0	6	0	2	547
8:00 AM	2	172	13	0	1	8	228	25	0	1	56	55	4	0	10	23	2	0	4	0	4	608
8:15 AM	0	162	15	0	4	8	163	21	0	4	63	60	6	0	11	23	3	0	4	0	5	552
8:30 AM	1	188	23	0	3	4	232	31	0	2	48	62	3	0	8	15	1	0	1	0	1	623
8:45 AM	1	228	15	0	2	10	208	28	0	1	47	70	1	0	23	31	4	0	2	0	5	676
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	WL	WT	WR	WU	WT2	E2L2	E2U2	TOTAL
TOTAL VOLUMES :	7	1272	101	0	21	49	1453	205	0	17	376	433	22	0	82	154	21	0	23	0	19	4255
APPROACH %'s :	0.50%	90.79%	7.21%	0.00%	1.50%	2.84%	84.28%	11.89%	0.00%	0.99%	45.25%	52.11%	2.65%	0.00%	29.29%	55.00%	7.50%	0.00%	8.21%	0.00%	100.00%	
PEAK HR :	08:00 AM - 09:00 AM																					TOTAL
PEAK HR VOL :	4	750	66	0	10	30	831	105	0	8	214	247	14	0	52	92	10	0	11	0	15	2459
PEAK HR FACTOR :	0.500	0.822	0.717	0.000	0.625	0.750	0.895	0.847	0.000	0.500	0.849	0.882	0.583	0.000	0.565	0.742	0.625	0.000	0.688	0.000	0.750	0.909
			0.843					0.905					0.921				0.688					

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND				WESTBOUND						EASTBOUND2	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	WL	WT	WR	WU	WT2	E2L2	E2U2	TOTAL
4:00 PM	3	198	5	0	8	7	158	56	0	4	45	38	4	0	26	52	5	0	12	0	4	625
4:15 PM	2	223	9	0	6	2	167	43	0	1	30	23	4	0	27	44	3	0	6	0	3	593
4:30 PM	1	177	15	0	4	1	178	45	0	6	26	17	4	0	26	39	3	0	7	0	1	550
4:45 PM	0	176	8	0	3	2	186	39	0	1	26	22	1	0	26	46	7	0	9	0	4	556
5:00 PM	0	166	9	0	7	3	178	57	0	5	28	19	2	0	48	67	5	0	9	0	1	604
5:15 PM	3	188	10	0	8	1	210	64	0	2	23	15	2	0	41	42	2	0	13	0	8	632
5:30 PM	0	177	4	0	6	5	195	46	0	5	23	23	4	0	34	64	1	0	5	0	0	592
5:45 PM	2	163	8	0	5	3	185	50	0	5	20	13	3	0	46	50	2	0	6	0	5	566
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	WL	WT	WR	WU	WT2	E2L2	E2U2	TOTAL
TOTAL VOLUMES :	11	1468	68	0	47	24	1457	400	0	29	221	170	24	0	274	404	28	0	67	0	26	4718
APPROACH %'s :	0.69%	92.10%	4.27%	0.00%	2.95%	1.26%	76.28%	20.94%	0.00%	1.52%	53.25%	40.96%	5.78%	0.00%	35.45%	52.26%	3.62%	0.00%	8.67%	0.00%	100.00%	
PEAK HR :	05:00 PM - 06:00 PM																					TOTAL
PEAK HR VOL :	5	694	31	0	26	12	768	217	0	17	94	70	11	0	169	223	10	0	33	0	14	2394
PEAK HR FACTOR :	0.417	0.923	0.775	0.000	0.813	0.600	0.914	0.848	0.000	0.850	0.839	0.761	0.688	0.000	0.880	0.832	0.500	0.000	0.635	0.000	0.438	0.947
			0.904					0.915					0.875				0.843					

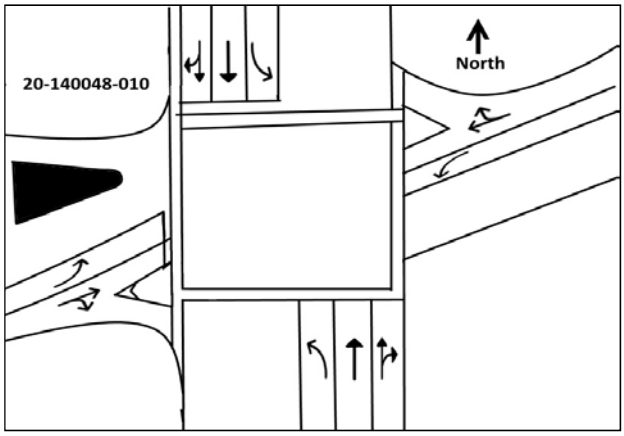
LOCATION: SW 42nd Ave & University Dr/Anastasia Ave
CITY/STATE: Coral Gables, FL

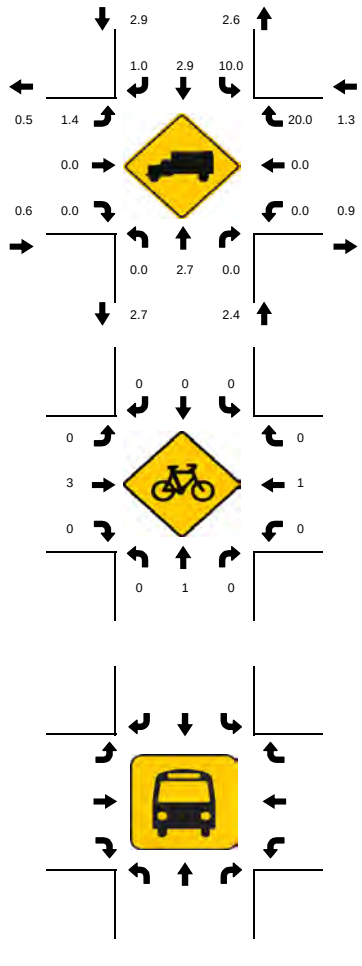
PROJECT ID: 20-140048-010
DATE: 10/14/2020

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM



National Data & Surveying Services



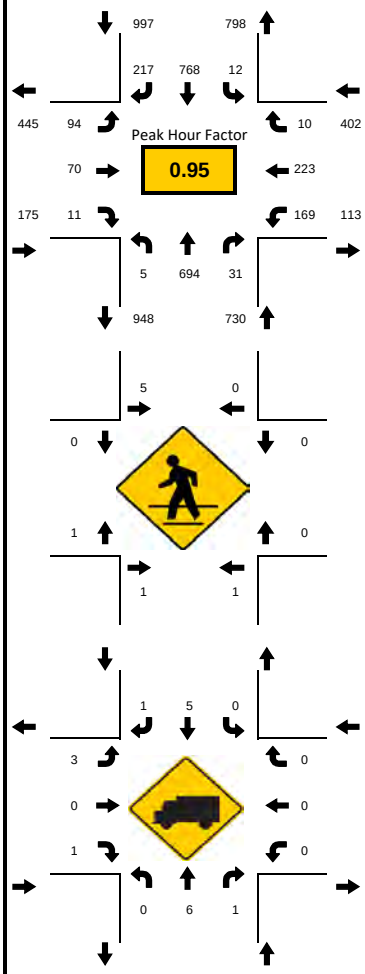


15-Min Count Period Beginning At	SW 42nd Ave Northbound					SW 42nd Ave Southbound					University Dr/Anastasia Ave Eastbound					University Dr/Anastasia Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	0	119	7	0		2	141	20	0		38	31	1	0		8	15	3	0		385	1760
07:15 AM	0	118	5	0		4	141	19	0		50	54	3	0		3	15	4	0		416	1973
07:30 AM	2	133	7	0		8	136	29	0		40	44	1	0		10	12	3	0		425	2092
07:45 AM	1	152	16	0		5	204	32	0		34	57	3	0		9	20	1	0		534	2283
08:00 AM	2	172	13	0		8	228	25	0		56	55	4	0		10	23	2	0		598	2415
08:15 AM	0	162	15	0		8	163	21	0		63	60	6	0		11	23	3	0		535	1817
08:30 AM	1	188	23	0		4	232	31	0		48	62	3	0		8	15	1	0		616	1282
08:45 AM	1	228	15	0		10	208	28	0		47	70	1	0		23	31	4	0		666	666
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	8	912	92	0		40	928	124	0		252	280	24	0		92	124	16	0		**2892**	
Heavy Trucks	0	24	0			8	36	4			8	0	0			0	0	4			**84**	
Pedestrians		8					4					0					4				**16**	
Bicycles	0	4	0			0	0	0			0	8	0			0	4	0			**16**	
Railroad																						
Stopped Buses																						

LOCATION: SW 42nd Ave & University Dr/Anastasia Ave
CITY/STATE: Coral Gables, FL

PROJECT ID: 20-140048-010
DATE: 10/14/2020

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



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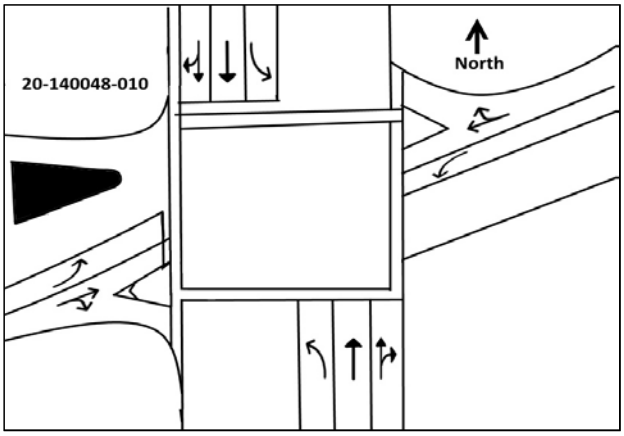

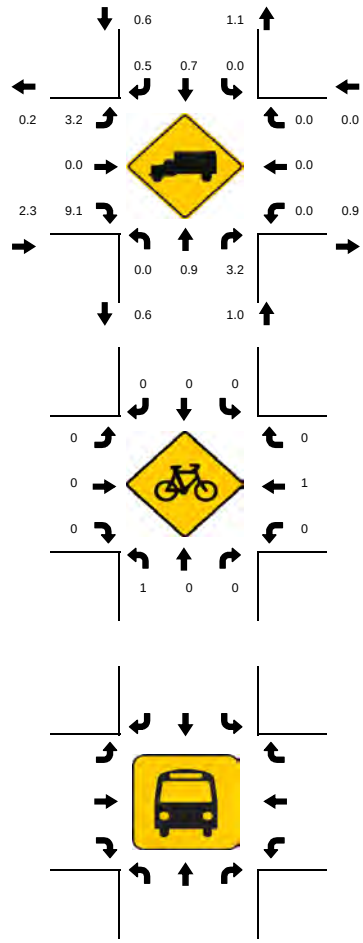

15-Min Count Period Beginning At	SW 42nd Ave Northbound					SW 42nd Ave Southbound					University Dr/Anastasia Ave Eastbound					University Dr/Anastasia Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	3	198	5	0		7	158	56	0		45	38	4	0		26	52	5	0		597	2245
04:15 PM	2	223	9	0		2	167	43	0		30	23	4	0		27	44	3	0		577	2230
04:30 PM	1	177	15	0		1	178	45	0		26	17	4	0		26	39	3	0		532	2254
04:45 PM	0	176	8	0		2	186	39	0		26	22	1	0		26	46	7	0		539	2298
05:00 PM	0	166	9	0		3	178	57	0		28	19	2	0		48	67	5	0		582	2304
05:15 PM	3	188	10	0		1	210	64	0		23	15	2	0		41	42	2	0		601	1722
05:30 PM	0	177	4	0		5	195	46	0		23	23	4	0		34	64	1	0		576	1121
05:45 PM	2	163	8	0		3	185	50	0		20	13	3	0		46	50	2	0		545	545

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	12	752	40	0		20	840	256	0		112	92	16	0		192	268	20	0		**2620**
Heavy Trucks	0	8	4			0	8	4			4	0	4			0	0	0			**32**
Pedestrians		8					20					4					0				**32**
Bicycles	4	0	0			0	0	0			0	0	0			0	4	0			**8**
Railroad Stopped Buses																					

48-Hour Continuous Traffic Counts

Prepared by National Data & Surveying Services

VOLUME

Ponce De Leon Blvd Bet. Coral Way & Andalusia Ave

Day: Wednesday
Date: 10/14/2020

City: Coral Gables
Project #: FL20_140049_001

DAILY TOTALS	NB	SB	EB	WB	Total
	6,277	6,564	0	0	12,841

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	6		6				12		12:00	122		117				239	
00:15	5		4				9		12:15	107		118				225	
00:30	3		4				7		12:30	121		131				252	
00:45	4	18	2	16			6	34	12:45	126	476	156	522			282	998
01:00	1		2				3		13:00	150		135				285	
01:15	3		0				3		13:15	119		133				252	
01:30	0		0				0		13:30	111		128				239	
01:45	2	6	1	3			3	9	13:45	107	487	127	523			234	1010
02:00	2		3				5		14:00	118		120				238	
02:15	1		0				1		14:15	108		147				255	
02:30	0		3				3		14:30	144		122				266	
02:45	0	3	4	10			4	13	14:45	109	479	138	527			247	1006
03:00	1		2				3		15:00	125		119				244	
03:15	1		0				1		15:15	98		130				228	
03:30	0		0				0		15:30	115		116				231	
03:45	0	2	0	2			0	4	15:45	141	479	105	470			246	949
04:00	3		2				5		16:00	131		130				261	
04:15	2		1				3		16:15	131		136				267	
04:30	2		1				3		16:30	125		135				260	
04:45	6	13	5	9			11	22	16:45	107	494	120	521			227	1015
05:00	1		1				2		17:00	141		127				268	
05:15	2		7				9		17:15	119		168				287	
05:30	7		6				13		17:30	146		145				291	
05:45	9	19	6	20			15	39	17:45	103	509	131	571			234	1080
06:00	12		12				24		18:00	106		128				234	
06:15	10		18				28		18:15	94		120				214	
06:30	26		33				59		18:30	86		131				217	
06:45	33	81	55	118			88	199	18:45	97	383	103	482			200	865
07:00	42		57				99		19:00	78		124				202	
07:15	73		57				130		19:15	81		93				174	
07:30	66		61				127		19:30	69		85				154	
07:45	64	245	85	260			149	505	19:45	70	298	66	368			136	666
08:00	102		94				196		20:00	62		69				131	
08:15	103		110				213		20:15	46		56				102	
08:30	125		108				233		20:30	50		45				95	
08:45	128	458	108	420			236	878	20:45	29	187	59	229			88	416
09:00	142		102				244		21:00	44		51				95	
09:15	127		94				221		21:15	25		35				60	
09:30	94		81				175		21:30	27		41				68	
09:45	113	476	94	371			207	847	21:45	22	118	33	160			55	278
10:00	111		85				196		22:00	26		25				51	
10:15	112		84				196		22:15	19		22				41	
10:30	109		93				202		22:30	16		20				36	
10:45	115	447	113	375			228	822	22:45	12	73	26	93			38	166
11:00	107		102				209		23:00	11		15				26	
11:15	119		113				232		23:15	19		9				28	
11:30	126		118				244		23:30	13		5				18	
11:45	124	476	124	457			248	933	23:45	7	50	8	37			15	87
TOTALS		2244		2061				4305	TOTALS		4033		4503				8536
SPLIT %		52.1%		47.9%				33.5%	SPLIT %		47.2%		52.8%				66.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	6,277	6,564	0	0	12,841

AM Peak Hour	08:30	11:45			11:45	PM Peak Hour	15:45	17:15			17:00
AM Pk Volume	522	490			964	PM Pk Volume	528	572			1080
Pk Hr Factor	0.919	0.935			0.956	Pk Hr Factor	0.936	0.851			0.928
7 - 9 Volume	703	680	0	0	1383	4 - 6 Volume	1003	1092	0	0	2095
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:45	17:00			17:00
7 - 9 Pk Volume	458	420	0	0	878	4 - 6 Pk Volume	513	571	0	0	1080
Pk Hr Factor	0.895	0.955	0.000	0.000	0.930	Pk Hr Factor	0.878	0.850	0.000	0.000	0.928

Prepared by National Data & Surveying Services

VOLUME

Ponce De Leon Blvd Bet. Coral Way & Andalusia Ave

Day: Thursday
Date: 10/15/2020

City: Coral Gables
Project #: FL20_140049_001

DAILY TOTALS	NB	SB	EB	WB	Total
	6,157	6,702	0	0	12,859

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	2		7				9		12:00	135		133				268	
00:15	4		3				7		12:15	108		121				229	
00:30	1		2				3		12:30	111		114				225	
00:45	1	8	1	13			2	21	12:45	134	488	132	500			266	988
01:00	11		3				14		13:00	122		136				258	
01:15	2		2				4		13:15	120		130				250	
01:30	3		4				7		13:30	134		145				279	
01:45	1	17	0	9			1	26	13:45	112	488	114	525			226	1013
02:00	2		1				3		14:00	124		136				260	
02:15	1		2				3		14:15	121		131				252	
02:30	1		1				2		14:30	136		122				258	
02:45	1	5	1	5			2	10	14:45	137	518	120	509			257	1027
03:00	3		3				6		15:00	109		152				261	
03:15	0		0				0		15:15	110		148				258	
03:30	0		0				0		15:30	111		128				239	
03:45	0	3	1	4			1	7	15:45	131	461	114	542			245	1003
04:00	3		2				5		16:00	118		144				262	
04:15	0		1				1		16:15	116		128				244	
04:30	0		1				1		16:30	101		134				235	
04:45	2	5	5	9			7	14	16:45	98	433	126	532			224	965
05:00	2		1				3		17:00	117		150				267	
05:15	3		5				8		17:15	117		160				277	
05:30	6		4				10		17:30	120		149				269	
05:45	8	19	6	16			14	35	17:45	136	490	143	602			279	1092
06:00	9		12				21		18:00	98		111				209	
06:15	15		22				37		18:15	103		137				240	
06:30	25		33				58		18:30	103		115				218	
06:45	32	81	57	124			89	205	18:45	80	384	105	468			185	852
07:00	52		62				114		19:00	76		98				174	
07:15	64		63				127		19:15	78		117				195	
07:30	64		63				127		19:30	96		79				175	
07:45	54	234	88	276			142	510	19:45	68	318	91	385			159	703
08:00	91		123				214		20:00	57		95				152	
08:15	98		92				190		20:15	66		56				122	
08:30	108		115				223		20:30	46		72				118	
08:45	122	419	107	437			229	856	20:45	54	223	60	283			114	506
09:00	139		96				235		21:00	41		53				94	
09:15	135		84				219		21:15	39		42				81	
09:30	104		82				186		21:30	23		39				62	
09:45	93	471	97	359			190	830	21:45	33	136	26	160			59	296
10:00	111		81				192		22:00	27		25				52	
10:15	86		102				188		22:15	31		21				52	
10:30	95		99				194		22:30	17		17				34	
10:45	115	407	126	408			241	815	22:45	21	96	22	85			43	181
11:00	86		91				177		23:00	14		19				33	
11:15	100		88				188		23:15	12		12				24	
11:30	108		104				212		23:30	10		13				23	
11:45	110	404	106	389			216	793	23:45	13	49	18	62			31	111
TOTALS		2073		2049				4122	TOTALS		4084		4653				8737
SPLIT %		50.3%		49.7%				32.1%	SPLIT %		46.7%		53.3%				67.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	6,157	6,702	0	0	12,859

AM Peak Hour	08:30	11:45				11:45	PM Peak Hour	14:00	17:00				17:00
AM Pk Volume	504	474				938	PM Pk Volume	518	602				1092
Pk Hr Factor	0.906	0.891				0.875	Pk Hr Factor	0.945	0.941				0.978
7 - 9 Volume	653	713	0	0		1366	4 - 6 Volume	923	1134	0	0		2057
7 - 9 Peak Hour	08:00	08:00				08:00	4 - 6 Peak Hour	17:00	17:00				17:00
7 - 9 Pk Volume	419	437	0	0		856	4 - 6 Pk Volume	490	602	0	0		1092
Pk Hr Factor	0.859	0.888	0.000	0.000		0.934	Pk Hr Factor	0.901	0.941	0.000	0.000		0.978

Prepared by National Data & Surveying Services

VOLUME

SW 42nd Ave Bet. Coral Way & Andalusia Ave

Day: Wednesday
Date: 10/14/2020

City: Coral Gables
Project #: FL20_140049_002

DAILY TOTALS	NB	SB	EB	WB	Total
	13,985	12,364	0	0	26,349

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	38		20				58		12:00	261		165				426	
00:15	22		13				35		12:15	265		212				477	
00:30	17		17				34		12:30	253		185				438	
00:45	14	91	9	59			23	150	12:45	257	1036	193	755			450	1791
01:00	13		9				22		13:00	251		192				443	
01:15	12		3				15		13:15	276		205				481	
01:30	4		6				10		13:30	243		230				473	
01:45	5	34	8	26			13	60	13:45	254	1024	193	820			447	1844
02:00	4		4				8		14:00	268		218				486	
02:15	3		9				12		14:15	243		215				458	
02:30	5		3				8		14:30	271		194				465	
02:45	5	17	6	22			11	39	14:45	271	1053	226	853			497	1906
03:00	5		2				7		15:00	302		204				506	
03:15	5		7				12		15:15	283		200				483	
03:30	6		7				13		15:30	247		218				465	
03:45	11	27	8	24			19	51	15:45	230	1062	188	810			418	1872
04:00	9		4				13		16:00	260		193				453	
04:15	6		15				21		16:15	283		174				457	
04:30	20		21				41		16:30	239		209				448	
04:45	23	58	20	60			43	118	16:45	218	1000	196	772			414	1772
05:00	21		18				39		17:00	234		202				436	
05:15	21		20				41		17:15	264		229				493	
05:30	41		34				75		17:30	248		220				468	
05:45	55	138	44	116			99	254	17:45	207	953	222	873			429	1826
06:00	74		71				145		18:00	232		200				432	
06:15	89		117				206		18:15	220		198				418	
06:30	115		152				267		18:30	204		203				407	
06:45	111	389	174	514			285	903	18:45	178	834	175	776			353	1610
07:00	137		187				324		19:00	196		140				336	
07:15	150		188				338		19:15	190		156				346	
07:30	159		190				349		19:30	147		155				302	
07:45	164	610	231	796			395	1406	19:45	159	692	155	606			314	1298
08:00	201		275				476		20:00	165		134				299	
08:15	213		256				469		20:15	162		136				298	
08:30	208		240				448		20:30	122		119				241	
08:45	222	844	261	1032			483	1876	20:45	92	541	78	467			170	1008
09:00	250		233				483		21:00	108		92				200	
09:15	238		213				451		21:15	104		96				200	
09:30	178		163				341		21:30	130		93				223	
09:45	200	866	155	764			355	1630	21:45	78	420	70	351			148	771
10:00	197		203				400		22:00	71		67				138	
10:15	257		182				439		22:15	80		66				146	
10:30	206		164				370		22:30	64		73				137	
10:45	231	891	179	728			410	1619	22:45	52	267	46	252			98	519
11:00	239		171				410		23:00	66		50				116	
11:15	241		170				411		23:15	46		39				85	
11:30	231		188				419		23:30	37		41				78	
11:45	250	961	191	720			441	1681	23:45	28	177	38	168			66	345
TOTALS		4926		4861				9787	TOTALS		9059		7503				16562
SPLIT %		50.3%		49.7%				37.1%	SPLIT %		54.7%		45.3%				62.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	13,985	12,364	0	0	26,349

AM Peak Hour	11:45	08:00			08:15	PM Peak Hour	14:30	17:00			14:30
AM Pk Volume	1029	1032			1883	PM Pk Volume	1127	873			1951
Pk Hr Factor	0.971	0.938			0.975	Pk Hr Factor	0.933	0.953			0.964
7 - 9 Volume	1454	1828	0	0	3282	4 - 6 Volume	1953	1645	0	0	3598
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:00	17:00			17:00
7 - 9 Pk Volume	844	1032	0	0	1876	4 - 6 Pk Volume	1000	873	0	0	1826
Pk Hr Factor	0.950	0.938	0.000	0.000	0.971	Pk Hr Factor	0.883	0.953	0.000	0.000	0.926

Prepared by National Data & Surveying Services

VOLUME

SW 42nd Ave Bet. Coral Way & Andalusia Ave

Day: Thursday
Date: 10/15/2020

City: Coral Gables
Project #: FL20_140049_002

DAILY TOTALS	NB	SB	EB	WB	Total
	14,466	12,666	0	0	27,132

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	23		22				45		12:00	248		193				441	
00:15	26		21				47		12:15	257		192				449	
00:30	19		22				41		12:30	271		207				478	
00:45	19	87	8	73			27	160	12:45	265	1041	199	791			464	1832
01:00	9		10				19		13:00	238		150				388	
01:15	11		9				20		13:15	251		218				469	
01:30	12		6				18		13:30	257		234				491	
01:45	6	38	10	35			16	73	13:45	241	987	186	788			427	1775
02:00	10		10				20		14:00	248		225				473	
02:15	12		7				19		14:15	249		249				498	
02:30	6		7				13		14:30	276		210				486	
02:45	6	34	3	27			9	61	14:45	299	1072	197	881			496	1953
03:00	9		5				14		15:00	275		182				457	
03:15	6		11				17		15:15	243		191				434	
03:30	6		4				10		15:30	254		186				440	
03:45	4	25	10	30			14	55	15:45	273	1045	191	750			464	1795
04:00	4		12				16		16:00	250		182				432	
04:15	14		10				24		16:15	271		202				473	
04:30	16		21				37		16:30	264		231				495	
04:45	13	47	21	64			34	111	16:45	240	1025	205	820			445	1845
05:00	12		17				29		17:00	246		217				463	
05:15	25		31				56		17:15	273		257				530	
05:30	37		39				76		17:30	240		251				491	
05:45	55	129	56	143			111	272	17:45	198	957	226	951			424	1908
06:00	71		53				124		18:00	272		209				481	
06:15	85		110				195		18:15	238		194				432	
06:30	105		150				255		18:30	207		210				417	
06:45	139	400	194	507			333	907	18:45	214	931	197	810			411	1741
07:00	173		226				399		19:00	205		126				331	
07:15	187		203				390		19:15	172		185				357	
07:30	194		233				427		19:30	169		158				327	
07:45	174	728	259	921			433	1649	19:45	173	719	149	618			322	1337
08:00	205		282				487		20:00	177		127				304	
08:15	242		261				503		20:15	167		132				299	
08:30	229		203				432		20:30	130		92				222	
08:45	222	898	265	1011			487	1909	20:45	99	573	92	443			191	1016
09:00	271		228				499		21:00	103		83				186	
09:15	208		207				415		21:15	117		70				187	
09:30	221		185				406		21:30	101		101				202	
09:45	236	936	183	803			419	1739	21:45	96	417	85	339			181	756
10:00	229		208				437		22:00	92		69				161	
10:15	228		196				424		22:15	59		47				106	
10:30	224		179				403		22:30	72		58				130	
10:45	234	915	189	772			423	1687	22:45	83	306	47	221			130	527
11:00	224		172				396		23:00	76		32				108	
11:15	216		159				375		23:15	52		41				93	
11:30	266		198				464		23:30	42		28				70	
11:45	250	956	198	727			448	1683	23:45	30	200	40	141			70	341
TOTALS		5193		5113				10306	TOTALS		9273		7553				16826
SPLIT %		50.4%		49.6%				38.0%	SPLIT %		55.1%		44.9%				62.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	14,466	12,666	0	0	27,132

AM Peak Hour	11:45	07:30				08:15	PM Peak Hour	14:15	17:00				14:00
AM Pk Volume	1026	1035				1921	PM Pk Volume	1099	951				1953
Pk Hr Factor	0.946	0.918				0.955	Pk Hr Factor	0.919	0.925				0.980
7 - 9 Volume	1626	1932	0	0		3558	4 - 6 Volume	1982	1771	0	0		3753
7 - 9 Peak Hour	08:00	07:30				08:00	4 - 6 Peak Hour	16:00	17:00				16:30
7 - 9 Pk Volume	898	1035	0	0		1909	4 - 6 Pk Volume	1025	951	0	0		1933
Pk Hr Factor	0.928	0.918	0.000	0.000		0.949	Pk Hr Factor	0.946	0.925	0.000	0.000		0.912

FDOT AADTs

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	32000 C	N 17000	S 15000	9.00	56.00	5.80
2018	32500 C	N 17500	S 15000	9.00	54.30	6.10
2017	31500 C	N 18500	S 13000	9.00	54.00	7.00
2016	36000 C	N 18000	S 18000	9.00	56.10	4.90
2015	35500 C	N 16500	S 19000	9.00	57.40	4.60
2014	44500 C	N 23500	S 21000	9.00	59.30	5.90
2013	34000 C	N 18000	S 16000	9.00	58.90	5.70
2012	35500 C	N 18000	S 17500	9.00	59.70	4.00
2011	35500 C	N 18000	S 17500	9.00	58.20	5.70
2010	44500 C	N 22000	S 22500	7.87	58.27	3.80
2009	43000 C	N 22500	S 20500	7.98	59.96	3.20
2008	45000 C	N 23500	S 21500	8.07	66.31	3.50
2007	42000 C	N 22000	S 20000	7.90	63.12	4.70
2006	34000 C	N 15000	S 19000	7.39	58.66	7.20
2005	48000 F	N 21500	S 26500	7.70	65.70	5.50
2004	41000 C	N 18500	S 22500	8.20	67.10	9.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8410 - PONCE DE LEON, 200 FT S OF MIRACLE MILE (2011 OFF SYSTEM CYCLE)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	16500 F	N 9000	S 7500	9.00	56.00	2.90
2018	16800 C	N 9200	S 7600	9.00	54.30	2.90
2017	19800 T	N 11000	S 8800	9.00	59.30	2.70
2016	19900 S	N 11000	S 8900	9.00	56.10	3.30
2015	20000 F	N 11000	S 9000	9.00	57.40	5.30
2014	20100 C	N 11000	S 9100	9.00	59.30	7.50
2013	21000 F	N 10500	S 10500	9.00	58.90	16.20
2012	21000 C	N 10500	S 10500	9.00	59.70	16.00

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

Peak Season Conversion Factors

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8700 MIAMI-DADE NORTH

MOCF: 0.97

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

* PEAK SEASON

Signal Timings

TOD Schedule Report

for 2589: Almeria Av&Ponce De Leon Blvd

Print Date: 9/24/2019

Print Time: 4:38 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2589	Almeria Av&Ponce De Leon Blvd	DOW-3		[07] NOON/LUNCH	190	42	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	-	WBT	-	NBT	-	EBT
0	108	0	69	0	108	0	69

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 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 SBT	7	7	7	10	10	10	7	7	7	1	1	1	40	40	40	0	40	40	4	2
3 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 WBT	7	7	7	17	17	17	7	7	7	2.5	2.5	2.5	18	18	18	69	26	26	4	2.6
5 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 NBT	7	7	7	10	10	10	7	7	7	1	1	1	40	40	40	0	40	40	4	2
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 EBT	7	7	7	17	17	17	7	7	7	2.5	2.5	2.5	18	18	18	69	26	26	4	2.6

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 2589: Almeria Av&Ponce De Leon Blvd

Print Date: 9/24/2019

Print Time: 4:38 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 EBT	Ring Offset	Offset
	1	90	0	53	0	24	0	53	0	24	0	29
	2	170	0	108	0	49	0	108	0	49	0	47
	3	100	0	63	0	24	0	63	0	24	0	53
	5	190	0	110	0	67	0	110	0	67	0	18
	6	170	0	103	0	54	0	103	0	54	0	25
	7	190	0	108	0	69	0	108	0	69	0	42
	8	80	0	43	0	24	0	43	0	24	0	41
	9	75	0	38	0	24	0	38	0	24	0	21
	10	100	0	63	0	24	0	63	0	24	0	53
	11	120	0	65	0	42	0	65	0	42	0	48
	20	75	0	38	0	24	0	38	0	24	0	25
	23	70	0	33	0	24	0	33	0	24	0	23

Local TOD Schedule

Time	Plan	DOW
0000	20	Su S
0000	23	M T W Th F
0100	23	Su S
0115	Flash	M T W Th F
0230	Flash	Su S
0230	Flash	M T W Th F
0330	Flash	S
0500	20	Su M T W Th F S
0600	5	M T W Th F
0800	9	Su S
1000	6	Su S
1030	2	M T W Th F
1530	7	M T W Th F
2000	8	M T W Th F
2100	9	M T W Th F
2200	20	Su S
2330	23	Su M T W Th

Current Time of Day Function

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

Local Time of Day Function

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

* Settings

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

No Calendar Defined/Enabled

TOD Schedule Report

for 3771: Malaga Av&Ponce De Leon Blvd

Print Date: 9/24/2019

Print Time: 7:19 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3771	Malaga Av&Ponce De Leon Blvd	DOW-3		[07] NOON/LUNCH	95	47	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	EBT	WBT	-	NBT	-	-
0	38	29	8	0	38	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 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 SBT	0	0	0	0	0	0	16	16	16	1	1	1	28	28	28	0	28	28	4	2.3
3 EBT	7	7	7	16	16	16	7	7	7	4	2.5	2.5	25	25	25	44	25	25	4	2.7
4 WBT	0	0	0	0	0	0	7	7	7	4	2.5	2.5	10	10	10	29	10	10	4	2.5
5 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 NBT	0	0	0	0	0	0	16	16	16	1	1	1	28	28	28	0	28	28	4	2.3
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-234-6--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

TOD Schedule Report

for 3771: Malaga Av&Ponce De Leon Blvd

Print Date: 9/24/2019

Print Time: 7:19 PM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 EBT	4 WBT	5 -	6 NBT	7 -	8 -	Ring Offset	Offset
	1	90	0	38	27	5	0	38	0	0	0	10
	2	170	0	91	38	22	0	91	0	0	0	26
	3	100	0	51	22	7	0	51	0	0	0	14
	5	95	0	38	30	7	0	38	0	0	0	3
	6	170	0	94	40	17	0	94	0	0	0	74
	7	95	0	38	29	8	0	38	0	0	0	47
	8	80	0	33	22	5	0	33	0	0	0	53
	9	75	0	26	23	6	0	26	0	0	0	58
	10	100	0	51	22	7	0	51	0	0	0	91
	11	120	0	49	42	10	0	49	0	0	0	17
	20	75	0	26	23	6	0	26	0	0	0	56

Local TOD Schedule

Time	Plan	DOW
0000	Flash	M T W Th F
0000	20	Su S
0100	Flash	Su S
0500	20	Su S
0500	20	M T W Th F
0600	5	M T W Th F
0800	9	Su S
1000	6	Su S
1030	2	M T W Th F
1530	7	M T W Th F
2000	8	M T W Th F
2100	9	M T W Th F
2200	20	Su S
2330	Flash	Su M T W Th

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 4749: Salzedo St&University Dr

Print Date: 9/24/2019

Print Time: 9:24 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4749	Salzedo St&University Dr	DOW-3		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 - 2 - 3)	Don't Walk (Phase Bank 1 - 2 - 3)	Min Initial (Phase Bank 1 - 2 - 3)	Veh Ext (Phase Bank 1 - 2 - 3)	Max Limit (Phase Bank 1 - 2 - 3)	Max 2 (Phase Bank 1 - 2 - 3)	Yellow	Red
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 SWT	0 - 0 - 0	0 - 0 - 0	12 - 12 - 12	1 - 1 - 1	30 - 30 - 30	0 - 0 - 0	4	2.4
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	4 - 2.5 - 2.5	20 - 20 - 20	81 - 0 - 0	4	2.2
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 NET	0 - 0 - 0	0 - 0 - 0	12 - 12 - 12	1 - 1 - 1	30 - 30 - 30	0 - 0 - 0	4	2.4
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 SBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	4 - 2.5 - 2.5	20 - 20 - 20	81 - 0 - 0	4	2.2

Last In Service Date: unknown

Permitted Phases

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

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SWT	3 -	4 NBT	5 -	6 NET	7 -	8 SBT	Ring Offset	Offset
	5	95	0	50	0	33	0	50	0	33	0	73
	6	85	0	39	0	34	0	39	0	34	0	44
	7	190	0	99	0	79	0	99	0	79	0	99
	14	75	0	44	0	19	0	44	0	19	0	67

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	14	Su S
0600	5	M T W Th F
1000	6	Su S
1030	6	M T W Th F
1530	7	M T W Th F
2000	Free	M T W Th F
2200	Free	Su S

TOD Schedule Report

for 4749: Salzedo St&University Dr

Print Date: 9/24/2019

Print Time: 9:24 PM

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

Miami-Dade, FL

TOD Schedule Report

2627 - LeJeune Rd & University Dr

2070-1C-Econolite Type-Cobalt

3/30/2020, 2:03 PM

Phase Data

Phase	Direction	Split	Timing Plan	Walk	Ped Clear	Min Green	Max Green	Vehicle Ext	MAX 2	MAX 3	Yellow	Red Clear
2	S - T	108	1	7	23	7	34	1	0	0	4.4	2.2
			2	7	23	7	40	1	40	0	4.4	2.2
			3	7	23	7	40	1	40	0	4.4	2.2
			4	0	0	0	0	0	0	0	0	0
3	E - L	18	1	0	0	5	5	2	17	0	3.7	2
			2	0	0	5	7	2	10	0	3.7	2
			3	0	0	5	7	2	10	0	3.7	2
			4	0	0	0	0	0	0	0	0	0
4	W - T	44	1	7	18	7	18	3.5	59	0	4	3
			2	7	18	7	17	2.5	21	0	4	3
			3	7	18	7	17	2.5	21	0	4	3
			4	0	0	0	0	0	0	0	0	0
6	N - T	108	1	7	23	7	34	1	0	0	4.4	2.2
			2	7	23	7	40	1	40	0	4.4	2.2
			3	7	23	7	40	1	40	0	4.4	2.2
			4	0	0	0	0	0	0	0	0	0
7	W - L	18	1	0	0	5	5	2	17	0	3.7	2
			2	0	0	5	7	2	10	0	3.7	2
			3	0	0	5	7	2	10	0	3.7	2
			4	0	0	0	0	0	0	0	0	0
8	E - T	44	1	7	18	7	18	3.5	59	0	4	3
			2	7	18	7	17	2.5	21	0	4	3
			3	7	18	7	17	2.5	21	0	4	3
			4	0	0	0	0	0	0	0	0	0

Schedule - 1

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
-	X	X	X	X	X	-

Day Plan - 1 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 2	Phs Spl 3	Phs Spl 4	Phs Spl 6	Phs Spl 7	Phs Spl 8
00:00:00	14	75	68	41	12	22	41	12	22
00:30:00	62	-	-	-	-	-	-	-	-
05:00:00	14	75	68	41	12	22	41	12	22
06:00:00	5	190	57	106	20	64	106	20	64
10:30:00	6	170	39	108	18	44	108	18	44
15:30:00	7	190	24	110	25	55	110	25	55
16:00:00	37	190	24	110	25	55	110	25	55
18:30:00	7	190	24	110	25	55	110	25	55
20:00:00	12	80	84	46	12	22	46	12	22
21:00:00	14	75	68	41	12	22	41	12	22

Schedule - 2

Day of Week

SUN	MON	TUE	WED	THU	FRI	SAT
X	-	-	-	-	-	X

Day Plan - 2 -

Time of Day	Action Plan	Cycle Length	Offset	Phs Spl 2	Phs Spl 3	Phs Spl 4	Phs Spl 6	Phs Spl 7	Phs Spl 8
00:00:00	14	75	68	41	12	22	41	12	22
01:00:00	62	-	-	-	-	-	-	-	-
05:00:00	14	75	68	41	12	22	41	12	22
10:00:00	6	170	39	108	18	44	108	18	44
22:00:00	14	75	68	41	12	22	41	12	22

Action Plan

Name	Pattern	Enabled Logic Processor Statements
14	14	N/A
62	Free	N/A
14	14	N/A
5	5	N/A
6	6	N/A
7	7	N/A
37	7	N/A
7	7	N/A
12	12	N/A
14	14	N/A

Miami-Dade, FL

2627 - LeJeune Rd & University Dr - 2070-1C - Econolite Type - Cobalt

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B	B														
Sequence 1																
Ring 1	**2**	**3**	**4**	.	.	.	.	.	.	.	.	.	.	.	.	.
Ring 2	**6**	**7**	**8**	.	.	.	.	.	.	.	.	.	.	.	.	.

Phases In Use/Exclusive Ped (MM) 1-2

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Phases In Use		X	X	X		X	X	X								
Exclusive Ped																

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Approach	N	S	E	W	N	N	W	E	N	N	N	N	N	N	N	N
Movement		T	L	T		T	L	T								
Associated PED		X		X		X		X								
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Approach	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Movement																

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC	No
CRC (16 bit)	1B18
Enable Automatic Backup to Datakey	Yes

Backup Prevent (MM) 1-1-3

Timing Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	X		.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	X		.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM) 1-1-4

Phase / Must Gap With Phase Disable	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1		.	.	.	X	X	.	.	.	.	.	.	.	.	.	.
2	.		.	.	X	X	.	.	.	.	.	.	.	.	.	.
3	.	.		.	.	.	X	X	.	.	.	.	.	.	.	.
4	.	.	.		.	.	X	X	.	.	.	.	.	.	.	.
5	X	X	.	.		.	.	.	.	.	.	.	.	.	.	.
6	X	X	.	.	.		.	.	.	.	.	.	.	.	.	.
7	.	.	X	X	.	.		.	.	.	.	.	.	.	.	.
8	.	.	X	X	.	.	.		.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	0	.				+	.			
2	2	V				+	Yel		X	X
3	3	V				+	Red	X		
4	4	V				+	Red	X		
5	0	.				+	.			
6	6	V				+	Yel		X	X
7	7	V				+	Red	X		
8	8	V				+	Red	X		
9	0	.				+	.			
10	0	.				+	.			
11	0	.				+	.			
12	0	.				+	.			
13	2	P				+	.			
14	4	P				+	.			
15	6	P				+	.			
16	8	P				+	.			

Miami-Dade, FL

2627 - LeJeune Rd & University Dr - 2070-1C - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1
Plan 1 - "Phase Bank 1"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	S-T	E-L	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Min Green	0	7	5	7	0	7	5	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	23	0	18	0	23	0	18	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	2.0	3.5	0.0	1.0	2.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	34	5	18	0	34	5	18	0	0	0	0	0	0	0	0
Max2	0	0	17	59	0	0	17	59	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.4	3.7	4.0	0.0	4.4	3.7	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.2	2.0	3.0	0.0	2.2	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	2.0	3.5	0.0	1.0	2.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - "Phase Bank 2"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	S-T	E-L	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Min Green	0	7	5	7	0	7	5	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	23	0	18	0	23	0	18	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	2.0	2.5	0.0	1.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	40	7	17	0	40	7	17	0	0	0	0	0	0	0	0
Max2	0	40	10	21	0	40	10	21	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.4	3.7	4.0	0.0	4.4	3.7	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.2	2.0	3.0	0.0	2.2	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	2.0	2.5	0.0	1.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - "Phase Bank 3"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	S-T	E-L	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Min Green	0	7	5	7	0	7	5	7	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	23	0	18	0	23	0	18	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	1.0	2.0	2.5	0.0	1.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	40	7	17	0	40	7	17	0	0	0	0	0	0	0	0
Max2	0	40	10	21	0	40	10	21	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.4	3.7	4.0	0.0	4.4	3.7	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	2.2	2.0	3.0	0.0	2.2	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	1.0	2.0	2.5	0.0	1.0	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - "Phase Bank 4"

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	S-T	E-L	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Controller Overlaps
Vehicle Overlaps (MM) 2-2

Overlap	Type	Lag Green	Yellow	Red	Adv. Green

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phases	Lag 2 Phases	Flash Green

PPLT FYA

Overlap	Protected Phase (Left Turn)	Permissive Phase (Opposing Thru)	Flashing Arrow Output	Flashing Arrow Output CH	Delay Start of FYA	Delay Start of Clearance	Action Plan SF Bit Disable	Ped Protected Enable

Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	4	7	3.0	2.0	5
B02	5	4	7	3.0	2.0	5
C03	5	4	7	3.0	2.0	5
D04	5	4	7	3.0	2.0	5
E05	5	4	7	3.0	2.0	5
F06	5	4	7	3.0	2.0	5
G07	5	4	7	3.0	2.0	5
H08	5	4	7	3.0	2.0	5
I09	5	4	7	3.0	2.0	5
J10	5	4	7	3.0	2.0	5
K11	5	4	7	3.0	2.0	5
L12	5	4	7	3.0	2.0	5
M13	5	4	7	3.0	2.0	5
N14	5	4	7	3.0	2.0	5
O15	5	4	7	3.0	2.0	5
P16	5	4	7	3.0	2.0	5

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Controller Pedestrian Overlaps
Vehicle / Pedestrian Overlaps (MM) 2-3

Included	Pedestrian Overlaps

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Controller Options

Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Guar Passage																
Non-Act I																
Non-Act II																
Dual Entry				X				X								
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel				X				X								
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Unit Red Revert: 5.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No Free Input Disables Pre-Timed: No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed																

Phase Recall Options (MM) 2-8

Plan # 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall		X				X										
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Plan # 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall		X				X										
Max Recall		X				X										
Soft Recall																
No Rest																
AI Calc																

Plan # 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall		X				X										
Max Recall		X				X										
Soft Recall																
No Rest																
AI Calc																

Plan # 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall																
Ped Recall																

Max Recall															
Soft Recall															
No Rest															
AI Calc															

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Coordination Options
Options (MM) 3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	PTN
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Fixed
Offset Reference	Lag	Use Ped Time	Yes
Ped Recall	No	Ped Reservice	Yes
Local Zero Override	Yes	FO Added Ini Green	No
Re-sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM) 3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM) 3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

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Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	90	Std (COS)	25	Offsets In	Seconds
Offset Value	54s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Description	N	S-T	E-L	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 3)	0	51	15	24	0	51	15	24	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	**1**	**2**	**3**	**4**
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	90s	90s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Seconds
Cycle	70	Std (COS)	33	Offsets In	Seconds
Offset Value	45s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	E-L	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 4)	0	36	12	22	0	36	12	22	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	70s	70s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Seconds
Cycle	190	Std (COS)	41	Offsets In	Seconds
Offset Value	57s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	E-L	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 5)	0	106	20	64	0	106	20	64	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	190s	190s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	170	Std (COS)	73	Offsets In	Seconds
Offset Value	39s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	E-L	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 6)	0	108	18	44	0	108	18	44	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	170s	170s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 7

Split Pattern	7	TS2 (Pat-Off)	2-1	Splits In	Seconds
Cycle	190	Std (COS)	81	Offsets In	Seconds
Offset Value	24s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	E-L	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 7)	0	110	25	55	0	110	25	55	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	190s	190s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0	
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0	

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 8

Split Pattern	8	TS2 (Pat-Off)	2-2	Splits In	Seconds
Cycle	100	Std (COS)	89	Offsets In	Seconds
Offset Value	42s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	E-L	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 8)	0	63	15	22	0	63	15	22	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	100s	100s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 12

Split Pattern	12	TS2 (Pat-Off)	3-3	Splits In	Seconds
Cycle	80	Std (COS)	145	Offsets In	Seconds
Offset Value	84s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	E-L	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 12)	0	46	12	22	0	46	12	22	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	80s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 14

Split Pattern	14	TS2 (Pat-Off)	4-2	Splits In	Seconds
Cycle	75	Std (COS)	161	Offsets In	Seconds
Offset Value	68s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N	S-T	E-L	W-T	N	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 14)	0	41	12	22	0	41	12	22	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	75s	75s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

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Time Base Action Plan
Action Plan (MM) 5-2

Action Plan - 1 - "1"

Pattern	Auto	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 3 - "3"

Pattern	3	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 4 - "4"

Pattern	4	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 5 - "5"

Pattern	5	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 6 - "6"

Pattern	6	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 7 - "7"

Pattern	7	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 8 - "8"

Pattern	8	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 12 - "12"

Pattern	12	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 14 - "14"

Pattern	14	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	2	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 37 - "37"

Pattern	7	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall							X									
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 62 - "62"

Pattern	Free	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Action Plan - 63 - "63"

Pattern	Flash	Override Sys	No
Timing Plan	0	Sequence	0
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Miami-Dade, FL

2627 - LeJeune Rd & University Dr - 2070-1C - Econolite Type - Cobalt

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1 - "1"

Event	Action Plan	Start Time
1	14	00:00
2	62	00:30
3	14	05:00
4	5	06:00
5	6	10:30
6	7	15:30
7	37	16:00
8	7	18:30
9	12	20:00
10	14	21:00

Day Plan #2 - "2"

Event	Action Plan	Start Time
1	14	00:00
2	62	01:00
3	14	05:00
4	6	10:00
5	14	22:00

Schedule (MM) 5-4

Schedule Number - 1

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						X

Day (DOM)	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Appendix C

Growth Rate Calculations

FDOT Historic Growth Trends

FDOT Growth Rate Summary

Station Number	Location	Historic Growth- Linear				Historic Growth- Exponential				Historic Growth- Decaying Exponential			
		5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared
0024	SR 953/Le Jeune Road -- 200 feet south of Coral Way/SR 972	-2.95%	63.00%	-2.34%	37.57%	-3.09%	62.61%	-2.53%	40.08%	-3.05%	64.34%	-2.70%	39.43%
8410	Ponce De Leon -- 200 feet south of Miracle Mile	-4.85%	80.07%	-	-	-5.37%	79.99%	-	-	-4.78%	64.93%	-	-
Total		**-3.90%**	**71.54%**	**-2.34%**	**37.57%**	**-4.23%**	**71.30%**	**-2.53%**	**40.08%**	**-3.92%**	**64.64%**	**-2.70%**	**39.43%**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

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

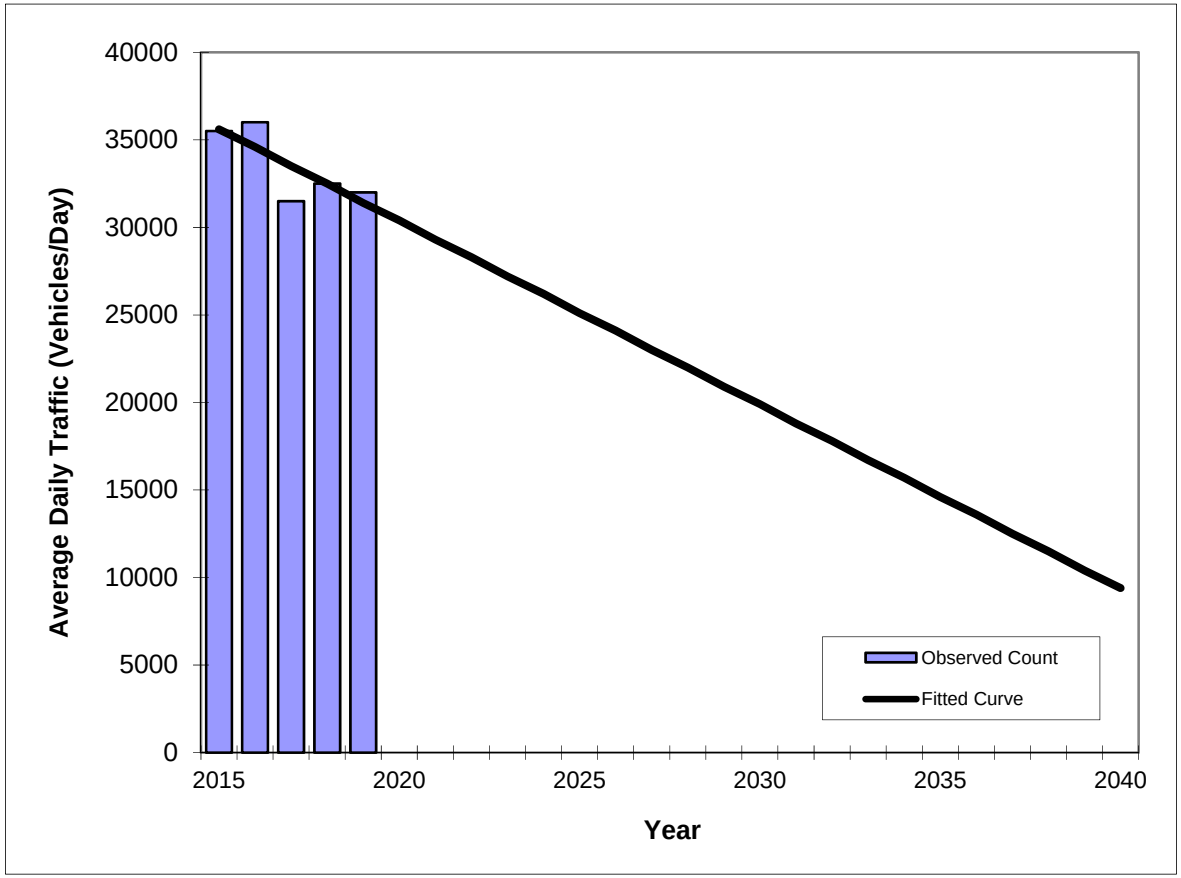
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	32000 C	N 17000	S 15000	9.00	56.00	5.80
2018	32500 C	N 17500	S 15000	9.00	54.30	6.10
2017	31500 C	N 18500	S 13000	9.00	54.00	7.00
2016	36000 C	N 18000	S 18000	9.00	56.10	4.90
2015	35500 C	N 16500	S 19000	9.00	57.40	4.60
2014	44500 C	N 23500	S 21000	9.00	59.30	5.90
2013	34000 C	N 18000	S 16000	9.00	58.90	5.70
2012	35500 C	N 18000	S 17500	9.00	59.70	4.00
2011	35500 C	N 18000	S 17500	9.00	58.20	5.70
2010	44500 C	N 22000	S 22500	7.87	58.27	3.80
2009	43000 C	N 22500	S 20500	7.98	59.96	3.20
2008	45000 C	N 23500	S 21500	8.07	66.31	3.50
2007	42000 C	N 22000	S 20000	7.90	63.12	4.70
2006	34000 C	N 15000	S 19000	7.39	58.66	7.20
2005	48000 F	N 21500	S 26500	7.70	65.70	5.50
2004	41000 C	N 18500	S 22500	8.20	67.10	9.00

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

Traffic Trends

SR 953/Le Jeune Road -- 200 feet south of Coral Way/SR 972

County:	Miami (87)
Station #:	0024
Highway:	SR 953/Le Jeune Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	35500	35600
2016	36000	34600
2017	31500	33500
2018	32500	32500
2019	32000	31400

Trend R-squared:	63.00%
Trend Annual Historic Growth Rate:	-2.95%
Printed:	21-Oct-20

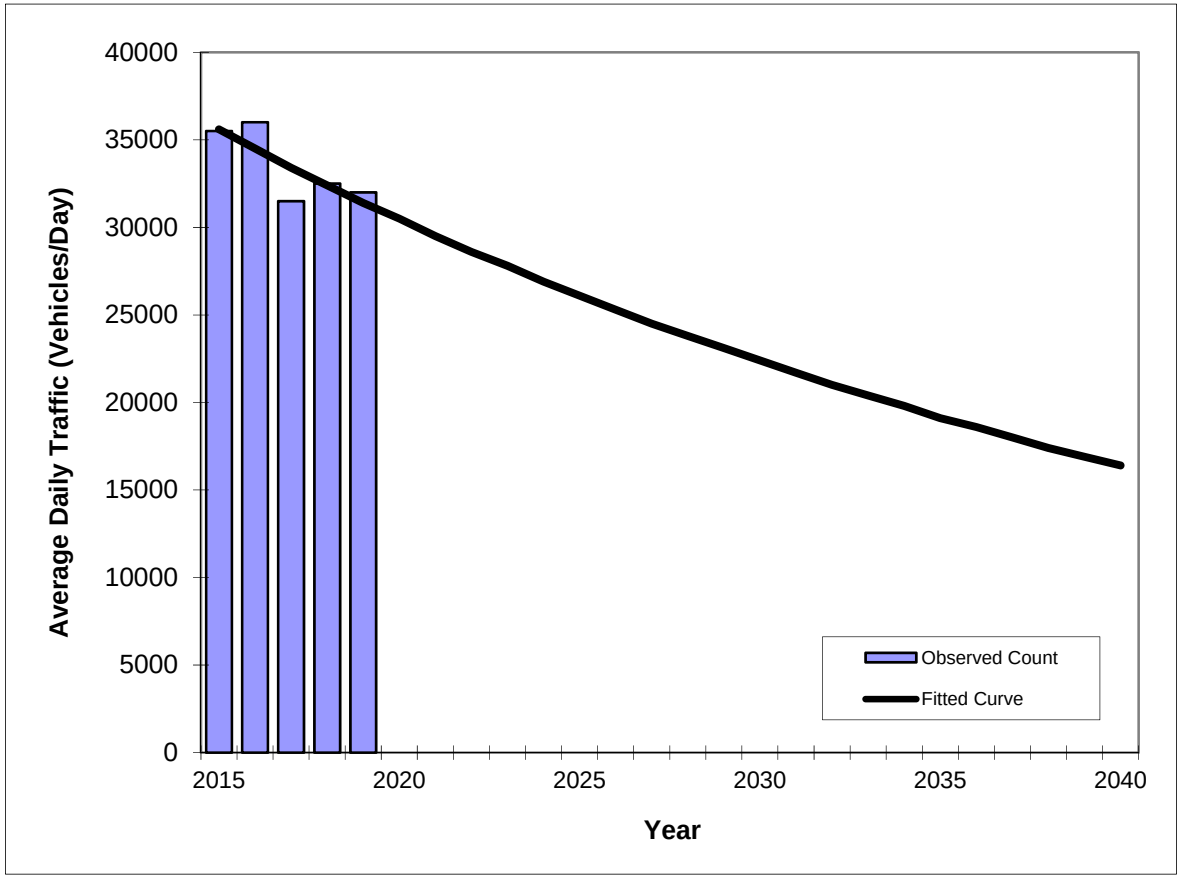
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SR 953/Le Jeune Road -- 200 feet south of Coral Way/SR 972

County:	Miami (87)
Station #:	0024
Highway:	SR 953/Le Jeune Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	35500	35600
2016	36000	34500
2017	31500	33400
2018	32500	32400
2019	32000	31400

Trend R-squared:	62.61%
Compounded Annual Historic Growth Rate:	-3.09%
Printed:	21-Oct-20

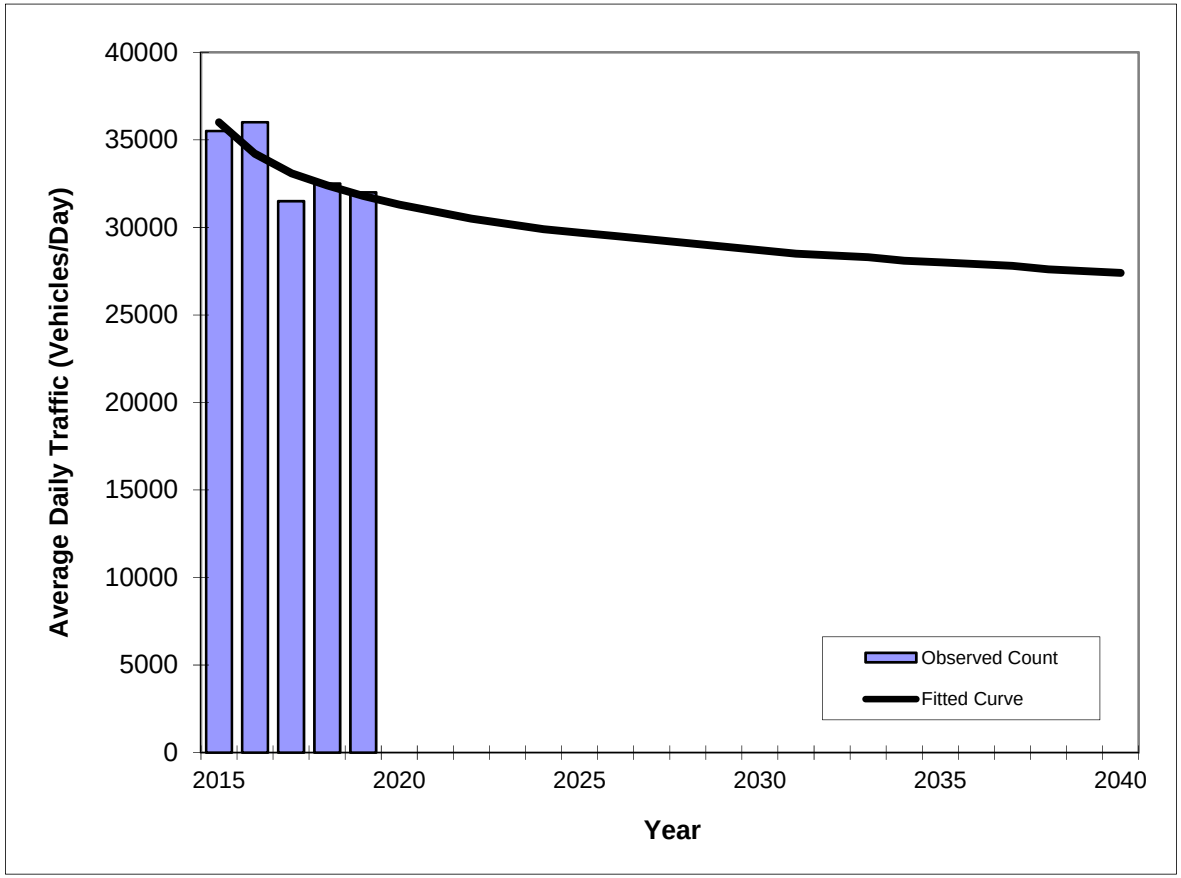
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SR 953/Le Jeune Road -- 200 feet south of Coral Way/SR 972

County:	Miami (87)
Station #:	0024
Highway:	SR 953/Le Jeune Road



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	35500	36000
2016	36000	34200
2017	31500	33100
2018	32500	32400
2019	32000	31800

Trend R-squared:	64.34%
Compounded Annual Historic Growth Rate:	-3.05%
Printed:	21-Oct-20

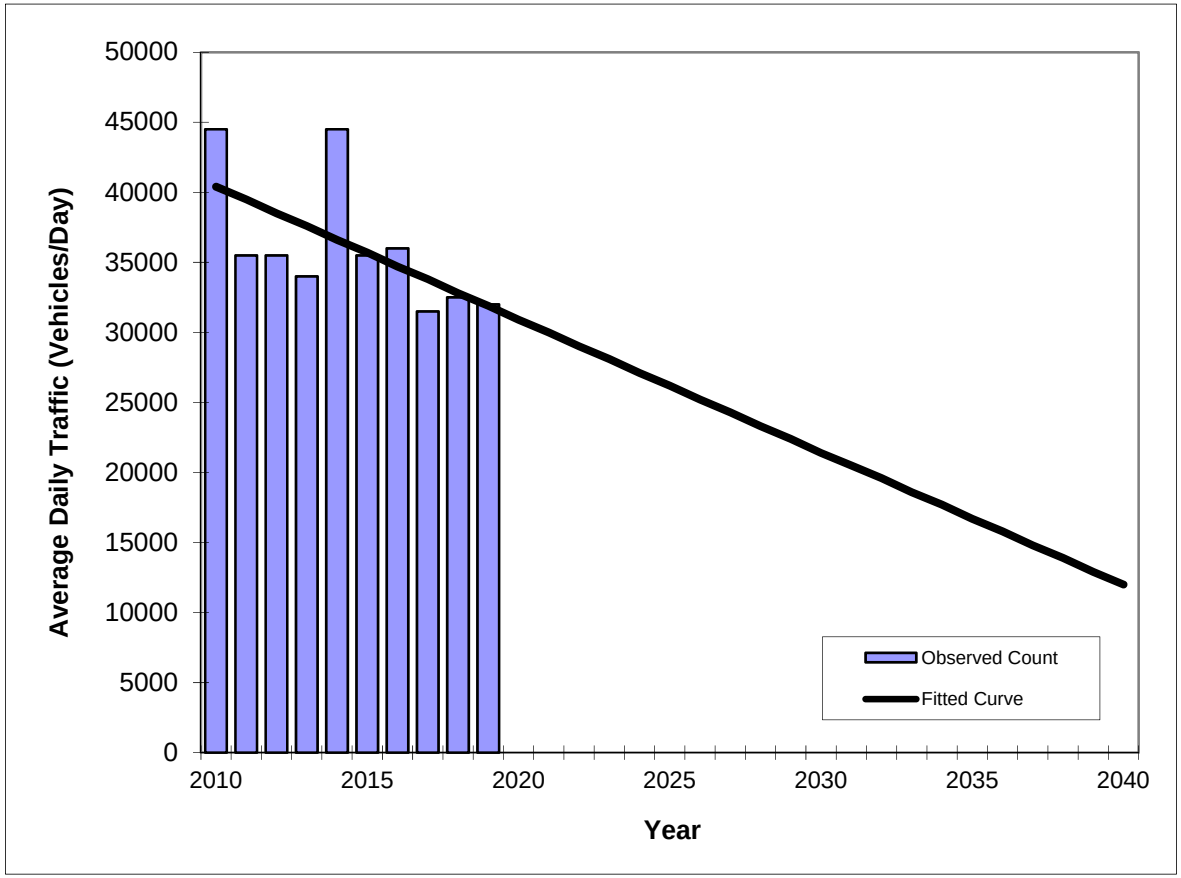
Decaying Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SR 953/Le Jeune Road -- 200 feet south of Coral Way/SR 972

County:	Miami (87)
Station #:	0024
Highway:	SR 953/Le Jeune Road



Year	Traffic (ADT/AADT) Count*	Trend**
2010	44500	40400
2011	35500	39500
2012	35500	38500
2013	34000	37600
2014	44500	36600
2015	35500	35700
2016	36000	34700
2017	31500	33800
2018	32500	32800
2019	32000	31900

*Axle-Adjusted

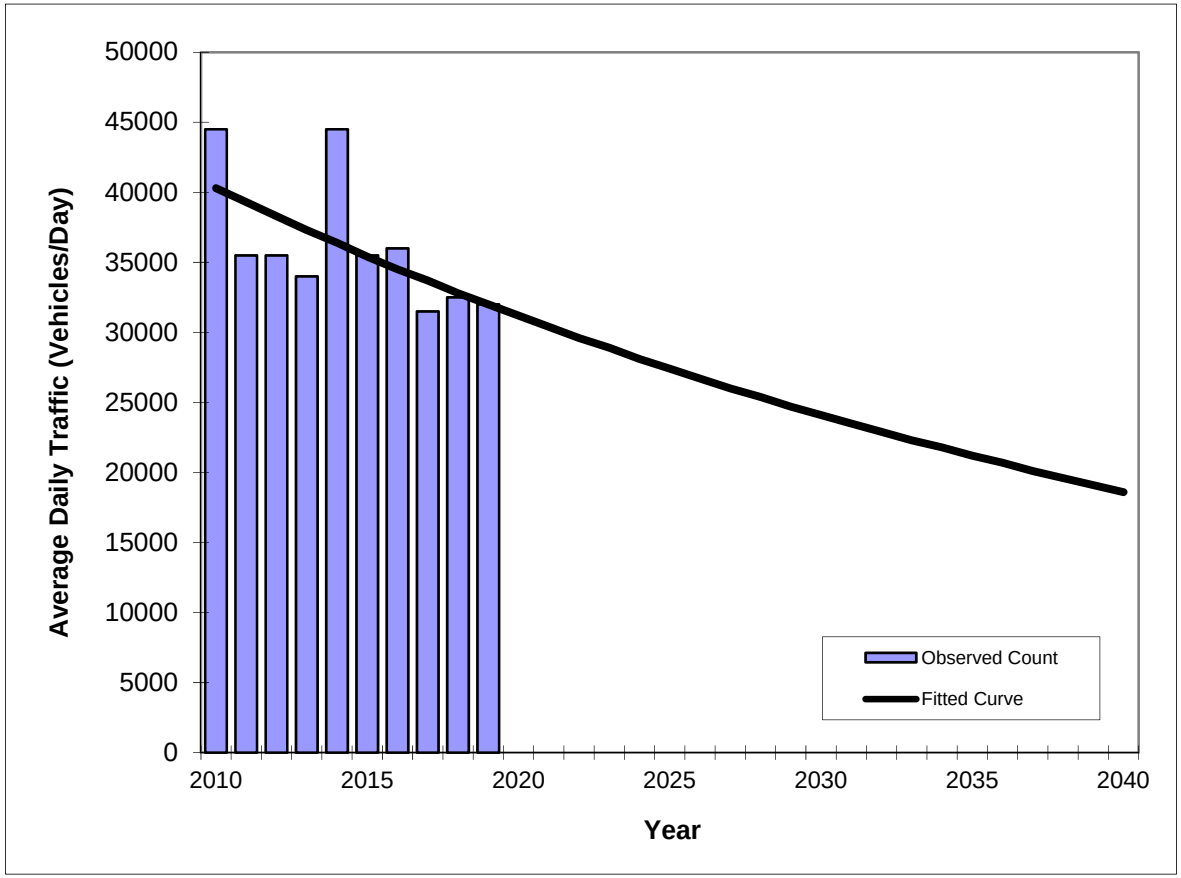
Trend R-squared:	37.57%
Trend Annual Historic Growth Rate:	-2.34%
Printed:	21-Oct-20

Straight Line Growth Option

Traffic Trends

SR 953/Le Jeune Road -- 200 feet south of Coral Way/SR 972

County:	Miami (87)
Station #:	0024
Highway:	SR 953/Le Jeune Road



Year	Traffic (ADT/AADT) Count*	Trend**
2010	44500	40300
2011	35500	39300
2012	35500	38300
2013	34000	37300
2014	44500	36400
2015	35500	35400
2016	36000	34500
2017	31500	33700
2018	32500	32800
2019	32000	32000

*Axle-Adjusted

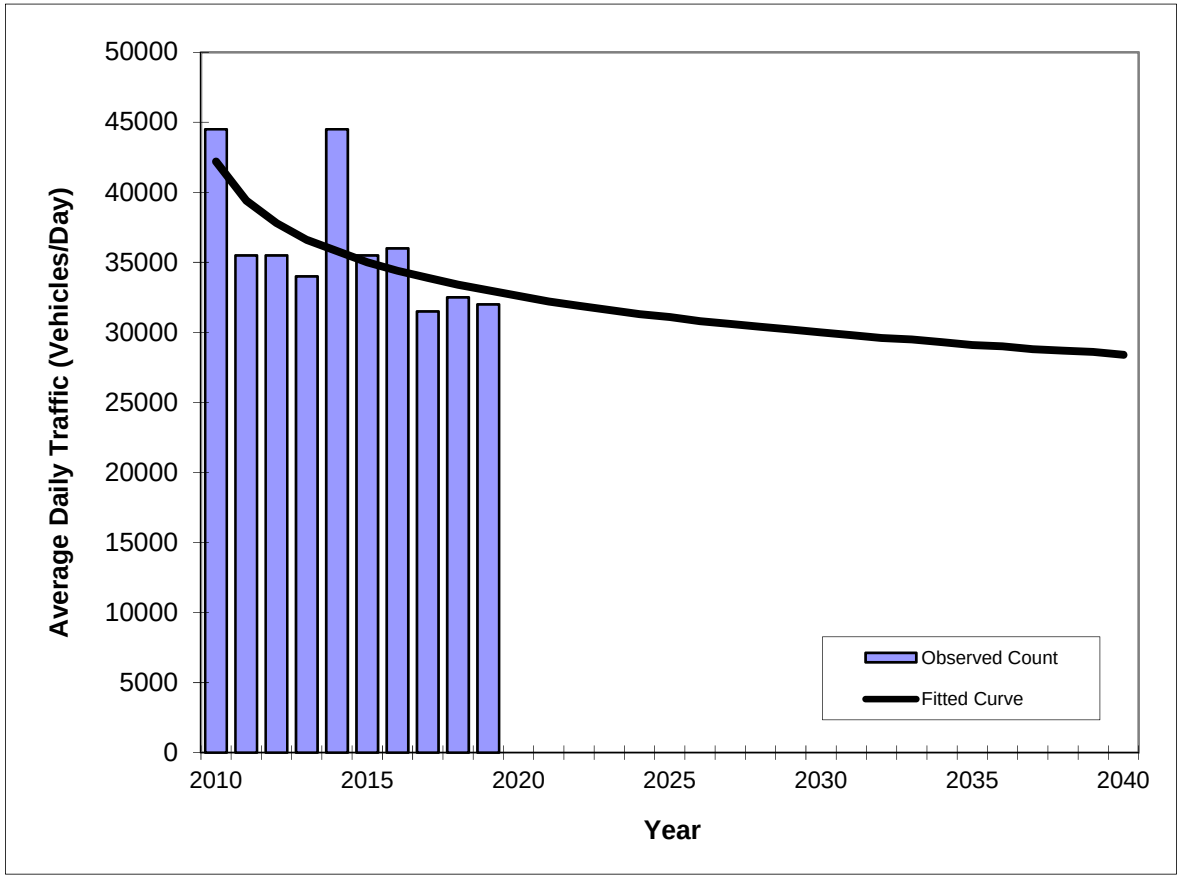
Trend R-squared:	40.08%
Compounded Annual Historic Growth Rate:	-2.53%
Printed:	21-Oct-20

Exponential Growth Option

Traffic Trends

SR 953/Le Jeune Road -- 200 feet south of Coral Way/SR 972

County:	Miami (87)
Station #:	0024
Highway:	SR 953/Le Jeune Road



Year	Traffic (ADT/AADT) Count*	Trend**
2010	44500	42200
2011	35500	39400
2012	35500	37800
2013	34000	36600
2014	44500	35800
2015	35500	35000
2016	36000	34400
2017	31500	33900
2018	32500	33400
2019	32000	33000

Trend R-squared:	39.43%
Compounded Annual Historic Growth Rate:	-2.70%
Printed:	21-Oct-20

Decaying Exponential Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 8410 - PONCE DE LEON, 200 FT S OF MIRACLE MILE (2011 OFF SYSTEM CYCLE)

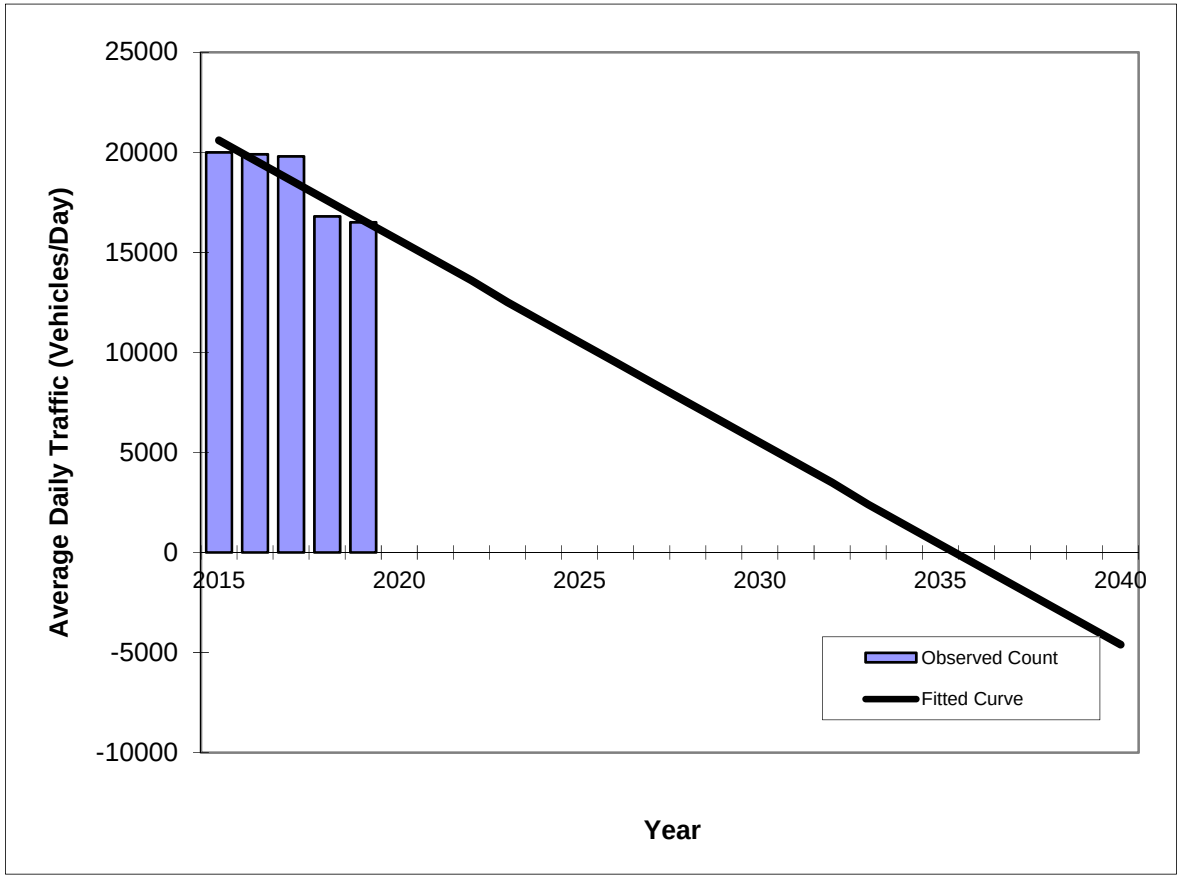
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	16500 F	N 9000	S 7500	9.00	56.00	2.90
2018	16800 C	N 9200	S 7600	9.00	54.30	2.90
2017	19800 T	N 11000	S 8800	9.00	59.30	2.70
2016	19900 S	N 11000	S 8900	9.00	56.10	3.30
2015	20000 F	N 11000	S 9000	9.00	57.40	5.30
2014	20100 C	N 11000	S 9100	9.00	59.30	7.50
2013	21000 F	N 10500	S 10500	9.00	58.90	16.20
2012	21000 C	N 10500	S 10500	9.00	59.70	16.00

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

Traffic Trends

Ponce De Leon -- 200 feet south of Miracle Mile

County:	Miami (87)
Station #:	8410
Highway:	Ponce De Leon



Year	Traffic (ADT/AADT) Count*	Trend**
2015	20000	20600
2016	19900	19600
2017	19800	18600
2018	16800	17600
2019	16500	16600

*Axle-Adjusted

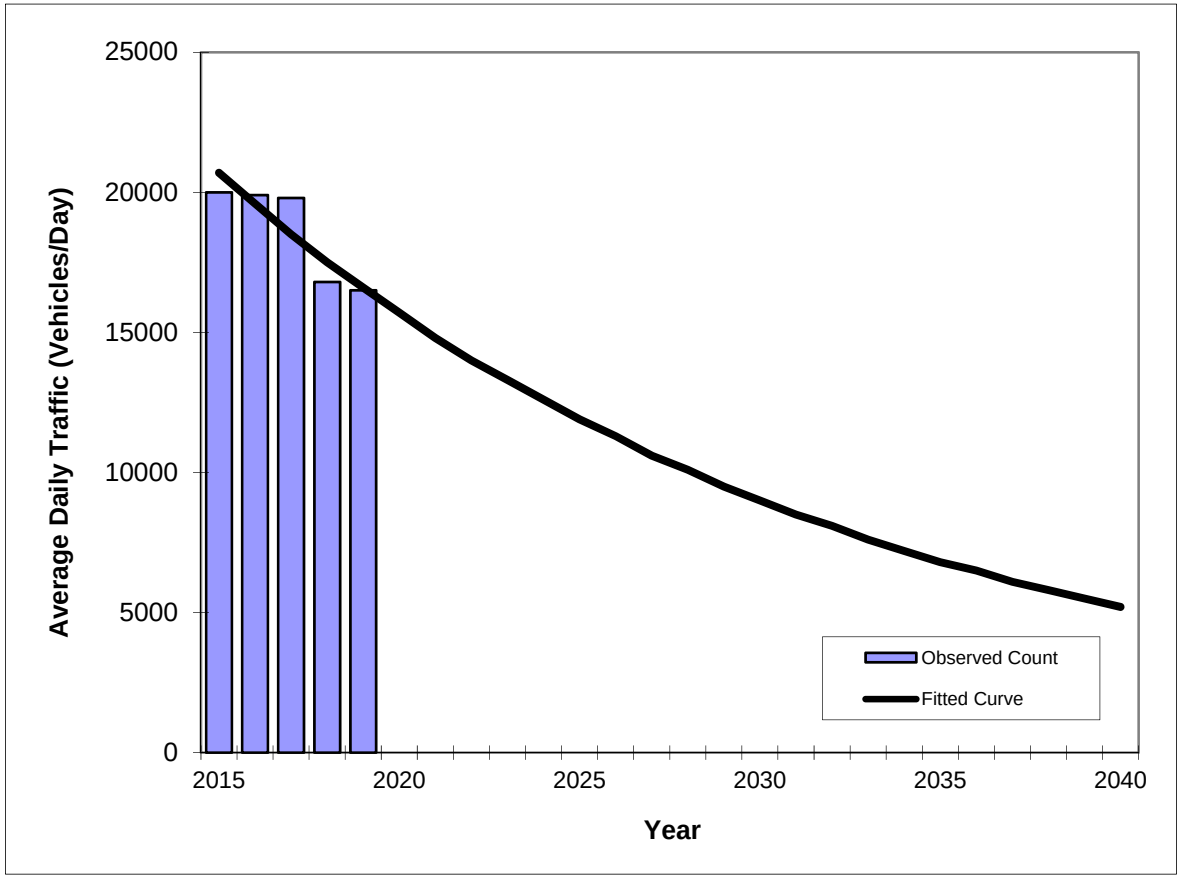
Trend R-squared:	80.07%
Trend Annual Historic Growth Rate:	-4.85%
Printed:	21-Oct-20

Straight Line Growth Option

Traffic Trends

Ponce De Leon -- 200 feet south of Miracle Mile

County:	Miami (87)
Station #:	8410
Highway:	Ponce De Leon



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	20000	20700
2016	19900	19600
2017	19800	18500
2018	16800	17500
2019	16500	16600

Trend R-squared:	79.99%
Compounded Annual Historic Growth Rate:	-5.37%
Printed:	21-Oct-20

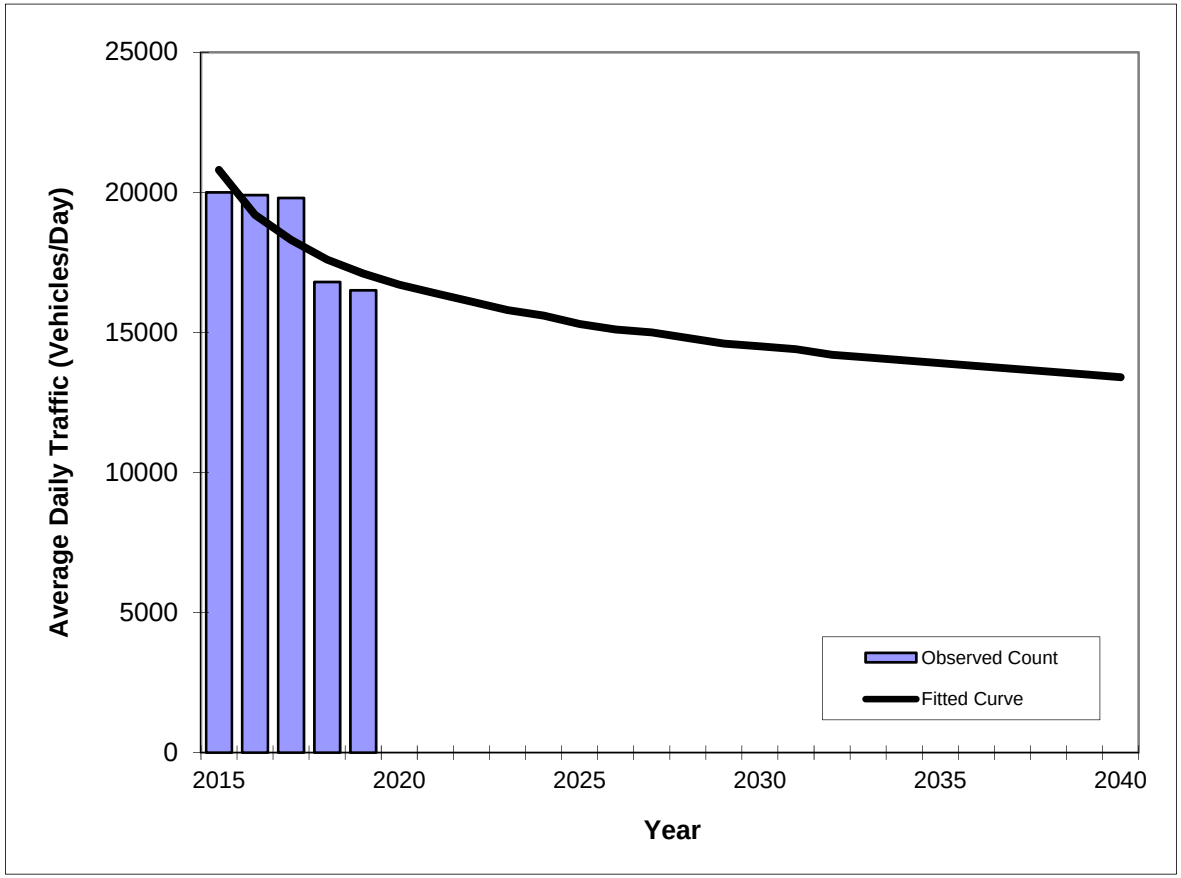
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

Ponce De Leon -- 200 feet south of Miracle Mile

County:	Miami (87)
Station #:	8410
Highway:	Ponce De Leon



Year	Traffic (ADT/AADT) Count*	Trend**
2015	20000	20800
2016	19900	19200
2017	19800	18300
2018	16800	17600
2019	16500	17100

*Axle-Adjusted

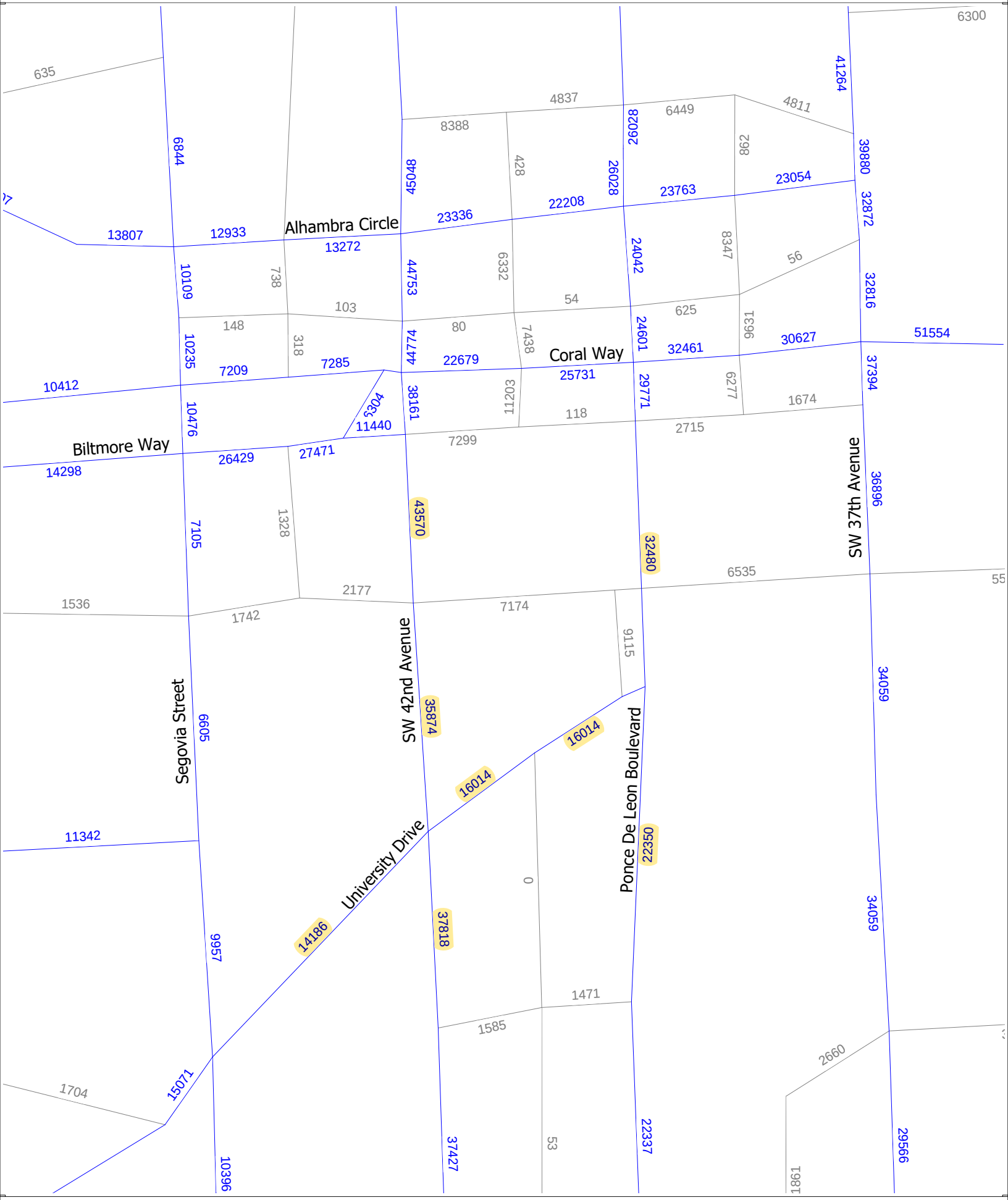
Trend R-squared:	64.93%
Compounded Annual Historic Growth Rate:	-4.78%
Printed:	21-Oct-20

Decaying Exponential Growth Option

SERPM Analysis

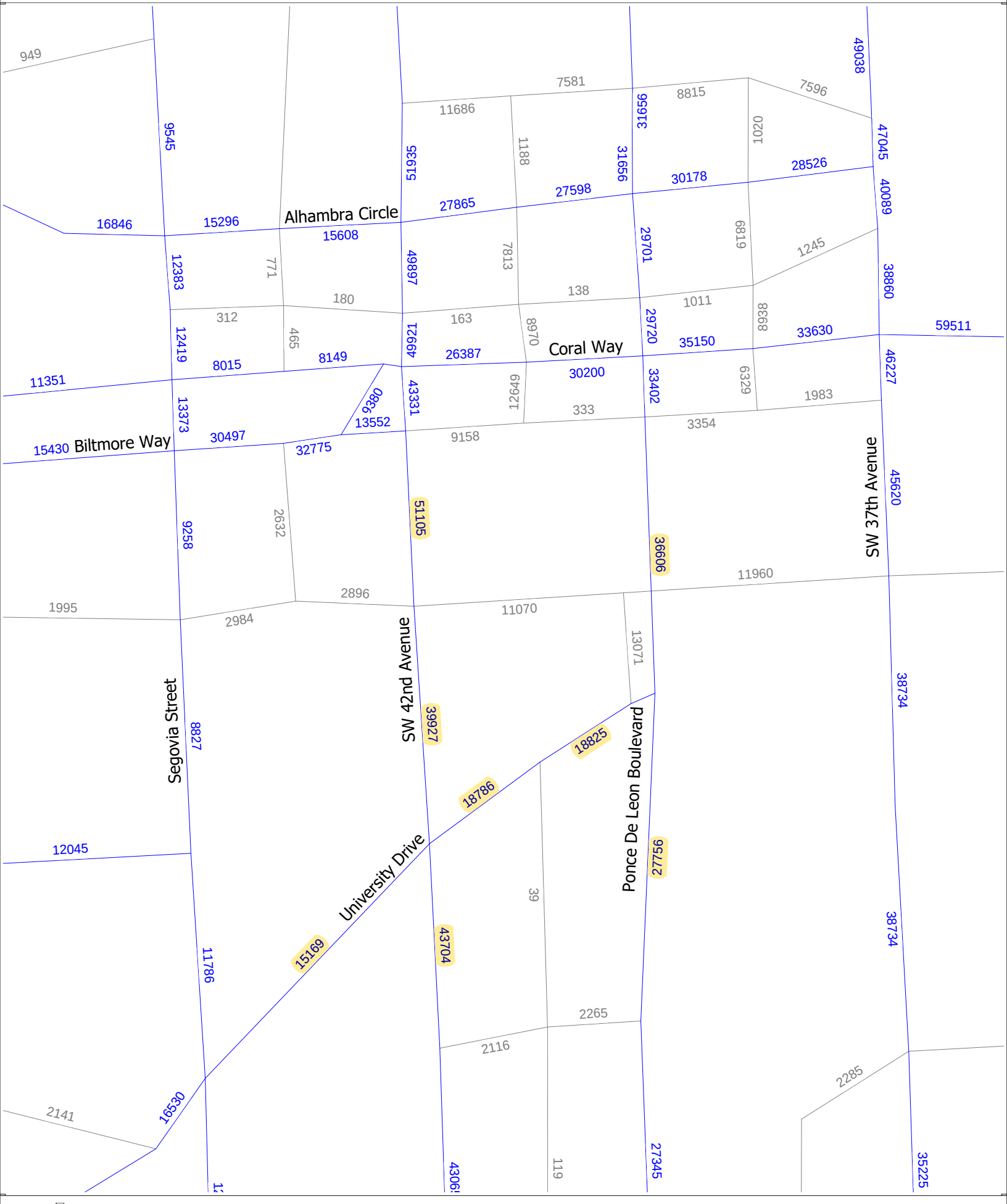
SERPM Growth Rate Summary					
Street Name	**2015**	**2045**	**Difference**	**Growth Rate**	**Annual Growth Rate**
SW 42nd Avenue	43,570	51,105	7,535	17.29%	0.58%
	35,874	39,927	4,053	11.30%	0.38%
	37,818	43,704	5,886	15.56%	0.52%
Ponce De Leon Boulevard	32,480	36,606	4,126	12.70%	0.42%
	22,350	27,756	5,406	24.19%	0.81%
University Drive	14,186	15,169	983	6.93%	0.23%
	16,014	18,786	2,772	17.31%	0.58%
	16,014	18,825	2,811	17.55%	0.59%
Total	**218,306**	**251,878**	**33,572**	**15.38%**	**0.51%**

Ponce Park Tower
2015 Volumes
SERPM 8.503



cube
(Licensed to Kimley Horn and Associates Inc)

Ponce Park Tower
2045 Volumes
SERPM 8.503



cube
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Appendix D

Committed Development Data

Traffic Impact Analysis

The Plaza Coral Gables
Coral Gables, Florida

Kimley»Horn

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Revised May 2018

N

NOT TO SCALE

Legend

- Study Roadway
- Study Intersection
- Project Driveway
- XX A.M. Peak Hour Net New Trips
- (XX) A.M. Peak Hour Pass-By Trips

Ponce De Leon Boulevard

SW 22nd Street/ Coral way

Andalusia Avenue

Galiano Street

SW 37th Avenue/ Douglas Road

Valencia Avenue

Almeria Avenue

Le Jeune Road

Sevilla Avenue

RESIDENTIAL VALET

North Driveway

NORTH OFFICE VALET

RETAIL VALET PICK-UP

RETAIL VALET DROP-OFF

Palermo Avenue

CONCIERGE VALET

SITE

Townhouse Driveway

Catalonia Avenue

Malaga Avenue

HOTEL VALET

Salzedo Street

South Driveway

SOUTH OFFICE VALET

SW 37th Avenue/Douglas Road

Coconut Grove Drive

University Drive

Ponce De Leon Boulevard

Figure 4
Project Trip Assignment
A.M. Peak Hour
The Plaza Coral Gables
Coral Gables, Florida

Kimley»Horn

© 2018

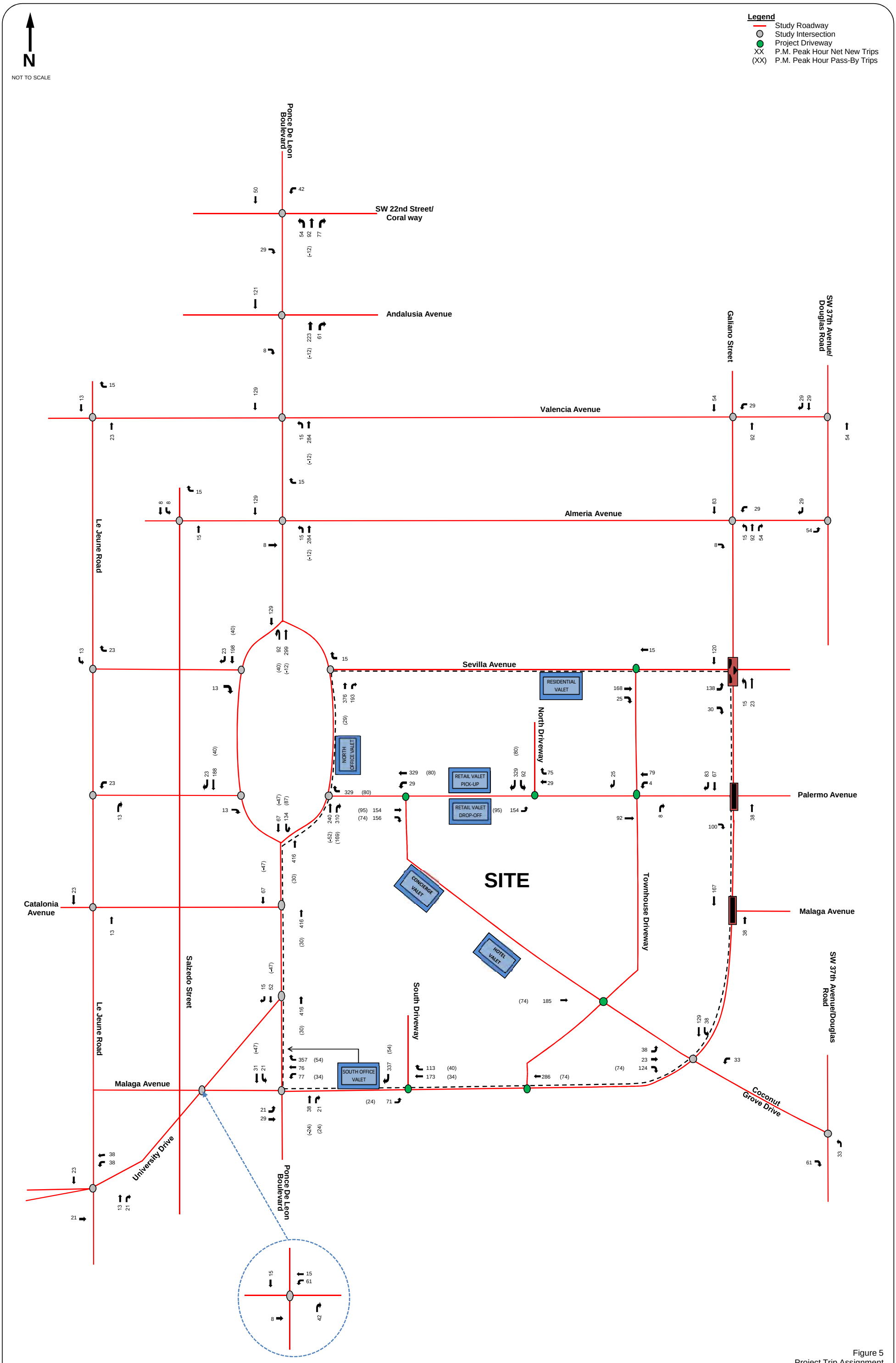


Figure 5
Project Trip Assignment
P.M. Peak Hour
The Plaza Coral Gables
Coral Gables, Florida

Kimley»Horn

© 2018

SIGNAL DISPLAY DETAILS

2	4	6	8

650-51-311
(5 AS)

3/8	2/5

650-51-511
(2 AS)

4R

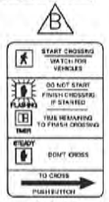
650-51-511
(1 AS)

P2	P4	P6	P8

653-191
(8 AS)

SIGN DETAILS

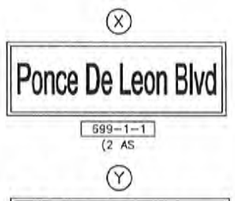
R10-3E
INCLUDED IN
PIN NO. 665-11
(3 EA)



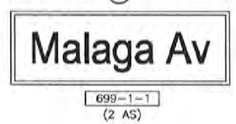
R10-3E
INCLUDED IN
PIN NO. 665-11
(1 EA)

R10-16 (30" X 36")
700-48-18
(1 EA)

R3-1 (36" X 36")
700-48-18
(1 EA)

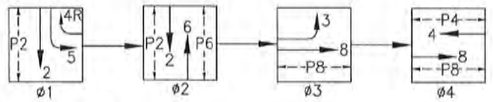


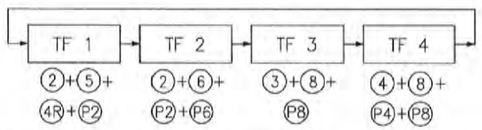
699-1-1
(2 AS)



699-1-1
(2 AS)

SOP





NOTES

1. SIGNAL HEAD MOUNTING HEIGHTS SHALL MEET MUTCD REQUIREMENTS.
2. CONTRACTOR TO PROVIDE WIRELESS COMMUNICATIONS PER MIAMI-DADE COUNTY STANDARDS.

CONTROLLER OPERATIONS

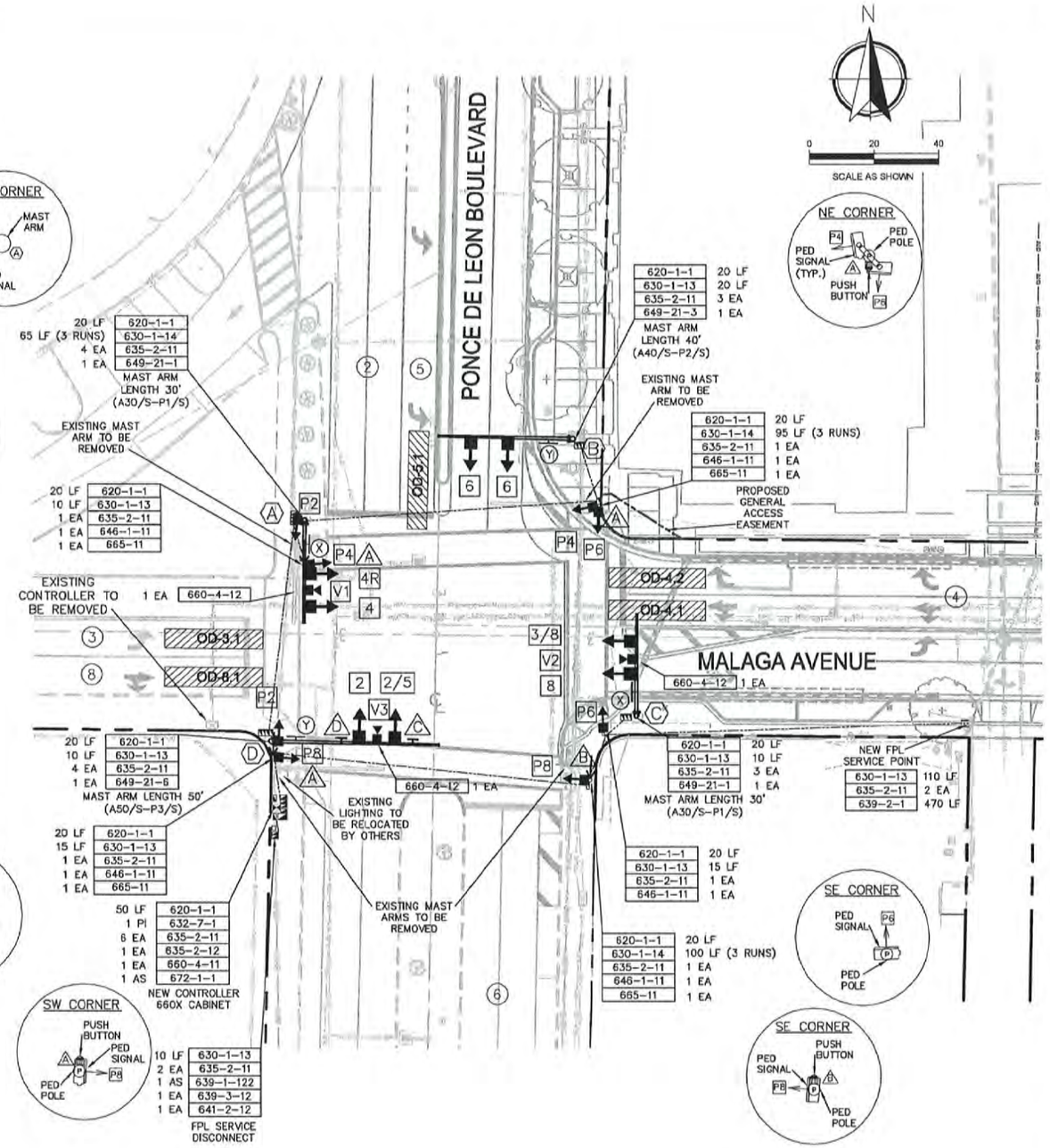
1. MAJOR STREET IS PONCE DE LEON BOULEVARD. MINOR STREET IS MALAGA AVENUE.
2. SIGNAL OPERATING PLAN AS SHOWN.
3. MOVEMENTS 3, 4, 5, AND 8 ACTUATED MOVEMENTS 2 AND 6 RECALL.
4. FLASHING OPERATION SHALL BE RED FOR MOVEMENTS 3, 4, AND 8, AND YELLOW FOR MOVEMENTS 2, 5, AND 6.
5. TRAFFIC SIGNAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY DEPARTMENT OF TRANSPORTATION PUBLIC WORKS, TRAFFIC SIGNALS AND SIGNS DIVISION.
6. THIS SIGNAL IS OWNED AND OPERATED BY MDC. ALL MATERIALS USED ARE TO BE ON THE COUNTY'S QPL.

VIDEO DETECTOR CHART		
DETECTOR	MOVEMENTS	ZONE
V1	4	OD-4.1, 4.2
V2	3, 8	OD-3.1, 8.1
V3	5	OD-5.1

INITIAL CONTROLLER TIMINGS								
MOVEMENT NUMBER		1	2	3	4	5	6	7	8
TIMING FUNCTION	YELLOW CLEARANCE	–	4.0	4.0	4.0	4.0	4.0	–	4.0
	ALL RED	–	2.0	2.2	2.5	2.2	2.2	–	2.5
	PEDESTRIAN WALK	–	7	–	7	–	7	–	7
	PED. CLEARANCE	–	11	–	24	–	15	–	23
	RECALL	–	Y	N	N	N	Y	–	N

REMOVAL ITEMS

690-32-2	4 EA
690-90	1 PI
690-100	1 PI
690-101	1 AS



MALAGA AV & PONCE DE LEON BLVD
ASSET ID 3771

JOHN JOSEPH McWILLIAMS
LICENSE
No. 62541
STATE OF FLORIDA
PROFESSIONAL ENGINEER

No.	REVISIONS	DATE	BY

DESIGN ENGINEER: JOHN J. MCWILLIAMS
FLORIDA REGISTRATION NUMBER: 62541

Kimley»Horn

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600 N PINE ISLAND ROAD, SUITE 450, PLANTATION, FL 33324
PHONE (954) 535-5100
WWW.KIMLEY-HORN.COM CA 00000696

SCALE	AS SHOWN
DESIGNED BY	JJM
DRAWN BY	CHS
CHECKED BY	AHB

AGAVE PONCE, LLC
MIAMI-DADE COUNTY FLORIDA

DATE 02/2020
PROJECT NO. 043567006

SIGNALIZATION PLAN
PONCE DE LEON BOULEVARD
AT MALAGA AVENUE

SHEET NUMBER T-4
4 of 9

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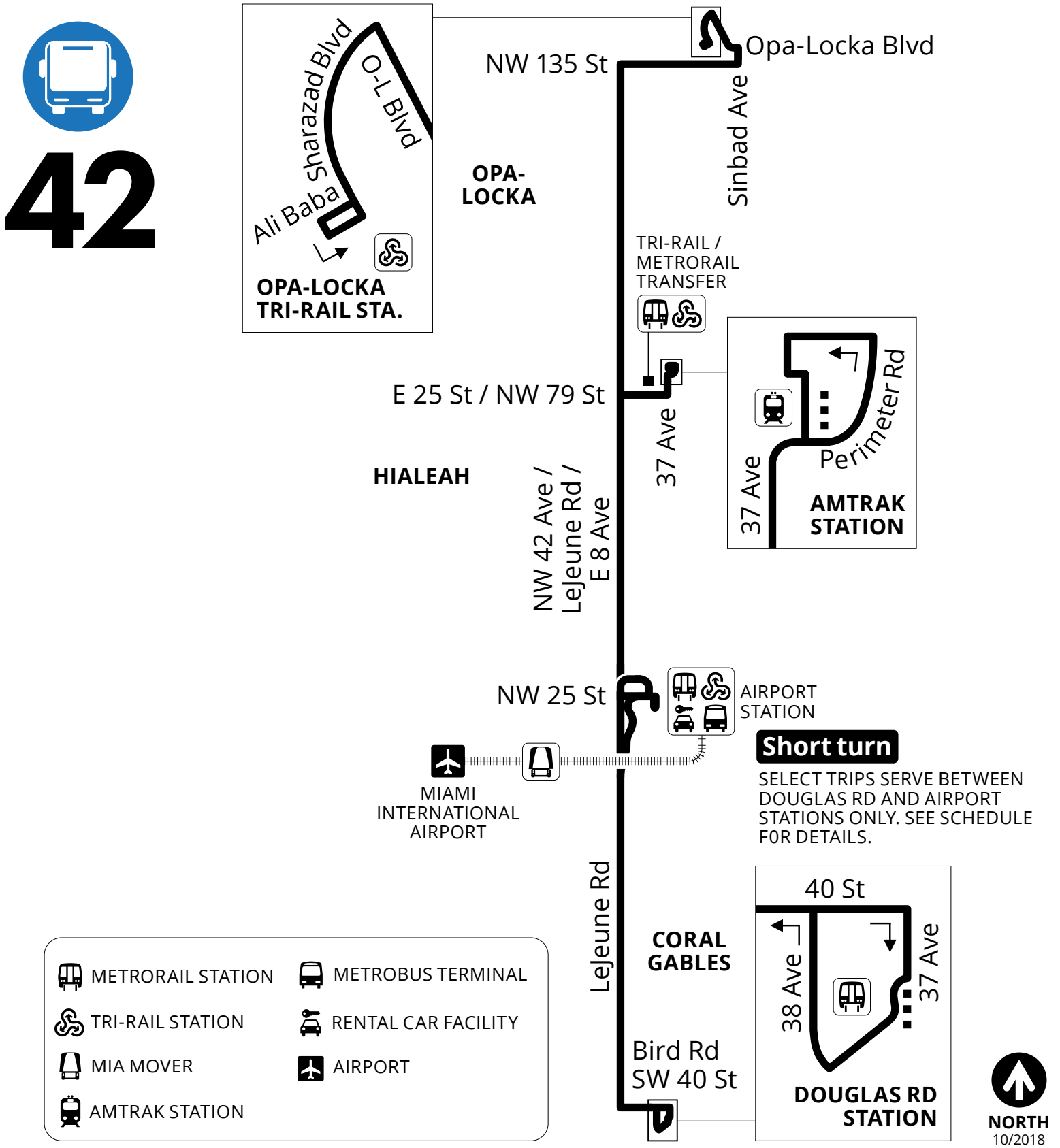
Drawing name: K:\FTL_TPTO\043567006-Agave - The Plaza Coral Gables\Signal\Signal_mod_0220.dwg Sheet 4 Feb 26, 2020 4:54pm by: ali.Brighton

Appendix E

Transit Service Data

42


Opa-Locka Blvd
NW 135 St
Sinbad Ave
Ali Baba
Sharazad Blvd
O-L Blvd
OPA-LOCKA
OPA-LOCKA TRI-RAIL STA.
TRI-RAIL / METRORAIL TRANSFER
E 25 St / NW 79 St
37 Ave
Perimeter Rd
AMTRAK STATION
HIALEAH
NW 42 Ave / Lejeune Rd / E 8 Ave
NW 25 St
AIRPORT STATION
Short turn
SELECT TRIPS SERVE BETWEEN DOUGLAS RD AND AIRPORT STATIONS ONLY. SEE SCHEDULE F0R DETAILS.
MIAMI INTERNATIONAL AIRPORT
Lejeune Rd
CORAL GABLES
40 St
38 Ave
37 Ave
DOUGLAS RD STATION
Bird Rd
SW 40 St
METRORAIL STATION
METROBUS TERMINAL
TRI-RAIL STATION
RENTAL CAR FACILITY
MIA MOVER
AIRPORT
AMTRAK STATION
NORTH
10/2018

WEEKDAYS / DIAS LABORABLES / LASEMÈN

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

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

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

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

SATURDAY / SÁBADO / SAMDI

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

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

SUNDAY / DOMINGO / DIMANCH

NORTHBOUND
RUMBO NORTE / DIREKSYON NÒ

	MORNING / MAÑANA / MATEN AM							PM AFTERNOON / TARDE / APRÈMIDI										
Douglas Road Metrorail Station	5:50	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	8:18	9:18	10:18	11:18
SW 42 Ave & Candia Ave	5:53	6:49	7:49	8:49	9:49	10:49	11:49	12:49	1:49	2:49	3:49	4:49	5:49	6:49	7:48	8:21	9:21	10:21	11:21
Le Jeune Rd & Miracle Mile	5:57	6:53	7:53	8:53	9:54	10:54	11:54	12:54	1:54	2:54	3:54	4:54	5:54	6:54	7:52	8:25	9:25	10:25	11:25
Le Jeune Rd & W Flagler St	6:02	6:59	7:59	8:59	10:01	11:01	12:01	1:01	2:01	3:01	4:01	5:01	6:01	7:01	7:58	8:31	9:31	10:30	11:30
MIA Metrorail Station	6:09	7:07	8:07	9:07	10:09	11:09	12:09	1:09	2:09	3:09	4:09	5:09	6:09	7:09	8:06	8:39	9:39	10:37	11:37
Okeechobee Rd & Le Jeune Rd	6:14	7:12	8:12	9:12	10:14	11:14	12:14	1:14	2:14	3:14	4:14	5:14	6:14	–	–	–	–	–	–
NW 37 Ave Amtrak Station	6:23	7:23	8:23	9:24	10:26	11:26	12:26	1:26	2:26	3:26	4:26	5:26	6:26	–	–	–	–	–	–
E 8 Ave & 49 St Hialeah	6:29	7:31	8:31	9:32	10:34	11:34	12:34	1:34	2:34	3:34	4:34	5:34	6:34	–	–	–	–	–	–
Opa-Locka Tri-Rail Station	6:44	7:46	8:46	9:47	10:49	11:49	12:49	1:49	2:49	3:49	4:49	5:49	6:49	–	–	–	–	–	–

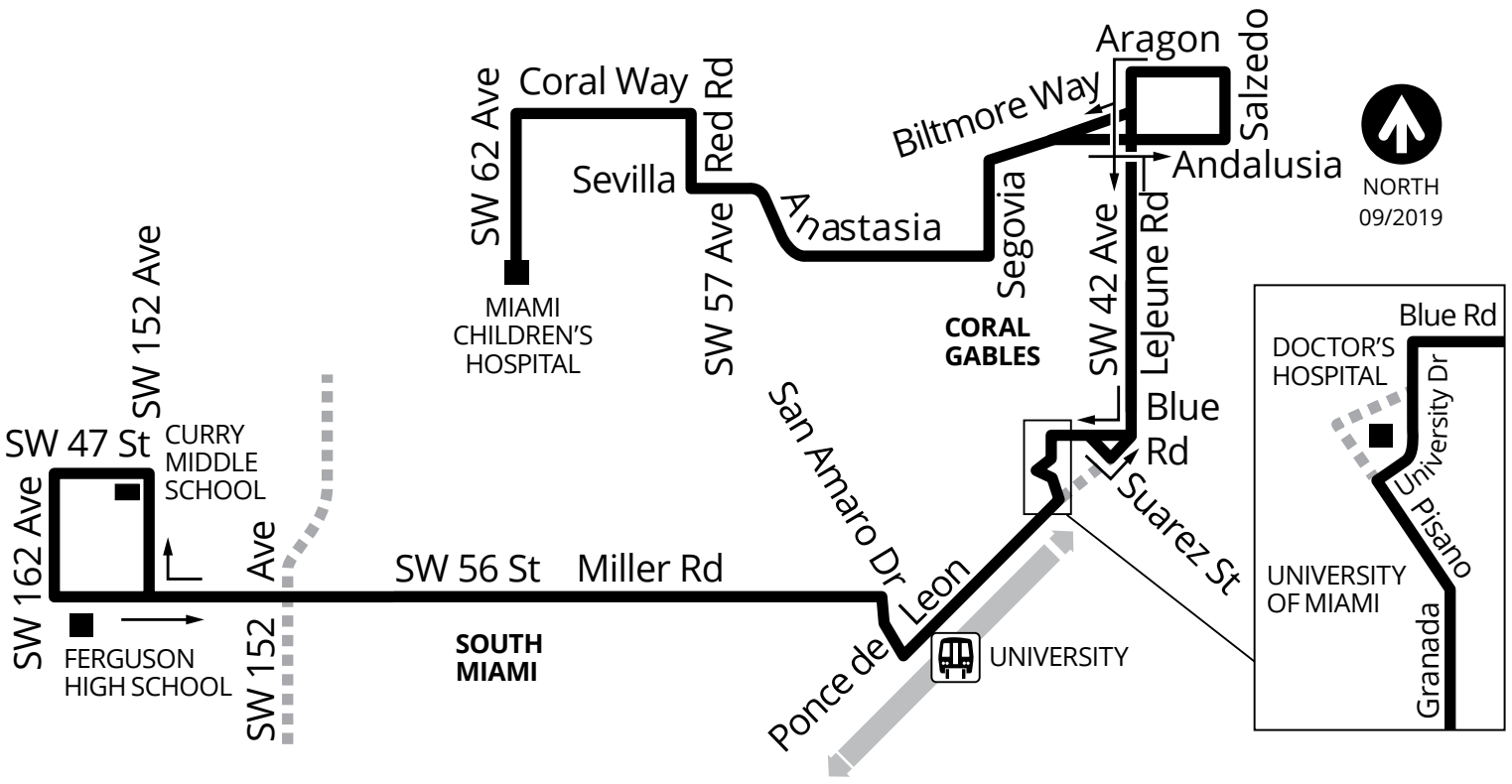
SOUTHBOUND
RUMBO SUR / DIREKSYON SID

	MORNING / MAÑANA / MATEN AM							PM AFTERNOON / TARDE / APRÈMIDI										
Opa-Locka Tri-Rail Station	5:35	6:28	7:28	8:28	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:28	–	–	–	–
E 8 Ave & 49 St Hialeah	5:45	6:40	7:40	8:40	9:37	10:37	11:37	12:37	1:37	2:37	3:37	4:37	5:37	6:40	–	–	–	–
NW 37 Ave Amtrak Station	05:53	6:49	7:49	8:49	9:46	10:46	11:46	12:46	1:46	2:46	3:46	4:46	5:46	6:49	–	–	–	–
NW 42 Ave & 36 St	6:04	7:02	8:02	9:02	9:59	10:59	11:59	12:59	1:59	2:59	3:59	4:59	5:59	7:02	–	–	–	–
MIA Metrorail Station	6:08	7:07	8:07	9:07	10:04	11:04	12:04	1:04	2:04	3:04	4:04	5:04	6:04	7:07	7:54	8:54	9:54	10:54
Le Jeune Rd & W Flagler St	6:17	7:16	8:16	9:16	10:14	11:14	12:14	1:14	2:14	3:15	4:15	5:15	6:15	7:17	8:03	9:03	10:03	11:02
SW 42 Ave & Coral Way	6:22	7:21	8:21	9:21	10:19	11:19	12:19	1:19	2:19	3:20	4:20	5:20	6:20	7:22	8:08	9:08	10:07	11:06
SW 40 St & Le Jeune Rd	6:26	7:26	8:26	9:26	10:26	11:26	12:26	1:26	2:26	3:27	4:27	5:27	6:27	7:27	8:13	9:13	10:11	11:10
Douglas Road Metrorail Station	6:30	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30	8:16	9:16	10:14	11:13

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

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

56


Aragon
Salzedo
Biltmore Way
Andalusia
NORTH
09/2019
Coral Way
SW 62 Ave
Red Rd
Sevilla
Anastasia
Segovia
SW 57 Ave
MIAMI
CHILDREN'S
HOSPITAL
CORAL
GABLES
SW 42 Ave
Lejeune Rd
Blue Rd
Blue Rd
DOCTOR'S
HOSPITAL
University Dr
Pisano
UNIVERSITY
OF MIAMI
Granada
SW 152 Ave
SW 47 St
CURRY
MIDDLE
SCHOOL
SW 162 Ave
Ave
SW 56 St
Miller Rd
San Amaro Dr
Suarez St
Leon
Ponce de
UNIVERSITY
SW 152
FERGUSON
HIGH SCHOOL
SOUTH
MIAMI

WEEKDAYS / DIAS LABORABLES / LASEMÈN

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

EASTBOUND RUMBO ESTE / DIREKSYON IS	MORNING / MAÑANA / MATEN						AM	PM	AFTERNOON / TARDE / APRÈ MIDI					
SW 56 St & 152 Ave	5:56	6:38	7:31	8:38	9:46	10:46	11:46		12:46	1:46	2:43	3:53	4:53	5:53
SW 56 St & SW 147 Ave	5:57	6:39	7:33	8:40	9:48	10:48	11:48		12:48	1:48	2:45	3:55	4:55	5:55
SW 56 St & SW 107 Ave	6:11	6:53	7:53	9:00	10:00	11:00	12:00		1:00	2:00	2:59	4:09	5:09	6:09
SW 56 St & 72 Ave	6:21	7:08	8:08	9:10	10:10	11:10	12:10		1:10	2:10	3:10	4:20	5:20	6:20
University Metrorail Station	6:30	7:20	8:20	9:20	10:20	11:20	12:20		1:20	2:20	3:20	4:30	5:30	6:30
Andalusia Ave & Le Jeune Rd	6:43	7:39	8:39	9:35	10:35	11:35	12:35		1:35	2:37	3:37	4:47	5:47	6:47
Miami Childrens Hospital	6:57	7:55	8:55	9:52	10:52	11:51	12:51		1:51	2:57	3:57	5:07	6:07	7:07

Coral Gables

Trolley Route
& Points of Interest

Trolley Stops & Route

Municipal Parking Garage (P)

Miami-Dade Transit Metrobus Routes
Visit www.miamidade.gov/transit
for detailed Metrobus routes and stops

Miami-Dade Metrorail Station
Transfer from the Trolley to the Metrorail to travel to the Miami International Airport, Downtown Miami, University of Miami, Coconut Grove, South Miami or Kendall/Dadeland.

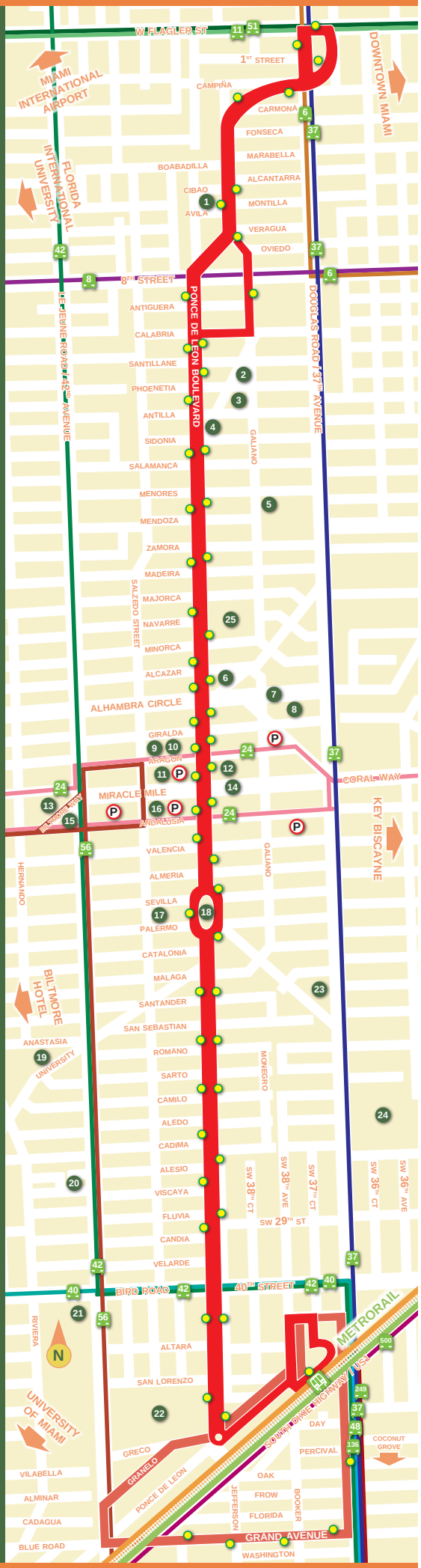
1. Rotary Centenial Park
2. Freedom Plaza
3. Coral Gables Woman's Club
4. Ponce De Leon Park
5. Phillips Park
6. Hotel Place St. Michel
7. Alhambra Plaza
8. Hyatt Regency Hotel
9. Coral Gables Museum
10. Books & Books
11. Coral Gables Art Cinema
12. Westin Colonnade Hotel
13. Coral Gables City Hall
14. Miracle Mile Shops
15. Merrick Park
16. Miracle Theater
17. Coral Gables Police Department
18. Fred B. Hartnett / Ponce Circle Park
19. Coral Gables War Memorial Youth Center
20. French Normandy Village
21. Coral Gables Senior High School
22. Village of Merrick Park Shopping
23. Coral Gables Hospital
24. Douglas Park (Miami-Dade Park)
25. Coral Gables Elementary School

Monday - Friday, 6:30 a.m. - 8 p.m.
First Friday of the Month
is Gallery Night. Ride until 10 p.m.

For more information on the
Coral Gables Trolley visit
www.coralgables.com
or contact us via phone at 305-460-5070
or E-mail at trolley@coralgables.com

City Hall General Inquiries: 305-446-6800

Funding for this program is possible thanks to the Miami-Dade County Half Penny Transportation Surtax, the Florida Department of Transportation and the Metropolitan Planning Organization.



Appendix F

Trip Generation

AM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																			
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	General Office Building	10	710	7.614	ksf	86%	14%	29	5	34	8.3%	3	27	4	31	3.2%	1	27	3	30	0.0%	0	27	3	30
	2	Shopping Center	10	820	3.386	ksf	62%	38%	2	1	3	8.3%	0	2	1	3	33.3%	1	1	1	2	0.0%	0	1	1	2
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	31	6	37	8.3%	3	29	5	34	5.9%	2	28	4	32	0.0%	0	28	4	32
		710		Y=0.94*(X)+26.49																						
		820		Y=0.94(X)																						

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																			
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Shopping Center	10	820	18.107	ksf	62%	38%	11	6	17	8.3%	1	10	6	16	0.0%	0	10	6	16	0.0%	0	10	6	16
	2	Multifamily Housing (High-Rise)	10	222	171	du	24%	76%	15	46	61	8.3%	5	14	42	56	0.0%	0	14	42	56	0.0%	0	14	42	56
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	26	52	78	8.3%	6	24	48	72	0.0%	0	24	48	72	0.0%	0	24	48	72
		820		Y=0.94(X)																						
		222		Y=0.28*(X)+12.86																						

	IN	OUT	TOTAL
NET NEW TRIPS	**-4**	**44**	**40**

	Valet Trips		
	IN	**OUT**	**TOTAL**
Retail	5	3	8
Residential Guests	2	4	6
TOTAL	**7**	**7**	**14**

PM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																			
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	General Office Building	10	710	7.614	ksf	16%	84%	2	8	10	8.3%	1	2	7	9	11.1%	1	2	6	8	0.0%	0	2	6	8
	2	Shopping Center	10	820	3.386	ksf	48%	52%	21	23	44	8.3%	3	20	21	41	2.4%	1	19	21	40	34.0%	14	12	14	26
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	23	31	54	8.3%	4	22	28	50	4.0%	2	21	27	48	29.2%	14	14	20	34
		710		LN(Y) = 0.95*LN(X)+0.36																						
		820		LN(Y) = 0.74*LN(X)+2.89																						

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																			
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Shopping Center	10	820	18.107	ksf	48%	52%	73	80	153	8.3%	13	67	73	140	17.1%	24	60	56	116	34.0%	39	40	37	77
	2	Multifamily Housing (High-Rise)	10	222	171	du	61%	39%	41	26	67	8.3%	5	38	24	62	38.7%	24	21	17	38	0.0%	0	21	17	38
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	114	106	220	8.3%	18	105	97	202	23.8%	48	81	73	154	25.3%	39	61	54	115
		820		LN(Y) = 0.74*LN(X)+2.89																						
		222		Y=0.34*(X)+8.56																						

	IN	OUT	TOTAL
NET NEW TRIPS	**47**	**34**	**81**

	Valet Trips		
	IN	**OUT**	**TOTAL**
Retail	30	28	58
Residential Guests	2	2	4
TOTAL	**32**	**30**	**62**

Internal Capture Reduction Calculations

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

SUMMARY (EXISTING)

GROSS TRIP GENERATION

INPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	27	4	2	7
Retail	2	1	20	21
Restaurant	0	0	0	0
Cinema/Entertainment	0	0	0	0
Residential	0	0	0	0
Hotel	0	0	0	0
	29	5	22	28

INTERNAL TRIPS

OUTPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	0	1	0	1
Retail	1	0	1	0
Restaurant	0	0	0	0
Cinema/Entertainment	0	0	0	0
Residential	0	0	0	0
Hotel	0	0	0	0
	1	1	1	1

OUTPUT

Total % Reduction	***5.9%***	***4.0%***
Office	3.2%	11.1%
Retail	33.3%	2.4%
Restaurant		
Cinema/Entertainment		
Residential		
Hotel		

EXTERNAL TRIPS

OUTPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	27	3	2	6
Retail	1	1	19	21
Restaurant	0	0	0	0
Cinema/Entertainment	0	0	0	0
Residential	0	0	0	0
Hotel	0	0	0	0
	28	4	21	27

Internal Capture Reduction Calculations

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

SUMMARY (PROPOSED)

GROSS TRIP GENERATION

INPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	0	0	0	0
Retail	10	6	67	73
Restaurant	0	0	0	0
Cinema/Entertainment	0	0	0	0
Residential	14	42	38	24
Hotel	0	0	0	0
	24	48	105	97

INTERNAL TRIPS

OUTPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	0	0	0	0
Retail	0	0	7	17
Restaurant	0	0	0	0
Cinema/Entertainment	0	0	0	0
Residential	0	0	17	7
Hotel	0	0	0	0
	0	0	24	24

OUTPUT

Total % Reduction	***0.0%***	***23.8%***
Office		
Retail	0.0%	17.1%
Restaurant		
Cinema/Entertainment		
Residential	0.0%	38.7%
Hotel		

EXTERNAL TRIPS

OUTPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	0	0	0	0
Retail	10	6	60	56
Restaurant	0	0	0	0
Cinema/Entertainment	0	0	0	0
Residential	14	42	21	17
Hotel	0	0	0	0
	24	48	81	73

MEANS OF TRANSPORTATION TO WORK

United States Census Bureau

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

(47+6+34)/1,042=8.3%

	Census Tract 62.03, Miami-Dade County, Florida	
Label	Estimate	Margin of Error
Total:	1,042	±181
Car, truck, or van:	797	±155
Drove alone	696	±146
Carpooled:	101	±90
In 2-person carpool	92	±88
In 3-person carpool	9	±16
In 4-person carpool	0	±13
In 5- or 6-person carpool	0	±13
In 7-or-more-person carpool	0	±13
Public transportation (excluding taxicab):	47	±47
Bus or trolley bus	35	±44
Streetcar or trolley car (carro publico in Puerto Rico)	0	±13
Subway or elevated	12	±21
Railroad	0	±13
Ferryboat	0	±13
Taxicab	0	±13
Motorcycle	0	±13
Bicycle	6	±10
Walked	34	±27
Other means	40	±40
Worked at home	118	±66

Table Notes

MEANS OF TRANSPORTATION TO WORK

Survey/Program:
American Community Survey
Universe:
Workers 16 years and over
Year:
2018
Estimates:
5-Year
Table ID:
B08301

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

Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

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

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

While the 2014-2018 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

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

Explanation of Symbols:

An "**" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself.
An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution.
An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution.
An "***" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
An "(X)" means that the estimate is not applicable or not available.

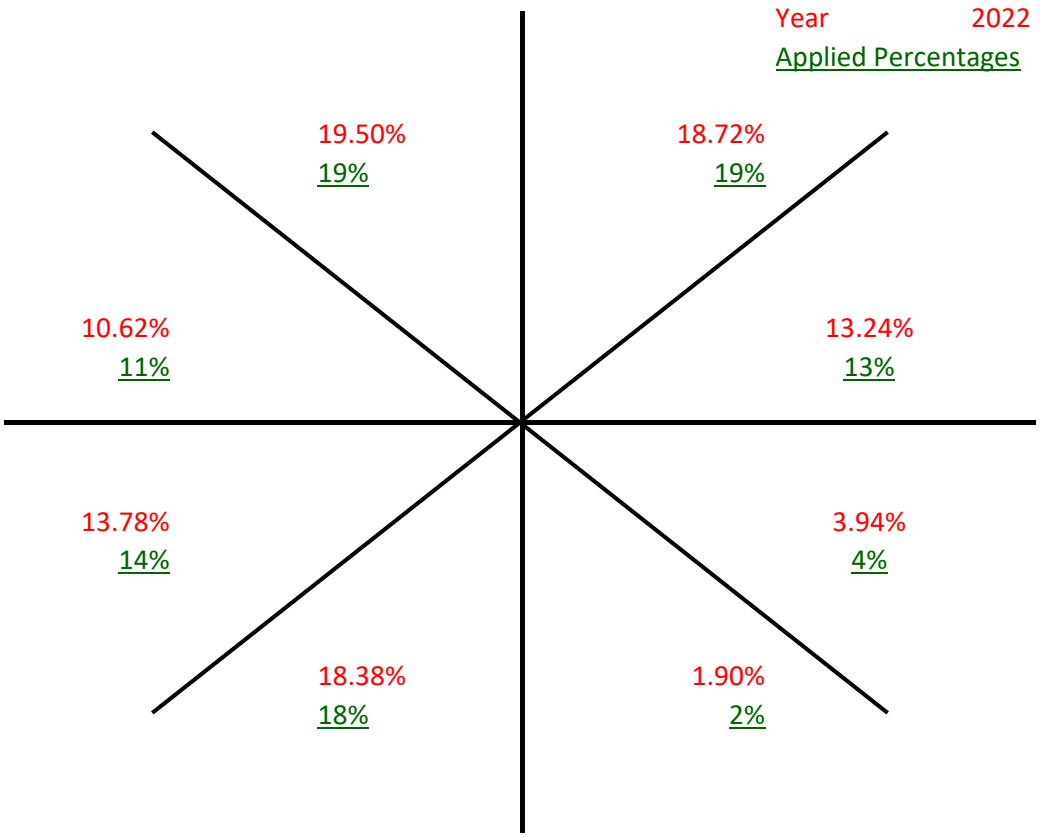
Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

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

Appendix G

Cardinal Trip Distribution

Cardinal Distribution for TAZ 1077



Cardinal Trip Distribution

Cardinal Direction	Percentage of Trips		2022 Interpolated	2022 Rounded
	2015	2045		
North-Northeast	18.20%	19.50%	18.72%	19.00%
East-Northeast	13.00%	13.60%	13.24%	13.00%
East-Southeast	4.10%	3.70%	3.94%	4.00%
South-Southeast	2.10%	1.60%	1.90%	2.00%
South-Southwest	18.50%	18.20%	18.38%	18.00%
West-Southwest	14.10%	13.30%	13.78%	14.00%
West-Northwest	10.90%	10.20%	10.62%	11.00%
North-Northwest	19.30%	19.80%	19.50%	19.00%
Total	**100.2%**	**99.9%**	**100.08%**	**100.00%**

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION

2045 LRTP SUPPORTING DOCUMENTS

DIRECTIONAL TRIP DISTRIBUTION REPORT

SEPTEMBER 2019

Miami-Dade 2015 Base Year Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1067	3967	Trips	293	112	13	43	24	318	211	282	1,303
1067	3967	Percent	22.6	8.7	1.0	3.3	1.9	24.6	16.3	21.7	
1068	3968	Trips	838	180	27	10	86	735	610	619	3,197
1068	3968	Percent	27.0	5.8	0.9	0.3	2.8	23.7	19.7	19.9	
1069	3969	Trips	1,418	506	87	0	169	1,470	1,014	1,453	6,368
1069	3969	Percent	23.2	8.3	1.4	-	2.8	24.0	16.6	23.8	
1070	3970	Trips	755	369	125	0	434	1,050	751	1,188	4,831
1070	3970	Percent	16.2	7.9	2.7	-	9.3	22.5	16.1	25.4	
1071	3971	Trips	836	533	74	74	379	1,139	766	1,101	5,045
1071	3971	Percent	17.1	10.9	1.5	1.5	7.7	23.2	15.6	22.5	
1072	3972	Trips	1,007	551	48	152	474	1,136	769	999	5,317
1072	3972	Percent	19.6	10.7	0.9	3.0	9.2	22.1	15.0	19.5	
1073	3973	Trips	1,047	864	169	276	509	1,252	896	1,223	6,437
1073	3973	Percent	16.8	13.9	2.7	4.4	8.2	20.1	14.4	19.6	
1074	3974	Trips	1,285	910	171	422	1,027	1,041	1,081	1,623	7,885
1074	3974	Percent	17.0	12.0	2.3	5.6	13.6	13.8	14.3	21.5	
1075	3975	Trips	797	575	281	300	991	721	550	1,233	5,606
1075	3975	Percent	14.6	10.6	5.2	5.5	18.2	13.2	10.1	22.6	
1076	3976	Trips	1,465	1,450	649	663	1,030	1,173	1,023	1,722	9,406
1076	3976	Percent	16.0	15.8	7.1	7.2	11.2	12.8	11.2	18.8	
1077	3977	Trips	2,105	1,507	469	238	2,141	1,625	1,255	2,227	11,872
1077	3977	Percent	18.2	13.0	4.1	2.1	18.5	14.1	10.9	19.3	
1078	3978	Trips	482	595	129	191	357	289	234	440	2,798
1078	3978	Percent	17.7	21.9	4.7	7.0	13.1	10.7	8.6	16.2	
1079	3979	Trips	467	832	122	196	313	295	340	572	3,185
1079	3979	Percent	14.9	26.5	3.9	6.3	10.0	9.4	10.8	18.2	
1080	3980	Trips	810	794	386	220	491	549	501	609	4,418
1080	3980	Percent	18.6	18.2	8.8	5.0	11.3	12.6	11.5	14.0	
1081	3981	Trips	711	515	289	99	443	443	421	575	3,568
1081	3981	Percent	20.4	14.7	8.3	2.8	12.7	12.7	12.1	16.4	
1082	3982	Trips	392	156	105	135	238	191	149	331	1,707
1082	3982	Percent	23.1	9.2	6.2	8.0	14.0	11.3	8.8	19.5	
1083	3983	Trips	416	242	174	84	358	328	208	601	2,480
1083	3983	Percent	17.3	10.0	7.2	3.5	14.8	13.6	8.6	24.9	
1084	3984	Trips	1,013	640	316	81	495	1,195	741	1,235	5,864
1084	3984	Percent	17.7	11.2	5.5	1.4	8.7	20.9	13.0	21.6	
1085	3985	Trips	439	291	76	148	187	544	389	538	2,668
1085	3985	Percent	16.8	11.1	2.9	5.7	7.2	20.8	14.9	20.6	
1086	3986	Trips	3,909	1,348	523	-	1,164	3,849	3,181	4,298	19,630
1086	3986	Percent	21.4	7.4	2.9	-	6.4	21.1	17.4	23.5	
1087	3987	Trips	904	485	68	272	223	1,031	567	914	4,570
1087	3987	Percent	20.3	10.9	1.5	6.1	5.0	23.1	12.7	20.5	
1088	3988	Trips	1,992	452	92	-	493	1,724	1,985	2,109	9,370
1088	3988	Percent	22.5	5.1	1.0	-	5.6	19.5	22.4	23.8	
1089	3989	Trips	389	96	11	-	92	268	239	255	1,349
1089	3989	Percent	28.8	7.1	0.8	-	6.8	19.9	17.7	18.9	
1090	3990	Trips	329	37	4	8	50	247	156	330	1,186
1090	3990	Percent	28.3	3.2	0.4	0.7	4.3	21.3	13.5	28.4	
1091	3991	Trips	539	35	6	-	82	302	314	599	1,901
1091	3991	Percent	28.7	1.9	0.4	-	4.4	16.1	16.7	31.9	
1092	3992	Trips	748	361	9	8	162	375	286	803	2,793
1092	3992	Percent	27.2	13.1	0.3	0.3	5.9	13.6	10.4	29.2	

Miami-Dade 2045 Cost Feasible Plan Direction Trip Distribution Summary											
TAZ of Origin		Trips / Percent	Cardinal Directions								Total Trips
County TAZ	Regional TAZ		NNE	ENE	ESE	SSE	SSW	WSW	WNW	NNW	
1067	3967	Trips	533	204	4	41	98	528	396	468	2,300
1067	3967	Percent	23.5	9.0	0.2	1.8	4.3	23.3	17.4	20.6	
1068	3968	Trips	1,109	222	31	38	178	1,001	824	863	4,350
1068	3968	Percent	26.0	5.2	0.7	0.9	4.2	23.5	19.3	20.2	
1069	3969	Trips	1,922	483	89	0	328	1,707	1,274	1,695	7,716
1069	3969	Percent	25.6	6.4	1.2	-	4.4	22.8	17.0	22.6	
1070	3970	Trips	1,520	697	103	0	641	1,214	980	1,453	6,788
1070	3970	Percent	23.0	10.6	1.6	-	9.7	18.4	14.8	22.0	
1071	3971	Trips	1,344	673	64	81	400	1,193	983	1,440	6,360
1071	3971	Percent	21.8	10.9	1.0	1.3	6.5	19.3	15.9	23.3	
1072	3972	Trips	1,405	799	105	117	530	1,564	1,094	1,336	7,229
1072	3972	Percent	20.2	11.5	1.5	1.7	7.6	22.5	15.7	19.2	
1073	3973	Trips	1,639	1,100	181	257	736	1,732	1,298	1,760	8,943
1073	3973	Percent	18.8	12.6	2.1	3.0	8.5	19.9	14.9	20.2	
1074	3974	Trips	1,797	1,161	116	366	1,345	1,281	1,247	1,955	9,543
1074	3974	Percent	19.4	12.5	1.3	4.0	14.5	13.8	13.5	21.1	
1075	3975	Trips	1,243	851	247	192	1,228	1,007	776	1,645	7,371
1075	3975	Percent	17.3	11.9	3.4	2.7	17.1	14.0	10.8	22.9	
1076	3976	Trips	1,898	2,076	623	753	1,612	1,422	1,280	2,160	12,044
1076	3976	Percent	16.1	17.6	5.3	6.4	13.6	12.0	10.8	18.3	
1077	3977	Trips	3,656	2,549	697	305	3,420	2,497	1,917	3,707	19,299
1077	3977	Percent	19.5	13.6	3.7	1.6	18.2	13.3	10.2	19.8	
1078	3978	Trips	751	721	107	233	449	360	399	722	3,827
1078	3978	Percent	20.1	19.3	2.9	6.2	12.0	9.6	10.7	19.3	
1079	3979	Trips	661	970	160	278	471	411	478	848	4,328
1079	3979	Percent	15.5	22.7	3.7	6.5	11.0	9.6	11.2	19.8	
1080	3980	Trips	1,190	1,171	442	242	734	797	675	855	6,251
1080	3980	Percent	19.5	19.2	7.2	4.0	12.0	13.1	11.1	14.0	
1081	3981	Trips	899	712	337	172	621	573	577	759	4,770
1081	3981	Percent	19.3	15.3	7.3	3.7	13.4	12.3	12.4	16.3	
1082	3982	Trips	561	331	153	110	324	320	289	577	2,688
1082	3982	Percent	21.0	12.4	5.7	4.1	12.2	12.0	10.9	21.7	
1083	3983	Trips	433	256	81	63	295	284	230	459	2,110
1083	3983	Percent	20.6	12.2	3.8	3.0	14.0	13.5	11.0	21.9	
1084	3984	Trips	1,256	617	243	39	638	1,332	751	1,593	6,678
1084	3984	Percent	19.4	9.5	3.8	0.6	9.9	20.6	11.6	24.6	
1085	3985	Trips	548	328	67	90	200	539	475	535	2,811
1085	3985	Percent	19.7	11.8	2.4	3.2	7.2	19.4	17.1	19.2	
1086	3986	Trips	4,671	1,691	575	-	1,561	4,133	3,773	5,005	22,670
1086	3986	Percent	21.8	7.9	2.7	-	7.3	19.3	17.6	23.4	
1087	3987	Trips	1,350	667	79	342	482	1,633	906	1,399	7,056
1087	3987	Percent	19.7	9.7	1.2	5.0	7.0	23.8	13.2	20.4	
1088	3988	Trips	3,114	751	134	-	788	2,312	2,491	2,905	13,130
1088	3988	Percent	24.9	6.0	1.1	-	6.3	18.5	19.9	23.3	
1089	3989	Trips	489	143	15	-	153	349	360	484	2,029
1089	3989	Percent	24.5	7.2	0.7	-	7.7	17.5	18.1	24.3	
1090	3990	Trips	492	58	12	2	69	277	195	481	1,630
1090	3990	Percent	31.0	3.7	0.8	0.1	4.3	17.5	12.3	30.3	
1091	3991	Trips	728	77	9	-	62	418	329	613	2,259
1091	3991	Percent	32.6	3.4	0.4	-	2.8	18.7	14.7	27.4	
1092	3992	Trips	949	375	9	2	238	549	338	869	3,360
1092	3992	Percent	28.5	11.3	0.3	0.1	7.2	16.5	10.2	26.1	

Appendix H

Volume Development Worksheets

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Almeria Avenue and Ponce De Leon Boulevard
COUNT DATE: October 14, 2020
AM PEAK HOUR FACTOR: 0.85
PM PEAK HOUR FACTOR: 0.89

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		11	51	6		66	58	11		9	389	139		34	361	15
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
AM EXISTING CONDITIONS		**14**	**64**	**8**		**83**	**73**	**14**		**11**	**488**	**174**		**43**	**453**	**19**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		13	44	13		95	94	33		12	425	58		31	496	19
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
PM EXISTING CONDITIONS		**16**	**55**	**16**		**119**	**118**	**41**		**15**	**533**	**73**		**39**	**622**	**24**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PDL Blvd and Malaga Ave Signal Imp																
PDL Median																
The Plaza Coral Gables			14					3		3	59				212	
TOTAL "VESTED" TRAFFIC		0	14	0		0	0	3		3	59	0		0	212	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
AM BACKGROUND TRAFFIC GROWTH		0	1	0		1	1	0		0	5	2		0	5	0
AM NON-PROJECT TRAFFIC		**14**	**79**	**8**		**84**	**74**	**17**		**14**	**552**	**176**		**43**	**670**	**19**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PDL Blvd and Malaga Ave Signal Imp																
PDL Median																
The Plaza Coral Gables			8					15		15	284				129	
TOTAL "VESTED" TRAFFIC		0	8	0		0	0	15		15	284	0		0	129	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
PM BACKGROUND TRAFFIC GROWTH		0	1	0		1	1	0		0	5	1		0	6	0
PM NON-PROJECT TRAFFIC		**16**	**64**	**16**		**120**	**119**	**56**		**30**	**822**	**74**		**39**	**757**	**24**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Valet	Entering																
Distribution	Exiting																
Net New	Entering						5.0%									19.0%	
Distribution	Exiting			5.0%													

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Valet	Entering																
Distribution	Exiting																
Net New	Entering						5.0%									19.0%	
Distribution	Exiting			5.0%													

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			2			0									0	
AM TOTAL PROJECT TRAFFIC			**0**	**2**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**
AM TOTAL TRAFFIC			**14**	**81**	**8**		**84**	**74**	**17**		**14**	**552**	**176**		**43**	**670**	**19**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			2			2									9	
PM TOTAL PROJECT TRAFFIC			**0**	**2**	**0**		**2**	**0**	**0**		**0**	**0**	**0**		**0**	**9**	**0**
PM TOTAL TRAFFIC			**16**	**66**	**16**		**122**	**119**	**56**		**30**	**822**	**74**		**39**	**766**	**24**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Catalonia Avenue and SW 42nd Avenue
COUNT DATE: October 14, 2020
AM PEAK HOUR FACTOR: 0.91
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		10	0	20		2	0	17		16	965	15		77	951	2
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
AM EXISTING CONDITIONS		**13**	**0**	**25**		**3**	**0**	**21**		**20**	**1,211**	**19**		**97**	**1,193**	**3**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		4	0	4		19	0	59		28	802	4		36	1,024	10
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
PM EXISTING CONDITIONS		**5**	**0**	**5**		**24**	**0**	**74**		**35**	**1,006**	**5**		**45**	**1,285**	**13**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PDL Blvd and Malaga Ave Signal Imp																
PDL Median																
The Plaza Coral Gables											20				5	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	20	0		0	5	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	12	0		1	12	0
AM NON-PROJECT TRAFFIC		**13**	**0**	**25**		**3**	**0**	**21**		**20**	**1,243**	**19**		**98**	**1,210**	**3**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PDL Blvd and Malaga Ave Signal Imp																
PDL Median																
The Plaza Coral Gables											13				23	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	13	0		0	23	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	1		0	10	0		0	13	0
PM NON-PROJECT TRAFFIC		**5**	**0**	**5**		**24**	**0**	**75**		**35**	**1,029**	**5**		**45**	**1,321**	**13**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Valet	Entering																
Distribution	Exiting																
Net New	Entering												22.0%		30.0%		
Distribution	Exiting						32.0%		30.0%								

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Valet	Entering																
Distribution	Exiting																
Net New	Entering												22.0%		30.0%		
Distribution	Exiting						32.0%		30.0%								

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New						14		13				0		0		
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**14**	**0**	**13**		**0**	**0**	**0**		**0**	**0**	**0**
AM TOTAL TRAFFIC			**13**	**0**	**25**		**17**	**0**	**34**		**20**	**1,243**	**19**		**98**	**1,210**	**3**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New						11		10				10		14		
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**11**	**0**	**10**		**0**	**0**	**10**		**14**	**0**	**0**
PM TOTAL TRAFFIC			**5**	**0**	**5**		**35**	**0**	**85**		**35**	**1,029**	**15**		**59**	**1,321**	**13**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Catalonia Avenue and Salzedo Street
COUNT DATE: October 14, 2020
AM PEAK HOUR FACTOR: 0.85
PM PEAK HOUR FACTOR: 0.87

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		19	72	3		3	9	18		2	132	13		7	74	7
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
AM EXISTING CONDITIONS		**24**	**90**	**4**		**4**	**11**	**23**		**3**	**166**	**16**		**9**	**93**	**9**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		6	30	4		10	52	14		1	43	1		11	150	24
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
PM EXISTING CONDITIONS		**8**	**38**	**5**		**13**	**65**	**18**		**1**	**54**	**1**		**14**	**188**	**30**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PDL Blvd and Malaga Ave Signal Imp																
PDL Median		19	-19									19				
The Plaza Coral Gables											3				14	
TOTAL "VESTED" TRAFFIC		19	-19	0		0	0	0		0	3	19		0	14	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
AM BACKGROUND TRAFFIC GROWTH		0	1	0		0	0	0		0	2	0		0	1	0
AM NON-PROJECT TRAFFIC		**43**	**72**	**4**		**4**	**11**	**23**		**3**	**171**	**35**		**9**	**108**	**9**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PDL Blvd and Malaga Ave Signal Imp																
PDL Median		8	-8									26				
The Plaza Coral Gables											15				8	
TOTAL "VESTED" TRAFFIC		8	-8	0		0	0	0		0	15	26		0	8	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	1	0		0	1	0		0	2	0
PM NON-PROJECT TRAFFIC		**16**	**30**	**5**		**13**	**66**	**18**		**1**	**70**	**27**		**14**	**198**	**30**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Valet	Entering												100.0%				
Distribution	Exiting																
Net New	Entering			52.0%									24.0%				
Distribution	Exiting							62.0%	24.0%								

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Valet	Entering												100.0%				
Distribution	Exiting																
Net New	Entering			52.0%									24.0%				
Distribution	Exiting							62.0%	24.0%								

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet												7				
	Net New			0				27	11				0				
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**27**	**11**		**0**	**0**	**7**		**0**	**0**	**0**
AM TOTAL TRAFFIC			**43**	**72**	**4**		**4**	**38**	**34**		**3**	**171**	**42**		**9**	**108**	**9**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet												32				
	Net New			24				21	8				11				
PM TOTAL PROJECT TRAFFIC			**0**	**24**	**0**		**0**	**21**	**8**		**0**	**0**	**43**		**0**	**0**	**0**
PM TOTAL TRAFFIC			**16**	**54**	**5**		**13**	**87**	**26**		**1**	**70**	**70**		**14**	**198**	**30**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Catalonia Avenue and Ponce De Leon Boulevard
COUNT DATE: October 14, 2020
AM PEAK HOUR FACTOR: 0.88
PM PEAK HOUR FACTOR: 0.91

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		15	0	55		0	0	0		30	510	0		0	390	13
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
AM EXISTING CONDITIONS		**19**	**0**	**69**		**0**	**0**	**0**		**38**	**640**	**0**		**0**	**489**	**16**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		6	0	44		0	0	0		41	432	0		0	668	13
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
PM EXISTING CONDITIONS		**8**	**0**	**55**		**0**	**0**	**0**		**51**	**542**	**0**		**0**	**838**	**16**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PDL Blvd and Malaga Ave Signal Imp																
PDL Median		-19								-38	19					19
The Plaza Coral Gables											212				43	
TOTAL "VESTED" TRAFFIC		-19	0	0		0	0	0		-38	231	0		0	43	19
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
AM BACKGROUND TRAFFIC GROWTH		0	0	1		0	0	0		0	7	0		0	5	0
AM NON-PROJECT TRAFFIC		**0**	**0**	**70**		**0**	**0**	**0**		**0**	**878**	**0**		**0**	**537**	**35**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PDL Blvd and Malaga Ave Signal Imp																
PDL Median		-8								-52	26					26
The Plaza Coral Gables											416				67	
TOTAL "VESTED" TRAFFIC		-8	0	0		0	0	0		-52	442	0		0	67	26
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
PM BACKGROUND TRAFFIC GROWTH		0	0	1		0	0	0		1	6	0		0	9	0
PM NON-PROJECT TRAFFIC		**0**	**0**	**56**		**0**	**0**	**0**		**0**	**990**	**0**		**0**	**914**	**42**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Valet	Entering				100.0%												
Distribution	Exiting																
Net New	Entering																24.0%
Distribution	Exiting				14.0%												

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering															-100.0%	100.0%
Distribution	Exiting				100.0%												
Valet	Entering				100.0%												
Distribution	Exiting																
Net New	Entering																24.0%
Distribution	Exiting				14.0%												

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet				7												
	Net New				6												0
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**13**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**
AM TOTAL TRAFFIC			**0**	**0**	**83**		**0**	**0**	**0**		**0**	**878**	**0**		**0**	**537**	**35**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By				19											-20	20
	Valet				32												
	Net New				5												11
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**56**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**-20**	**31**
PM TOTAL TRAFFIC			**0**	**0**	**112**		**0**	**0**	**0**		**0**	**990**	**0**		**0**	**894**	**73**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: University Drive and Ponce De Leon Boulevard
COUNT DATE: October 14, 2020
AM PEAK HOUR FACTOR: 0.9
PM PEAK HOUR FACTOR: 0.91

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	0		0	0	0		8	539	0		0	353	96
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
AM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**0**		**10**	**676**	**0**		**0**	**443**	**120**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		0	0	0		5	474	0		0	476	240
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
PM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**0**		**6**	**595**	**0**		**0**	**597**	**301**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PDL Blvd and Malaga Ave Signal Imp										-10						
PDL Median											-19					
The Plaza Coral Gables											212				40	3
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		-10	193	0		0	40	3
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	7	0		0	5	1
AM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**876**	**0**		**0**	**488**	**124**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PDL Blvd and Malaga Ave Signal Imp										-6						
PDL Median											-26					
The Plaza Coral Gables											416				52	15
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		-6	390	0		0	52	15
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	6	0		0	6	3
PM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**991**	**0**		**0**	**655**	**319**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering															100.0%	
	Exiting																
Net New Distribution	Entering																
	Exiting															14.0%	

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering															-100.0%	
	Exiting															100.0%	
Valet Distribution	Entering															100.0%	
	Exiting																
Net New Distribution	Entering																
	Exiting															14.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																**124**	**-124**
Project Trips	Pass - By																
	Valet															7	
	Net New															6	
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**137**	**-124**
AM TOTAL TRAFFIC			**0**	**0**	**0**		**0**	**0**	**0**		**0**	**876**	**0**		**0**	**625**	**0**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																**319**	**-319**
Project Trips	Pass - By															-1	
	Valet															32	
	Net New															5	
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**355**	**-319**
PM TOTAL TRAFFIC			**0**	**0**	**0**		**0**	**0**	**0**		**0**	**991**	**0**		**0**	**1,010**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Malaga Avenue and SW 42nd Avenue
COUNT DATE: October 14, 2020
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.98

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		10	0	18		1	0	18		10	966	2		23	945	11
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
AM EXISTING CONDITIONS		**13**	**0**	**23**		**1**	**0**	**23**		**13**	**1,212**	**3**		**29**	**1,186**	**14**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		9	0	6		1	0	40		17	789	2		8	1,025	16
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
PM EXISTING CONDITIONS		**11**	**0**	**8**		**1**	**0**	**50**		**21**	**990**	**3**		**10**	**1,286**	**20**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PDL Blvd and Malaga Ave Signal Imp																
PDL Median																
The Plaza Coral Gables											20				5	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	20	0		0	5	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	12	0		0	12	0
AM NON-PROJECT TRAFFIC		**13**	**0**	**23**		**1**	**0**	**23**		**13**	**1,244**	**3**		**29**	**1,203**	**14**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PDL Blvd and Malaga Ave Signal Imp																
PDL Median																
The Plaza Coral Gables											13				23	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	13	0		0	23	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	1		0	10	0		0	13	0
PM NON-PROJECT TRAFFIC		**11**	**0**	**8**		**1**	**0**	**51**		**21**	**1,013**	**3**		**10**	**1,322**	**20**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering											22.0%					
	Exiting															32.0%	

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering											22.0%					
	Exiting															32.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New											0				14	
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**14**	**0**
AM TOTAL TRAFFIC			**13**	**0**	**23**		**1**	**0**	**23**		**13**	**1,244**	**3**		**29**	**1,217**	**14**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New											10				11	
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**0**		**0**	**10**	**0**		**0**	**11**	**0**
PM TOTAL TRAFFIC			**11**	**0**	**8**		**1**	**0**	**51**		**21**	**1,023**	**3**		**10**	**1,333**	**20**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Malaga Avenue and Salzedo Street
COUNT DATE: October 14, 2020
AM PEAK HOUR FACTOR: 0.86
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		4	20	5		1	13	17		3	126	2		9	67	4
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
AM EXISTING CONDITIONS		**5**	**25**	**6**		**1**	**16**	**21**		**4**	**158**	**3**		**11**	**84**	**5**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	7	3		2	34	8		6	37	8		8	155	3
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
PM EXISTING CONDITIONS		**0**	**9**	**4**		**3**	**43**	**10**		**8**	**46**	**10**		**10**	**194**	**4**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PDL Blvd and Malaga Ave Signal Imp																
PDL Median								19								
The Plaza Coral Gables								3						14		
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	22		0	0	0		14	0	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	2	0		0	1	0
AM NON-PROJECT TRAFFIC		**5**	**25**	**6**		**1**	**16**	**43**		**4**	**160**	**3**		**25**	**85**	**5**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PDL Blvd and Malaga Ave Signal Imp																
PDL Median								26								
The Plaza Coral Gables								15						8		
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	41		0	0	0		8	0	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		0	2	0
PM NON-PROJECT TRAFFIC		**0**	**9**	**4**		**3**	**43**	**51**		**8**	**46**	**10**		**18**	**196**	**4**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering								100.0%								
	Exiting																
Net New Distribution	Entering								14.0%			10.0%					
	Exiting																

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering								100.0%								
	Exiting																
Net New Distribution	Entering								14.0%			10.0%					
	Exiting																

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet								7								
	Net New								0			0					
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**7**		**0**	**0**	**0**		**0**	**0**	**0**
AM TOTAL TRAFFIC			**5**	**25**	**6**		**1**	**16**	**50**		**4**	**160**	**3**		**25**	**85**	**5**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet								32								
	Net New								7			5					
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**39**		**0**	**5**	**0**		**0**	**0**	**0**
PM TOTAL TRAFFIC			**0**	**9**	**4**		**3**	**43**	**90**		**8**	**51**	**10**		**18**	**196**	**4**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Malaga Avenue and Ponce De Leon Boulevard
COUNT DATE: October 14, 2020
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.94

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		124	79	9		8	30	32		4	386	25		65	292	0
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
AM EXISTING CONDITIONS		**156**	**99**	**11**		**10**	**38**	**40**		**5**	**484**	**31**		**82**	**366**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		48	43	10		19	74	41		6	382	39		57	418	0
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
PM EXISTING CONDITIONS		**60**	**54**	**13**		**24**	**93**	**51**		**8**	**479**	**49**		**72**	**524**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PDL Blvd and Malaga Ave Signal Imp										10	-10					
PDL Median										19						
The Plaza Coral Gables		34	48			16	16	117			61	34		34	6	
TOTAL "VESTED" TRAFFIC		34	48	0		16	16	117		29	51	34		34	6	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
AM BACKGROUND TRAFFIC GROWTH		2	1	0		0	0	0		0	5	0		1	4	0
AM NON-PROJECT TRAFFIC		**192**	**148**	**11**		**26**	**54**	**157**		**34**	**540**	**65**		**117**	**376**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PDL Blvd and Malaga Ave Signal Imp										6	-6					
PDL Median										26						
The Plaza Coral Gables		21	29			77	76	357			38	21		21	31	
TOTAL "VESTED" TRAFFIC		21	29	0		77	76	357		32	32	21		21	31	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
PM BACKGROUND TRAFFIC GROWTH		1	1	0		0	1	1		0	5	1		1	5	0
PM NON-PROJECT TRAFFIC		**82**	**84**	**13**		**101**	**170**	**409**		**40**	**516**	**71**		**94**	**560**	**0**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																100.0%
	Exiting																
Net New Distribution	Entering										14.0%						
	Exiting															14.0%	

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering															-100.0%	
	Exiting															100.0%	
Valet Distribution	Entering																100.0%
	Exiting																
Net New Distribution	Entering										14.0%						
	Exiting															14.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	**124**
Project Trips	Pass - By																
	Valet																7
	Net New										0					6	
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**6**	**131**
AM TOTAL TRAFFIC			**192**	**148**	**11**		**26**	**54**	**157**		**34**	**540**	**65**		**117**	**382**	**131**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	**319**
Project Trips	Pass - By															-1	
	Valet																32
	Net New										7					5	
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**0**		**7**	**0**	**0**		**0**	**4**	**351**
PM TOTAL TRAFFIC			**82**	**84**	**13**		**101**	**170**	**409**		**47**	**516**	**71**		**94**	**564**	**351**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: University Drive and Salzedo Street
COUNT DATE: October 14, 2020
AM PEAK HOUR FACTOR: 0.91
PM PEAK HOUR FACTOR: 0.94

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		115	228	0		0	111	5		3	5	7		9	0	66
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
AM EXISTING CONDITIONS		**144**	**286**	**0**		**0**	**139**	**6**		**4**	**6**	**9**		**11**	**0**	**83**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		29	76	0		0	284	5		2	5	4		9	0	149
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
PM EXISTING CONDITIONS		**36**	**95**	**0**		**0**	**356**	**6**		**3**	**6**	**5**		**11**	**0**	**187**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PDL Blvd and Malaga Ave Signal Imp																
PDL Median																
The Plaza Coral Gables			68				16									
TOTAL "VESTED" TRAFFIC		0	68	0		0	16	0		0	0	0		0	0	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
AM BACKGROUND TRAFFIC GROWTH		1	3	0		0	1	0		0	0	0		0	0	1
AM NON-PROJECT TRAFFIC		**145**	**357**	**0**		**0**	**156**	**6**		**4**	**6**	**9**		**11**	**0**	**84**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PDL Blvd and Malaga Ave Signal Imp																
PDL Median																
The Plaza Coral Gables			42				76									
TOTAL "VESTED" TRAFFIC		0	42	0		0	76	0		0	0	0		0	0	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
PM BACKGROUND TRAFFIC GROWTH		0	1	0		0	4	0		0	0	0		0	0	2
PM NON-PROJECT TRAFFIC		**36**	**138**	**0**		**0**	**436**	**6**		**3**	**6**	**5**		**11**	**0**	**189**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering		10.0%														
	Exiting																

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering		10.0%														
	Exiting																

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		0														
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**
AM TOTAL TRAFFIC			**145**	**357**	**0**		**0**	**156**	**6**		**4**	**6**	**9**		**11**	**0**	**84**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		5														
PM TOTAL PROJECT TRAFFIC			**5**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**
PM TOTAL TRAFFIC			**41**	**138**	**0**		**0**	**436**	**6**		**3**	**6**	**5**		**11**	**0**	**189**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: University Drive and SW 42nd Avenue
COUNT DATE: October 14, 2020
AM PEAK HOUR FACTOR: 0.91
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EB2R	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
AM Raw Turning Movements	15	214	247	14	52	92	11	10	10	4	750	66	30	831	105	8
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
AM EXISTING CONDITIONS	**19**	**268**	**310**	**18**	**65**	**115**	**14**	**13**	**13**	**5**	**941**	**83**	**38**	**1,043**	**132**	**10**

"PM EXISTING TRAFFIC"	EB2R	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
PM Raw Turning Movements	14	94	70	11	169	223	33	10	26	5	694	31	12	768	217	17
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
PM EXISTING CONDITIONS	**18**	**118**	**88**	**14**	**212**	**280**	**41**	**13**	**33**	**6**	**871**	**39**	**15**	**964**	**272**	**21**

"AM BACKGROUND TRAFFIC"	EB2R	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
PDL Blvd and Malaga Ave Signal Imp																
PDL Median																
The Plaza Coral Gables			34			8	8				20	34			5	
TOTAL "VESTED" TRAFFIC	0	0	34	0	0	8	8	0	0	0	20	34	0	0	5	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
AM BACKGROUND TRAFFIC GROWTH	0	3	3	0	1	1	0	0	0	0	10	1	0	11	1	0
AM NON-PROJECT TRAFFIC	**19**	**271**	**347**	**18**	**66**	**124**	**22**	**13**	**13**	**5**	**971**	**118**	**38**	**1,054**	**138**	**10**

"PM BACKGROUND TRAFFIC"	EB2R	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
PDL Blvd and Malaga Ave Signal Imp																
PDL Median																
The Plaza Coral Gables			21			38	38				13	21			23	
TOTAL "VESTED" TRAFFIC	0	0	21	0	0	38	38	0	0	0	13	21	0	0	23	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
PM BACKGROUND TRAFFIC GROWTH	0	1	1	0	2	3	0	0	0	0	9	0	0	10	3	0
PM NON-PROJECT TRAFFIC	**18**	**119**	**110**	**14**	**214**	**321**	**79**	**13**	**33**	**6**	**893**	**60**	**15**	**974**	**298**	**21**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EB2R	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Pass-By	Entering																
Distribution	Exiting																
Valet	Entering																
Distribution	Exiting																
Net New	Entering		7.0%	2.0%								15.0%	8.0%				
Distribution	Exiting														23.0%	9.0%	

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EB2R	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Pass-By	Entering																
Distribution	Exiting																
Valet	Entering																
Distribution	Exiting																
Net New	Entering		7.0%	2.0%								15.0%	8.0%				
Distribution	Exiting														23.0%	9.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EB2R	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		0	0								0	0		10	4	
AM TOTAL PROJECT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**4**	**0**
AM TOTAL TRAFFIC		**19**	**271**	**347**	**18**	**66**	**124**	**22**	**13**	**13**	**5**	**971**	**118**	**38**	**1,064**	**142**	**10**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EB2R	EBL	EBT	EBR	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		3	1								7	4		8	3	
PM TOTAL PROJECT TRAFFIC		**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**4**	**0**	**8**	**3**	**0**
PM TOTAL TRAFFIC		**18**	**122**	**111**	**14**	**214**	**321**	**79**	**13**	**33**	**6**	**900**	**64**	**15**	**982**	**301**	**21**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Catalonia Avenue and Project Driveway
COUNT DATE: October 14, 2020
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	70	0		0	43	0		0	0	0		0	0	0
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
AM EXISTING CONDITIONS		**0**	**88**	**0**		**0**	**54**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	50	0		0	54	0		0	0	0		0	0	0
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
PM EXISTING CONDITIONS		**0**	**63**	**0**		**0**	**68**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PDL Blvd and Malaga Ave Signal Imp																
PDL Median			-19													
The Plaza Coral Gables																
TOTAL "VESTED" TRAFFIC		0	-19	0		0	0	0		0	0	0		0	0	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
AM BACKGROUND TRAFFIC GROWTH		0	1	0		0	1	0		0	0	0		0	0	0
AM NON-PROJECT TRAFFIC		**0**	**70**	**0**		**0**	**55**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PDL Blvd and Malaga Ave Signal Imp																
PDL Median			-8													
The Plaza Coral Gables																
TOTAL "VESTED" TRAFFIC		0	-8	0		0	0	0		0	0	0		0	0	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
PM BACKGROUND TRAFFIC GROWTH		0	1	0		0	1	0		0	0	0		0	0	0
PM NON-PROJECT TRAFFIC		**0**	**56**	**0**		**0**	**69**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering				100.0%												
	Exiting												100.0%				
Net New Distribution	Entering				76.0%		24.0%										
	Exiting										86.0%		14.0%				

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering						100.0%										
	Exiting												100.0%				
Valet Distribution	Entering				100.0%												
	Exiting												100.0%				
Net New Distribution	Entering				76.0%		24.0%										
	Exiting										86.0%		14.0%				

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet				7								7				
	Net New				18		6				41		7				
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**25**		**6**	**0**	**0**		**41**	**0**	**14**		**0**	**0**	**0**
AM TOTAL TRAFFIC			**0**	**70**	**25**		**6**	**55**	**0**		**41**	**0**	**14**		**0**	**0**	**0**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By						20						19				
	Valet				32								30				
	Net New				46		15				46		8				
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**78**		**35**	**0**	**0**		**46**	**0**	**57**		**0**	**0**	**0**
PM TOTAL TRAFFIC			**0**	**56**	**78**		**35**	**69**	**0**		**46**	**0**	**57**		**0**	**0**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Catalonia Avenue and Valet Drop-Off/Pick-Up
COUNT DATE: October 14, 2020
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	70	0		0	43	0		0	0	0		0	0	0
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
AM EXISTING CONDITIONS		**0**	**88**	**0**		**0**	**54**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	50	0		0	54	0		0	0	0		0	0	0
Peak Season Correction Factor	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020	1.020
Adjustment Factor	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23	1.23
PM EXISTING CONDITIONS		**0**	**63**	**0**		**0**	**68**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PDL Blvd and Malaga Ave Signal Imp																
PDL Median			-19													
The Plaza Coral Gables																
TOTAL "VESTED" TRAFFIC		0	-19	0		0	0	0		0	0	0		0	0	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
AM BACKGROUND TRAFFIC GROWTH		0	1	0		0	1	0		0	0	0		0	0	0
AM NON-PROJECT TRAFFIC		**0**	**70**	**0**		**0**	**55**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PDL Blvd and Malaga Ave Signal Imp																
PDL Median			-8													
The Plaza Coral Gables																
TOTAL "VESTED" TRAFFIC		0	-8	0		0	0	0		0	0	0		0	0	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%	0.51%
PM BACKGROUND TRAFFIC GROWTH		0	1	0		0	1	0		0	0	0		0	0	0
PM NON-PROJECT TRAFFIC		**0**	**56**	**0**		**0**	**69**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering												100.0%				
	Exiting				100.0%												
Net New Distribution	Entering							38.0%									
	Exiting			38.0%													

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering							100.0%									
	Exiting			100.0%													
Valet Distribution	Entering												100.0%				
	Exiting				100.0%												
Net New Distribution	Entering							38.0%									
	Exiting			38.0%													

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet				7								7				
	Net New			17				0									
AM TOTAL PROJECT TRAFFIC			**0**	**17**	**7**		**0**	**0**	**0**		**0**	**0**	**7**		**0**	**0**	**0**
AM TOTAL TRAFFIC			**0**	**87**	**7**		**0**	**55**	**0**		**0**	**0**	**7**		**0**	**0**	**0**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By			19				20									
	Valet				30								32				
	Net New			13				18									
PM TOTAL PROJECT TRAFFIC			**0**	**32**	**30**		**0**	**38**	**0**		**0**	**0**	**32**		**0**	**0**	**0**
PM TOTAL TRAFFIC			**0**	**88**	**30**		**0**	**107**	**0**		**0**	**0**	**32**		**0**	**0**	**0**

Appendix I

Intersection Capacity Analysis Worksheets

A.M. Peak Hour

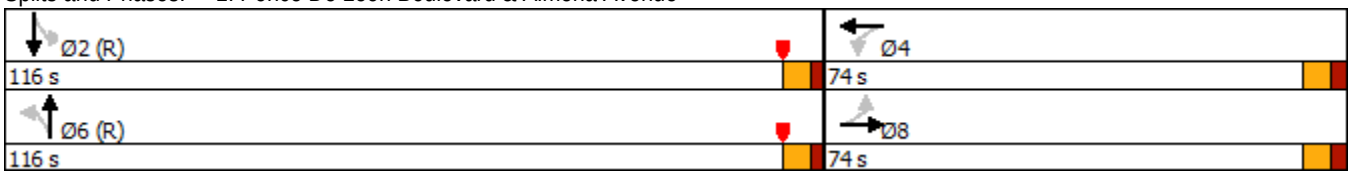
Existing Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	14	64	83	73	11	488	43	453
Future Volume (vph)	14	64	83	73	11	488	43	453
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.6	30.6	30.6	30.6	23.0	23.0	23.0	23.0
Total Split (s)	74.0	74.0	74.0	74.0	116.0	116.0	116.0	116.0
Total Split (%)	38.9%	38.9%	38.9%	38.9%	61.1%	61.1%	61.1%	61.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.6		6.6		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 18 (9%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce De Leon Boulevard & Almeria Avenue



Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	100	200	792	51	555
v/c Ratio	0.36	0.90	0.35	0.11	0.22
Control Delay	67.1	113.7	7.0	8.7	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	67.1	113.7	7.0	8.7	8.0
Queue Length 50th (ft)	107	245	97	16	100
Queue Length 95th (ft)	151	306	109	38	146
Internal Link Dist (ft)	175	205	779		147
Turn Bay Length (ft)				50	
Base Capacity (vph)	540	425	2244	463	2495
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.19	0.47	0.35	0.11	0.22

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	64	8	83	73	14	11	488	174	43	453	19
Future Volume (veh/h)	14	64	8	83	73	14	11	488	174	43	453	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.96	0.99		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	75	9	98	86	16	13	574	205	51	533	22
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	50	209	23	132	98	17	43	1777	627	564	2512	103
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	163	1222	137	603	571	102	30	2330	822	690	3294	136
Grp Volume(v), veh/h	100	0	0	200	0	0	456	0	336	51	287	268
Grp Sat Flow(s),veh/h/ln	1522	0	0	1276	0	0	1834	0	1349	690	1777	1653
Q Serve(g_s), s	0.0	0.0	0.0	19.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.2	0.0	0.0	29.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.16		0.09	0.49		0.08	0.03		0.61	1.00		0.08
Lane Grp Cap(c), veh/h	283	0	0	247	0	0	1418	0	1029	564	1355	1260
V/C Ratio(X)	0.35	0.00	0.00	0.81	0.00	0.00	0.32	0.00	0.33	0.09	0.21	0.21
Avail Cap(c_a), veh/h	566	0	0	497	0	0	1418	0	1029	564	1355	1260
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.4	0.0	0.0	78.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	4.7	0.0	0.0	0.6	0.0	0.8	0.3	0.4	0.4
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	4.4	0.0	0.0	10.0	0.0	0.0	0.2	0.0	0.2	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.0	0.0	0.0	82.9	0.0	0.0	0.6	0.0	0.8	0.3	0.4	0.4
LnGrp LOS	E	A	A	F	A	A	A	A	A	A	A	A
Approach Vol, veh/h		100			200			792			606	
Approach Delay, s/veh		70.0			82.9			0.7			0.4	
Approach LOS		E			F			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		150.9		39.1		150.9		39.1				
Change Period (Y+Rc), s		6.0		6.6		6.0		6.6				
Max Green Setting (Gmax), s		110.0		67.4		110.0		67.4				
Max Q Clear Time (g_c+I1), s		2.0		31.5		2.0		12.2				
Green Ext Time (p_c), s		1.4		1.0		2.0		0.5				
Intersection Summary												
HCM 6th Ctrl Delay			14.3									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	21	1224	19	97	1196
Future Vol, veh/h	3	21	1224	19	97	1196
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	35	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	23	1345	21	107	1314

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2229	685	0	0	1368	0
Stage 1	1358	-	-	-	-	-
Stage 2	871	-	-	-	-	-
Critical Hdwy	5	5	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.22	-
Pot Cap-1 Maneuver	119	608	-	-	498	-
Stage 1	221	-	-	-	-	-
Stage 2	411	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	93	607	-	-	497	-
Mov Cap-2 Maneuver	93	-	-	-	-	-
Stage 1	221	-	-	-	-	-
Stage 2	323	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.8	0	1.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	359	497	-
HCM Lane V/C Ratio	-	-	0.073	0.214	-
HCM Control Delay (s)	-	-	15.8	14.2	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.8	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	25	20	1230	1196	3
Future Vol, veh/h	13	25	20	1230	1196	3
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	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	27	22	1352	1314	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2036	659	1317	0	-	0
Stage 1	1316	-	-	-	-	-
Stage 2	720	-	-	-	-	-
Critical Hdwy	5	5	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-	-
Pot Cap-1 Maneuver	147	624	521	-	-	-
Stage 1	234	-	-	-	-	-
Stage 2	496	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	141	624	521	-	-	-
Mov Cap-2 Maneuver	141	-	-	-	-	-
Stage 1	224	-	-	-	-	-
Stage 2	496	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.7	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	521	-	287	-	-
HCM Lane V/C Ratio	0.042	-	0.145	-	-
HCM Control Delay (s)	12.2	-	19.7	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	90	4	4	11	23	3	166	16	9	93	9
Future Vol, veh/h	24	90	4	4	11	23	3	166	16	9	93	9
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	106	5	5	13	27	4	195	19	11	109	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.9	7.9	9.2	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	20%	11%	8%
Vol Thru, %	90%	76%	29%	84%
Vol Right, %	9%	3%	61%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	185	118	38	111
LT Vol	3	24	4	9
Through Vol	166	90	11	93
RT Vol	16	4	23	9
Lane Flow Rate	218	139	45	131
Geometry Grp	1	1	1	1
Degree of Util (X)	0.271	0.185	0.057	0.167
Departure Headway (Hd)	4.479	4.803	4.569	4.591
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	801	745	781	780
Service Time	2.511	2.843	2.614	2.626
HCM Lane V/C Ratio	0.272	0.187	0.058	0.168
HCM Control Delay	9.2	8.9	7.9	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.1	0.7	0.2	0.6

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	69	38	640	489	16
Future Vol, veh/h	19	69	38	640	489	16
Conflicting Peds, #/hr	3	1	17	0	0	17
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	78	43	727	556	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1035	305	591	0	-	0
Stage 1	582	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Critical Hdwy	5	5	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-	-
Pot Cap-1 Maneuver	425	890	981	-	-	-
Stage 1	589	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	381	875	965	-	-	-
Mov Cap-2 Maneuver	381	-	-	-	-	-
Stage 1	536	-	-	-	-	-
Stage 2	680	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	965	-	684	-	-
HCM Lane V/C Ratio	0.045	-	0.146	-	-
HCM Control Delay (s)	8.9	0.3	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	10	676	443	120
Future Volume (Veh/h)	0	0	10	676	443	120
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	11	751	492	133
Pedestrians	13				3	
Lane Width (ft)	0.0				12.0	
Walking Speed (ft/s)	3.5				3.5	
Percent Blockage	0				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				131	978	
pX, platoon unblocked	0.92	0.99	0.99			
vC, conflicting volume	972	326	505			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	743	299	480			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	99			
cM capacity (veh/h)	318	690	1068			

Direction, Lane #	NB 1	NB 2	SB 1	SB 2
Volume Total	261	501	328	297
Volume Left	11	0	0	0
Volume Right	0	0	0	133
cSH	1068	1700	1700	1700
Volume to Capacity	0.01	0.29	0.19	0.17
Queue Length 95th (ft)	1	0	0	0
Control Delay (s)	0.5	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	0.2		0.0	
Approach LOS				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	29.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	23	1225	3	29	1200
Future Vol, veh/h	1	23	1225	3	29	1200
Conflicting Peds, #/hr	0	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	30	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	25	1332	3	32	1304

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2051	670	0	0	1336	0
Stage 1	1335	-	-	-	-	-
Stage 2	716	-	-	-	-	-
Critical Hdwy	5	5	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.22	-
Pot Cap-1 Maneuver	145	618	-	-	512	-
Stage 1	228	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	136	617	-	-	512	-
Mov Cap-2 Maneuver	136	-	-	-	-	-
Stage 1	228	-	-	-	-	-
Stage 2	468	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	538	512	-
HCM Lane V/C Ratio	-	-	0.048	0.062	-
HCM Control Delay (s)	-	-	12	12.5	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	23	13	1215	1187	14
Future Vol, veh/h	13	23	13	1215	1187	14
Conflicting Peds, #/hr	1	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
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	14	25	14	1321	1290	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1989	654	1306	0	-	0
Stage 1	1299	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Critical Hdwy	5	5	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-	-
Pot Cap-1 Maneuver	155	628	526	-	-	-
Stage 1	239	-	-	-	-	-
Stage 2	515	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	151	627	525	-	-	-
Mov Cap-2 Maneuver	151	-	-	-	-	-
Stage 1	232	-	-	-	-	-
Stage 2	514	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.2	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	525	-	293	-	-
HCM Lane V/C Ratio	0.027	-	0.134	-	-
HCM Control Delay (s)	12	-	19.2	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	25	6	1	16	21	4	158	3	11	84	5
Future Vol, veh/h	5	25	6	1	16	21	4	158	3	11	84	5
Conflicting Peds, #/hr	1	0	0	0	0	1	7	0	6	6	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	29	7	1	19	24	5	184	3	13	98	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	352	337	108	347	339	193	111	0	0	193	0	0
Stage 1	134	134	-	202	202	-	-	-	-	-	-	-
Stage 2	218	203	-	145	137	-	-	-	-	-	-	-
Critical Hdwy	5	5	5	5	5	5	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	849	862	1080	853	860	994	1479	-	-	1380	-	-
Stage 1	1010	1033	-	925	957	-	-	-	-	-	-	-
Stage 2	906	955	-	996	1029	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	799	839	1073	812	837	987	1469	-	-	1372	-	-
Mov Cap-2 Maneuver	799	839	-	812	837	-	-	-	-	-	-	-
Stage 1	999	1015	-	916	947	-	-	-	-	-	-	-
Stage 2	862	945	-	952	1012	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	9.1	0.2	0.8
HCM LOS	A	A		

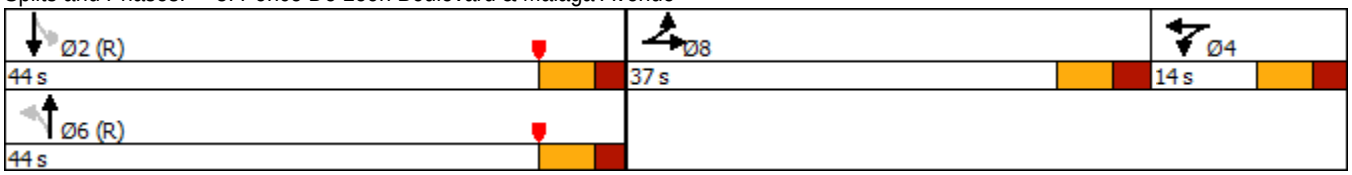
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1469	-	-	864	913	1372	-	-
HCM Lane V/C Ratio	0.003	-	-	0.048	0.048	0.009	-	-
HCM Control Delay (s)	7.5	0	-	9.4	9.1	7.6	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-	-

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	156	99	38	5	484	82	366
Future Volume (vph)	156	99	38	5	484	82	366
Turn Type	Split	NA	NA	Perm	NA	Perm	NA
Protected Phases	8	8	4		6		2
Permitted Phases				6		2	
Detector Phase	8	8	4	6	6	2	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	16.0	16.0	16.0	16.0
Minimum Split (s)	29.7	29.7	13.5	22.3	22.3	22.3	22.3
Total Split (s)	37.0	37.0	14.0	44.0	44.0	44.0	44.0
Total Split (%)	38.9%	38.9%	14.7%	46.3%	46.3%	46.3%	46.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.7	2.7	2.5	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	6.7	6.7	6.5		6.3		6.3
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 95
Actuated Cycle Length: 95
Offset: 3 (3%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 8: Ponce De Leon Boulevard & Malaga Avenue



Lane Group	EBL	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	143	147	95	565	487
v/c Ratio	0.56	0.55	0.47	0.32	0.33
Control Delay	44.9	42.9	33.5	13.8	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	44.9	42.9	33.5	13.8	16.9
Queue Length 50th (ft)	85	84	35	94	85
Queue Length 95th (ft)	138	138	80	164	212
Internal Link Dist (ft)		136	199	145	51
Turn Bay Length (ft)					
Base Capacity (vph)	536	555	204	1772	1479
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.27	0.26	0.47	0.32	0.33

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	99	11	10	38	40	5	484	31	82	366	0
Future Volume (veh/h)	156	99	11	10	38	40	5	484	31	82	366	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.97	0.99		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	145	143	12	11	41	43	5	526	34	89	398	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	218	208	17	13	50	52	42	1878	120	325	1457	0
Arrive On Green	0.12	0.12	0.12	0.07	0.07	0.07	0.79	0.79	0.79	0.79	0.79	0.00
Sat Flow, veh/h	1781	1699	143	179	667	699	7	3144	201	457	2524	0
Grp Volume(v), veh/h	145	0	155	95	0	0	314	0	251	229	258	0
Grp Sat Flow(s),veh/h/ln	1781	0	1842	1545	0	0	1864	0	1487	1279	1617	0
Q Serve(g_s), s	7.4	0.0	7.7	5.8	0.0	0.0	0.0	0.0	4.3	0.4	4.0	0.0
Cycle Q Clear(g_c), s	7.4	0.0	7.7	5.8	0.0	0.0	4.2	0.0	4.3	4.6	4.0	0.0
Prop In Lane	1.00		0.08	0.12		0.45	0.02		0.14	0.39		0.00
Lane Grp Cap(c), veh/h	218	0	226	116	0	0	1152	0	888	817	966	0
V/C Ratio(X)	0.66	0.00	0.69	0.82	0.00	0.00	0.27	0.00	0.28	0.28	0.27	0.00
Avail Cap(c_a), veh/h	568	0	587	122	0	0	1152	0	888	817	966	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.8	0.0	39.9	43.3	0.0	0.0	4.4	0.0	4.4	4.2	4.3	0.0
Incr Delay (d2), s/veh	4.9	0.0	5.2	34.4	0.0	0.0	0.6	0.0	0.8	0.9	0.7	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	3.5	0.0	3.8	3.3	0.0	0.0	1.5	0.0	1.3	1.2	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.7	0.0	45.1	77.7	0.0	0.0	5.0	0.0	5.2	5.1	5.0	0.0
LnGrp LOS	D	A	D	E	A	A	A	A	A	A	A	A
Approach Vol, veh/h		300			95			565			487	
Approach Delay, s/veh		44.9			77.7			5.0			5.1	
Approach LOS		D			E			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		63.0		13.6		63.0		18.3				
Change Period (Y+Rc), s		* 6.3		6.5		* 6.3		6.7				
Max Green Setting (Gmax), s		* 38		7.5		* 38		30.3				
Max Q Clear Time (g_c+I1), s		6.6		7.8		6.3		9.7				
Green Ext Time (p_c), s		1.3		0.0		1.2		1.8				

Intersection Summary

HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Notes

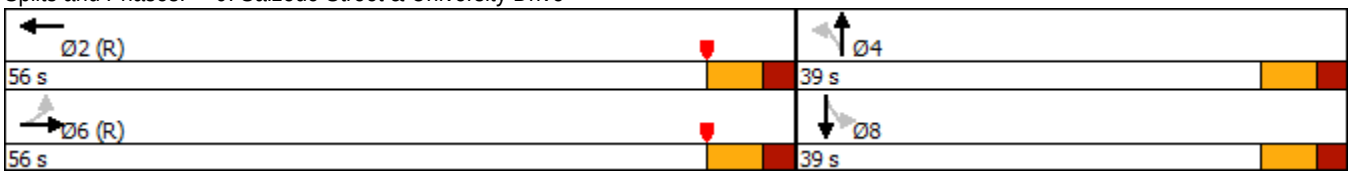
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	144	286	139	4	6	11	0
Future Volume (vph)	144	286	139	4	6	11	0
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA
Protected Phases		6	2		4		8
Permitted Phases	6			4		8	
Detector Phase	6	6	2	4	4	8	8
Switch Phase							
Minimum Initial (s)	12.0	12.0	12.0	7.0	7.0	7.0	7.0
Minimum Split (s)	18.4	18.4	18.4	13.2	13.2	13.2	13.2
Total Split (s)	56.0	56.0	56.0	39.0	39.0	39.0	39.0
Total Split (%)	58.9%	58.9%	58.9%	41.1%	41.1%	41.1%	41.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.2	2.2	2.2	2.2
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.4	6.4	6.2	6.2		6.2
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 95
Actuated Cycle Length: 95
Offset: 73 (77%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 9: Salzedo Street & University Drive



Lane Group	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	472	160	4	17	103
v/c Ratio	0.21	0.06	0.04	0.11	0.49
Control Delay	1.4	2.6	38.0	26.5	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	1.4	2.6	38.0	26.5	19.2
Queue Length 50th (ft)	21	7	2	4	7
Queue Length 95th (ft)	48	19	12	23	53
Internal Link Dist (ft)	690	480		161	207
Turn Bay Length (ft)			160		
Base Capacity (vph)	2251	2868	411	528	537
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.21	0.06	0.01	0.03	0.19

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	286	0	0	139	6	4	6	9	11	0	83
Future Volume (veh/h)	144	286	0	0	139	6	4	6	9	11	0	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		0.97	0.97		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	158	314	0	0	153	7	4	7	10	12	0	91
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
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	780	1589	0	0	2662	121	182	61	86	51	7	119
Arrive On Green	1.00	1.00	0.00	0.00	1.00	1.00	0.10	0.10	0.10	0.10	0.00	0.10
Sat Flow, veh/h	931	2151	0	0	3555	157	1286	616	880	87	72	1209
Grp Volume(v), veh/h	230	242	0	0	78	82	4	0	17	103	0	0
Grp Sat Flow(s),veh/h/ln	1379	1617	0	0	1777	1842	1286	0	1496	1369	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	1.0	6.9	0.0	0.0
Prop In Lane	0.69		0.00	0.00		0.09	1.00		0.59	0.12		0.88
Lane Grp Cap(c), veh/h	1125	1244	0	0	1367	1416	182	0	147	177	0	0
V/C Ratio(X)	0.20	0.19	0.00	0.00	0.06	0.06	0.02	0.00	0.12	0.58	0.00	0.00
Avail Cap(c_a), veh/h	1125	1244	0	0	1367	1416	500	0	516	509	0	0
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.48	0.48	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	38.8	0.0	39.1	41.7	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.0	0.1	0.1	0.1	0.0	0.5	4.3	0.0	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	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.4	2.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.2	0.2	0.0	0.0	0.1	0.1	38.8	0.0	39.6	46.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	A
Approach Vol, veh/h		472			160			21			103	
Approach Delay, s/veh		0.2			0.1			39.4			46.0	
Approach LOS		A			A			D			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		79.5		15.5		79.5		15.5				
Change Period (Y+Rc), s		6.4		* 6.2		6.4		* 6.2				
Max Green Setting (Gmax), s		49.6		* 33		49.6		* 33				
Max Q Clear Time (g_c+I1), s		2.0		3.0		2.0		8.9				
Green Ext Time (p_c), s		0.3		0.1		1.1		0.8				

Intersection Summary

HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A

Notes

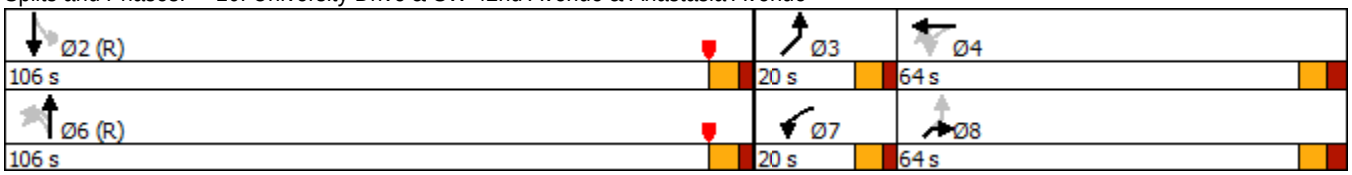
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL2	WBL	WBT	NBL2	NBL	NBT	SBL	SBT	NEL	NER
Lane Configurations										
Traffic Volume (vph)	65	115	14	13	5	941	38	1043	268	310
Future Volume (vph)	65	115	14	13	5	941	38	1043	268	310
Turn Type	pm+pt	Perm	NA	Perm	Perm	NA	Perm	NA	pm+pt	Prot
Protected Phases	7		4			6		2	3	8
Permitted Phases	4	4		6	6		2		8	
Detector Phase	7	4	4	6	6	6	2	2	3	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.0	7.0
Minimum Split (s)	10.7	32.0	32.0	36.6	36.6	36.6	36.6	36.6	10.7	32.0
Total Split (s)	20.0	64.0	64.0	106.0	106.0	106.0	106.0	106.0	20.0	64.0
Total Split (%)	10.5%	33.7%	33.7%	55.8%	55.8%	55.8%	55.8%	55.8%	10.5%	33.7%
Yellow Time (s)	3.7	4.0	4.0	4.4	4.4	4.4	4.4	4.4	3.7	4.0
All-Red Time (s)	2.0	3.0	3.0	2.2	2.2	2.2	2.2	2.2	2.0	3.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7		7.0		6.6	6.6	6.6	6.6	5.7	7.0
Lead/Lag	Lead	Lag	Lag						Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes						Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 57 (30%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 10: University Drive & SW 42nd Avenue & Anastasia Avenue



Lane Group	WBL2	WBT	NBL	NBT	SBL	SBT	NEL	NER
Lane Group Flow (vph)	64	162	19	1125	42	1302	295	361
v/c Ratio	0.39	0.60	0.12	0.53	0.20	0.61	0.68	0.88
Control Delay	47.7	71.7	21.9	23.5	22.8	26.0	61.4	82.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.7	71.7	21.9	23.5	22.8	26.0	61.4	82.4
Queue Length 50th (ft)	60	189	10	409	23	516	301	384
Queue Length 95th (ft)	87	253	32	577	59	721	353	483
Internal Link Dist (ft)		690		270		458	149	
Turn Bay Length (ft)			200		80			175
Base Capacity (vph)	202	382	162	2142	215	2130	433	512
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.42	0.12	0.53	0.20	0.61	0.68	0.71

Intersection Summary

Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	65	115	14	13	13	5	941	83	38	1043	132	10
Future Volume (vph)	65	115	14	13	13	5	941	83	38	1043	132	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7		7.0			6.6	6.6		6.6	6.6		
Lane Util. Factor	0.95		0.95			1.00	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Flpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Frt	1.00		0.99			1.00	0.99		1.00	0.98		
Flt Protected	0.95		0.96			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1681		1508			1770	3492		1769	3476		
Flt Permitted	0.20		0.81			0.14	1.00		0.19	1.00		
Satd. Flow (perm)	353		1267			264	3492		352	3476		
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)	71	126	15	14	14	5	1034	91	42	1146	145	11
RTOR Reduction (vph)	0	0	2	0	0	0	3	0	0	0	0	0
Lane Group Flow (vph)	64	0	160	0	0	19	1122	0	42	1302	0	0
Confl. Peds. (#/hr)	3			2				2	2			
Confl. Bikes (#/hr)				1				1				
Parking (#/hr)			0	0								
Turn Type	pm+pt	Perm	NA		Perm	Perm	NA		Perm	NA		
Protected Phases	7		4				6			2		
Permitted Phases	4	4			6	6			2			
Actuated Green, G (s)	50.1		40.0			116.4	116.4		116.4	116.4		
Effective Green, g (s)	50.1		40.0			116.4	116.4		116.4	116.4		
Actuated g/C Ratio	0.26		0.21			0.61	0.61		0.61	0.61		
Clearance Time (s)	5.7		7.0			6.6	6.6		6.6	6.6		
Vehicle Extension (s)	2.0		3.5			1.0	1.0		1.0	1.0		
Lane Grp Cap (vph)	163		266			161	2139		215	2129		
v/s Ratio Prot	0.02						0.32			c0.37		
v/s Ratio Perm	0.08		0.13			0.07			0.12			
v/c Ratio	0.39		0.60			0.12	0.52		0.20	0.61		
Uniform Delay, d1	55.4		67.8			15.4	21.0		16.2	22.8		
Progression Factor	0.97		0.96			1.00	1.00		1.00	1.00		
Incremental Delay, d2	0.6		4.0			1.5	0.9		2.0	1.3		
Delay (s)	54.2		69.3			16.9	21.9		18.2	24.1		
Level of Service	D		E			B	C		B	C		
Approach Delay (s)			65.0				21.8			23.9		
Approach LOS			E				C			C		

Intersection Summary

HCM 2000 Control Delay	36.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	19.3
Intersection Capacity Utilization	78.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	NEL	NER	NER2
Lane Configurations			
Traffic Volume (vph)	268	310	18
Future Volume (vph)	268	310	18
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	5.7	7.0	
Lane Util. Factor	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	
Frt	1.00	0.85	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1765	1583	
Flt Permitted	0.69	1.00	
Satd. Flow (perm)	1273	1583	
Peak-hour factor, PHF	0.91	0.91	0.91
Adj. Flow (vph)	295	341	20
RTOR Reduction (vph)	0	41	0
Lane Group Flow (vph)	295	320	0
Confl. Peds. (#/hr)	2		3
Confl. Bikes (#/hr)			3
Parking (#/hr)			
Turn Type	pm+pt	Prot	
Protected Phases	3	8	
Permitted Phases	8		
Actuated Green, G (s)	58.5	44.2	
Effective Green, g (s)	58.5	44.2	
Actuated g/C Ratio	0.31	0.23	
Clearance Time (s)	5.7	7.0	
Vehicle Extension (s)	2.0	3.5	
Lane Grp Cap (vph)	428	368	
v/s Ratio Prot	c0.05	c0.20	
v/s Ratio Perm	0.16		
v/c Ratio	0.69	0.87	
Uniform Delay, d1	57.0	70.1	
Progression Factor	1.00	1.00	
Incremental Delay, d2	3.7	19.9	
Delay (s)	60.7	90.0	
Level of Service	E	F	
Approach Delay (s)	76.8		
Approach LOS	E		

Intersection Summary

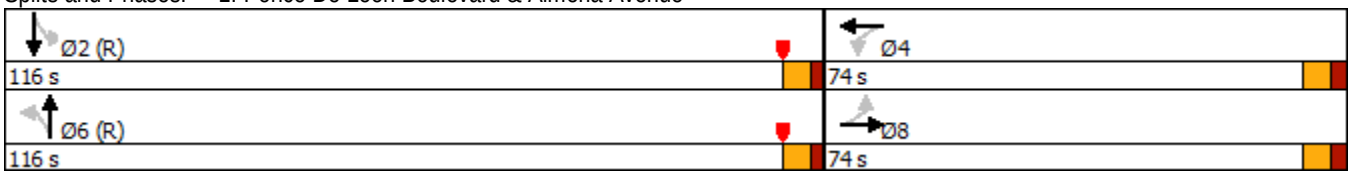
Future Background Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	14	79	84	74	14	552	43	670
Future Volume (vph)	14	79	84	74	14	552	43	670
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.6	30.6	30.6	30.6	23.0	23.0	23.0	23.0
Total Split (s)	74.0	74.0	74.0	74.0	116.0	116.0	116.0	116.0
Total Split (%)	38.9%	38.9%	38.9%	38.9%	61.1%	61.1%	61.1%	61.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.6		6.6		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 18 (9%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce De Leon Boulevard & Almeria Avenue



Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	118	206	872	51	810
v/c Ratio	0.40	0.93	0.40	0.12	0.33
Control Delay	67.9	117.8	9.8	9.5	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	67.9	117.8	9.8	9.5	9.6
Queue Length 50th (ft)	128	253	174	17	168
Queue Length 95th (ft)	173	316	214	40	235
Internal Link Dist (ft)	175	205	779		147
Turn Bay Length (ft)				50	
Base Capacity (vph)	548	407	2198	414	2475
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.22	0.51	0.40	0.12	0.33

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	79	8	84	74	17	14	552	176	43	670	19
Future Volume (veh/h)	14	79	8	84	74	17	14	552	176	43	670	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.96	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	93	9	99	87	20	16	649	207	51	788	22
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	236	22	132	99	22	46	1791	566	520	2514	70
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	134	1295	118	568	544	120	35	2384	753	643	3346	93
Grp Volume(v), veh/h	118	0	0	206	0	0	497	0	375	51	418	392
Grp Sat Flow(s),veh/h/ln	1546	0	0	1231	0	0	1807	0	1364	643	1777	1663
Q Serve(g_s), s	0.0	0.0	0.0	19.6	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.1
Cycle Q Clear(g_c), s	11.9	0.0	0.0	31.6	0.0	0.0	0.1	0.0	0.1	0.1	0.1	0.1
Prop In Lane	0.14		0.08	0.48		0.10	0.03		0.55	1.00		0.06
Lane Grp Cap(c), veh/h	304	0	0	253	0	0	1377	0	1025	520	1335	1249
V/C Ratio(X)	0.39	0.00	0.00	0.82	0.00	0.00	0.36	0.00	0.37	0.10	0.31	0.31
Avail Cap(c_a), veh/h	573	0	0	486	0	0	1377	0	1025	520	1335	1249
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.4	0.0	0.0	77.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	4.8	0.0	0.0	0.7	0.0	1.0	0.4	0.6	0.7
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	5.2	0.0	0.0	10.3	0.0	0.0	0.3	0.0	0.3	0.1	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.0	0.0	0.0	82.1	0.0	0.0	0.8	0.0	1.0	0.4	0.6	0.7
LnGrp LOS	E	A	A	F	A	A	A	A	A	A	A	A
Approach Vol, veh/h		118			206			872			861	
Approach Delay, s/veh		69.0			82.1			0.9			0.6	
Approach LOS		E			F			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		148.7		41.3		148.7		41.3				
Change Period (Y+Rc), s		6.0		6.6		6.0		6.6				
Max Green Setting (Gmax), s		110.0		67.4		110.0		67.4				
Max Q Clear Time (g_c+I1), s		2.1		33.6		2.1		13.9				
Green Ext Time (p_c), s		2.1		1.1		2.2		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			12.8									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	21	1243	19	98	1210
Future Vol, veh/h	3	21	1243	19	98	1210
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	35	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	23	1366	21	108	1330

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2260	696	0	0	1389	0
Stage 1	1379	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Critical Hdwy	5	5	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.22	-
Pot Cap-1 Maneuver	115	602	-	-	489	-
Stage 1	216	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	89	601	-	-	488	-
Mov Cap-2 Maneuver	89	-	-	-	-	-
Stage 1	216	-	-	-	-	-
Stage 2	316	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.1	0	1.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	350	488	-
HCM Lane V/C Ratio	-	-	0.075	0.221	-
HCM Control Delay (s)	-	-	16.1	14.5	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.8	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	25	20	1242	1208	3
Future Vol, veh/h	13	25	20	1242	1208	3
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	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	27	22	1365	1327	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2056	665	1330	0	-	0
Stage 1	1329	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Critical Hdwy	5	5	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-	-
Pot Cap-1 Maneuver	144	621	515	-	-	-
Stage 1	230	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	138	621	515	-	-	-
Mov Cap-2 Maneuver	138	-	-	-	-	-
Stage 1	220	-	-	-	-	-
Stage 2	492	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.9	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	515	-	283	-	-
HCM Lane V/C Ratio	0.043	-	0.148	-	-
HCM Control Delay (s)	12.3	-	19.9	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	72	4	4	11	23	3	171	35	9	108	9
Future Vol, veh/h	43	72	4	4	11	23	3	171	35	9	108	9
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	85	5	5	13	27	4	201	41	11	127	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.2	8	9.5	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	36%	11%	7%
Vol Thru, %	82%	61%	29%	86%
Vol Right, %	17%	3%	61%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	209	119	38	126
LT Vol	3	43	4	9
Through Vol	171	72	11	108
RT Vol	35	4	23	9
Lane Flow Rate	246	140	45	148
Geometry Grp	1	1	1	1
Degree of Util (X)	0.305	0.192	0.058	0.191
Departure Headway (Hd)	4.466	4.938	4.681	4.639
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	804	725	761	772
Service Time	2.5	2.983	2.733	2.678
HCM Lane V/C Ratio	0.306	0.193	0.059	0.192
HCM Control Delay	9.5	9.2	8	8.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.3	0.7	0.2	0.7

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	70	0	878	537	35
Future Vol, veh/h	0	70	0	878	537	35
Conflicting Peds, #/hr	3	1	17	0	0	17
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	80	0	998	610	40

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1149	343	667	0	-	0
Stage 1	647	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Critical Hdwy	5	5	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-	-
Pot Cap-1 Maneuver	378	857	919	-	-	-
Stage 1	543	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	366	842	904	-	-	-
Mov Cap-2 Maneuver	366	-	-	-	-	-
Stage 1	534	-	-	-	-	-
Stage 2	640	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	904	-	842	-	-
HCM Lane V/C Ratio	-	-	0.094	-	-
HCM Control Delay (s)	0	-	9.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	876	488	124
Future Volume (Veh/h)	0	0	0	876	488	124
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	973	542	138
Pedestrians	13				3	
Lane Width (ft)	0.0				12.0	
Walking Speed (ft/s)	3.5				3.5	
Percent Blockage	0				0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				131	978	
pX, platoon unblocked	0.89	1.00	1.00			
vC, conflicting volume	1114	353	555			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	888	351	553			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	253	645	1012			

Direction, Lane #	NB 1	NB 2	SB 1	SB 2
Volume Total	486	486	361	319
Volume Left	0	0	0	0
Volume Right	0	0	0	138
cSH	1700	1700	1700	1700
Volume to Capacity	0.29	0.29	0.21	0.19
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	27.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	23	1224	3	29	1198
Future Vol, veh/h	1	23	1224	3	29	1198
Conflicting Peds, #/hr	0	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	30	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	25	1330	3	32	1302

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2048	669	0	0	1334	0
Stage 1	1333	-	-	-	-	-
Stage 2	715	-	-	-	-	-
Critical Hdwy	5	5	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.22	-
Pot Cap-1 Maneuver	146	618	-	-	513	-
Stage 1	229	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	137	617	-	-	513	-
Mov Cap-2 Maneuver	137	-	-	-	-	-
Stage 1	229	-	-	-	-	-
Stage 2	468	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	538	513	-
HCM Lane V/C Ratio	-	-	0.048	0.061	-
HCM Control Delay (s)	-	-	12	12.5	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	23	13	1227	1199	14
Future Vol, veh/h	13	23	13	1227	1199	14
Conflicting Peds, #/hr	1	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
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	14	25	14	1334	1303	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2008	660	1319	0	-	0
Stage 1	1312	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Critical Hdwy	5	5	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-	-
Pot Cap-1 Maneuver	152	624	520	-	-	-
Stage 1	235	-	-	-	-	-
Stage 2	511	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	148	623	520	-	-	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	228	-	-	-	-	-
Stage 2	510	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	520	-	289	-	-
HCM Lane V/C Ratio	0.027	-	0.135	-	-
HCM Control Delay (s)	12.1	-	19.4	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	25	6	1	16	43	4	160	3	25	85	5
Future Vol, veh/h	5	25	6	1	16	43	4	160	3	25	85	5
Conflicting Peds, #/hr	1	0	0	0	0	1	7	0	6	6	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	29	7	1	19	50	5	186	3	29	99	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	400	372	109	382	374	195	112	0	0	195	0	0
Stage 1	167	167	-	204	204	-	-	-	-	-	-	-
Stage 2	233	205	-	178	170	-	-	-	-	-	-	-
Critical Hdwy	5	5	5	5	5	5	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	810	832	1079	824	831	992	1478	-	-	1378	-	-
Stage 1	968	995	-	922	954	-	-	-	-	-	-	-
Stage 2	888	953	-	954	992	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	735	800	1072	776	799	985	1468	-	-	1370	-	-
Mov Cap-2 Maneuver	735	800	-	776	799	-	-	-	-	-	-	-
Stage 1	957	966	-	913	944	-	-	-	-	-	-	-
Stage 2	822	943	-	899	963	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.6	9.2	0.2	1.7
HCM LOS	A	A		

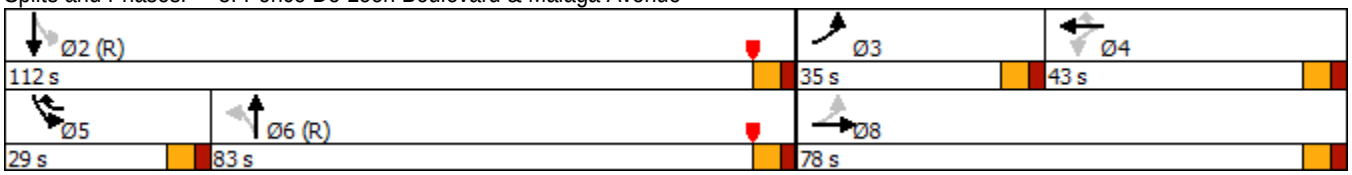
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1468	-	-	825	924	1370	-	-
HCM Lane V/C Ratio	0.003	-	-	0.051	0.076	0.021	-	-
HCM Control Delay (s)	7.5	0	-	9.6	9.2	7.7	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0.1	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	192	148	26	54	157	34	540	117	376
Future Volume (vph)	192	148	26	54	157	34	540	117	376
Turn Type	pm+pt	NA	Perm	NA	pm+ov	Perm	NA	pm+pt	NA
Protected Phases	3	8		4	5		6	5	2
Permitted Phases	8		4		4	6		2	
Detector Phase	3	8	4	4	5	6	6	5	2
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	16.0	16.0	5.0	16.0
Minimum Split (s)	29.7	36.5	37.5	37.5	24.5	28.5	28.5	24.5	24.2
Total Split (s)	35.0	78.0	43.0	43.0	29.0	83.0	83.0	29.0	112.0
Total Split (%)	18.4%	41.1%	22.6%	22.6%	15.3%	43.7%	43.7%	15.3%	58.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.2	2.5	2.5	2.5	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.5		6.5	6.2		6.2	6.2	6.2
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 3 (2%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 125
Control Type: Actuated-Coordinated

Splits and Phases: 8: Ponce De Leon Boulevard & Malaga Avenue



8: Ponce De Leon Boulevard & Malaga Avenue

A.M. Peak Hour

Lane Group	EBL	EBT	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	209	173	87	171	695	127	409
v/c Ratio	0.61	0.36	0.67	0.48	0.40	0.27	0.17
Control Delay	65.9	57.7	106.5	11.7	23.2	11.1	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.9	57.7	106.5	11.7	23.2	11.1	9.8
Queue Length 50th (ft)	220	176	107	0	240	41	71
Queue Length 95th (ft)	289	236	171	70	342	65	93
Internal Link Dist (ft)		136	199		145		51
Turn Bay Length (ft)						125	
Base Capacity (vph)	359	694	266	439	1731	545	2389
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.25	0.33	0.39	0.40	0.23	0.17

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	148	11	26	54	157	34	540	65	117	376	0
Future Volume (veh/h)	192	148	11	26	54	157	34	540	65	117	376	0
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		1.00	0.99		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	209	161	12	28	59	171	37	587	71	127	409	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	337	475	35	81	160	245	102	1594	191	509	2332	0
Arrive On Green	0.11	0.28	0.28	0.13	0.13	0.13	0.78	0.78	0.78	0.05	0.87	0.00
Sat Flow, veh/h	1781	1717	128	426	1211	1423	140	2733	328	1781	3647	0
Grp Volume(v), veh/h	209	0	173	87	0	171	379	0	316	127	409	0
Grp Sat Flow(s),veh/h/ln	1781	0	1845	1637	0	1423	1741	0	1459	1781	1777	0
Q Serve(g_s), s	18.8	0.0	14.2	4.6	0.0	21.5	0.0	0.0	13.0	5.4	3.3	0.0
Cycle Q Clear(g_c), s	18.8	0.0	14.2	8.8	0.0	21.5	11.8	0.0	13.0	5.4	3.3	0.0
Prop In Lane	1.00		0.07	0.32		1.00	0.10		0.22	1.00		0.00
Lane Grp Cap(c), veh/h	337	0	511	241	0	245	1036	0	851	509	2332	0
V/C Ratio(X)	0.62	0.00	0.34	0.36	0.00	0.70	0.37	0.00	0.37	0.25	0.18	0.00
Avail Cap(c_a), veh/h	406	0	694	337	0	331	1036	0	851	651	2332	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	60.1	0.0	54.8	75.3	0.0	74.0	10.2	0.0	10.3	14.2	4.4	0.0
Incr Delay (d2), s/veh	2.8	0.0	0.6	1.3	0.0	5.4	1.0	0.0	1.2	0.3	0.2	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	8.9	0.0	6.8	4.0	0.0	8.3	4.7	0.0	4.0	2.2	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.0	0.0	55.4	76.6	0.0	79.4	11.2	0.0	11.6	14.5	4.5	0.0
LnGrp LOS	E	A	E	E	A	E	B	A	B	B	A	A
Approach Vol, veh/h		382			258			695			536	
Approach Delay, s/veh		59.5			78.5			11.4			6.9	
Approach LOS		E			E			B			A	
Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		130.9	27.6	31.5	13.9	117.0		59.1				
Change Period (Y+Rc), s		* 6.2	* 6.2	6.5	* 6.2	* 6.2		6.5				
Max Green Setting (Gmax), s		* 1.1E2	* 29	36.5	* 23	* 77		71.5				
Max Q Clear Time (g_c+I1), s		5.3	20.8	23.5	7.4	15.0		16.2				
Green Ext Time (p_c), s		1.1	0.6	1.2	0.3	1.6		1.6				

Intersection Summary

HCM 6th Ctrl Delay	29.2
HCM 6th LOS	C

Notes

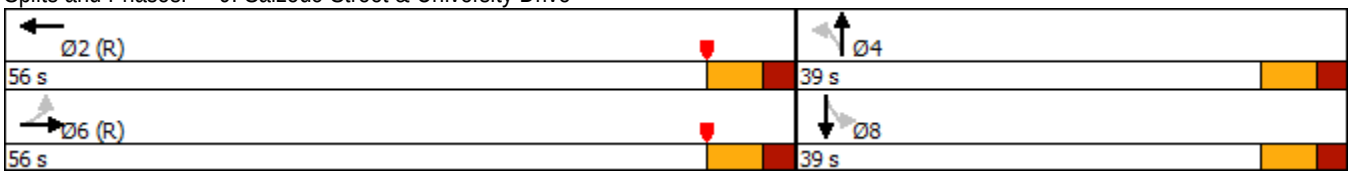
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	145	357	156	4	6	11	0
Future Volume (vph)	145	357	156	4	6	11	0
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA
Protected Phases		6	2		4		8
Permitted Phases	6			4		8	
Detector Phase	6	6	2	4	4	8	8
Switch Phase							
Minimum Initial (s)	12.0	12.0	12.0	7.0	7.0	7.0	7.0
Minimum Split (s)	18.4	18.4	18.4	13.2	13.2	13.2	13.2
Total Split (s)	56.0	56.0	56.0	39.0	39.0	39.0	39.0
Total Split (%)	58.9%	58.9%	58.9%	41.1%	41.1%	41.1%	41.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.2	2.2	2.2	2.2
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.4	6.4	6.2	6.2		6.2
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 95
Actuated Cycle Length: 95
Offset: 73 (77%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 9: Salzedo Street & University Drive



Lane Group	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	551	178	4	17	104
v/c Ratio	0.24	0.06	0.04	0.11	0.49
Control Delay	2.5	2.6	38.0	26.5	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	2.5	2.6	38.0	26.5	19.2
Queue Length 50th (ft)	41	9	2	4	7
Queue Length 95th (ft)	m15	21	12	23	53
Internal Link Dist (ft)	690	480		161	207
Turn Bay Length (ft)			160		
Base Capacity (vph)	2281	2871	408	528	538
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.06	0.01	0.03	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	357	0	0	156	6	4	6	9	11	0	84
Future Volume (veh/h)	145	357	0	0	156	6	4	6	9	11	0	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		0.97	0.97		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	159	392	0	0	171	7	4	7	10	12	0	92
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
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	690	1701	0	0	2673	109	182	61	87	51	7	120
Arrive On Green	1.00	1.00	0.00	0.00	1.00	1.00	0.10	0.10	0.10	0.10	0.00	0.10
Sat Flow, veh/h	820	2299	0	0	3573	142	1285	616	880	86	72	1211
Grp Volume(v), veh/h	268	283	0	0	87	91	4	0	17	104	0	0
Grp Sat Flow(s),veh/h/ln	1417	1617	0	0	1777	1845	1285	0	1496	1369	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	1.0	7.0	0.0	0.0
Prop In Lane	0.59		0.00	0.00		0.08	1.00		0.59	0.12		0.88
Lane Grp Cap(c), veh/h	1149	1242	0	0	1365	1417	182	0	148	178	0	0
V/C Ratio(X)	0.23	0.23	0.00	0.00	0.06	0.06	0.02	0.00	0.11	0.58	0.00	0.00
Avail Cap(c_a), veh/h	1149	1242	0	0	1365	1417	499	0	516	510	0	0
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	38.7	0.0	39.0	41.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.5	4.3	0.0	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	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.4	2.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.1	0.1	38.8	0.0	39.5	46.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	A
Approach Vol, veh/h		551			178			21			104	
Approach Delay, s/veh		0.0			0.1			39.3			46.0	
Approach LOS		A			A			D			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		79.4		15.6		79.4		15.6				
Change Period (Y+Rc), s		6.4		* 6.2		6.4		* 6.2				
Max Green Setting (Gmax), s		49.6		* 33		49.6		* 33				
Max Q Clear Time (g_c+I1), s		2.0		3.0		2.0		9.0				
Green Ext Time (p_c), s		0.4		0.1		1.3		0.8				

Intersection Summary

HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Notes

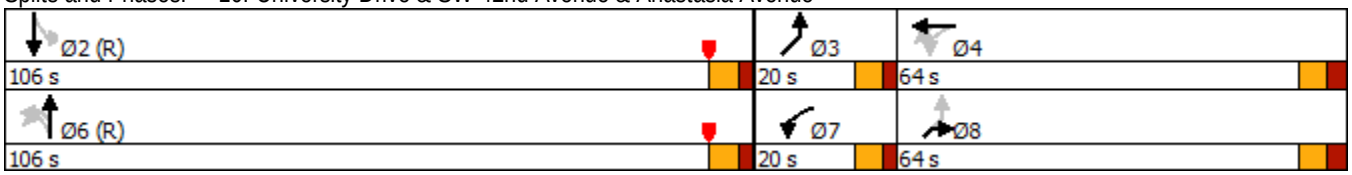
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL2	WBL	WBT	NBL2	NBL	NBT	SBL	SBT	NEL	NER
Lane Configurations										
Traffic Volume (vph)	66	124	22	13	5	971	38	1054	271	347
Future Volume (vph)	66	124	22	13	5	971	38	1054	271	347
Turn Type	pm+pt	Perm	NA	Perm	Perm	NA	Perm	NA	pm+pt	Prot
Protected Phases	7		4			6		2	3	8
Permitted Phases	4	4		6	6		2		8	
Detector Phase	7	4	4	6	6	6	2	2	3	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.0	7.0
Minimum Split (s)	10.7	32.0	32.0	36.6	36.6	36.6	36.6	36.6	10.7	32.0
Total Split (s)	20.0	64.0	64.0	106.0	106.0	106.0	106.0	106.0	20.0	64.0
Total Split (%)	10.5%	33.7%	33.7%	55.8%	55.8%	55.8%	55.8%	55.8%	10.5%	33.7%
Yellow Time (s)	3.7	4.0	4.0	4.4	4.4	4.4	4.4	4.4	3.7	4.0
All-Red Time (s)	2.0	3.0	3.0	2.2	2.2	2.2	2.2	2.2	2.0	3.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7		7.0		6.6	6.6	6.6	6.6	5.7	7.0
Lead/Lag	Lead	Lag	Lag						Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes						Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 57 (30%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 10: University Drive & SW 42nd Avenue & Anastasia Avenue



Lane Group	WBL2	WBT	NBL	NBT	SBL	SBT	NEL	NER
Lane Group Flow (vph)	66	181	19	1197	42	1183	298	401
v/c Ratio	0.41	0.63	0.10	0.58	0.24	0.57	0.64	0.91
Control Delay	46.5	71.4	22.6	26.8	26.3	26.6	56.8	84.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.5	71.4	22.6	26.8	26.3	26.6	56.8	84.9
Queue Length 50th (ft)	58	208	10	480	25	472	293	433
Queue Length 95th (ft)	91	275	31	637	63	625	355	554
Internal Link Dist (ft)		690		270		458	149	
Turn Bay Length (ft)			200		80			175
Base Capacity (vph)	198	371	182	2061	178	2089	463	512
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.49	0.10	0.58	0.24	0.57	0.64	0.78

Intersection Summary

Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	66	124	22	13	13	5	971	118	38	1054	13	10
Future Volume (vph)	66	124	22	13	13	5	971	118	38	1054	13	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7		7.0			6.6	6.6		6.6	6.6		
Lane Util. Factor	0.95		0.95			1.00	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Flpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Frt	1.00		0.99			1.00	0.98		1.00	1.00		
Flt Protected	0.95		0.96			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1681		1512			1770	3475		1770	3528		
Flt Permitted	0.17		0.78			0.17	1.00		0.16	1.00		
Satd. Flow (perm)	303		1233			309	3475		302	3528		
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)	73	136	24	14	14	5	1067	130	42	1158	14	11
RTOR Reduction (vph)	0	0	2	0	0	0	4	0	0	0	0	0
Lane Group Flow (vph)	66	0	179	0	0	19	1193	0	42	1183	0	0
Confl. Peds. (#/hr)	3			2				2	2			
Confl. Bikes (#/hr)				1				1				
Parking (#/hr)			0	0								
Turn Type	pm+pt	Perm	NA		Perm	Perm	NA		Perm	NA		
Protected Phases	7		4				6			2		
Permitted Phases	4	4			6	6			2			
Actuated Green, G (s)	54.1		43.9			112.5	112.5		112.5	112.5		
Effective Green, g (s)	54.1		43.9			112.5	112.5		112.5	112.5		
Actuated g/C Ratio	0.28		0.23			0.59	0.59		0.59	0.59		
Clearance Time (s)	5.7		7.0			6.6	6.6		6.6	6.6		
Vehicle Extension (s)	2.0		3.5			1.0	1.0		1.0	1.0		
Lane Grp Cap (vph)	160		284			182	2057		178	2088		
v/s Ratio Prot	0.02						c0.34			0.34		
v/s Ratio Perm	0.10		0.15			0.06			0.14			
v/c Ratio	0.41		0.63			0.10	0.58		0.24	0.57		
Uniform Delay, d1	53.1		65.8			16.8	24.1		18.4	23.8		
Progression Factor	0.97		0.97			1.00	1.00		1.00	1.00		
Incremental Delay, d2	0.6		4.7			1.1	1.2		3.1	1.1		
Delay (s)	52.3		68.4			18.0	25.3		21.5	24.9		
Level of Service	D		E			B	C		C	C		
Approach Delay (s)			64.1				25.2			24.8		
Approach LOS			E				C			C		

Intersection Summary

HCM 2000 Control Delay	38.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	19.3
Intersection Capacity Utilization	79.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	NEL	NER	NER2
Lane Configurations			
Traffic Volume (vph)	271	347	18
Future Volume (vph)	271	347	18
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	5.7	7.0	
Lane Util. Factor	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	
Frt	1.00	0.85	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1765	1583	
Flt Permitted	0.69	1.00	
Satd. Flow (perm)	1286	1583	
Peak-hour factor, PHF	0.91	0.91	0.91
Adj. Flow (vph)	298	381	20
RTOR Reduction (vph)	0	40	0
Lane Group Flow (vph)	298	361	0
Confl. Peds. (#/hr)	2		3
Confl. Bikes (#/hr)			3
Parking (#/hr)			
Turn Type	pm+pt	Prot	
Protected Phases	3	8	
Permitted Phases	8		
Actuated Green, G (s)	62.3	48.0	
Effective Green, g (s)	62.3	48.0	
Actuated g/C Ratio	0.33	0.25	
Clearance Time (s)	5.7	7.0	
Vehicle Extension (s)	2.0	3.5	
Lane Grp Cap (vph)	457	399	
v/s Ratio Prot	c0.05	c0.23	
v/s Ratio Perm	0.16		
v/c Ratio	0.65	0.91	
Uniform Delay, d1	53.8	68.8	
Progression Factor	1.00	1.00	
Incremental Delay, d2	2.5	23.9	
Delay (s)	56.4	92.7	
Level of Service	E	F	
Approach Delay (s)	77.2		
Approach LOS	E		

Intersection Summary

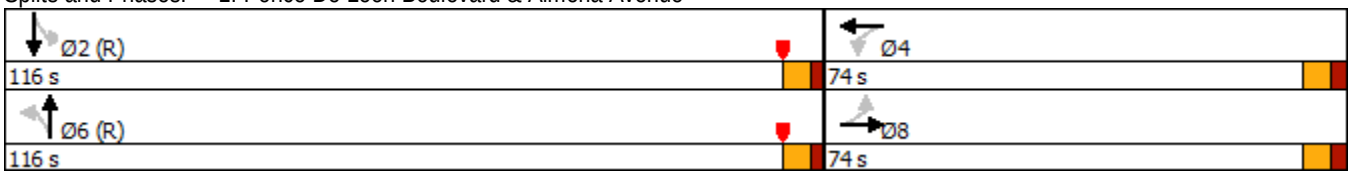
Future Total Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	14	81	84	74	14	552	43	670
Future Volume (vph)	14	81	84	74	14	552	43	670
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.6	30.6	30.6	30.6	23.0	23.0	23.0	23.0
Total Split (s)	74.0	74.0	74.0	74.0	116.0	116.0	116.0	116.0
Total Split (%)	38.9%	38.9%	38.9%	38.9%	61.1%	61.1%	61.1%	61.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.6		6.6		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 18 (9%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce De Leon Boulevard & Almeria Avenue



Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	120	206	872	51	810
v/c Ratio	0.40	0.93	0.40	0.12	0.33
Control Delay	68.0	118.6	10.0	9.5	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	68.0	118.6	10.0	9.5	9.6
Queue Length 50th (ft)	131	254	185	17	168
Queue Length 95th (ft)	174	317	261	40	236
Internal Link Dist (ft)	175	205	779		147
Turn Bay Length (ft)				50	
Base Capacity (vph)	549	404	2197	414	2474
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.22	0.51	0.40	0.12	0.33

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	81	8	84	74	17	14	552	176	43	670	19
Future Volume (veh/h)	14	81	8	84	74	17	14	552	176	43	670	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.99		0.96	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	95	9	99	87	20	16	649	207	51	788	22
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	45	239	21	132	99	22	46	1789	565	520	2511	70
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	131	1302	116	565	542	119	35	2384	753	643	3346	93
Grp Volume(v), veh/h	120	0	0	206	0	0	497	0	375	51	418	392
Grp Sat Flow(s),veh/h/ln	1549	0	0	1225	0	0	1807	0	1364	643	1777	1663
Q Serve(g_s), s	0.0	0.0	0.0	19.6	0.0	0.0	0.0	0.0	0.2	0.1	0.1	0.1
Cycle Q Clear(g_c), s	12.1	0.0	0.0	31.7	0.0	0.0	0.1	0.0	0.2	0.2	0.1	0.1
Prop In Lane	0.13		0.07	0.48		0.10	0.03		0.55	1.00		0.06
Lane Grp Cap(c), veh/h	305	0	0	253	0	0	1376	0	1024	520	1333	1248
V/C Ratio(X)	0.39	0.00	0.00	0.82	0.00	0.00	0.36	0.00	0.37	0.10	0.31	0.31
Avail Cap(c_a), veh/h	574	0	0	484	0	0	1376	0	1024	520	1333	1248
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.3	0.0	0.0	77.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	4.8	0.0	0.0	0.7	0.0	1.0	0.4	0.6	0.7
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	5.3	0.0	0.0	10.3	0.0	0.0	0.3	0.0	0.3	0.1	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.9	0.0	0.0	82.1	0.0	0.0	0.8	0.0	1.1	0.4	0.7	0.7
LnGrp LOS	E	A	A	F	A	A	A	A	A	A	A	A
Approach Vol, veh/h		120			206			872			861	
Approach Delay, s/veh		68.9			82.1			0.9			0.7	
Approach LOS		E			F			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		148.6		41.4		148.6		41.4				
Change Period (Y+Rc), s		6.0		6.6		6.0		6.6				
Max Green Setting (Gmax), s		110.0		67.4		110.0		67.4				
Max Q Clear Time (g_c+I1), s		2.2		33.7		2.2		14.1				
Green Ext Time (p_c), s		2.1		1.1		2.2		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			12.9									
HCM 6th LOS			B									

Intersection						
Int Delay, s/veh	1.1					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	34	1243	19	98	1210
Future Vol, veh/h	17	34	1243	19	98	1210
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	35	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	37	1366	21	108	1330

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2260	696	0	0	1389	0
Stage 1	1379	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Critical Hdwy	5	5	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.22	-
Pot Cap-1 Maneuver	115	602	-	-	489	-
Stage 1	216	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	89	601	-	-	488	-
Mov Cap-2 Maneuver	89	-	-	-	-	-
Stage 1	216	-	-	-	-	-
Stage 2	316	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.9	0	1.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	206	488	-
HCM Lane V/C Ratio	-	-	0.272	0.221	-
HCM Control Delay (s)	-	-	28.9	14.5	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	1.1	0.8	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	25	20	1242	1222	3
Future Vol, veh/h	13	25	20	1242	1222	3
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	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	27	22	1365	1343	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2072	673	1346	0	-	0
Stage 1	1345	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Critical Hdwy	5	5	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-	-
Pot Cap-1 Maneuver	142	616	508	-	-	-
Stage 1	225	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	136	616	508	-	-	-
Mov Cap-2 Maneuver	136	-	-	-	-	-
Stage 1	215	-	-	-	-	-
Stage 2	492	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.2	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	508	-	279	-	-
HCM Lane V/C Ratio	0.043	-	0.15	-	-
HCM Control Delay (s)	12.4	-	20.2	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	72	4	4	38	34	3	171	42	9	108	9
Future Vol, veh/h	43	72	4	4	38	34	3	171	42	9	108	9
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	85	5	5	45	40	4	201	49	11	127	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.3	8.5	9.8	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	36%	5%	7%
Vol Thru, %	79%	61%	50%	86%
Vol Right, %	19%	3%	45%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	216	119	76	126
LT Vol	3	43	4	9
Through Vol	171	72	38	108
RT Vol	42	4	34	9
Lane Flow Rate	254	140	89	148
Geometry Grp	1	1	1	1
Degree of Util (X)	0.322	0.196	0.119	0.196
Departure Headway (Hd)	4.568	5.034	4.803	4.772
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	783	708	741	749
Service Time	2.615	3.092	2.865	2.826
HCM Lane V/C Ratio	0.324	0.198	0.12	0.198
HCM Control Delay	9.8	9.3	8.5	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.4	0.7	0.4	0.7

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	83	0	878	537	35
Future Vol, veh/h	0	83	0	878	537	35
Conflicting Peds, #/hr	3	1	17	0	0	17
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	94	0	998	610	40

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1149	343	667	0	-	0
Stage 1	647	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Critical Hdwy	5	5	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-	-
Pot Cap-1 Maneuver	378	857	919	-	-	-
Stage 1	543	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	366	842	904	-	-	-
Mov Cap-2 Maneuver	366	-	-	-	-	-
Stage 1	534	-	-	-	-	-
Stage 2	640	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	904	-	842	-	-
HCM Lane V/C Ratio	-	-	0.112	-	-
HCM Control Delay (s)	0	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	23	1224	3	29	1212
Future Vol, veh/h	1	23	1224	3	29	1212
Conflicting Peds, #/hr	0	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	30	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	25	1330	3	32	1317

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2056	669	0	0	1334	0
Stage 1	1333	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Critical Hdwy	5	5	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.22	-
Pot Cap-1 Maneuver	144	618	-	-	513	-
Stage 1	229	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	135	617	-	-	513	-
Mov Cap-2 Maneuver	135	-	-	-	-	-
Stage 1	229	-	-	-	-	-
Stage 2	463	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	537	513	-
HCM Lane V/C Ratio	-	-	0.049	0.061	-
HCM Control Delay (s)	-	-	12	12.5	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	23	13	1227	1213	14
Future Vol, veh/h	13	23	13	1227	1213	14
Conflicting Peds, #/hr	1	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
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	14	25	14	1334	1318	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2023	668	1334	0	-	0
Stage 1	1327	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Critical Hdwy	5	5	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-	-
Pot Cap-1 Maneuver	150	619	513	-	-	-
Stage 1	230	-	-	-	-	-
Stage 2	511	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	146	618	513	-	-	-
Mov Cap-2 Maneuver	146	-	-	-	-	-
Stage 1	224	-	-	-	-	-
Stage 2	510	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.6	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	513	-	285	-	-
HCM Lane V/C Ratio	0.028	-	0.137	-	-
HCM Control Delay (s)	12.2	-	19.6	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	25	6	1	16	50	4	160	3	25	85	5
Future Vol, veh/h	5	25	6	1	16	50	4	160	3	25	85	5
Conflicting Peds, #/hr	1	0	0	0	0	1	7	0	6	6	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	29	7	1	19	58	5	186	3	29	99	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	404	372	109	382	374	195	112	0	0	195	0	0
Stage 1	167	167	-	204	204	-	-	-	-	-	-	-
Stage 2	237	205	-	178	170	-	-	-	-	-	-	-
Critical Hdwy	5	5	5	5	5	5	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	806	832	1079	824	831	992	1478	-	-	1378	-	-
Stage 1	968	995	-	922	954	-	-	-	-	-	-	-
Stage 2	884	953	-	954	992	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	725	800	1072	776	799	985	1468	-	-	1370	-	-
Mov Cap-2 Maneuver	725	800	-	776	799	-	-	-	-	-	-	-
Stage 1	957	966	-	913	944	-	-	-	-	-	-	-
Stage 2	811	943	-	899	963	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.6	9.2	0.2	1.7
HCM LOS	A	A		

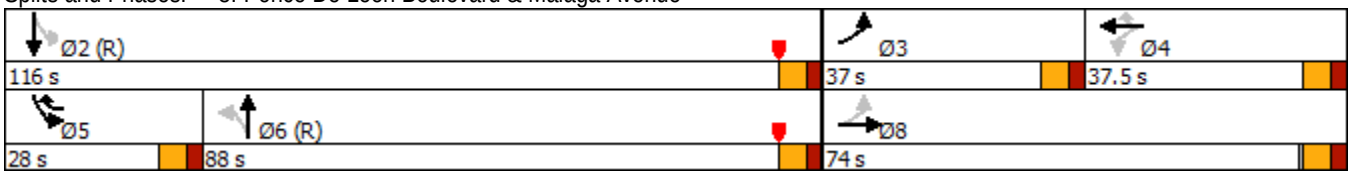
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1468	-	-	823	930	1370	-	-
HCM Lane V/C Ratio	0.003	-	-	0.051	0.084	0.021	-	-
HCM Control Delay (s)	7.5	0	-	9.6	9.2	7.7	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0.1	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	192	148	26	54	157	34	540	117	382
Future Volume (vph)	192	148	26	54	157	34	540	117	382
Turn Type	pm+pt	NA	Perm	NA	pm+ov	Perm	NA	pm+pt	NA
Protected Phases	3	8		4	5		6	5	2
Permitted Phases	8		4		4	6		2	
Detector Phase	3	8	4	4	5	6	6	5	2
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	16.0	16.0	5.0	16.0
Minimum Split (s)	29.7	36.5	37.5	37.5	11.2	28.2	28.2	11.2	24.2
Total Split (s)	37.0	74.0	37.5	37.5	28.0	88.0	88.0	28.0	116.0
Total Split (%)	19.4%	38.8%	19.7%	19.7%	14.7%	46.2%	46.2%	14.7%	60.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.2	2.5	2.5	2.5	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.5		6.5	6.2		6.2	6.2	6.2
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

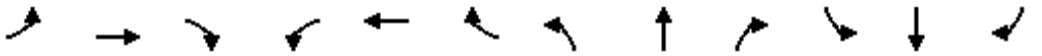
Cycle Length: 190.5
Actuated Cycle Length: 190.5
Offset: 3 (2%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 8: Ponce De Leon Boulevard & Malaga Avenue



Lane Group	EBL	EBT	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	209	173	87	171	695	127	557
v/c Ratio	0.61	0.36	0.67	0.48	0.41	0.27	0.25
Control Delay	65.3	57.4	106.7	11.7	23.8	13.8	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.3	57.4	106.7	11.7	23.8	13.8	12.3
Queue Length 50th (ft)	221	176	107	0	241	54	126
Queue Length 95th (ft)	284	233	171	70	354	100	189
Internal Link Dist (ft)		136	199		145		170
Turn Bay Length (ft)						125	
Base Capacity (vph)	370	659	225	432	1693	537	2245
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.26	0.39	0.40	0.41	0.24	0.25

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	148	11	26	54	157	34	540	65	117	382	131
Future Volume (veh/h)	192	148	11	26	54	157	34	540	65	117	382	131
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		1.00	0.99		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	209	161	12	28	59	171	37	587	71	127	415	142
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	336	474	35	80	158	243	101	1579	189	509	1697	573
Arrive On Green	0.11	0.28	0.28	0.13	0.13	0.13	0.78	0.78	0.78	0.05	0.87	0.87
Sat Flow, veh/h	1781	1717	128	425	1213	1423	138	2702	324	1781	2582	872
Grp Volume(v), veh/h	209	0	173	87	0	171	375	0	320	127	284	273
Grp Sat Flow(s),veh/h/ln	1781	0	1845	1638	0	1423	1704	0	1460	1781	1777	1676
Q Serve(g_s), s	18.8	0.0	14.2	4.6	0.0	21.5	0.0	0.0	13.1	5.4	4.9	5.0
Cycle Q Clear(g_c), s	18.8	0.0	14.2	8.8	0.0	21.5	11.6	0.0	13.1	5.4	4.9	5.0
Prop In Lane	1.00		0.07	0.32		1.00	0.10		0.22	1.00		0.52
Lane Grp Cap(c), veh/h	336	0	509	238	0	243	1017	0	853	509	1168	1102
V/C Ratio(X)	0.62	0.00	0.34	0.37	0.00	0.71	0.37	0.00	0.37	0.25	0.24	0.25
Avail Cap(c_a), veh/h	423	0	656	291	0	289	1017	0	853	642	1168	1102
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.3	0.0	55.0	75.5	0.0	74.3	10.1	0.0	10.2	14.1	4.4	4.4
Incr Delay (d2), s/veh	2.7	0.0	0.6	1.3	0.0	7.3	1.0	0.0	1.3	0.3	0.5	0.5
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	8.9	0.0	6.8	4.0	0.0	8.4	4.6	0.0	4.0	2.2	1.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.0	0.0	55.5	76.9	0.0	81.6	11.1	0.0	11.5	14.4	4.9	4.9
LnGrp LOS	E	A	E	E	A	F	B	A	B	B	A	A
Approach Vol, veh/h		382			258			695			684	
Approach Delay, s/veh		59.6			80.0			11.3			6.7	
Approach LOS		E			F			B			A	
Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		131.1	27.7	31.2	13.8	117.3		58.9				
Change Period (Y+Rc), s		* 6.2	* 6.2	6.5	* 6.2	* 6.2		6.5				
Max Green Setting (Gmax), s		* 1.1E2	* 31	31.0	* 22	* 82		67.5				
Max Q Clear Time (g_c+I1), s		7.0	20.8	23.5	7.4	15.1		16.2				
Green Ext Time (p_c), s		1.3	0.6	0.9	0.3	1.7		1.6				

Intersection Summary	
HCM 6th Ctrl Delay	27.7
HCM 6th LOS	C

Notes

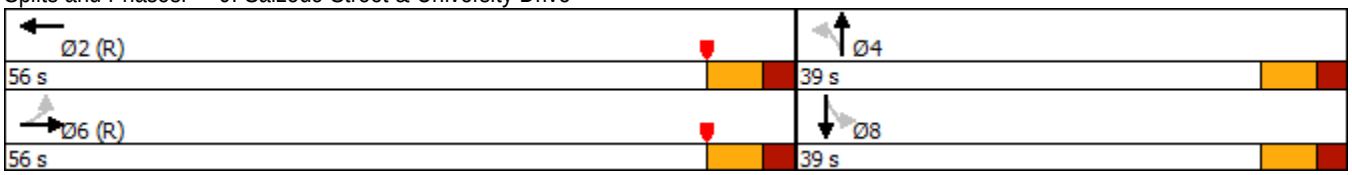
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	145	357	156	4	6	11	0
Future Volume (vph)	145	357	156	4	6	11	0
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA
Protected Phases		6	2		4		8
Permitted Phases	6			4		8	
Detector Phase	6	6	2	4	4	8	8
Switch Phase							
Minimum Initial (s)	12.0	12.0	12.0	7.0	7.0	7.0	7.0
Minimum Split (s)	18.4	18.4	18.4	13.2	13.2	13.2	13.2
Total Split (s)	56.0	56.0	56.0	39.0	39.0	39.0	39.0
Total Split (%)	58.9%	58.9%	58.9%	41.1%	41.1%	41.1%	41.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.2	2.2	2.2	2.2
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.4	6.4	6.2	6.2		6.2
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 95
Actuated Cycle Length: 95
Offset: 73 (77%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 9: Salzedo Street & University Drive



Lane Group	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	551	178	4	17	104
v/c Ratio	0.24	0.06	0.04	0.11	0.49
Control Delay	2.5	2.6	38.0	26.5	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	2.5	2.6	38.0	26.5	19.2
Queue Length 50th (ft)	41	9	2	4	7
Queue Length 95th (ft)	m15	21	12	23	53
Internal Link Dist (ft)	690	480		161	207
Turn Bay Length (ft)			160		
Base Capacity (vph)	2281	2871	408	528	538
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.06	0.01	0.03	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	357	0	0	156	6	4	6	9	11	0	84
Future Volume (veh/h)	145	357	0	0	156	6	4	6	9	11	0	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		0.97	0.97		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	159	392	0	0	171	7	4	7	10	12	0	92
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
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	690	1701	0	0	2673	109	182	61	87	51	7	120
Arrive On Green	1.00	1.00	0.00	0.00	1.00	1.00	0.10	0.10	0.10	0.10	0.00	0.10
Sat Flow, veh/h	820	2299	0	0	3573	142	1285	616	880	86	72	1211
Grp Volume(v), veh/h	268	283	0	0	87	91	4	0	17	104	0	0
Grp Sat Flow(s),veh/h/ln	1417	1617	0	0	1777	1845	1285	0	1496	1369	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	1.0	7.0	0.0	0.0
Prop In Lane	0.59		0.00	0.00		0.08	1.00		0.59	0.12		0.88
Lane Grp Cap(c), veh/h	1149	1242	0	0	1365	1417	182	0	148	178	0	0
V/C Ratio(X)	0.23	0.23	0.00	0.00	0.06	0.06	0.02	0.00	0.11	0.58	0.00	0.00
Avail Cap(c_a), veh/h	1149	1242	0	0	1365	1417	499	0	516	510	0	0
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	38.7	0.0	39.0	41.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.5	4.3	0.0	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	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.4	2.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.1	0.1	38.8	0.0	39.5	46.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D	A	D	D	A	A
Approach Vol, veh/h		551			178			21			104	
Approach Delay, s/veh		0.0			0.1			39.3			46.0	
Approach LOS		A			A			D			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		79.4		15.6		79.4		15.6				
Change Period (Y+Rc), s		6.4		* 6.2		6.4		* 6.2				
Max Green Setting (Gmax), s		49.6		* 33		49.6		* 33				
Max Q Clear Time (g_c+I1), s		2.0		3.0		2.0		9.0				
Green Ext Time (p_c), s		0.4		0.1		1.3		0.8				

Intersection Summary

HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Notes

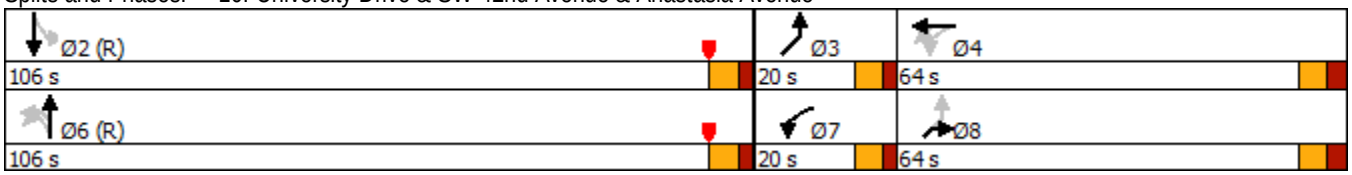
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL2	WBL	WBT	NBL2	NBL	NBT	SBL	SBT	NEL	NER
Lane Configurations										
Traffic Volume (vph)	66	124	22	13	5	971	38	1064	271	347
Future Volume (vph)	66	124	22	13	5	971	38	1064	271	347
Turn Type	pm+pt	Perm	NA	Perm	Perm	NA	Perm	NA	pm+pt	Prot
Protected Phases	7		4			6		2	3	8
Permitted Phases	4	4		6	6		2		8	
Detector Phase	7	4	4	6	6	6	2	2	3	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.0	7.0
Minimum Split (s)	10.7	32.0	32.0	36.6	36.6	36.6	36.6	36.6	10.7	32.0
Total Split (s)	20.0	64.0	64.0	106.0	106.0	106.0	106.0	106.0	20.0	64.0
Total Split (%)	10.5%	33.7%	33.7%	55.8%	55.8%	55.8%	55.8%	55.8%	10.5%	33.7%
Yellow Time (s)	3.7	4.0	4.0	4.4	4.4	4.4	4.4	4.4	3.7	4.0
All-Red Time (s)	2.0	3.0	3.0	2.2	2.2	2.2	2.2	2.2	2.0	3.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7		7.0		6.6	6.6	6.6	6.6	5.7	7.0
Lead/Lag	Lead	Lag	Lag						Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes						Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 57 (30%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 10: University Drive & SW 42nd Avenue & Anastasia Avenue



Lane Group	WBL2	WBT	NBL	NBT	SBL	SBT	NEL	NER
Lane Group Flow (vph)	66	181	19	1197	42	1336	298	401
v/c Ratio	0.41	0.63	0.14	0.58	0.24	0.65	0.64	0.91
Control Delay	46.5	71.4	24.4	26.8	26.3	29.2	56.8	84.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.5	71.4	24.4	26.8	26.3	29.2	56.8	84.9
Queue Length 50th (ft)	58	208	10	480	25	576	293	433
Queue Length 95th (ft)	91	275	33	637	63	758	355	554
Internal Link Dist (ft)		690		270		458	149	
Turn Bay Length (ft)			200		80			175
Base Capacity (vph)	198	371	139	2061	178	2055	463	512
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.49	0.14	0.58	0.24	0.65	0.64	0.78

Intersection Summary

Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	66	124	22	13	13	5	971	118	38	1064	142	10
Future Volume (vph)	66	124	22	13	13	5	971	118	38	1064	142	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7		7.0			6.6	6.6		6.6	6.6		
Lane Util. Factor	0.95		0.95			1.00	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Flpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Frt	1.00		0.99			1.00	0.98		1.00	0.98		
Flt Protected	0.95		0.96			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1681		1512			1770	3475		1770	3473		
Flt Permitted	0.17		0.78			0.13	1.00		0.16	1.00		
Satd. Flow (perm)	303		1233			235	3475		302	3473		
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)	73	136	24	14	14	5	1067	130	42	1169	156	11
RTOR Reduction (vph)	0	0	2	0	0	0	4	0	0	0	0	0
Lane Group Flow (vph)	66	0	179	0	0	19	1193	0	42	1336	0	0
Confl. Peds. (#/hr)	3			2				2	2			
Confl. Bikes (#/hr)				1				1				
Parking (#/hr)			0	0								
Turn Type	pm+pt	Perm	NA		Perm	Perm	NA		Perm	NA		
Protected Phases	7		4				6			2		
Permitted Phases	4	4			6	6			2			
Actuated Green, G (s)	54.1		43.9			112.5	112.5		112.5	112.5		
Effective Green, g (s)	54.1		43.9			112.5	112.5		112.5	112.5		
Actuated g/C Ratio	0.28		0.23			0.59	0.59		0.59	0.59		
Clearance Time (s)	5.7		7.0			6.6	6.6		6.6	6.6		
Vehicle Extension (s)	2.0		3.5			1.0	1.0		1.0	1.0		
Lane Grp Cap (vph)	160		284			139	2057		178	2056		
v/s Ratio Prot	0.02						0.34			c0.38		
v/s Ratio Perm	0.10		0.15			0.08			0.14			
v/c Ratio	0.41		0.63			0.14	0.58		0.24	0.65		
Uniform Delay, d1	53.1		65.8			17.2	24.1		18.4	25.7		
Progression Factor	0.97		0.97			1.00	1.00		1.00	1.00		
Incremental Delay, d2	0.6		4.7			2.0	1.2		3.1	1.6		
Delay (s)	52.3		68.4			19.2	25.3		21.5	27.3		
Level of Service	D		E			B	C		C	C		
Approach Delay (s)			64.1				25.2			27.1		
Approach LOS			E				C			C		

Intersection Summary

HCM 2000 Control Delay	38.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	19.3
Intersection Capacity Utilization	81.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	NEL	NER	NER2
Lane Configurations			
Traffic Volume (vph)	271	347	18
Future Volume (vph)	271	347	18
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	5.7	7.0	
Lane Util. Factor	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	
Frt	1.00	0.85	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1765	1583	
Flt Permitted	0.69	1.00	
Satd. Flow (perm)	1286	1583	
Peak-hour factor, PHF	0.91	0.91	0.91
Adj. Flow (vph)	298	381	20
RTOR Reduction (vph)	0	40	0
Lane Group Flow (vph)	298	361	0
Confl. Peds. (#/hr)	2		3
Confl. Bikes (#/hr)			3
Parking (#/hr)			
Turn Type	pm+pt	Prot	
Protected Phases	3	8	
Permitted Phases	8		
Actuated Green, G (s)	62.3	48.0	
Effective Green, g (s)	62.3	48.0	
Actuated g/C Ratio	0.33	0.25	
Clearance Time (s)	5.7	7.0	
Vehicle Extension (s)	2.0	3.5	
Lane Grp Cap (vph)	457	399	
v/s Ratio Prot	c0.05	c0.23	
v/s Ratio Perm	0.16		
v/c Ratio	0.65	0.91	
Uniform Delay, d1	53.8	68.8	
Progression Factor	1.00	1.00	
Incremental Delay, d2	2.5	23.9	
Delay (s)	56.4	92.7	
Level of Service	E	F	
Approach Delay (s)	77.2		
Approach LOS	E		

Intersection Summary

Intersection						
Int Delay, s/veh	2.5					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	70	25	6	55	41	14
Future Vol, veh/h	70	25	6	55	41	14
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	76	27	7	60	45	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	103	0	164	90
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	74	-
Critical Hdwy	-	-	4.12	-	5	5
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3	3
Pot Cap-1 Maneuver	-	-	1489	-	1022	1099
Stage 1	-	-	-	-	1088	-
Stage 2	-	-	-	-	1107	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1489	-	1017	1099
Mov Cap-2 Maneuver	-	-	-	-	1017	-
Stage 1	-	-	-	-	1088	-
Stage 2	-	-	-	-	1101	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1037	-	-	1489	-
HCM Lane V/C Ratio	0.058	-	-	0.004	-
HCM Control Delay (s)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

P.M. Peak Hour

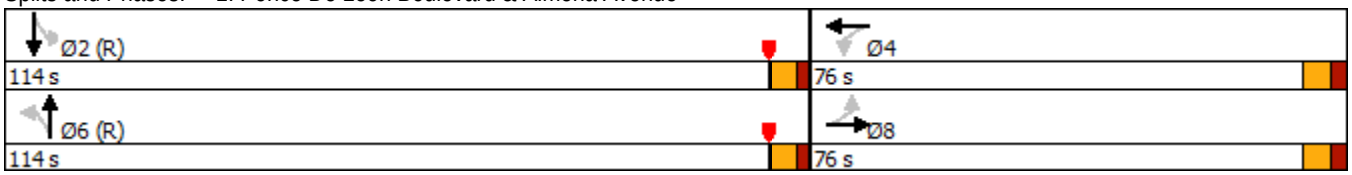
Existing Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	16	55	119	118	15	533	39	622
Future Volume (vph)	16	55	119	118	15	533	39	622
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.6	30.6	30.6	30.6	23.0	23.0	23.0	23.0
Total Split (s)	76.0	76.0	76.0	76.0	114.0	114.0	114.0	114.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.6		6.6		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 42 (22%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce De Leon Boulevard & Almeria Avenue



Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	98	313	698	44	726
v/c Ratio	0.25	0.90	0.35	0.10	0.33
Control Delay	50.1	94.6	12.5	14.3	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	50.1	94.6	12.5	14.3	14.8
Queue Length 50th (ft)	90	376	117	19	193
Queue Length 95th (ft)	132	462	283	46	280
Internal Link Dist (ft)	175	205	779		147
Turn Bay Length (ft)				50	
Base Capacity (vph)	536	475	2023	438	2221
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.18	0.66	0.35	0.10	0.33

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	55	16	119	118	41	15	533	73	39	622	24
Future Volume (veh/h)	16	55	16	119	118	41	15	533	73	39	622	24
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		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	62	18	134	133	46	17	599	82	44	699	27
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	236	64	168	143	49	56	1921	260	536	2266	87
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.91	0.91	0.91	0.91	0.91	0.91
Sat Flow, veh/h	204	951	260	569	579	198	53	2800	380	756	3304	128
Grp Volume(v), veh/h	98	0	0	313	0	0	386	0	312	44	376	350
Grp Sat Flow(s),veh/h/ln	1415	0	0	1347	0	0	1787	0	1445	756	1777	1654
Q Serve(g_s), s	0.0	0.0	0.0	34.2	0.0	0.0	0.0	0.0	5.0	1.5	4.9	4.9
Cycle Q Clear(g_c), s	9.2	0.0	0.0	43.4	0.0	0.0	4.7	0.0	5.0	6.5	4.9	4.9
Prop In Lane	0.18		0.18	0.43		0.15	0.04		0.26	1.00		0.08
Lane Grp Cap(c), veh/h	373	0	0	361	0	0	1246	0	991	536	1219	1135
V/C Ratio(X)	0.26	0.00	0.00	0.87	0.00	0.00	0.31	0.00	0.31	0.08	0.31	0.31
Avail Cap(c_a), veh/h	547	0	0	524	0	0	1246	0	991	536	1219	1135
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.2	0.0	0.0	70.7	0.0	0.0	2.8	0.0	2.8	3.2	2.8	2.8
Incr Delay (d2), s/veh	0.3	0.0	0.0	9.2	0.0	0.0	0.6	0.0	0.8	0.3	0.7	0.7
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	3.9	0.0	0.0	16.0	0.0	0.0	1.8	0.0	1.5	0.2	1.7	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.5	0.0	0.0	79.9	0.0	0.0	3.5	0.0	3.7	3.5	3.5	3.5
LnGrp LOS	E	A	A	E	A	A	A	A	A	A	A	A
Approach Vol, veh/h		98			313			698			770	
Approach Delay, s/veh		57.5			79.9			3.6			3.5	
Approach LOS		E			E			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		136.3		53.7		136.3		53.7				
Change Period (Y+Rc), s		6.0		6.6		6.0		6.6				
Max Green Setting (Gmax), s		108.0		69.4		108.0		69.4				
Max Q Clear Time (g_c+I1), s		8.5		45.4		7.0		11.2				
Green Ext Time (p_c), s		1.8		1.6		1.7		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	74	1011	5	45	1298
Future Vol, veh/h	24	74	1011	5	45	1298
Conflicting Peds, #/hr	0	1	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	35	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	76	1042	5	46	1338

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1809	528	0	0	1050	0
Stage 1	1048	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Critical Hdwy	5	5	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.22	-
Pot Cap-1 Maneuver	188	712	-	-	659	-
Stage 1	329	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	174	709	-	-	657	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	328	-	-	-	-	-
Stage 2	439	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.9	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	404	657	-
HCM Lane V/C Ratio	-	-	0.25	0.071	-
HCM Control Delay (s)	-	-	16.9	10.9	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	1	0.2	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	35	1011	1309	13
Future Vol, veh/h	5	5	35	1011	1309	13
Conflicting Peds, #/hr	1	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	36	1042	1349	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1950	681	1362	0	-	0
Stage 1	1356	-	-	-	-	-
Stage 2	594	-	-	-	-	-
Critical Hdwy	5	5	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-	-
Pot Cap-1 Maneuver	162	611	501	-	-	-
Stage 1	222	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	150	611	501	-	-	-
Mov Cap-2 Maneuver	150	-	-	-	-	-
Stage 1	206	-	-	-	-	-
Stage 2	580	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.6	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	501	-	241	-	-
HCM Lane V/C Ratio	0.072	-	0.043	-	-
HCM Control Delay (s)	12.7	-	20.6	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	38	5	13	65	18	1	54	1	14	188	30
Future Vol, veh/h	8	38	5	13	65	18	1	54	1	14	188	30
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	44	6	15	75	21	1	62	1	16	216	34
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	8.5	8.1	9.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	16%	14%	6%
Vol Thru, %	96%	75%	68%	81%
Vol Right, %	2%	10%	19%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	56	51	96	232
LT Vol	1	8	13	14
Through Vol	54	38	65	188
RT Vol	1	5	18	30
Lane Flow Rate	64	59	110	267
Geometry Grp	1	1	1	1
Degree of Util (X)	0.083	0.078	0.143	0.322
Departure Headway (Hd)	4.625	4.797	4.674	4.349
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	774	746	767	827
Service Time	2.655	2.83	2.704	2.372
HCM Lane V/C Ratio	0.083	0.079	0.143	0.323
HCM Control Delay	8.1	8.2	8.5	9.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.3	0.5	1.4

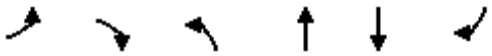
Intersection						
Int Delay, s/veh	1					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	55	51	542	838	16
Future Vol, veh/h	8	55	51	542	838	16
Conflicting Peds, #/hr	4	2	18	0	0	18
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	60	56	596	921	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1362	490	957	0	-	0
Stage 1	948	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Critical Hdwy	5	5	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-	-
Pot Cap-1 Maneuver	303	740	714	-	-	-
Stage 1	373	-	-	-	-	-
Stage 2	725	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	258	726	702	-	-	-
Mov Cap-2 Maneuver	258	-	-	-	-	-
Stage 1	323	-	-	-	-	-
Stage 2	713	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	1.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	702	-	590	-	-
HCM Lane V/C Ratio	0.08	-	0.117	-	-
HCM Control Delay (s)	10.6	0.5	11.9	-	-
HCM Lane LOS	B	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.4	-	-



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	6	595	597	301
Future Volume (Veh/h)	0	0	6	595	597	301
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	0	7	654	656	331
Pedestrians	13					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				131	978	
pX, platoon unblocked	0.94	0.92	0.92			
vC, conflicting volume	1176	506	669			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	689	298	474			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	99			
cM capacity (veh/h)	354	645	1001			

Direction, Lane #	NB 1	NB 2	SB 1	SB 2
Volume Total	225	436	437	550
Volume Left	7	0	0	0
Volume Right	0	0	0	331
cSH	1001	1700	1700	1700
Volume to Capacity	0.01	0.26	0.26	0.32
Queue Length 95th (ft)	1	0	0	0
Control Delay (s)	0.3	0.0	0.0	0.0
Lane LOS	A			
Approach Delay (s)	0.1		0.0	
Approach LOS				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	29.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	50	1001	3	10	1306
Future Vol, veh/h	1	50	1001	3	10	1306
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	30	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	51	1021	3	10	1333

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1712	514	0	0	1025	0
Stage 1	1024	-	-	-	-	-
Stage 2	688	-	-	-	-	-
Critical Hdwy	5	5	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.22	-
Pot Cap-1 Maneuver	209	723	-	-	673	-
Stage 1	339	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	205	722	-	-	672	-
Mov Cap-2 Maneuver	205	-	-	-	-	-
Stage 1	339	-	-	-	-	-
Stage 2	508	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	688	672	-
HCM Lane V/C Ratio	-	-	0.076	0.015	-
HCM Control Delay (s)	-	-	10.7	10.4	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	8	21	993	1287	20
Future Vol, veh/h	11	8	21	993	1287	20
Conflicting Peds, #/hr	1	1	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	8	21	1013	1313	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1873	668	1333	0	-	0
Stage 1	1323	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Critical Hdwy	5	5	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-	-
Pot Cap-1 Maneuver	176	619	513	-	-	-
Stage 1	232	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	169	618	513	-	-	-
Mov Cap-2 Maneuver	169	-	-	-	-	-
Stage 1	222	-	-	-	-	-
Stage 2	613	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.1	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	513	-	243	-	-
HCM Lane V/C Ratio	0.042	-	0.08	-	-
HCM Control Delay (s)	12.3	-	21.1	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	9	4	3	43	10	8	46	10	10	194	4
Future Vol, veh/h	0	9	4	3	43	10	8	46	10	10	194	4
Conflicting Peds, #/hr	1	0	1	1	0	1	11	0	5	5	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	10	4	3	47	11	9	50	11	11	211	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	350	330	225	322	327	62	226	0	0	66	0	0
Stage 1	246	246	-	79	79	-	-	-	-	-	-	-
Stage 2	104	84	-	243	248	-	-	-	-	-	-	-
Critical Hdwy	5	5	5	5	5	5	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	851	868	963	875	871	1130	1342	-	-	1536	-	-
Stage 1	874	910	-	1084	1098	-	-	-	-	-	-	-
Stage 2	1050	1092	-	877	908	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	789	842	952	849	845	1124	1328	-	-	1529	-	-
Mov Cap-2 Maneuver	789	842	-	849	845	-	-	-	-	-	-	-
Stage 1	859	894	-	1071	1085	-	-	-	-	-	-	-
Stage 2	987	1079	-	856	892	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9.4	1	0.4
HCM LOS	A	A		

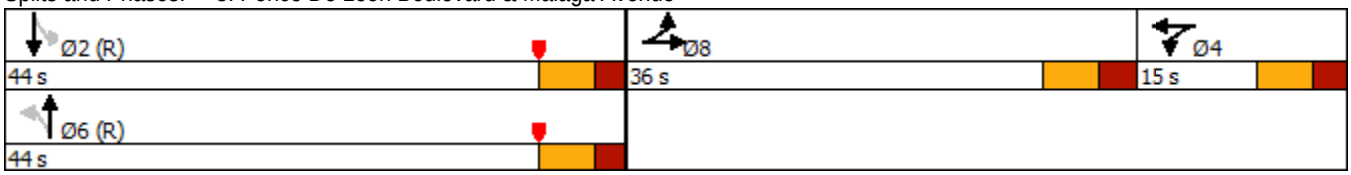
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1328	-	-	873	884	1529	-	-
HCM Lane V/C Ratio	0.007	-	-	0.016	0.069	0.007	-	-
HCM Control Delay (s)	7.7	0	-	9.2	9.4	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	60	54	93	8	479	72	524
Future Volume (vph)	60	54	93	8	479	72	524
Turn Type	Split	NA	NA	Perm	NA	Perm	NA
Protected Phases	8	8	4		6		2
Permitted Phases				6		2	
Detector Phase	8	8	4	6	6	2	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	16.0	16.0	16.0	16.0
Minimum Split (s)	29.7	29.7	13.5	22.3	22.3	22.3	22.3
Total Split (s)	36.0	36.0	15.0	44.0	44.0	44.0	44.0
Total Split (%)	37.9%	37.9%	15.8%	46.3%	46.3%	46.3%	46.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.7	2.7	2.5	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)	6.7	6.7	6.5		6.3		6.3
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 95
Actuated Cycle Length: 95
Offset: 47 (49%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 8: Ponce De Leon Boulevard & Malaga Avenue



Lane Group	EBL	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	58	77	179	571	634
v/c Ratio	0.32	0.40	0.51	0.36	0.45
Control Delay	43.2	39.1	35.3	16.1	21.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	43.2	39.1	35.3	16.1	21.1
Queue Length 50th (ft)	34	38	87	107	148
Queue Length 95th (ft)	72	82	150	166	321
Internal Link Dist (ft)		136	199	145	51
Turn Bay Length (ft)					
Base Capacity (vph)	518	535	353	1576	1420
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.11	0.14	0.51	0.36	0.45

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	54	13	24	93	51	8	479	49	72	524	0
Future Volume (veh/h)	60	54	13	24	93	51	8	479	49	72	524	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	64	57	14	26	99	54	9	510	52	77	557	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	147	119	29	20	78	43	50	1870	188	247	1728	0
Arrive On Green	0.08	0.08	0.08	0.09	0.09	0.09	0.83	0.83	0.83	0.83	0.83	0.00
Sat Flow, veh/h	1781	1444	355	229	872	476	17	3004	302	321	2860	0
Grp Volume(v), veh/h	64	0	71	179	0	0	317	0	254	309	325	0
Grp Sat Flow(s),veh/h/ln	1781	0	1799	1577	0	0	1850	0	1474	1480	1617	0
Q Serve(g_s), s	3.2	0.0	3.6	8.5	0.0	0.0	0.0	0.0	3.6	0.0	4.5	0.0
Cycle Q Clear(g_c), s	3.2	0.0	3.6	8.5	0.0	0.0	3.6	0.0	3.6	3.5	4.5	0.0
Prop In Lane	1.00		0.20	0.15		0.30	0.03		0.20	0.25		0.00
Lane Grp Cap(c), veh/h	147	0	149	141	0	0	1190	0	918	969	1007	0
V/C Ratio(X)	0.43	0.00	0.48	1.27	0.00	0.00	0.27	0.00	0.28	0.32	0.32	0.00
Avail Cap(c_a), veh/h	549	0	555	141	0	0	1190	0	918	969	1007	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.5	0.0	41.6	43.3	0.0	0.0	3.4	0.0	3.4	3.4	3.5	0.0
Incr Delay (d2), s/veh	2.9	0.0	3.4	165.1	0.0	0.0	0.5	0.0	0.7	0.9	0.9	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	1.5	0.0	1.7	9.7	0.0	0.0	1.3	0.0	1.1	1.3	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.3	0.0	45.0	208.4	0.0	0.0	3.9	0.0	4.1	4.2	4.3	0.0
LnGrp LOS	D	A	D	F	A	A	A	A	A	A	A	A
Approach Vol, veh/h		135			179			571			634	
Approach Delay, s/veh		44.7			208.4			4.0			4.3	
Approach LOS		D			F			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		65.4		15.0		65.4		14.6				
Change Period (Y+Rc), s		* 6.3		6.5		* 6.3		6.7				
Max Green Setting (Gmax), s		* 38		8.5		* 38		29.3				
Max Q Clear Time (g_c+I1), s		6.5		10.5		5.6		5.6				
Green Ext Time (p_c), s		1.6		0.0		1.3		0.8				

Intersection Summary

HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

Notes

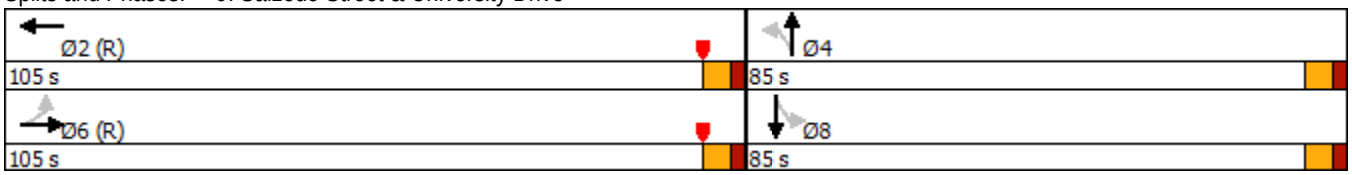
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	36	95	356	3	6	11	0
Future Volume (vph)	36	95	356	3	6	11	0
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA
Protected Phases		6	2		4		8
Permitted Phases	6			4		8	
Detector Phase	6	6	2	4	4	8	8
Switch Phase							
Minimum Initial (s)	12.0	12.0	12.0	7.0	7.0	7.0	7.0
Minimum Split (s)	18.4	18.4	18.4	13.2	13.2	13.2	13.2
Total Split (s)	105.0	105.0	105.0	85.0	85.0	85.0	85.0
Total Split (%)	55.3%	55.3%	55.3%	44.7%	44.7%	44.7%	44.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.2	2.2	2.2	2.2
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.4	6.4	6.2	6.2		6.2
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 99 (52%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 9: Salzedo Street & University Drive



Lane Group	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	139	385	3	11	211
v/c Ratio	0.06	0.12	0.08	0.11	0.78
Control Delay	1.2	2.0	84.0	59.4	31.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	1.2	2.0	84.0	59.4	31.5
Queue Length 50th (ft)	4	23	4	7	15
Queue Length 95th (ft)	11	54	16	31	110
Internal Link Dist (ft)	690	480		161	207
Turn Bay Length (ft)			160		
Base Capacity (vph)	2401	3086	273	646	702
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.06	0.12	0.01	0.02	0.30

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	95	0	0	356	6	3	6	5	11	0	187
Future Volume (veh/h)	36	95	0	0	356	6	3	6	5	11	0	187
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	101	0	0	379	6	3	6	5	12	0	199
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	543	1698	0	0	2734	43	107	142	119	27	6	224
Arrive On Green	1.00	1.00	0.00	0.00	1.00	1.00	0.17	0.17	0.17	0.17	0.00	0.17
Sat Flow, veh/h	673	2308	0	0	3672	57	1179	839	699	42	37	1317
Grp Volume(v), veh/h	71	68	0	0	188	197	3	0	11	211	0	0
Grp Sat Flow(s),veh/h/ln	1279	1617	0	0	1777	1859	1179	0	1539	1397	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	13.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	1.1	28.0	0.0	0.0
Prop In Lane	0.54		0.00	0.00		0.03	1.00		0.45	0.06		0.94
Lane Grp Cap(c), veh/h	1007	1235	0	0	1357	1420	107	0	261	257	0	0
V/C Ratio(X)	0.07	0.06	0.00	0.00	0.14	0.14	0.03	0.00	0.04	0.82	0.00	0.00
Avail Cap(c_a), veh/h	1007	1235	0	0	1357	1420	396	0	638	597	0	0
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	66.2	0.0	66.0	77.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.0	0.2	0.2	0.2	0.0	0.1	8.9	0.0	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	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.5	10.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.1	0.1	0.0	0.0	0.2	0.2	66.3	0.0	66.1	86.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	E	A	E	F	A	A
Approach Vol, veh/h		139			385			14			211	
Approach Delay, s/veh		0.1			0.2			66.1			86.0	
Approach LOS		A			A			E			F	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		151.6		38.4		151.6		38.4				
Change Period (Y+Rc), s		6.4		* 6.2		6.4		* 6.2				
Max Green Setting (Gmax), s		98.6		* 79		98.6		* 79				
Max Q Clear Time (g_c+I1), s		2.0		3.7		2.0		30.0				
Green Ext Time (p_c), s		0.8		0.1		0.3		2.2				

Intersection Summary

HCM 6th Ctrl Delay	25.6
HCM 6th LOS	C

Notes

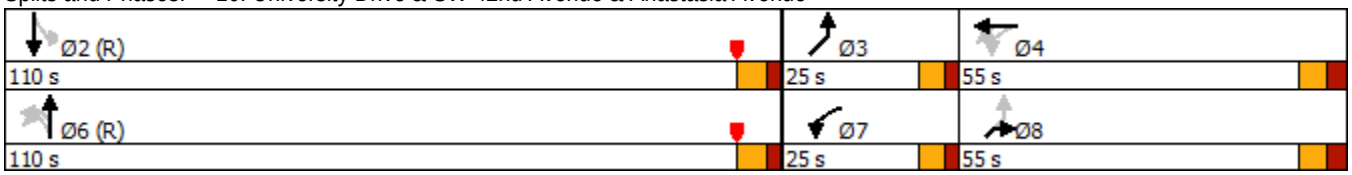
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL2	WBL	WBT	NBL2	NBL	NBT	SBL	SBT	NEL	NER
Lane Configurations										
Traffic Volume (vph)	212	280	41	33	6	871	15	964	118	88
Future Volume (vph)	212	280	41	33	6	871	15	964	118	88
Turn Type	pm+pt	Perm	NA	Perm	Perm	NA	Perm	NA	pm+pt	Prot
Protected Phases	7		4			6		2	3	8
Permitted Phases	4	4		6	6		2		8	
Detector Phase	7	4	4	6	6	6	2	2	3	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.0	7.0
Minimum Split (s)	10.7	32.0	32.0	36.6	36.6	36.6	36.6	36.6	10.7	32.0
Total Split (s)	25.0	55.0	55.0	110.0	110.0	110.0	110.0	110.0	25.0	55.0
Total Split (%)	13.2%	28.9%	28.9%	57.9%	57.9%	57.9%	57.9%	57.9%	13.2%	28.9%
Yellow Time (s)	3.7	4.0	4.0	4.4	4.4	4.4	4.4	4.4	3.7	4.0
All-Red Time (s)	2.0	3.0	3.0	2.2	2.2	2.2	2.2	2.2	2.0	3.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7		7.0		6.6	6.6	6.6	6.6	5.7	7.0
Lead/Lag	Lead	Lag	Lag						Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes						Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 24 (13%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 10: University Drive & SW 42nd Avenue & Anastasia Avenue



Lane Group	WBL2	WBT	NBL	NBT	SBL	SBT	NEL	NER
Lane Group Flow (vph)	201	374	41	958	16	1323	124	108
v/c Ratio	0.45	0.91	0.33	0.48	0.07	0.69	0.26	0.26
Control Delay	47.4	95.2	33.5	26.4	21.5	32.9	41.2	30.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.4	95.2	33.5	26.4	21.5	32.9	41.2	30.4
Queue Length 50th (ft)	185	470	28	386	9	638	102	54
Queue Length 95th (ft)	275	#711	68	446	25	722	156	115
Internal Link Dist (ft)		690		270		458	149	
Turn Bay Length (ft)			200		80			175
Base Capacity (vph)	449	415	123	1979	237	1909	525	439
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.90	0.33	0.48	0.07	0.69	0.24	0.25

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	212	280	41	13	33	6	871	39	15	964	272	21
Future Volume (vph)	212	280	41	13	33	6	871	39	15	964	272	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7		7.0			6.6	6.6		6.6	6.6		
Lane Util. Factor	0.95		0.95			1.00	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	0.99		
Flpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Frt	1.00		0.99			1.00	0.99		1.00	0.97		
Flt Protected	0.95		0.96			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1678		1514			1770	3516		1770	3395		
Flt Permitted	0.59		0.98			0.12	1.00		0.23	1.00		
Satd. Flow (perm)	1051		1541			220	3516		422	3395		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	223	295	43	14	35	6	917	41	16	1015	286	22
RTOR Reduction (vph)	0	0	1	0	0	0	2	0	0	0	0	0
Lane Group Flow (vph)	201	0	373	0	0	41	956	0	16	1323	0	0
Confl. Peds. (#/hr)	2			5	1	1					1	1
Confl. Bikes (#/hr)				1								
Parking (#/hr)			0	0								
Turn Type	pm+pt	Perm	NA		Perm	Perm	NA		Perm	NA		
Protected Phases	7		4				6			2		
Permitted Phases	4	4			6	6			2			
Actuated Green, G (s)	68.5		50.5			106.8	106.8		106.8	106.8		
Effective Green, g (s)	68.5		50.5			106.8	106.8		106.8	106.8		
Actuated g/C Ratio	0.36		0.27			0.56	0.56		0.56	0.56		
Clearance Time (s)	5.7		7.0			6.6	6.6		6.6	6.6		
Vehicle Extension (s)	2.0		3.5			1.0	1.0		1.0	1.0		
Lane Grp Cap (vph)	438		409			123	1976		237	1908		
v/s Ratio Prot	c0.04						0.27			c0.39		
v/s Ratio Perm	0.12		c0.24			0.19			0.04			
v/c Ratio	0.46		0.91			0.33	0.48		0.07	0.69		
Uniform Delay, d1	44.3		67.6			22.4	25.0		18.9	29.8		
Progression Factor	1.04		1.03			1.00	1.00		1.00	1.00		
Incremental Delay, d2	0.3		24.5			7.1	0.9		0.5	2.1		
Delay (s)	46.5		94.0			29.6	25.9		19.5	31.9		
Level of Service	D		F			C	C		B	C		
Approach Delay (s)			77.4				26.0			31.8		
Approach LOS			E				C			C		

Intersection Summary

HCM 2000 Control Delay	39.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	19.3
Intersection Capacity Utilization	77.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	NEL	NER	NER2
Lane Configurations			
Traffic Volume (vph)	118	88	14
Future Volume (vph)	118	88	14
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	5.7	7.0	
Lane Util. Factor	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	
Flpb, ped/bikes	0.99	1.00	
Frt	1.00	0.85	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1755	1583	
Flt Permitted	0.76	1.00	
Satd. Flow (perm)	1399	1583	
Peak-hour factor, PHF	0.95	0.95	0.95
Adj. Flow (vph)	124	93	15
RTOR Reduction (vph)	0	40	0
Lane Group Flow (vph)	124	68	0
Confl. Peds. (#/hr)	5	2	2
Confl. Bikes (#/hr)			
Parking (#/hr)			
Turn Type	pm+pt	Prot	
Protected Phases	3	8	
Permitted Phases	8		
Actuated Green, G (s)	59.3	45.9	
Effective Green, g (s)	59.3	45.9	
Actuated g/C Ratio	0.31	0.24	
Clearance Time (s)	5.7	7.0	
Vehicle Extension (s)	2.0	3.5	
Lane Grp Cap (vph)	461	382	
v/s Ratio Prot	0.02	0.04	
v/s Ratio Perm	0.06		
v/c Ratio	0.27	0.18	
Uniform Delay, d1	48.4	57.1	
Progression Factor	1.00	1.00	
Incremental Delay, d2	0.1	0.3	
Delay (s)	48.5	57.4	
Level of Service	D	E	
Approach Delay (s)	52.6		
Approach LOS	D		

Intersection Summary

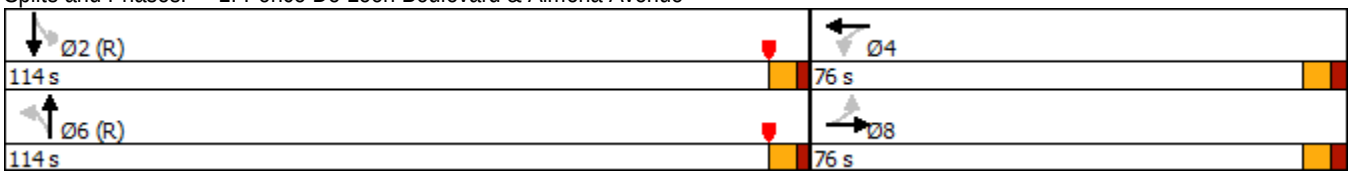
Future Background Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	16	64	120	119	30	822	39	757
Future Volume (vph)	16	64	120	119	30	822	39	757
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.6	30.6	30.6	30.6	23.0	23.0	23.0	23.0
Total Split (s)	76.0	76.0	76.0	76.0	114.0	114.0	114.0	114.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.6		6.6		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 42 (22%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce De Leon Boulevard & Almeria Avenue



Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	108	332	1041	44	878
v/c Ratio	0.26	0.91	0.55	0.16	0.40
Control Delay	49.3	93.3	15.0	17.3	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	49.3	93.3	15.0	17.3	17.3
Queue Length 50th (ft)	99	397	296	21	262
Queue Length 95th (ft)	142	483	355	51	367
Internal Link Dist (ft)	175	205	779		147
Turn Bay Length (ft)				50	
Base Capacity (vph)	541	472	1893	273	2176
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.20	0.70	0.55	0.16	0.40

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	64	16	120	119	56	30	822	74	39	757	24
Future Volume (veh/h)	16	64	16	120	119	56	30	822	74	39	757	24
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		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	72	18	135	134	63	34	924	83	44	851	27
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	264	62	168	144	67	72	1918	171	378	2233	71
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.89	0.89	0.89	0.89	0.89	0.89
Sat Flow, veh/h	183	1001	237	537	548	254	77	2860	255	559	3330	106
Grp Volume(v), veh/h	108	0	0	332	0	0	561	0	480	44	454	424
Grp Sat Flow(s),veh/h/ln	1421	0	0	1339	0	0	1719	0	1473	559	1777	1659
Q Serve(g_s), s	0.0	0.0	0.0	36.4	0.0	0.0	0.0	0.0	11.8	3.2	8.0	8.0
Cycle Q Clear(g_c), s	9.9	0.0	0.0	46.3	0.0	0.0	10.3	0.0	11.8	15.0	8.0	8.0
Prop In Lane	0.17		0.17	0.41		0.19	0.06		0.17	1.00		0.06
Lane Grp Cap(c), veh/h	396	0	0	379	0	0	1172	0	988	378	1191	1112
V/C Ratio(X)	0.27	0.00	0.00	0.88	0.00	0.00	0.48	0.00	0.49	0.12	0.38	0.38
Avail Cap(c_a), veh/h	548	0	0	521	0	0	1172	0	988	378	1191	1112
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.2	0.0	0.0	69.3	0.0	0.0	3.9	0.0	4.0	5.5	3.8	3.8
Incr Delay (d2), s/veh	0.3	0.0	0.0	11.0	0.0	0.0	1.4	0.0	1.7	0.6	0.9	1.0
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	4.2	0.0	0.0	17.1	0.0	0.0	3.4	0.0	3.0	0.4	2.7	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.5	0.0	0.0	80.3	0.0	0.0	5.3	0.0	5.7	6.1	4.8	4.8
LnGrp LOS	E	A	A	F	A	A	A	A	A	A	A	A
Approach Vol, veh/h		108			332			1041			922	
Approach Delay, s/veh		55.5			80.3			5.5			4.8	
Approach LOS		E			F			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		133.4		56.6		133.4		56.6				
Change Period (Y+Rc), s		6.0		6.6		6.0		6.6				
Max Green Setting (Gmax), s		108.0		69.4		108.0		69.4				
Max Q Clear Time (g_c+I1), s		17.0		48.3		13.8		11.9				
Green Ext Time (p_c), s		2.3		1.7		2.8		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			17.8									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	75	1029	5	45	1321
Future Vol, veh/h	24	75	1029	5	45	1321
Conflicting Peds, #/hr	0	1	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	35	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	77	1061	5	46	1362

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1840	537	0	0	1069	0
Stage 1	1067	-	-	-	-	-
Stage 2	773	-	-	-	-	-
Critical Hdwy	5	5	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.22	-
Pot Cap-1 Maneuver	182	706	-	-	648	-
Stage 1	321	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	169	703	-	-	646	-
Mov Cap-2 Maneuver	169	-	-	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	431	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.1	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	398	646	-
HCM Lane V/C Ratio	-	-	0.256	0.072	-
HCM Control Delay (s)	-	-	17.1	11	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	1	0.2	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	35	1021	1322	13
Future Vol, veh/h	5	5	35	1021	1322	13
Conflicting Peds, #/hr	1	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	36	1053	1363	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1970	688	1376	0	-	0
Stage 1	1370	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Critical Hdwy	5	5	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-	-
Pot Cap-1 Maneuver	158	606	494	-	-	-
Stage 1	218	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	146	606	494	-	-	-
Mov Cap-2 Maneuver	146	-	-	-	-	-
Stage 1	202	-	-	-	-	-
Stage 2	576	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	494	-	235	-	-
HCM Lane V/C Ratio	0.073	-	0.044	-	-
HCM Control Delay (s)	12.9	-	21	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	30	5	13	66	18	1	70	27	14	198	30
Future Vol, veh/h	16	30	5	13	66	18	1	70	27	14	198	30
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	34	6	15	76	21	1	80	31	16	228	34
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	8.7	8.3	9.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	31%	13%	6%
Vol Thru, %	71%	59%	68%	82%
Vol Right, %	28%	10%	19%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	98	51	97	242
LT Vol	1	16	13	14
Through Vol	70	30	66	198
RT Vol	27	5	18	30
Lane Flow Rate	113	59	111	278
Geometry Grp	1	1	1	1
Degree of Util (X)	0.141	0.081	0.149	0.341
Departure Headway (Hd)	4.498	4.967	4.809	4.417
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	795	719	744	815
Service Time	2.534	3.012	2.849	2.447
HCM Lane V/C Ratio	0.142	0.082	0.149	0.341
HCM Control Delay	8.3	8.5	8.7	9.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.3	0.5	1.5

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	56	0	990	914	42
Future Vol, veh/h	0	56	0	990	914	42
Conflicting Peds, #/hr	4	2	18	0	0	18
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	62	0	1088	1004	46

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	545	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	5	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3	-	-	-	-
Pot Cap-1 Maneuver	0	700	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	687	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	687	-	-
HCM Lane V/C Ratio	-	0.09	-	-
HCM Control Delay (s)	-	10.8	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	991	655	319
Future Volume (Veh/h)	0	0	0	991	655	319
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	0	0	1089	720	351
Pedestrians	13					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	0					
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)				131	978	
pX, platoon unblocked	0.94	0.89	0.89			
vC, conflicting volume	1453	548	733			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	815	245	452			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	295	672	983			

Direction, Lane #	NB 1	NB 2	SB 1	SB 2
Volume Total	363	726	480	591
Volume Left	0	0	0	0
Volume Right	0	0	0	351
cSH	983	1700	1700	1700
Volume to Capacity	0.00	0.43	0.28	0.35
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	32.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	51	1000	3	10	1299
Future Vol, veh/h	1	51	1000	3	10	1299
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	30	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	52	1020	3	10	1326

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1707	514	0	0	1024	0
Stage 1	1023	-	-	-	-	-
Stage 2	684	-	-	-	-	-
Critical Hdwy	5	5	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.22	-
Pot Cap-1 Maneuver	210	723	-	-	674	-
Stage 1	339	-	-	-	-	-
Stage 2	519	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	206	722	-	-	673	-
Mov Cap-2 Maneuver	206	-	-	-	-	-
Stage 1	339	-	-	-	-	-
Stage 2	511	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	689	673	-
HCM Lane V/C Ratio	-	-	0.077	0.015	-
HCM Control Delay (s)	-	-	10.7	10.4	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection						
Int Delay, s/veh	0.3					

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	8	21	1003	1300	20
Future Vol, veh/h	11	8	21	1003	1300	20
Conflicting Peds, #/hr	1	1	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	8	21	1023	1327	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1892	675	1347	0	-	0
Stage 1	1337	-	-	-	-	-
Stage 2	555	-	-	-	-	-
Critical Hdwy	5	5	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-	-
Pot Cap-1 Maneuver	172	614	507	-	-	-
Stage 1	227	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	165	613	507	-	-	-
Mov Cap-2 Maneuver	165	-	-	-	-	-
Stage 1	218	-	-	-	-	-
Stage 2	609	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.5	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	507	-	238	-	-
HCM Lane V/C Ratio	0.042	-	0.081	-	-
HCM Control Delay (s)	12.4	-	21.5	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	9	4	3	43	51	8	46	10	18	196	4
Future Vol, veh/h	0	9	4	3	43	51	8	46	10	18	196	4
Conflicting Peds, #/hr	1	0	1	1	0	1	11	0	5	5	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	10	4	3	47	55	9	50	11	20	213	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	392	350	227	342	347	62	228	0	0	66	0	0
Stage 1	266	266	-	79	79	-	-	-	-	-	-	-
Stage 2	126	84	-	263	268	-	-	-	-	-	-	-
Critical Hdwy	5	5	5	5	5	5	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	816	851	961	858	853	1130	1340	-	-	1536	-	-
Stage 1	851	890	-	1084	1098	-	-	-	-	-	-	-
Stage 2	1020	1092	-	855	888	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	721	820	950	827	821	1124	1326	-	-	1529	-	-
Mov Cap-2 Maneuver	721	820	-	827	821	-	-	-	-	-	-	-
Stage 1	837	868	-	1071	1085	-	-	-	-	-	-	-
Stage 2	921	1079	-	828	866	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	9.2	1	0.6
HCM LOS	A	A		

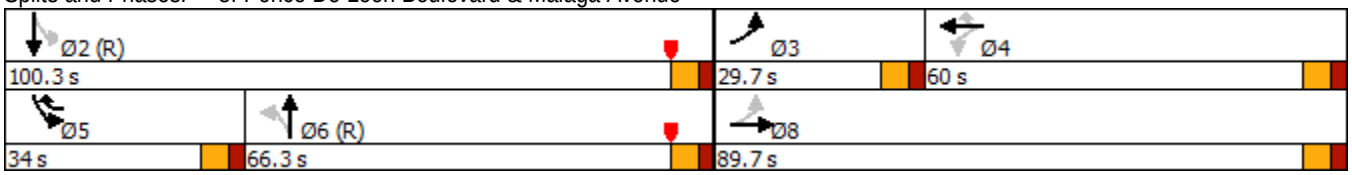
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1326	-	-	856	957	1529	-	-
HCM Lane V/C Ratio	0.007	-	-	0.017	0.11	0.013	-	-
HCM Control Delay (s)	7.7	0	-	9.3	9.2	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	82	84	101	170	409	40	516	94	560
Future Volume (vph)	82	84	101	170	409	40	516	94	560
Turn Type	pm+pt	NA	Perm	NA	pm+ov	Perm	NA	pm+pt	NA
Protected Phases	3	8		4	5		6	5	2
Permitted Phases	8		4		4	6		2	
Detector Phase	3	8	4	4	5	6	6	5	2
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	16.0	16.0	5.0	16.0
Minimum Split (s)	29.7	36.5	37.5	37.5	11.2	28.2	28.2	11.2	24.2
Total Split (s)	29.7	89.7	60.0	60.0	34.0	66.3	66.3	34.0	100.3
Total Split (%)	15.6%	47.2%	31.6%	31.6%	17.9%	34.9%	34.9%	17.9%	52.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.2	2.5	2.5	2.5	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.5		6.5	6.2		6.2	6.2	6.2
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 47 (25%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 8: Ponce De Leon Boulevard & Malaga Avenue



8: Ponce De Leon Boulevard & Malaga Avenue

P.M. Peak Hour

Lane Group	EBL	EBT	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	87	103	288	435	668	100	596
v/c Ratio	0.34	0.17	0.87	0.73	0.47	0.25	0.28
Control Delay	44.6	40.2	94.0	28.2	33.3	13.5	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.6	40.2	94.0	28.2	33.3	13.5	12.6
Queue Length 50th (ft)	76	86	349	204	277	33	107
Queue Length 95th (ft)	110	122	443	300	406	m53	130
Internal Link Dist (ft)		136	199		145		51
Turn Bay Length (ft)						125	
Base Capacity (vph)	328	799	397	701	1426	518	2105
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.13	0.73	0.62	0.47	0.19	0.28

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	84	13	101	170	409	40	516	71	94	560	0
Future Volume (veh/h)	82	84	13	101	170	409	40	516	71	94	560	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	87	89	14	107	181	435	43	549	76	100	596	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	220	568	89	192	286	454	104	1304	179	429	2037	0
Arrive On Green	0.05	0.36	0.36	0.28	0.28	0.28	0.67	0.67	0.67	0.05	0.76	0.00
Sat Flow, veh/h	1781	1577	248	589	1014	1419	166	2598	357	1781	3647	0
Grp Volume(v), veh/h	87	0	103	288	0	435	356	0	312	100	596	0
Grp Sat Flow(s),veh/h/ln	1781	0	1824	1603	0	1419	1658	0	1463	1781	1777	0
Q Serve(g_s), s	6.5	0.0	7.3	29.3	0.0	53.5	1.9	0.0	18.8	5.1	9.8	0.0
Cycle Q Clear(g_c), s	6.5	0.0	7.3	29.9	0.0	53.5	16.5	0.0	18.8	5.1	9.8	0.0
Prop In Lane	1.00		0.14	0.37		1.00	0.12		0.24	1.00		0.00
Lane Grp Cap(c), veh/h	220	0	657	477	0	454	853	0	734	429	2037	0
V/C Ratio(X)	0.40	0.00	0.16	0.60	0.00	0.96	0.42	0.00	0.42	0.23	0.29	0.00
Avail Cap(c_a), veh/h	359	0	799	477	0	454	853	0	734	621	2037	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	46.8	0.0	41.2	59.7	0.0	63.4	18.4	0.0	18.8	21.3	10.8	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.2	2.6	0.0	31.7	1.5	0.0	1.8	0.3	0.4	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	3.0	0.0	3.4	12.6	0.0	24.7	6.9	0.0	6.3	2.2	3.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.4	0.0	41.4	62.3	0.0	95.0	19.9	0.0	20.6	21.6	11.2	0.0
LnGrp LOS	D	A	D	E	A	F	B	A	C	C	B	A
Approach Vol, veh/h		190			723			668			696	
Approach Delay, s/veh		44.6			82.0			20.2			12.7	
Approach LOS		D			F			C			B	
Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		115.1	14.9	60.0	13.5	101.6		74.9				
Change Period (Y+Rc), s		* 6.2	* 6.2	6.5	* 6.2	* 6.2		6.5				
Max Green Setting (Gmax), s		* 94	* 24	53.5	* 28	* 60		83.2				
Max Q Clear Time (g_c+I1), s		11.8	8.5	55.5	7.1	20.8		9.3				
Green Ext Time (p_c), s		1.6	0.3	0.0	0.2	1.6		0.9				

Intersection Summary	
HCM 6th Ctrl Delay	39.6
HCM 6th LOS	D

Notes

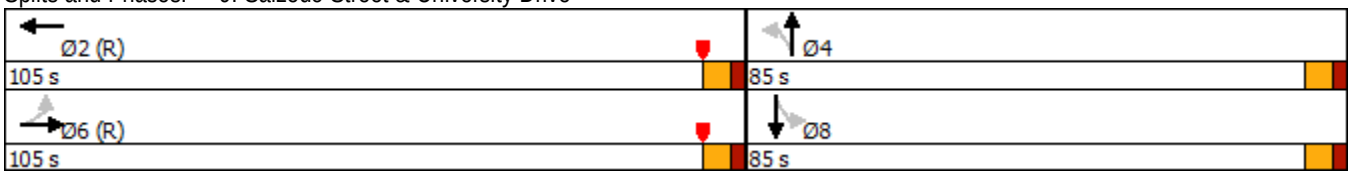
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	36	138	436	3	6	11	0
Future Volume (vph)	36	138	436	3	6	11	0
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA
Protected Phases		6	2		4		8
Permitted Phases	6			4		8	
Detector Phase	6	6	2	4	4	8	8
Switch Phase							
Minimum Initial (s)	12.0	12.0	12.0	7.0	7.0	7.0	7.0
Minimum Split (s)	18.4	18.4	18.4	13.2	13.2	13.2	13.2
Total Split (s)	105.0	105.0	105.0	85.0	85.0	85.0	85.0
Total Split (%)	55.3%	55.3%	55.3%	44.7%	44.7%	44.7%	44.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.2	2.2	2.2	2.2
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.4	6.4	6.2	6.2		6.2
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 99 (52%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 9: Salzedo Street & University Drive



Lane Group	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	185	470	3	11	213
v/c Ratio	0.08	0.15	0.08	0.11	0.78
Control Delay	0.6	2.1	83.7	59.4	31.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	0.6	2.1	83.7	59.4	31.4
Queue Length 50th (ft)	2	29	4	7	15
Queue Length 95th (ft)	m4	67	16	31	110
Internal Link Dist (ft)	690	480		161	207
Turn Bay Length (ft)			160		
Base Capacity (vph)	2429	3085	273	646	703
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.08	0.15	0.01	0.02	0.30

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	138	0	0	436	6	3	6	5	11	0	189
Future Volume (veh/h)	36	138	0	0	436	6	3	6	5	11	0	189
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	147	0	0	464	6	3	6	5	12	0	201
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	427	1847	0	0	2738	35	107	144	120	27	6	226
Arrive On Green	1.00	1.00	0.00	0.00	1.00	1.00	0.17	0.17	0.17	0.17	0.00	0.17
Sat Flow, veh/h	525	2507	0	0	3685	46	1177	839	700	42	37	1318
Grp Volume(v), veh/h	94	91	0	0	229	241	3	0	11	213	0	0
Grp Sat Flow(s),veh/h/ln	1330	1617	0	0	1777	1861	1177	0	1539	1397	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	13.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	1.1	28.3	0.0	0.0
Prop In Lane	0.41		0.00	0.00		0.02	1.00		0.45	0.06		0.94
Lane Grp Cap(c), veh/h	1041	1233	0	0	1355	1419	107	0	263	259	0	0
V/C Ratio(X)	0.09	0.07	0.00	0.00	0.17	0.17	0.03	0.00	0.04	0.82	0.00	0.00
Avail Cap(c_a), veh/h	1041	1233	0	0	1355	1419	393	0	638	597	0	0
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	65.9	0.0	65.7	76.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.3	0.3	0.1	0.0	0.1	8.9	0.0	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	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.5	10.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.3	0.3	66.1	0.0	65.8	85.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	E	A	E	F	A	A
Approach Vol, veh/h		185			470			14			213	
Approach Delay, s/veh		0.0			0.3			65.9			85.8	
Approach LOS		A			A			E			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		151.3		38.7		151.3		38.7				
Change Period (Y+Rc), s		6.4		* 6.2		6.4		* 6.2				
Max Green Setting (Gmax), s		98.6		* 79		98.6		* 79				
Max Q Clear Time (g_c+I1), s		2.0		3.7		2.0		30.3				
Green Ext Time (p_c), s		1.0		0.1		0.4		2.2				

Intersection Summary	
HCM 6th Ctrl Delay	21.9
HCM 6th LOS	C

Notes

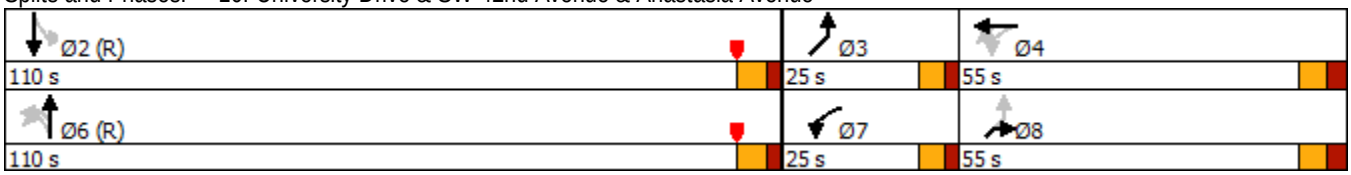
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL2	WBL	WBT	NBL2	NBL	NBT	SBL	SBT	NEL	NER
Lane Configurations										
Traffic Volume (vph)	214	321	79	33	6	893	15	974	119	110
Future Volume (vph)	214	321	79	33	6	893	15	974	119	110
Turn Type	pm+pt	Perm	NA	Perm	Perm	NA	Perm	NA	pm+pt	Prot
Protected Phases	7		4			6		2	3	8
Permitted Phases	4	4		6	6		2		8	
Detector Phase	7	4	4	6	6	6	2	2	3	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.0	7.0
Minimum Split (s)	10.7	32.0	32.0	36.6	36.6	36.6	36.6	36.6	10.7	32.0
Total Split (s)	25.0	55.0	55.0	110.0	110.0	110.0	110.0	110.0	25.0	55.0
Total Split (%)	13.2%	28.9%	28.9%	57.9%	57.9%	57.9%	57.9%	57.9%	13.2%	28.9%
Yellow Time (s)	3.7	4.0	4.0	4.4	4.4	4.4	4.4	4.4	3.7	4.0
All-Red Time (s)	2.0	3.0	3.0	2.2	2.2	2.2	2.2	2.2	2.0	3.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7		7.0		6.6	6.6	6.6	6.6	5.7	7.0
Lead/Lag	Lead	Lag	Lag						Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes						Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 24 (13%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 10: University Drive & SW 42nd Avenue & Anastasia Avenue



Lane Group	WBL2	WBT	NBL	NBT	SBL	SBT	NEL	NER
Lane Group Flow (vph)	202	458	41	1003	16	1361	125	131
v/c Ratio	0.45	1.04	0.40	0.52	0.08	0.74	0.25	0.29
Control Delay	45.4	117.6	39.6	28.7	22.0	36.0	39.7	35.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.4	117.6	39.6	28.7	22.0	36.0	39.7	35.3
Queue Length 50th (ft)	187	~650	29	411	9	670	102	78
Queue Length 95th (ft)	273	#952	74	474	26	758	157	147
Internal Link Dist (ft)		690		270		458	149	
Turn Bay Length (ft)			200		80			175
Base Capacity (vph)	453	440	103	1911	207	1843	552	451
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	1.04	0.40	0.52	0.08	0.74	0.23	0.29

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	214	321	79	13	33	6	893	60	15	974	298	21
Future Volume (vph)	214	321	79	13	33	6	893	60	15	974	298	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7		7.0			6.6	6.6		6.6	6.6		
Lane Util. Factor	0.95		0.95			1.00	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	0.99		
Flpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Frt	1.00		1.00			1.00	0.99		1.00	0.96		
Flt Protected	0.95		0.96			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1678		1520			1770	3506		1770	3386		
Flt Permitted	0.57		0.98			0.10	1.00		0.20	1.00		
Satd. Flow (perm)	1001		1547			190	3506		381	3386		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	225	338	83	14	35	6	940	63	16	1025	314	22
RTOR Reduction (vph)	0	0	1	0	0	0	3	0	0	0	0	0
Lane Group Flow (vph)	202	0	457	0	0	41	1000	0	16	1361	0	0
Confl. Peds. (#/hr)	2			5	1	1					1	1
Confl. Bikes (#/hr)				1								
Parking (#/hr)			0	0								
Turn Type	pm+pt	Perm	NA		Perm	Perm	NA		Perm	NA		
Protected Phases	7		4				6			2		
Permitted Phases	4	4			6	6			2			
Actuated Green, G (s)	71.8		54.0			103.4	103.4		103.4	103.4		
Effective Green, g (s)	71.8		54.0			103.4	103.4		103.4	103.4		
Actuated g/C Ratio	0.38		0.28			0.54	0.54		0.54	0.54		
Clearance Time (s)	5.7		7.0			6.6	6.6		6.6	6.6		
Vehicle Extension (s)	2.0		3.5			1.0	1.0		1.0	1.0		
Lane Grp Cap (vph)	441		439			103	1908		207	1842		
v/s Ratio Prot	c0.04						0.29			c0.40		
v/s Ratio Perm	0.13		c0.30			0.22			0.04			
v/c Ratio	0.46		1.04			0.40	0.52		0.08	0.74		
Uniform Delay, d1	42.0		68.0			25.2	27.6		20.6	33.0		
Progression Factor	1.03		1.02			1.00	1.00		1.00	1.00		
Incremental Delay, d2	0.3		54.0			11.1	1.0		0.7	2.7		
Delay (s)	43.7		123.1			36.3	28.6		21.3	35.7		
Level of Service	D		F			D	C		C	D		
Approach Delay (s)			98.8				28.9			35.5		
Approach LOS			F				C			D		

Intersection Summary

HCM 2000 Control Delay	47.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	19.3
Intersection Capacity Utilization	81.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	NEL	NER	NER2
Lane Configurations			
Traffic Volume (vph)	119	110	14
Future Volume (vph)	119	110	14
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	5.7	7.0	
Lane Util. Factor	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	
Flpb, ped/bikes	0.99	1.00	
Frt	1.00	0.85	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1755	1583	
Flt Permitted	0.76	1.00	
Satd. Flow (perm)	1399	1583	
Peak-hour factor, PHF	0.95	0.95	0.95
Adj. Flow (vph)	125	116	15
RTOR Reduction (vph)	0	39	0
Lane Group Flow (vph)	125	92	0
Confl. Peds. (#/hr)	5	2	2
Confl. Bikes (#/hr)			
Parking (#/hr)			
Turn Type	pm+pt	Prot	
Protected Phases	3	8	
Permitted Phases	8		
Actuated Green, G (s)	62.8	49.5	
Effective Green, g (s)	62.8	49.5	
Actuated g/C Ratio	0.33	0.26	
Clearance Time (s)	5.7	7.0	
Vehicle Extension (s)	2.0	3.5	
Lane Grp Cap (vph)	487	412	
v/s Ratio Prot	0.02	0.06	
v/s Ratio Perm	0.07		
v/c Ratio	0.26	0.22	
Uniform Delay, d1	45.8	55.1	
Progression Factor	1.00	1.00	
Incremental Delay, d2	0.1	0.3	
Delay (s)	45.9	55.5	
Level of Service	D	E	
Approach Delay (s)	50.8		
Approach LOS	D		

Intersection Summary

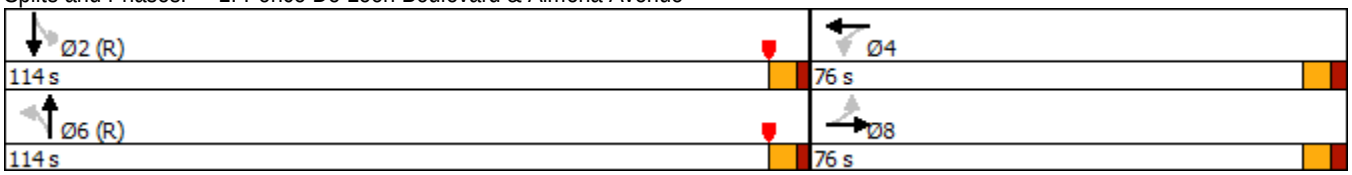
Future Total Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	16	66	122	119	30	822	39	766
Future Volume (vph)	16	66	122	119	30	822	39	766
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		8		4		6		2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	2	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.6	30.6	30.6	30.6	23.0	23.0	23.0	23.0
Total Split (s)	76.0	76.0	76.0	76.0	114.0	114.0	114.0	114.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	60.0%	60.0%	60.0%	60.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		6.6		6.6		6.0	6.0	6.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 42 (22%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 1: Ponce De Leon Boulevard & Almeria Avenue



Lane Group	EBT	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	110	334	1041	44	888
v/c Ratio	0.26	0.92	0.55	0.16	0.41
Control Delay	49.1	93.1	16.1	17.5	17.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	49.1	93.1	16.1	17.5	17.6
Queue Length 50th (ft)	101	399	296	21	267
Queue Length 95th (ft)	145	487	389	52	375
Internal Link Dist (ft)	175	205	779		147
Turn Bay Length (ft)				50	
Base Capacity (vph)	543	470	1884	271	2168
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.20	0.71	0.55	0.16	0.41

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	66	16	122	119	56	30	822	74	39	766	24
Future Volume (veh/h)	16	66	16	122	119	56	30	822	74	39	766	24
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		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	74	18	137	134	63	34	924	83	44	861	27
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	270	62	170	144	67	71	1909	170	375	2225	70
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.89	0.89	0.89	0.89	0.89	0.89
Sat Flow, veh/h	180	1014	234	539	542	251	77	2859	255	559	3332	104
Grp Volume(v), veh/h	110	0	0	334	0	0	561	0	480	44	459	429
Grp Sat Flow(s),veh/h/ln	1428	0	0	1333	0	0	1717	0	1473	559	1777	1659
Q Serve(g_s), s	0.0	0.0	0.0	36.8	0.0	0.0	0.0	0.0	12.2	3.3	8.4	8.4
Cycle Q Clear(g_c), s	10.1	0.0	0.0	46.8	0.0	0.0	10.6	0.0	12.2	15.5	8.4	8.4
Prop In Lane	0.16		0.16	0.41		0.19	0.06		0.17	1.00		0.06
Lane Grp Cap(c), veh/h	402	0	0	381	0	0	1167	0	984	375	1187	1108
V/C Ratio(X)	0.27	0.00	0.00	0.88	0.00	0.00	0.48	0.00	0.49	0.12	0.39	0.39
Avail Cap(c_a), veh/h	550	0	0	519	0	0	1167	0	984	375	1187	1108
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	0.0	0.0	69.1	0.0	0.0	4.1	0.0	4.2	5.7	4.0	4.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	11.2	0.0	0.0	1.4	0.0	1.7	0.6	1.0	1.0
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	4.3	0.0	0.0	17.2	0.0	0.0	3.5	0.0	3.1	0.4	2.8	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.2	0.0	0.0	80.3	0.0	0.0	5.5	0.0	5.9	6.4	4.9	5.0
LnGrp LOS	E	A	A	F	A	A	A	A	A	A	A	A
Approach Vol, veh/h		110			334			1041			932	
Approach Delay, s/veh		55.2			80.3			5.7			5.0	
Approach LOS		E			F			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		132.9		57.1		132.9		57.1				
Change Period (Y+Rc), s		6.0		6.6		6.0		6.6				
Max Green Setting (Gmax), s		108.0		69.4		108.0		69.4				
Max Q Clear Time (g_c+I1), s		17.5		48.8		14.2		12.1				
Green Ext Time (p_c), s		2.3		1.7		2.8		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			18.0									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	85	1029	15	59	1321
Future Vol, veh/h	35	85	1029	15	59	1321
Conflicting Peds, #/hr	0	1	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	35	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	88	1061	15	61	1362

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1875	542	0	0	1079	0
Stage 1	1072	-	-	-	-	-
Stage 2	803	-	-	-	-	-
Critical Hdwy	5	5	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.22	-
Pot Cap-1 Maneuver	175	703	-	-	642	-
Stage 1	319	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	158	700	-	-	640	-
Mov Cap-2 Maneuver	158	-	-	-	-	-
Stage 1	318	-	-	-	-	-
Stage 2	405	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.8	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	350	640	-
HCM Lane V/C Ratio	-	-	0.353	0.095	-
HCM Control Delay (s)	-	-	20.8	11.2	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	1.6	0.3	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	35	1031	1333	13
Future Vol, veh/h	5	5	35	1031	1333	13
Conflicting Peds, #/hr	1	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	5	36	1063	1374	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1986	694	1387	0	-	0
Stage 1	1381	-	-	-	-	-
Stage 2	605	-	-	-	-	-
Critical Hdwy	5	5	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-	-
Pot Cap-1 Maneuver	156	603	490	-	-	-
Stage 1	215	-	-	-	-	-
Stage 2	573	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	145	603	490	-	-	-
Mov Cap-2 Maneuver	145	-	-	-	-	-
Stage 1	199	-	-	-	-	-
Stage 2	573	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.1	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	490	-	234	-	-
HCM Lane V/C Ratio	0.074	-	0.044	-	-
HCM Control Delay (s)	12.9	-	21.1	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	54	5	13	87	26	1	70	70	14	198	30
Future Vol, veh/h	16	54	5	13	87	26	1	70	70	14	198	30
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	62	6	15	100	30	1	80	80	16	228	34
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.9	9.3	8.8	10.3
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	21%	10%	6%
Vol Thru, %	50%	72%	69%	82%
Vol Right, %	50%	7%	21%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	141	75	126	242
LT Vol	1	16	13	14
Through Vol	70	54	87	198
RT Vol	70	5	26	30
Lane Flow Rate	162	86	145	278
Geometry Grp	1	1	1	1
Degree of Util (X)	0.205	0.123	0.199	0.358
Departure Headway (Hd)	4.547	5.146	4.957	4.637
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	784	691	718	773
Service Time	2.606	3.219	3.024	2.689
HCM Lane V/C Ratio	0.207	0.124	0.202	0.36
HCM Control Delay	8.8	8.9	9.3	10.3
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.8	0.4	0.7	1.6

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	112	0	990	894	73
Future Vol, veh/h	0	112	0	990	894	73
Conflicting Peds, #/hr	4	2	18	0	0	18
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	123	0	1088	982	80

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1588	551	1080	0	-	0
Stage 1	1040	-	-	-	-	-
Stage 2	548	-	-	-	-	-
Critical Hdwy	5	5	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-	-
Pot Cap-1 Maneuver	238	696	641	-	-	-
Stage 1	332	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	230	683	630	-	-	-
Mov Cap-2 Maneuver	230	-	-	-	-	-
Stage 1	326	-	-	-	-	-
Stage 2	604	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	630	-	683	-	-
HCM Lane V/C Ratio	-	-	0.18	-	-
HCM Control Delay (s)	0	-	11.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	51	1010	3	10	1310
Future Vol, veh/h	1	51	1010	3	10	1310
Conflicting Peds, #/hr	1	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	30	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	52	1031	3	10	1337

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1724	519	0	0	1035	0
Stage 1	1034	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Critical Hdwy	5	5	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	2.22	-
Pot Cap-1 Maneuver	206	719	-	-	667	-
Stage 1	335	-	-	-	-	-
Stage 2	515	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	202	718	-	-	666	-
Mov Cap-2 Maneuver	202	-	-	-	-	-
Stage 1	335	-	-	-	-	-
Stage 2	507	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	684	666	-
HCM Lane V/C Ratio	-	-	0.078	0.015	-
HCM Control Delay (s)	-	-	10.7	10.5	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	8	21	1013	1311	20
Future Vol, veh/h	11	8	21	1013	1311	20
Conflicting Peds, #/hr	1	1	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	8	21	1034	1338	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1908	680	1358	0	-	0
Stage 1	1348	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Critical Hdwy	5	5	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3	3	2.22	-	-	-
Pot Cap-1 Maneuver	169	611	502	-	-	-
Stage 1	224	-	-	-	-	-
Stage 2	605	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	162	610	502	-	-	-
Mov Cap-2 Maneuver	162	-	-	-	-	-
Stage 1	215	-	-	-	-	-
Stage 2	605	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.7	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	502	-	235	-	-
HCM Lane V/C Ratio	0.043	-	0.083	-	-
HCM Control Delay (s)	12.5	-	21.7	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	9	4	3	43	90	8	51	10	10	196	18
Future Vol, veh/h	0	9	4	3	43	90	8	51	10	10	196	18
Conflicting Peds, #/hr	1	0	1	1	0	1	11	0	5	5	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	10	4	3	47	98	9	55	11	11	213	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	408	345	235	337	350	67	244	0	0	71	0	0
Stage 1	256	256	-	84	84	-	-	-	-	-	-	-
Stage 2	152	89	-	253	266	-	-	-	-	-	-	-
Critical Hdwy	5	5	5	5	5	5	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3	3	3	3	3	3	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	803	855	953	862	851	1124	1322	-	-	1529	-	-
Stage 1	862	900	-	1077	1092	-	-	-	-	-	-	-
Stage 2	987	1086	-	866	890	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	685	829	942	836	825	1118	1308	-	-	1522	-	-
Mov Cap-2 Maneuver	685	829	-	836	825	-	-	-	-	-	-	-
Stage 1	847	884	-	1064	1079	-	-	-	-	-	-	-
Stage 2	855	1073	-	845	874	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	9.2	0.9	0.3
HCM LOS	A	A		

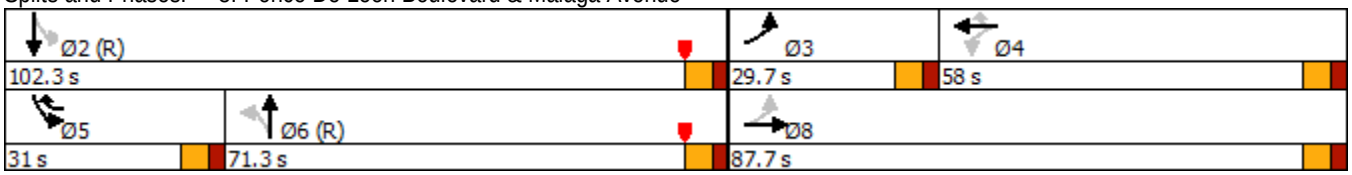
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1308	-	-	861	998	1522	-	-
HCM Lane V/C Ratio	0.007	-	-	0.016	0.148	0.007	-	-
HCM Control Delay (s)	7.8	0	-	9.3	9.2	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	82	84	101	170	409	47	516	94	564
Future Volume (vph)	82	84	101	170	409	47	516	94	564
Turn Type	pm+pt	NA	Perm	NA	pm+ov	Perm	NA	pm+pt	NA
Protected Phases	3	8		4	5		6	5	2
Permitted Phases	8		4		4	6		2	
Detector Phase	3	8	4	4	5	6	6	5	2
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	16.0	16.0	5.0	16.0
Minimum Split (s)	29.7	36.5	37.5	37.5	11.2	28.2	28.2	11.2	24.2
Total Split (s)	29.7	87.7	58.0	58.0	31.0	71.3	71.3	31.0	102.3
Total Split (%)	15.6%	46.2%	30.5%	30.5%	16.3%	37.5%	37.5%	16.3%	53.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.2	2.5	2.5	2.5	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.5		6.5	6.2		6.2	6.2	6.2
Lead/Lag	Lead		Lag	Lag	Lead	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 47 (25%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 8: Ponce De Leon Boulevard & Malaga Avenue



Lane Group	EBL	EBT	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	87	103	288	435	675	100	973
v/c Ratio	0.34	0.17	0.87	0.73	0.53	0.25	0.50
Control Delay	44.6	40.2	94.0	27.3	35.3	13.8	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.6	40.2	94.0	27.3	35.3	13.8	13.1
Queue Length 50th (ft)	76	86	349	198	293	34	155
Queue Length 95th (ft)	110	122	443	294	430	m55	198
Internal Link Dist (ft)		136	199		145		170
Turn Bay Length (ft)						125	
Base Capacity (vph)	329	780	385	685	1273	495	1961
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.13	0.75	0.64	0.53	0.20	0.50

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	84	13	101	170	409	47	516	71	94	564	351
Future Volume (veh/h)	82	84	13	101	170	409	47	516	71	94	564	351
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	89	14	107	181	435	50	549	76	100	600	373
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	210	552	87	186	274	438	115	1238	171	432	1210	752
Arrive On Green	0.05	0.35	0.35	0.27	0.27	0.27	0.68	0.68	0.68	0.05	0.78	0.78
Sat Flow, veh/h	1781	1576	248	589	1013	1419	182	2414	333	1781	2075	1290
Grp Volume(v), veh/h	87	0	103	288	0	435	340	0	335	100	514	459
Grp Sat Flow(s),veh/h/ln	1781	0	1824	1602	0	1419	1462	0	1467	1781	1777	1589
Q Serve(g_s), s	6.6	0.0	7.4	29.9	0.0	51.5	4.3	0.0	19.8	5.0	20.0	20.0
Cycle Q Clear(g_c), s	6.6	0.0	7.4	30.3	0.0	51.5	15.9	0.0	19.8	5.0	20.0	20.0
Prop In Lane	1.00		0.14	0.37		1.00	0.15		0.23	1.00		0.81
Lane Grp Cap(c), veh/h	210	0	639	460	0	438	771	0	752	432	1036	927
V/C Ratio(X)	0.41	0.00	0.16	0.63	0.00	0.99	0.44	0.00	0.44	0.23	0.50	0.50
Avail Cap(c_a), veh/h	348	0	780	460	0	438	771	0	752	597	1036	927
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	0.0	42.5	61.5	0.0	65.5	17.1	0.0	17.9	20.6	11.1	11.1
Incr Delay (d2), s/veh	1.8	0.0	0.2	3.1	0.0	40.9	1.8	0.0	1.9	0.3	1.7	1.9
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	3.1	0.0	3.5	12.9	0.0	26.0	6.2	0.0	6.6	2.1	7.2	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.0	0.0	42.7	64.6	0.0	106.4	18.9	0.0	19.8	20.8	12.8	13.0
LnGrp LOS	D	A	D	E	A	F	B	A	B	C	B	B
Approach Vol, veh/h		190			723			675			1073	
Approach Delay, s/veh		46.1			89.7			19.3			13.7	
Approach LOS		D			F			B			B	
Timer - Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		117.0	15.0	58.0	13.4	103.6		73.0				
Change Period (Y+Rc), s		* 6.2	* 6.2	6.5	* 6.2	* 6.2		6.5				
Max Green Setting (Gmax), s		* 96	* 24	51.5	* 25	* 65		81.2				
Max Q Clear Time (g_c+I1), s		22.0	8.6	53.5	7.0	21.8		9.4				
Green Ext Time (p_c), s		2.6	0.2	0.0	0.2	1.8		0.9				

Intersection Summary

HCM 6th Ctrl Delay	38.1
HCM 6th LOS	D

Notes

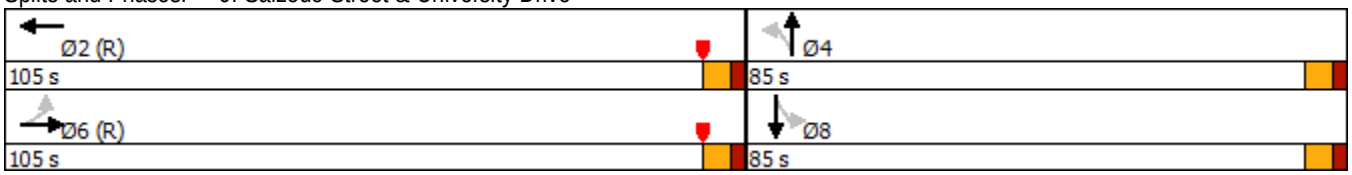
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	41	138	436	3	6	11	0
Future Volume (vph)	41	138	436	3	6	11	0
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA
Protected Phases		6	2		4		8
Permitted Phases	6			4		8	
Detector Phase	6	6	2	4	4	8	8
Switch Phase							
Minimum Initial (s)	12.0	12.0	12.0	7.0	7.0	7.0	7.0
Minimum Split (s)	18.4	18.4	18.4	13.2	13.2	13.2	13.2
Total Split (s)	105.0	105.0	105.0	85.0	85.0	85.0	85.0
Total Split (%)	55.3%	55.3%	55.3%	44.7%	44.7%	44.7%	44.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.4	2.4	2.4	2.2	2.2	2.2	2.2
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.4	6.4	6.2	6.2		6.2
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 99 (52%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 9: Salzedo Street & University Drive



Lane Group	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	191	470	3	11	213
v/c Ratio	0.08	0.15	0.08	0.11	0.78
Control Delay	0.6	2.1	83.7	59.4	31.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	0.6	2.1	83.7	59.4	31.4
Queue Length 50th (ft)	2	29	4	7	15
Queue Length 95th (ft)	m4	67	16	31	110
Internal Link Dist (ft)	690	480		161	207
Turn Bay Length (ft)			160		
Base Capacity (vph)	2361	3085	273	646	703
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.08	0.15	0.01	0.02	0.30

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	138	0	0	436	6	3	6	5	11	0	189
Future Volume (veh/h)	41	138	0	0	436	6	3	6	5	11	0	189
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	147	0	0	464	6	3	6	5	12	0	201
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	2	2	2
Cap, veh/h	466	1770	0	0	2738	35	107	144	120	27	6	226
Arrive On Green	1.00	1.00	0.00	0.00	1.00	1.00	0.17	0.17	0.17	0.17	0.00	0.17
Sat Flow, veh/h	574	2407	0	0	3685	46	1177	839	700	42	37	1318
Grp Volume(v), veh/h	96	95	0	0	229	241	3	0	11	213	0	0
Grp Sat Flow(s),veh/h/ln	1279	1617	0	0	1777	1861	1177	0	1539	1397	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	13.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	1.1	28.3	0.0	0.0
Prop In Lane	0.46		0.00	0.00		0.02	1.00		0.45	0.06		0.94
Lane Grp Cap(c), veh/h	1003	1233	0	0	1355	1419	107	0	263	259	0	0
V/C Ratio(X)	0.10	0.08	0.00	0.00	0.17	0.17	0.03	0.00	0.04	0.82	0.00	0.00
Avail Cap(c_a), veh/h	1003	1233	0	0	1355	1419	393	0	638	597	0	0
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	65.9	0.0	65.7	76.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.3	0.3	0.1	0.0	0.1	8.9	0.0	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	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.5	10.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.3	0.3	66.1	0.0	65.8	85.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	E	A	E	F	A	A
Approach Vol, veh/h		191			470			14			213	
Approach Delay, s/veh		0.0			0.3			65.9			85.8	
Approach LOS		A			A			E			F	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		151.3		38.7		151.3		38.7				
Change Period (Y+Rc), s		6.4		* 6.2		6.4		* 6.2				
Max Green Setting (Gmax), s		98.6		* 79		98.6		* 79				
Max Q Clear Time (g_c+I1), s		2.0		3.7		2.0		30.3				
Green Ext Time (p_c), s		1.0		0.1		0.5		2.2				

Intersection Summary	
HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

Notes

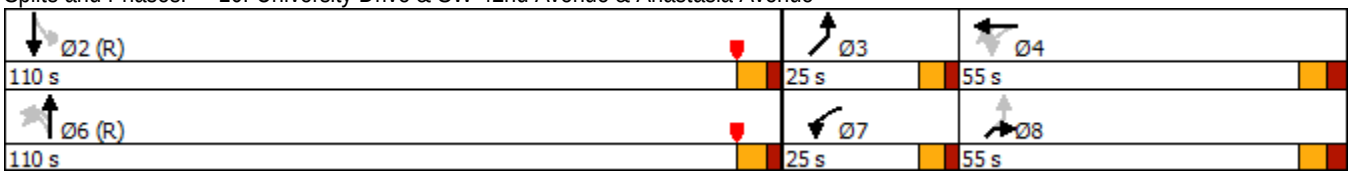
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	WBL2	WBL	WBT	NBL2	NBL	NBT	SBL	SBT	NEL	NER
Lane Configurations										
Traffic Volume (vph)	214	321	79	33	6	900	15	982	122	111
Future Volume (vph)	214	321	79	33	6	900	15	982	122	111
Turn Type	pm+pt	Perm	NA	Perm	Perm	NA	Perm	NA	pm+pt	Prot
Protected Phases	7		4			6		2	3	8
Permitted Phases	4	4		6	6		2		8	
Detector Phase	7	4	4	6	6	6	2	2	3	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.0	7.0
Minimum Split (s)	10.7	32.0	32.0	36.6	36.6	36.6	36.6	36.6	10.7	32.0
Total Split (s)	25.0	55.0	55.0	110.0	110.0	110.0	110.0	110.0	25.0	55.0
Total Split (%)	13.2%	28.9%	28.9%	57.9%	57.9%	57.9%	57.9%	57.9%	13.2%	28.9%
Yellow Time (s)	3.7	4.0	4.0	4.4	4.4	4.4	4.4	4.4	3.7	4.0
All-Red Time (s)	2.0	3.0	3.0	2.2	2.2	2.2	2.2	2.2	2.0	3.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7		7.0		6.6	6.6	6.6	6.6	5.7	7.0
Lead/Lag	Lead	Lag	Lag						Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes						Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 24 (13%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 10: University Drive & SW 42nd Avenue & Anastasia Avenue



Lane Group	WBL2	WBT	NBL	NBT	SBL	SBT	NEL	NER
Lane Group Flow (vph)	202	458	41	1014	16	1373	128	132
v/c Ratio	0.45	1.05	0.41	0.53	0.08	0.74	0.26	0.29
Control Delay	45.4	119.1	40.9	28.8	22.1	36.3	39.8	35.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.4	119.1	40.9	28.8	22.1	36.3	39.8	35.5
Queue Length 50th (ft)	187	~653	30	417	9	680	105	79
Queue Length 95th (ft)	273	#955	76	481	26	768	160	148
Internal Link Dist (ft)		690		270		458	149	
Turn Bay Length (ft)			200		80			175
Base Capacity (vph)	453	437	100	1909	203	1843	552	451
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	1.05	0.41	0.53	0.08	0.74	0.23	0.29

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	214	321	79	13	33	6	900	64	15	982	301	21
Future Volume (vph)	214	321	79	13	33	6	900	64	15	982	301	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7		7.0			6.6	6.6		6.6	6.6		
Lane Util. Factor	0.95		0.95			1.00	0.95		1.00	0.95		
Frpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	0.99		
Flpb, ped/bikes	1.00		1.00			1.00	1.00		1.00	1.00		
Frt	1.00		1.00			1.00	0.99		1.00	0.96		
Flt Protected	0.95		0.96			0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1678		1520			1770	3504		1770	3386		
Flt Permitted	0.57		0.98			0.10	1.00		0.20	1.00		
Satd. Flow (perm)	1004		1546			184	3504		374	3386		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	225	338	83	14	35	6	947	67	16	1034	317	22
RTOR Reduction (vph)	0	0	1	0	0	0	3	0	0	0	0	0
Lane Group Flow (vph)	202	0	457	0	0	41	1011	0	16	1373	0	0
Confl. Peds. (#/hr)	2			5	1	1					1	1
Confl. Bikes (#/hr)				1								
Parking (#/hr)			0	0								
Turn Type	pm+pt	Perm	NA		Perm	Perm	NA		Perm	NA		
Protected Phases	7		4				6			2		
Permitted Phases	4	4			6	6			2			
Actuated Green, G (s)	71.5		53.7			103.4	103.4		103.4	103.4		
Effective Green, g (s)	71.5		53.7			103.4	103.4		103.4	103.4		
Actuated g/C Ratio	0.38		0.28			0.54	0.54		0.54	0.54		
Clearance Time (s)	5.7		7.0			6.6	6.6		6.6	6.6		
Vehicle Extension (s)	2.0		3.5			1.0	1.0		1.0	1.0		
Lane Grp Cap (vph)	440		436			100	1906		203	1842		
v/s Ratio Prot	c0.04						0.29			c0.41		
v/s Ratio Perm	0.13		c0.30			0.22			0.04			
v/c Ratio	0.46		1.05			0.41	0.53		0.08	0.75		
Uniform Delay, d1	42.2		68.2			25.4	27.7		20.6	33.2		
Progression Factor	1.03		1.02			1.00	1.00		1.00	1.00		
Incremental Delay, d2	0.3		56.3			12.0	1.1		0.8	2.8		
Delay (s)	44.0		125.6			37.4	28.8		21.4	36.0		
Level of Service	D		F			D	C		C	D		
Approach Delay (s)			100.6				29.1			35.8		
Approach LOS			F				C			D		

Intersection Summary

HCM 2000 Control Delay	47.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	19.3
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	NEL	NER	NER2
Lane Configurations			
Traffic Volume (vph)	122	111	14
Future Volume (vph)	122	111	14
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	5.7	7.0	
Lane Util. Factor	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	
Flpb, ped/bikes	0.99	1.00	
Frt	1.00	0.85	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1755	1583	
Flt Permitted	0.76	1.00	
Satd. Flow (perm)	1399	1583	
Peak-hour factor, PHF	0.95	0.95	0.95
Adj. Flow (vph)	128	117	15
RTOR Reduction (vph)	0	39	0
Lane Group Flow (vph)	128	93	0
Confl. Peds. (#/hr)	5	2	2
Confl. Bikes (#/hr)			
Parking (#/hr)			
Turn Type	pm+pt	Prot	
Protected Phases	3	8	
Permitted Phases	8		
Actuated Green, G (s)	63.1	49.5	
Effective Green, g (s)	63.1	49.5	
Actuated g/C Ratio	0.33	0.26	
Clearance Time (s)	5.7	7.0	
Vehicle Extension (s)	2.0	3.5	
Lane Grp Cap (vph)	490	412	
v/s Ratio Prot	0.02	0.06	
v/s Ratio Perm	0.07		
v/c Ratio	0.26	0.23	
Uniform Delay, d1	45.7	55.2	
Progression Factor	1.00	1.00	
Incremental Delay, d2	0.1	0.3	
Delay (s)	45.8	55.5	
Level of Service	D	E	
Approach Delay (s)	50.7		
Approach LOS	D		

Intersection Summary

Intersection						
Int Delay, s/veh	3.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	56	78	35	69	46	57
Future Vol, veh/h	56	78	35	69	46	57
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	61	85	38	75	50	62

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	146	0	255	104
Stage 1	-	-	-	-	104	-
Stage 2	-	-	-	-	151	-
Critical Hdwy	-	-	4.12	-	5	5
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3	3
Pot Cap-1 Maneuver	-	-	1436	-	935	1084
Stage 1	-	-	-	-	1071	-
Stage 2	-	-	-	-	1017	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1436	-	909	1084
Mov Cap-2 Maneuver	-	-	-	-	909	-
Stage 1	-	-	-	-	1071	-
Stage 2	-	-	-	-	989	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	998	-	-	1436	-
HCM Lane V/C Ratio	0.112	-	-	0.026	-
HCM Control Delay (s)	9.1	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Appendix J

Multimodal Analysis

A.M. Peak Hour

Existing Conditions

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	Ponce De Leoon Boulevard	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Palmero Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\AM\Ponce NB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	250	13230	673	2	30	35	Restrictive	No	N/A

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	11	Typical	No	No	N/A	Yes	Wide	No	4	1	Good	Typical

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	3.18	C	N/A	N/A				2.33	B	2.56	D

Bicycle LOS	3.18	C	Pedestrian LOS	2.33	B	Bus LOS	2.56	D

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	Ponce De Leoon Boulevard	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Palmero Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\AM\Ponce SB AM.xap
User Notes	

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	250	10700	544	2	30	35	Restrictive	Yes	Medium

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	11	Typical	No	No	N/A	Yes	Wide	No	4	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	3.26	C	N/A	N/A				1.52	A	2.41	D

Bicycle LOS	3.26	C	Pedestrian LOS	1.52	A	Bus LOS	2.41	D

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	Salzedo Street	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Catalonia Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Palermo Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\AM\Salzedo NB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Palermo Avenue)	250	4180	213	1	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Palermo Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Palermo Avenue)	3.22	C	N/A	N/A				1.38	A		
	Bicycle LOS	**3.22**	**C**				**Pedestrian LOS**	**1.38**	**A**	**Bus LOS**	N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	Salzedo Street	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Palmero Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\AM\Salzedo SB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	250	2190	111	1	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	2.42	B	N/A	N/A				1.07	A		
	Bicycle LOS	2.42	B			Pedestrian LOS	1.07	A		Bus LOS	N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	SW 42 Avenue	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Malaga Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\AM\SW 42 NB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	350	24590	1250	2	40	45	Non-Restrictive	No	N/A

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Typical	No	3	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	4.27	E	N/A	N/A				3.17	C	1.89	E

Bicycle LOS	4.27	E	Pedestrian LOS	3.17	C	Bus LOS	1.89	E

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	SW 42 Avenue	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Malaga Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\AM\SW 42 SB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	350	24170	1229	2	40	45	Non-Restrictive	No	N/A

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Typical	No	3	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	4.26	E	N/A	N/A				3.15	C	1.89	E

Bicycle LOS	4.26	E	Pedestrian LOS	3.15	C	Bus LOS	1.89	E

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Arterial Name	University Drive	Study Period	Standard K
Date Prepared	11/6/2020 9:52:23 AM	From	SalzedoStreet	Modal Analysis	Multimodal
Agency		To	Malaga Avenue	Program	ARTPLAN 2012
Area Type	Large Urbanized	Peak Direction	Northbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\University NB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Malaga Avenue)	500	6020	306	2	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr / Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Malaga Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Malaga Avenue)	3.39	C	N/A	N/A				1.39	A		
	Bicycle LOS	3.39	C		Pedestrian LOS	1.39	A			Bus LOS	N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	University Drive	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	SalzedoStreet	**Modal Analysis**	Multimodal
Agency		**To**	Malaga Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\AM\University SB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Malaga Avenue)	500	2850	145	2	30	35	None	No	N/A

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Malaga Avenue)	10	Typical	No	No	N/A	No	N/A	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Malaga Avenue)	2.64	B	N/A	N/A				3.39	C		
	Bicycle LOS	2.64	B		Pedestrian LOS	3.39	C		Bus LOS		N/A

MultiModal Service Volume Tables

Bicycle

Not Applicable

Future Background Conditions

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	Ponce de Leon Boulevard	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Palmero Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\Ponce NB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	250	17275	878	2	30	35	None	No	N/A

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	11	Typical	No	No	N/A	Yes	Wide	No	4	1	Good	Typical

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	3.33	C	N/A	N/A				2.57	B	2.78	D

Bicycle LOS	3.33	C	Pedestrian LOS	2.57	B	Bus LOS	2.78	D

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	Ponce de Leon Boulevard	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Palmero Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\Ponce SB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	250	14990	762	2	30	35	Restrictive	Yes	Medium

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	11	Typical	No	No	N/A	Yes	Wide	No	4	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	3.45	C	N/A	N/A				1.76	A	2.89	D

Bicycle LOS	3.45	C	Pedestrian LOS	1.76	A	Bus LOS	2.89	D

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	Salzedo Street	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Palermo Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\Salzedo NB AM.xap
User Notes	

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	250	4670	237	1	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	3.28	C	N/A	N/A				1.43	A		
	Bicycle LOS	**3.28**	**C**				**Pedestrian LOS**	**1.43**	**A**	**Bus LOS**	N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	Salzedo Street	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Palmero Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\Salzedo SB AM.xap
User Notes	

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	250	2475	126	1	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	2.58	B	N/A	N/A				1.12	A		
	Bicycle LOS	2.58	B		Pedestrian LOS	1.12	A		Bus LOS		N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	SW 42 Avenue	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Malaga Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\SW 42 NB AM.xap
User Notes	

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	350	25220	1282	2	40	45	Non-Restrictive	No	N/A

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Typical	No	3	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	4.28	E	N/A	N/A				3.21	C	1.89	E

Bicycle LOS	4.28	E	Pedestrian LOS	3.21	C	Bus LOS	1.89	E

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	SW 42 Avenue	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Malaga Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\SW 42 SB AM.xap
User Notes	

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	350	24500	1246	2	40	45	Non-Restrictive	No	N/A

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Typical	No	3	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	4.27	E	N/A	N/A				3.17	C	1.89	E

Bicycle LOS	4.27	E	Pedestrian LOS	3.17	C	Bus LOS	1.89	E

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	University Drive	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Salzedo Street	**Modal Analysis**	Multimodal
Agency		**To**	Malaga Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\University NB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Malaga Avenue)	250	7420	377	2	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Malaga Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Malaga Avenue)	3.15	C	N/A	N/A				1.34	A		
	Bicycle LOS	**3.15**	**C**				**Pedestrian LOS**	**1.34**	**A**	**Bus LOS**	N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	University Drive	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Salzedo Street	**Modal Analysis**	Multimodal
Agency		**To**	Malaga Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\University SB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Malaga Avenue)	500	3180	162	2	30	35	None	No	N/A

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Malaga Avenue)	10	Typical	No	No	N/A	No	N/A	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Malaga Avenue)	3.01	C	N/A	N/A				3.71	D		

Bicycle LOS	3.01	C	Pedestrian LOS	3.71	D	Bus LOS	N/A

MultiModal Service Volume Tables

Not Applicable

Future Total Conditions

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	Ponce de Leon Boulevard	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Palmero Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\Ponce NB AM.xap
User Notes	

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	250	17275	878	2	30	35	None	No	N/A

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	11	Typical	No	No	N/A	Yes	Wide	No	4	1	Good	Typical

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	3.33	C	N/A	N/A				2.57	B	2.78	D

Bicycle LOS	3.33	C	Pedestrian LOS	2.57	B	Bus LOS	2.78	D

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	Ponce de Leon Boulevard	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Palmero Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\Ponce SB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	250	14990	762	2	30	35	Restrictive	Yes	Medium

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	11	Typical	No	No	N/A	Yes	Wide	No	4	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	3.45	C	N/A	N/A				1.76	A	2.89	D

Bicycle LOS	3.45	C	Pedestrian LOS	1.76	A	Bus LOS	2.89	D

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	Salzedo Street	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Palermo Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\Salzedo NB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	250	4880	248	1	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	3.30	C	N/A	N/A				1.45	A		
	Bicycle LOS	**3.30**	**C**				**Pedestrian LOS**	**1.45**	**A**	**Bus LOS**	N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	Salzedo Street	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Palmero Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\Salzedo SB AM.xap
User Notes	

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	250	2475	126	1	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	2.58	B	N/A	N/A				1.12	A		
	Bicycle LOS	2.58	B		Pedestrian LOS	1.12	A		Bus LOS		N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	SW 42 Avenue	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Malaga Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\SW 42 NB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	350	25210	1282	2	40	45	Non-Restrictive	No	N/A

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Typical	No	3	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	4.28	E	N/A	N/A				3.21	C	1.89	E

Bicycle LOS	4.28	E	Pedestrian LOS	3.21	C	Bus LOS	1.89	E

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	SW 42 Avenue	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Malaga Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\SW 42 SB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	350	24780	1260	2	40	45	Non-Restrictive	No	N/A

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Typical	No	3	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	4.27	E	N/A	N/A				3.19	C	1.89	E

Bicycle LOS	4.27	E	Pedestrian LOS	3.19	C	Bus LOS	1.89	E

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	University Drive	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Salzedo Street	**Modal Analysis**	Multimodal
Agency		**To**	Malaga Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\University NB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Malaga Avenue)	250	7410	377	2	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Malaga Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Malaga Avenue)	3.15	C	N/A	N/A				1.34	A		
	Bicycle LOS	**3.15**	**C**				**Pedestrian LOS**	**1.34**	**A**	**Bus LOS**	N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	University Drive	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Salzedo Street	**Modal Analysis**	Multimodal
Agency		**To**	Malaga Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\University SB AM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Malaga Avenue)	500	3180	162	2	30	35	None	No	N/A

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Malaga Avenue)	10	Typical	No	No	N/A	No	N/A	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Malaga Avenue)	3.01	C	N/A	N/A				3.71	D		
	Bicycle LOS	3.01	C		Pedestrian LOS	3.71	D		Bus LOS	N/A	

MultiModal Service Volume Tables

Not Applicable

P.M. Peak Hour

Existing Conditions

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	Ponce De Leoon Boulevard	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Palmero Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\PM\Ponce NB PM.xap
User Notes	

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	250	12220	621	2	30	35	Restrictive	No	N/A

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	11	Typical	No	No	N/A	Yes	Wide	No	4	1	Good	Typical

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	3.14	C	N/A	N/A				2.28	B	2.56	D

Bicycle LOS	3.14	C	Pedestrian LOS	2.28	B	Bus LOS	2.56	D

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	Ponce De Leoon Boulevard	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Palmero Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\PM\Ponce SB PM.xap
User Notes	

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	250	16800	854	2	30	35	Restrictive	Yes	Medium

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	11	Typical	No	No	N/A	Yes	Wide	No	4	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	3.51	D	N/A	N/A				1.87	A	2.89	D

Bicycle LOS	3.51	D	Pedestrian LOS	1.87	A	Bus LOS	2.89	D

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	Salzedo Street	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Palermo Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\PM\Salzedo NB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	250	1580	80	1	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	2.05	B	N/A	N/A				0.97	A		
	Bicycle LOS	**2.05**	**B**		**Pedestrian LOS**			**0.97**	**A**	**Bus LOS**	N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	Salzedo Street	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Palmero Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\PM\Salzedo SB PM.xap
User Notes	

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	250	4555	232	1	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	3.26	C	N/A	N/A				1.42	A		
	Bicycle LOS	3.26	C		Pedestrian LOS	1.42	A		Bus LOS		N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	SW 42 Avenue	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Malaga Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\PM\SW 42 NB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	350	20670	1051	2	40	45	Non-Restrictive	No	N/A

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Typical	No	3	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	4.15	D	N/A	N/A				2.95	C	1.79	E

Bicycle LOS	4.15	D	Pedestrian LOS	2.95	C	Bus LOS	1.79	E

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	SW 42 Avenue	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Malaga Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\PM\SW 42 SB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	350	25880	1316	2	40	45	Non-Restrictive	No	N/A

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Typical	No	3	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	4.29	E	N/A	N/A				3.25	C	1.89	E

Bicycle LOS	4.29	E	Pedestrian LOS	3.25	C	Bus LOS	1.89	E

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	University Drive	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Salzedo Street	**Modal Analysis**	Multimodal
Agency		**To**	Malaga Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\University NB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Malaga Avenue)	250	2180	111	2	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Malaga Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Malaga Avenue)	2.06	B	N/A	N/A				0.97	A		
	Bicycle LOS	**2.06**	**B**				**Pedestrian LOS**	**0.97**	**A**	**Bus LOS**	N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	University Drive	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Salzedo Street	**Modal Analysis**	Multimodal
Agency		**To**	Malaga Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Existing\University SB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Malaga Avenue)	500	7120	362	2	30	35	None	No	N/A

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Malaga Avenue)	10	Typical	No	No	N/A	No	N/A	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Malaga Avenue)	3.46	C	N/A	N/A				3.93	D		

Bicycle LOS	3.46	C	Pedestrian LOS	3.93	D	Bus LOS	N/A

MultiModal Service Volume Tables

Not Applicable

Future Background Conditions

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	Ponce de Leon Boulevard	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Palmero Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\Ponce NB PM.xap
User Notes	

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	250	19475	990	2	30	35	None	No	N/A

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	11	Typical	No	No	N/A	Yes	Wide	No	4	1	Good	Typical

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	3.40	C	N/A	N/A				2.69	B	2.78	D

Bicycle LOS	3.40	C	Pedestrian LOS	2.69	B	Bus LOS	2.78	D

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	Ponce de Leon Boulevard	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Palmero Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\Ponce SB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	250	18800	956	2	30	35	Restrictive	Yes	Medium

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	11	Typical	No	No	N/A	Yes	Wide	No	4	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	3.58	D	N/A	N/A				1.98	A	2.89	D

Bicycle LOS	3.58	D	Pedestrian LOS	1.98	A	Bus LOS	2.89	D

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	Salzedo Street	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Palermo Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\Salzedo NB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	250	2050	104	1	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	2.34	B	N/A	N/A				1.05	A		
	Bicycle LOS	2.34	B		Pedestrian LOS	1.05	A		Bus LOS		N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	Salzedo Street	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Palmero Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\Salzedo SB PM.xap
User Notes	

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	250	4750	242	1	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	3.29	C	N/A	N/A				1.44	A		
	Bicycle LOS	**3.29**	**C**				**Pedestrian LOS**	**1.44**	**A**	**Bus LOS**	N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	SW 42 Avenue	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Malaga Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\SW 42 NB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	350	21150	1075	2	40	45	Non-Restrictive	No	N/A

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Typical	No	3	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	4.17	D	N/A	N/A				2.98	C	1.79	E

Bicycle LOS	4.17	D	Pedestrian LOS	2.98	C	Bus LOS	1.79	E

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	SW 42 Avenue	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Malaga Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\SW 42 SB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	350	26590	1352	2	40	45	Non-Restrictive	No	N/A

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Typical	No	3	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	4.31	E	N/A	N/A				3.29	C	1.89	E

Bicycle LOS	4.31	E	Pedestrian LOS	3.29	C	Bus LOS	1.89	E

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	University Drive	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Salzedo Street	**Modal Analysis**	Multimodal
Agency		**To**	Malaga Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\University NB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Malaga Avenue)	250	3020	154	2	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Malaga Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Malaga Avenue)	2.48	B	N/A	N/A				1.05	A		
	Bicycle LOS	2.48	B		Pedestrian LOS	1.05	A		Bus LOS		N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	University Drive	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Salzedo Street	**Modal Analysis**	Multimodal
Agency		**To**	Malaga Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Background\University SB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Malaga Avenue)	500	8700	442	2	30	35	None	No	N/A

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Malaga Avenue)	10	Typical	No	No	N/A	No	N/A	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Malaga Avenue)	3.58	D	N/A	N/A				4.02	D		

Bicycle LOS	3.58	D	Pedestrian LOS	4.02	D	Bus LOS	N/A

MultiModal Service Volume Tables

Not Applicable

Future Total Conditions

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	Ponce de Leon Boulevard	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Palmero Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\Ponce NB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	250	19460	990	2	30	35	None	No	N/A

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	11	Typical	No	No	N/A	Yes	Wide	No	4	1	Good	Typical

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	3.40	C	N/A	N/A				2.69	B	2.78	D

Bicycle LOS	3.40	C	Pedestrian LOS	2.69	B	Bus LOS	2.78	D

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	Ponce de Leon Boulevard	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Palmero Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\Ponce SB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	250	19010	967	2	30	35	Restrictive	Yes	Medium

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	11	Typical	No	No	N/A	Yes	Wide	No	4	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	3.58	D	N/A	N/A				2.00	A	2.89	D

Bicycle LOS	3.58	D	Pedestrian LOS	2.00	A	Bus LOS	2.89	D

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	Salzedo Street	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Palermo Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\Salzedo NB PM.xap
User Notes	

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	250	2200	112	1	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	2.43	B	N/A	N/A				1.07	A		
	Bicycle LOS	2.43	B		Pedestrian LOS	1.07	A		Bus LOS		N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	Salzedo Street	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Palmero Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/2012
Arterial Class	1				

File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\Salzedo SB PM.xap
User Notes	

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	250	4760	242	1	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	3.29	C	N/A	N/A				1.44	A		
	Bicycle LOS	**3.29**	**C**		**Pedestrian LOS**			**1.44**	**A**	**Bus LOS**	N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	SW 42 Avenue	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Malaga Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\SW 42 NB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	350	21340	1085	2	40	45	Non-Restrictive	No	N/A

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Typical	No	3	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	4.17	D	N/A	N/A				2.99	C	1.79	E

Bicycle LOS	4.17	D	Pedestrian LOS	2.99	C	Bus LOS	1.79	E

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	SW 42 Avenue	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Malaga Avenue	**Modal Analysis**	Multimodal
Agency		**To**	Catalonia Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\SW 42 SB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Catalonia Avenue)	350	26800	1363	2	40	45	Non-Restrictive	No	N/A

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Catalonia Avenue)	10	Typical	No	No	N/A	Yes	Typical	No	3	1	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Catalonia Avenue)	4.31	E	N/A	N/A				3.30	C	1.89	E

Bicycle LOS	4.31	E	Pedestrian LOS	3.30	C	Bus LOS	1.89	E

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	University Drive	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Salzedo Street	**Modal Analysis**	Multimodal
Agency		**To**	Malaga Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\University NB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Malaga Avenue)	250	3020	154	2	30	35	None	Yes	Medium

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Malaga Avenue)	10	Typical	No	No	N/A	Yes	Wide	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Malaga Avenue)	2.48	B	N/A	N/A				1.05	A		
	Bicycle LOS	**2.48**	**B**				**Pedestrian LOS**	**1.05**	**A**	**Bus LOS**	N/A

MultiModal Service Volume Tables

Not Applicable

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		**Arterial Name**	University Drive	**Study Period**	**Standard K**
Date Prepared	11/6/2020 9:52:23 AM	**From**	Salzedo Street	**Modal Analysis**	Multimodal
Agency		**To**	Malaga Avenue	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/2012
Arterial Class	1				
File Name	K:\FTL_TPTO\143002008 CG Ponce Tower Pk TIA\Calcs\Multimodal\Future Total\University SB PM.xap				
User Notes					

Arterial Data

Not Applicable

Automobile Intersection Data

Not Applicable

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Malaga Avenue)	500	8700	442	2	30	35	None	No	N/A

Automobile LOS

Not Applicable

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

Not Applicable

Multimodal Segment Data

Segment #	Outside Lane Width	Pave Cond	Pave Shldr /Bike Lane	Side Path	Side Path Separation	Side walk	Sidewalk Roadway Separation	Sidewalk Roadway Protective Barrier	Bus Freq	Passenger Load Factor	Amenities	Bus Stop Type
1 (to Malaga Avenue)	10	Typical	No	No	N/A	No	N/A	No	0	0	Poor	None

Pedestrian SubSegment Data

Not Applicable

Multimodal LOS

	Bicycle Street		Bicycle Sidepath		Pedestrian					Bus	
Link #	Score	LOS	Score	LOS	1	2	3	Score	LOS	Adj. Buses	LOS
1 (to Malaga Avenue)	3.58	D	N/A	N/A				4.02	D		

Bicycle LOS	3.58	D	Pedestrian LOS	4.02	D	Bus LOS	N/A

MultiModal Service Volume Tables

Not Applicable

Appendix K

Entry Gate Analysis

Ponce Park Tower Residential Entry Gate A.M. Peak Hour (Easy Approach)

Arrival Rate	IN
	14 veh/hr

Service Rate	IN
	0.10 mins/veh

Control Delay = min

Service Time = mins/veh

Number Entry Lanes (N) =	1	
Level of Confidence =	0.95	
Storage Provided On-Site =	1	vehicles
Total Entering and Exiting Vehicles(q) =	14	veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) =	600.00	veh/hr/pos
Average Service Rate (t) =	0.10	mins/veh
rho (t/Q) =	0.023	

Expected (avg.) number of vehicles in the system	E(m)=	0.00	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.02	
Mean time in the queue	E(w)=	0.00	mins
Mean time in system	E(t)=	0.10	mins

Proportion of customers who wait (P)	(E(w) > 0)=	2.33%
Probability of a queue exceeding a length (M)	P(x > M)=	5.00%

Queue length which is exceeded 5.00% of the times is equal to -0.2 vehicles

Ponce Park Tower Residential Entry Gate P.M. Peak Hour (Easy Approach)

Arrival Rate

IN
21 veh/hr

Service Rate

IN
0.10 mins/veh

Control Delay = min

Service Time = mins/veh

Number Entry Lanes (N) =	1	
Level of Confidence =	0.95	
Storage Provided On-Site =	1	vehicles
Total Entering and Exiting Vehicles(q) =	21	veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) =	600.00	veh/hr/pos
Average Service Rate (t) =	0.10	mins/veh
rho (t/Q) =	0.035	

Expected (avg.) number of vehicles in the system	E(m)=	0.00	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.04	
Mean time in the queue	E(w)=	0.00	mins
Mean time in system	E(t)=	0.10	mins

Proportion of customers who wait (P)	(E(w) > 0)=	3.50%
Probability of a queue exceeding a length (M)	P(x > M)=	5.00%

Queue length which is exceeded 5.00% of the times is equal to -0.1 vehicles

Appendix L

Valet Analysis

Kimley»Horn

MEMORANDUM

To: Jessica A. Keller, ENV SP
Assistant Director, City of Coral Gables Department of Public Works

From: Omar Kanaan, P.E.

Cc: Doug Cobb, Ph.D., P.E., PTOE, RSP1
Senior Traffic Engineer, City of Coral Gables Department of Public Works

Date: November 9, 2020

Subject: Ponce Tower Park
Valet Operations Analysis

Kimley-Horn and Associates, Inc. has prepared a valet operations analysis for the proposed Ponce Tower Park redevelopment generally located on the west side of Ponce De Leon Boulevard between Catalonia Avenue and Malaga Avenue in the City of Coral Gables, Florida. Currently, the parcels proposed for redevelopment are occupied by 7,614 square-feet of office space and 3,386 square-feet of retail space. The proposed redevelopment consists of approximately 18,107 square feet of retail space and 171 high-rise multifamily residential units. A project location map and conceptual site plan depicting the valet routes are included in Attachment A. The following sections present the valet analysis for the redevelopment.

VALET SERVICE AND OPERATIONS

The redevelopment will be served by one (1) on-street valet drop-off/pick-up area located along Catalonia Avenue just west of Ponce De Leon Boulevard. The valet drop-off/pick-up area provides storage for three (3) vehicles. Valet service will be provided for residential guests and retail patrons; self-parking is provided for residents. It is expected that 10 percent (10%) of residential trips and 50 percent (50%) of retail trips will utilize the valet service.

The valet drop-off route consists of a valet attendee driving vehicles eastbound along Catalonia Avenue, southbound along Ponce De Leon Boulevard, westbound along Malaga Avenue, northbound along Salzedo Street, and eastbound along Catalonia Avenue to access the on-site parking garage. The valet pick-up route consists of vehicles exiting the parking garage and traveling eastbound along Catalonia Avenue and into the valet pick-up area. Refer to the valet routing and queuing plan in Attachment A.

TRIP GENERATION

Trip generation for the proposed redevelopment was calculated using rates contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition. Trip generation rates were examined for the weekday A.M. and P.M. peak hours. The trip generation for the proposed redevelopment was determined using ITE Land Use Code (LUC) 820 (Shopping Center) and LUC 222

(Multifamily Housing [High-Rise]). It was estimated that 10 percent (10%) of residential vehicle trips and 50 percent (50%) of retail vehicle trips will utilize the valet drop-off/pick-up area.

The valet analysis was prepared for the A.M. and P.M. peak hours. The proposed redevelopment is expected to generate 14 valet trips during the A.M. peak hour (7 entering and 7 exiting) and 62 valet trips during the P.M. peak hour (32 entering and 30 exiting). Detailed trip generation calculations are included in Attachment B.

VALET OPERATIONS ANALYSIS

The valet queuing operations analysis was performed based on the methodology outlined in ITE's *Transportation and Land Development,* 1988. The analysis was performed to determine if valet operations could accommodate vehicular queues without blocking travel lanes on Catalonia Avenue. Valet operations were analyzed for the number of valet attendants and required vehicle stacking for the redevelopment proposed traffic.

Valet Assumptions

The queuing analysis used the multiple-channel waiting line model with Poisson arrivals and exponential service times. The queuing analysis is based on the coefficient of utilization, ρ, which is the ratio of the average vehicle arrival rate over the average service rate multiplied by the number of channels.

Valet attendants will be stationed at the valet drop-off/pick-up area. Valet drop-off trip service time was calculated based on the time it would take a valet parking attendant to obtain and park a drop-off vehicle within the on-site parking garage. Valet pick-up trip service time was calculated based on the time it would take a valet parking attendant to bring a parked vehicle back to a patron at the valet drop-off/pick-up area for pick-up. The following summarizes the total valet drop-off and pick-up service times.

The service time for valet drop-off operation corresponds to the following:

- Exchange between valet attendant and driver (1.0 minutes)
- Valet attendant drives vehicle from valet drop-off area to on-site parking garage (1.5 minutes)
- Valet attendant returns to valet station (0.8 minutes)
- Total service rate: 3.3 minutes

The service time for valet pick-off operation corresponds to the following:

- Valet attendant proceeds to the garage to retrieve the vehicle (0.8 minutes)
- Valet attendant drives vehicle from on-site parking garage to the valet pick-up area (0.5 minutes)
- Exchange between valet attendant and driver (1.0 minutes)
- Total service rate: 2.3 minutes

The calculated average service time for vehicles valeted from the valet drop-off/pick-up area is 3.3 minutes for valet drop-off and 2.3 minutes for valet pick-up. Detailed travel time calculations are included in Attachment C.

If the coefficient of utilization (average service rate/valet attendant service capacity) is greater than one (> 1), the calculation methodology does not yield a finite queue length. This result indicates overcapacity conditions for the valet area. The valet attendant service capacity is the number of total trips a valet attendant can make in a one-hour period multiplied by the number of valet attendants.

The analysis determined the required queue storage, *M*, which is exceeded *P* percent of the time. This analysis seeks to ensure that the queue length does not exceed the storage provided at a level of confidence of 95 percent (95%). Three (3) spaces are provided for valet operations.

Valet Analysis

An iterative approach was used to determine the number of valet attendants required to accommodate the proposed development demand during the analysis hour and ensure that the 95th percentile valet queue does not extend beyond the designated valet service area. Detailed valet analysis worksheets are provided in Attachment C.

Results of the A.M. peak period valet operations analysis demonstrate that two (2) valet attendants would be required at the valet drop-off/pick-up area during the A.M. peak hour so that the vehicle drop-off/pick-up storage would not be exceeded. Similarly, results of the P.M. peak period demonstrate that five (5) valet attendants would be required at the valet drop-off/pick-up area so that the vehicle drop-off/pick-up storage would not be exceeded.

VALET CONCLUSION

Based on the valet operations analysis performed, it was determined that the 95th percentile queues will not extend beyond the valet service area and onto Catalonia Avenue. Based upon the conservative assumptions applied, it was estimated that two (2) valet attendants would be required at the valet drop-off/pick-up area during the A.M. peak hour and five (5) valet attendants would be required at the valet drop-off/pick-up area during the P.M. peak hour. It should be noted that projected vehicular volumes and estimated valet processing times were conservatively assumed in the analysis. If it is determined that valet processing times can be performed more efficiently and/or actual traffic volumes are lower than projected, a reduced number of valet attendants may be adequate to serve the site.

Attachment A

Valet Routing and Project Location Map

Kimley»Horn

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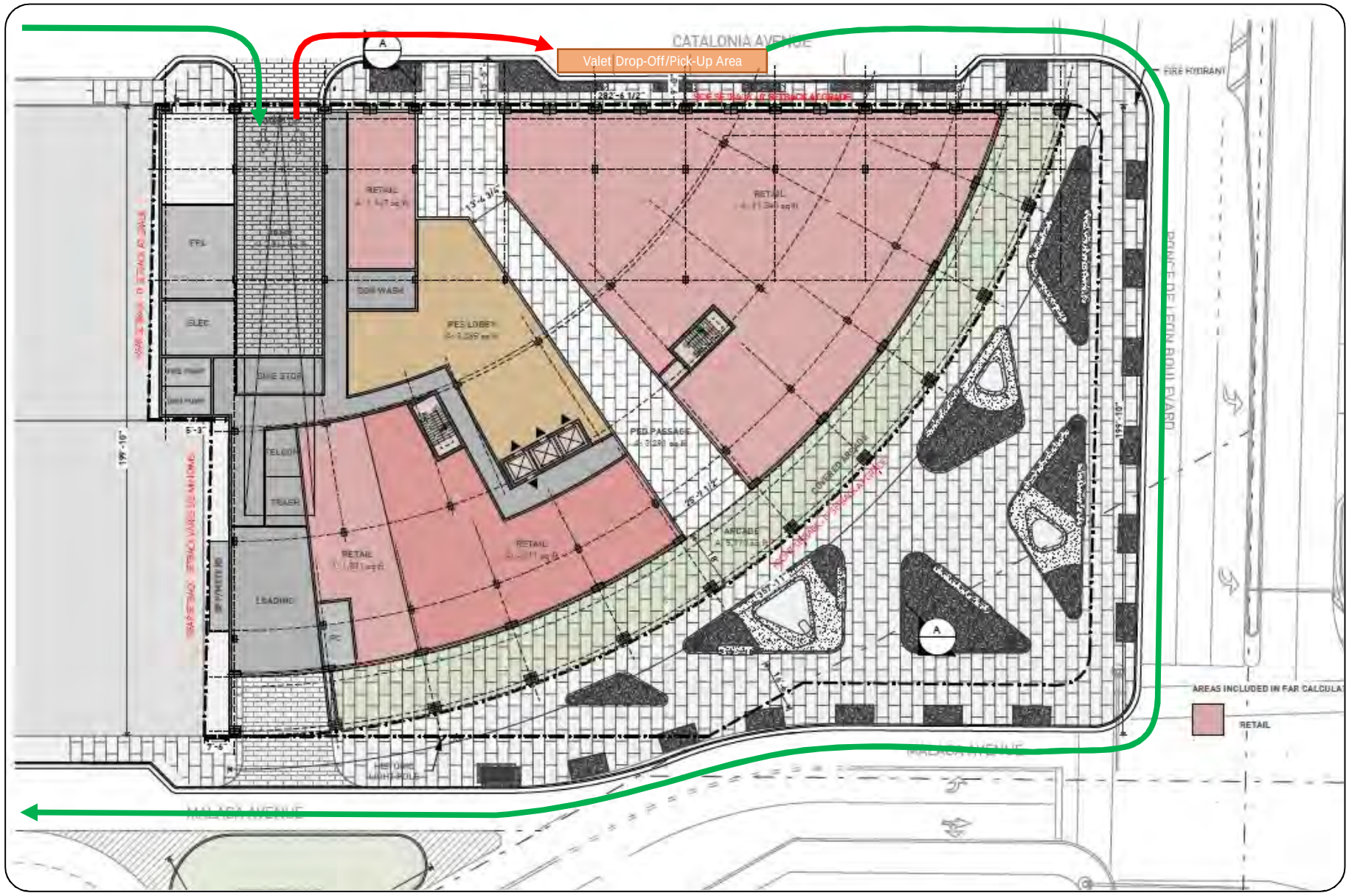
Figure 1
Project Location Map
Ponce Park Tower
Coral Gables, Florida



Kimley»Horn

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Figure 2
Valet Routing
Ponce Tower Park
Coral Gables, Florida

Attachment B

Trip Generation

AM PEAK HOUR TRIP GENERATION COMPARISON

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																			
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Shopping Center	10	820	18.107	ksf	62%	38%	11	6	17	8.3%	1	10	6	16	0.0%	0	10	6	16	0.0%	0	10	6	16
	2	Multifamily Housing (High-Rise)	10	222	171	du	24%	76%	15	46	61	8.3%	5	14	42	56	0.0%	0	14	42	56	0.0%	0	14	42	56
	3																									
	4																									
	5																									
	6																									
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	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation			**Total:**		26	52	78	8.3%	6	24	48	72	0.0%	0	24	48	72	0.0%	0	24	48	72
		820		Y=0.94(X)																						
		222		Y=0.28*(X)+12.86																						

	Valet Trips		
	IN	OUT	TOTAL
Retail	5	3	8
Residential Guests	2	4	6
TOTAL	**7**	**7**	**14**

PM PEAK HOUR TRIP GENERATION COMPARISON

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
							Percent																			
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Shopping Center	10	820	18.107	ksf	48%	52%	73	80	153	8.3%	13	67	73	140	17.1%	24	60	56	116	34.0%	39	40	37	77
	2	Multifamily Housing (High-Rise)	10	222	171	du	61%	39%	41	26	67	8.3%	5	38	24	62	38.7%	24	21	17	38	0.0%	0	21	17	38
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation				**Total:**	114	106	220	8.3%	18	105	97	202	23.8%	48	81	73	154	25.3%	39	61	54	115
		820		LN(Y) = 0.74*LN(X)+2.89																						
		222		Y=0.34*(X)+8.56																						

	Valet Trips		
	IN	OUT	TOTAL
Retail	30	28	58
Residential Guests	2	2	4
TOTAL	**32**	**30**	**62**

Attachment C

Valet Analysis

Valet Processing Time

Ponce Tower Park On-Site Parking Calculated Average Travel Time	
VALET DROP-OFF	
VEHICLE TRAVEL TIME	VALET ATTENDANT TRAVEL TIME
Travel Times (Assume) 15 mph speed)	Travel Times (Assume) 5 ft/s speed)
To Valet Garage (In vehicle)	Return from Valet Garage (Walk/Run) to Valet Area
Distance Travel Time	Distance Travel Time
0.38 miles 1.5 minutes	0.05 miles 0.8 minutes
Controlled Delay 1.0 Minutes	
Total Time 3.3 Minutes	

Ponce Tower Park On-Site Parking Calculated Average Travel Time	
VALET PICK-UP	
VALET ATTENDANT TRAVEL TIME	VEHICLE TRAVEL TIME
Travel Times (Assume) 5 ft/s speed)	Travel Times (Assume) 15 mph speed)
To Valet Garage (Walk/Run)	Return from Valet Garage (In Vehicle) to Valet Area
Distance Travel Time	Distance Travel Time
0.05 miles 0.8 minutes	0.13 miles 0.5 minutes
Controlled Delay 1.0 Minutes	
Total Time 2.3 Minutes	

Valet Analysis

A.M. Valet Drop-Off Analysis

Arrival Rate

IN	OUT	
7	7	veh/hr

Service Rate

IN	OUT	
3.30	2.30	mins/veh

Service Time = 2.80 mins/veh

Number of Valet Attendants (N) =	2	
Level of Confidence =	0.95	
Storage Provided On-Site =	3	vehicles
Total Entering and Exiting Vehicles(q) =	14	veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) =	21.43	veh/hr/pos
Average Service Rate (t) =	2.80	mins/veh
rho (t/Q) =	0.327	

Expected (avg.) number of vehicles in the system	E(m)=	0.08	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.73	
Mean time in the queue	E(w)=	0.33	mins
Mean time in system	E(t)=	3.13	mins

Proportion of customers who wait (P) (E(w) > 0)=	16.09%	
Probability of a queue exceeding a length (M) P(x > M)=	5.00%	

Queue length which is exceeded 5.00% of the times is equal to 0.0 vehicles

P.M. Valet Drop-Off Analysis

Arrival Rate

IN	OUT	
32	30	veh/hr

Service Rate

IN	OUT	
3.30	2.30	mins/veh

Service Time = 2.82 mins/veh

Number of Valet Attendants (N) =	5	
Level of Confidence =	0.95	
Storage Provided On-Site =	3	vehicles
Total Entering and Exiting Vehicles(q) =	62	veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) =	21.31	veh/hr/pos
Average Service Rate (t) =	2.82	mins/veh
rho (t/Q) =	0.582	

Expected (avg.) number of vehicles in the system	E(m)=	0.30	
Expected (avg.) number of vehicles waiting in queue	E(n)=	3.21	
Mean time in the queue	E(w)=	0.29	mins
Mean time in system	E(t)=	3.11	mins

Proportion of customers who wait (P) (E(w) > 0)=	21.45%	
Probability of a queue exceeding a length (M) P(x > M)=	5.00%	

Queue length which is exceeded 5.00% of the times is equal to 1.7 vehicles

Appendix M

Maneuverability Analysis

MEMORANDUM

To: Jessica A. Keller, ENV SP
Assistant Director, City of Coral Gables Department of Public Works

From: Omar Kanaan, P.E.

Cc: Doug Cobb, Ph.D., P.E., PTOE, RSP1
Senior Traffic Engineer, City of Coral Gables Department of Public Works

Date: November 10, 2020

Subject: Ponce Tower Park
Maneuverability Analysis

Kimley-Horn and Associates, Inc. has prepared a maneuverability analysis for the proposed Ponce Tower Park redevelopment generally located on the west side of Ponce De Leon Boulevard between Catalonia Avenue and Malaga Avenue in the City of Coral Gables, Florida. The analysis was prepared for the parking garage and ground level access to the loading area. The analysis was performed using Transoft's *AutoTurn 10* software design vehicle turning templates and vehicle turning templates consistent with American Association of State Highway and Transportation Officials' (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 2004/2011/2018. The analysis was prepared using passenger car (P) design vehicles for the parking garage. Single-unit 30-foot (SU-30) design vehicles were used for deliveries and loading activities in the loading area. The following summarizes the results of this analysis.

Parking Garage Access and Valet Drop-off/Pick-up Areas

Access to the parking garage is provided via a full-access driveway on the south side of Catalonia Avenue west of Ponce De Leon Boulevard. A P-design vehicle will be able to maneuver into and through the parking garage without conflicting with oncoming traffic or structural elements, refer to Attachment A.

Loading Area

Access to the loading and delivery area is provided by a right-in/right-out driveway located along the north side of Malaga Avenue west of Ponce De Leon Boulevard. A single-unit, 30-foot (SU-30) design vehicle will to able to maneuver into and out of the on-site loading area, refer to Attachment A.

Conclusion

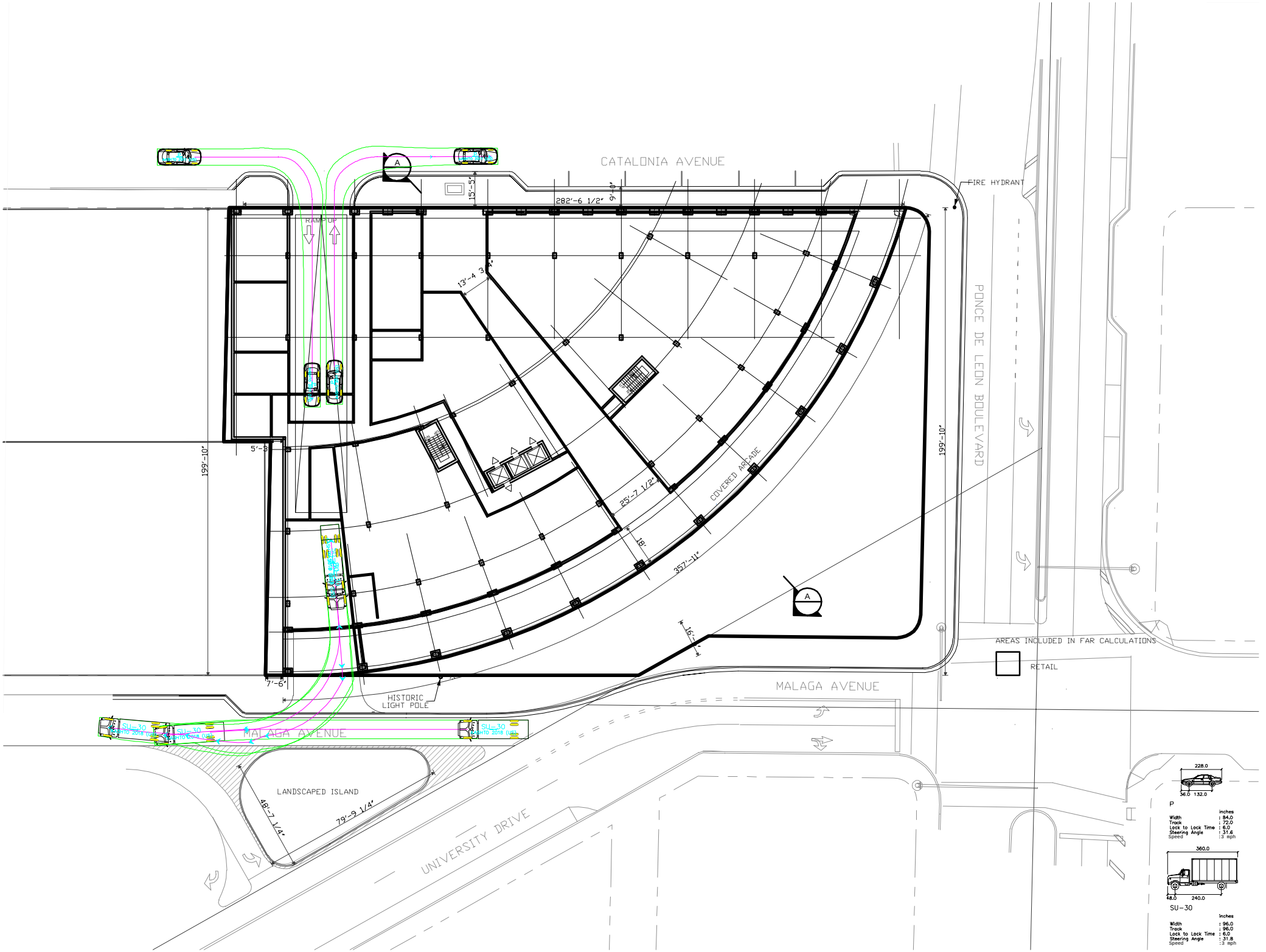
In conclusion, passenger vehicles will be able to ingress, egress, and travel through the parking garage without conflicting with oncoming traffic or structural elements. Similarly, loading vehicles will be able to maneuver into and out of the on-site loading area without conflicting with structural elements. However, note that a back-in maneuver is required for loading vehicles to access the loading area from Malaga Avenue.

kimley-horn.com | 8201 Peters Road, Suite 2200, Plantation, FL 33324 | 954 535 5100

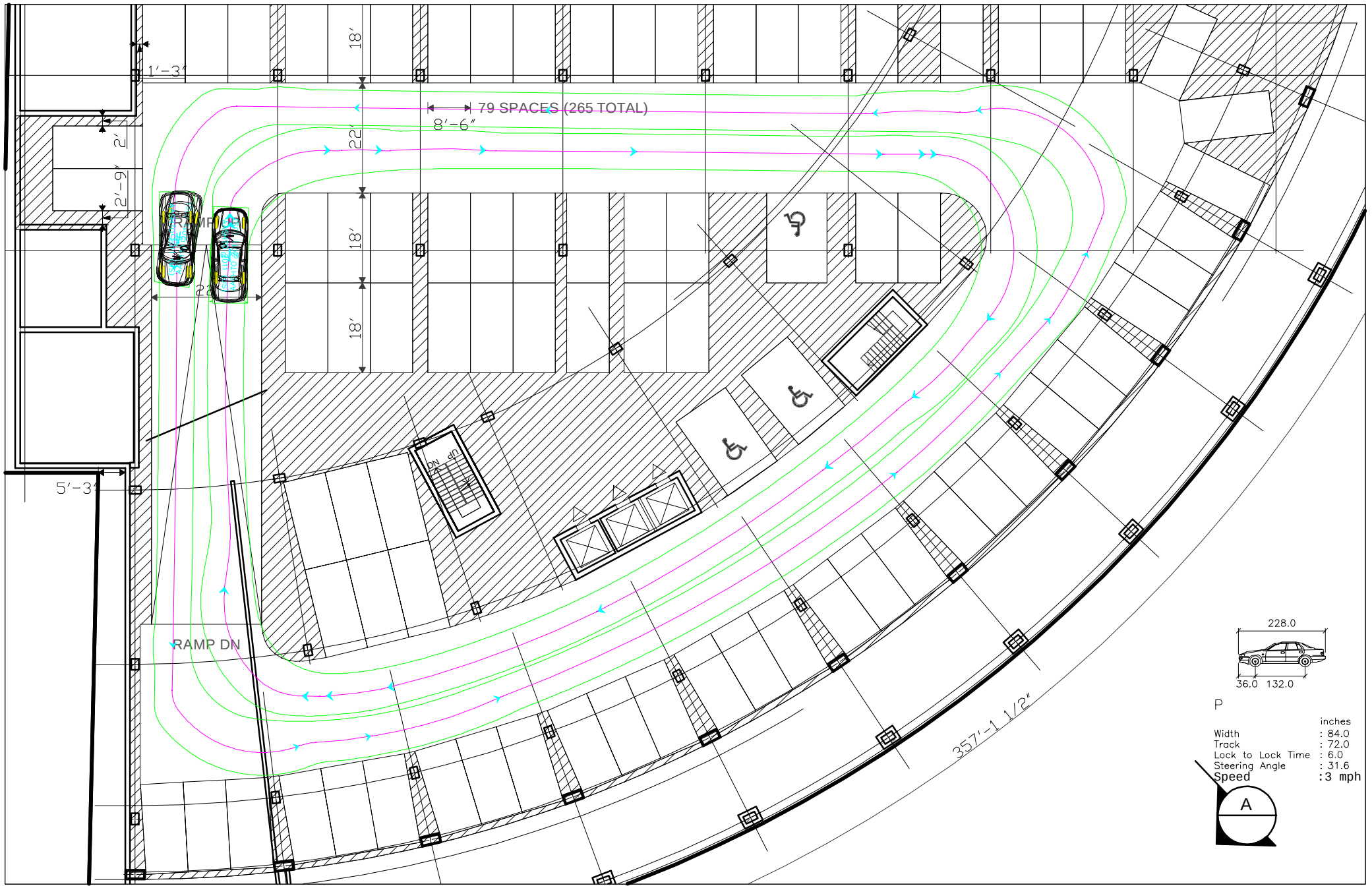
Attachment A

Maneuverability Plots

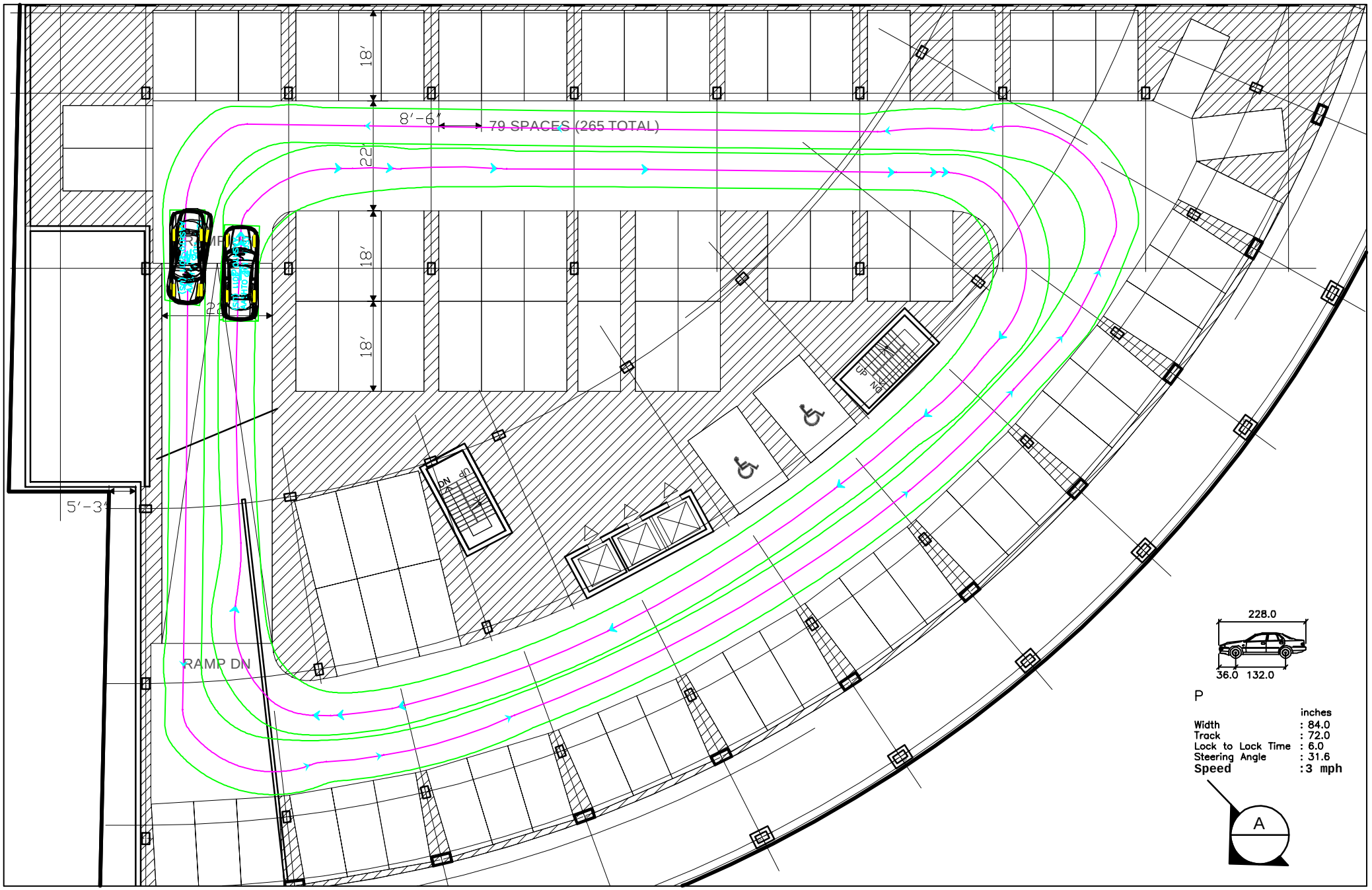
Ground Level



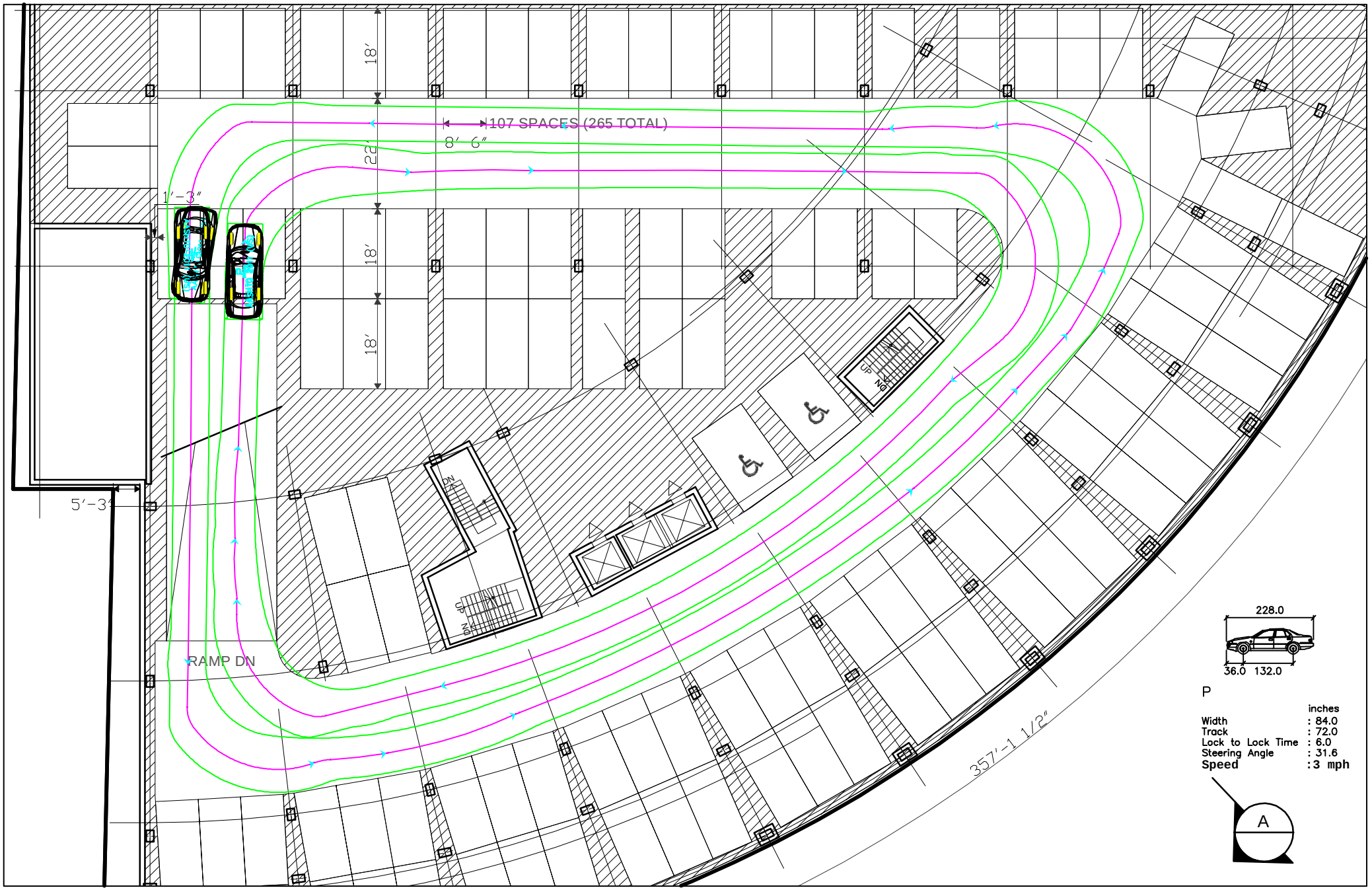
Level 2


1'-3"
18'
79 SPACES (265 TOTAL)
8'-6"
22'
2'
2'-9"
18'
18'
RAMP UP
5'-3"
RAMP DN
357'-1 1/2"
228.0
36.0
132.0
P
inches
Width : 84.0
Track : 72.0
Lock to Lock Time : 6.0
Steering Angle : 31.6
Speed : 3 mph
A

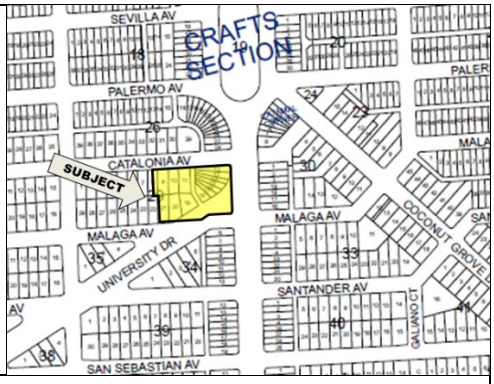
Level 3


18'
8'-6"
79 SPACES (265 TOTAL)
22'
18'
18'
24'
5'-3"
RAMP DN
DN
UP
228.0
36.0
132.0
P
inches
Width : 84.0
Track : 72.0
Lock to Lock Time : 6.0
Steering Angle : 31.6
Speed :3 mph
A

Level 4


18′
22′
18′
18′
107 SPACES (265 TOTAL)
8′-6″
1′-3″
5′-3″
RAMP DN
357′-1 1/2″
228.0
36.0
132.0
P
inches
Width : 84.0
Track : 72.0
Lock to Lock Time : 6.0
Steering Angle : 31.6
Speed : 3 mph
A

City of Coral Gables
Notice of Public Hearing



Applicant:	**RC Acquisitions, LLC and P&J Enterprise Holdings, LLC**
Application:	**1. Abandonment and Vacation of a Street** **2. Abandonment and Vacation of an Alley** **3. Comprehensive Plan Map Amendment** **4. Development Agreement** **5. Receipt of Transfer of Development Rights (TDRs)** **6. Conditional Use Review for Mixed-Use Site Plan** **7. Tentative Plat**
Property:	**3000 Ponce de Leon Blvd, 216 & 224 Catalonia, 203 University Dr, and 225 Malaga**
Public Hearing - Date/Time/ Location:	**Planning & Zoning Board** August 11, 2021, 6:00 p.m. City Commission Chambers, City Hall, 405 Biltmore Way, Coral Gables, Florida, 33134 Online: https://zoom.us/j/94373448009 Phone: (305) 461-6769; Meeting ID: 94373448009 **email: planning@coralgables.com**

PUBLIC NOTICE is hereby given that the City of Coral Gables, Florida, Planning and Zoning Board (PZB) will conduct a Public Hearing on **Wednesday, August 11, 2021, 6:00 p.m**.

This application has been submitted by RC Acquisitions, LLC and P&J Enterprise Holdings, Inc., requesting for the review of a proposed mixed-use building - including the vacations of a public street and an alley and other related zoning requests - to be located fronting Ponce de Leon Boulevard, Catalonia, University Drive, and Malaga. The Project, referred to as "Ponce Park Residences," includes 161 residential units, ground floor commercial uses of approximately 18,107 square feet, and 265 parking spaces. The proposed building height is 16-stories at 179 feet.

The requests require three public hearings, including review and recommendation by the Planning and Zoning Board, and 1st and 2nd Reading before the City Commission.

1. **Street Vacation.** An Ordinance of the City Commission of Coral Gables, Florida, approving the vacation of a public street pursuant to Zoning Code Article 14, "Process," Section 14-211, "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 that portion of University Drive north of the Malaga Avenue right-of-way and east of the Ponce de Leon Boulevard right-of-way which

is approximately 13,145 square feet in area abutting Block 29, Crafts Section (3000 Ponce de Leon Blvd, 216 & 224 Catalonia, 203 University Dr, and 225 Malaga), Coral Gables, Florida; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE)

2. **Alley Vacation.** An Ordinance of the City Commission of Coral Gables, Florida, approving the vacation of a public alleyway pursuant to Zoning Code Article 14, "Process," Section 14-211, "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 approximately one hundred and fifty-five (155) feet in length lying between Lots 12 thru 18 and Lots 11 and 19 in Block 29, Crafts Section (3000 Ponce de Leon Blvd, 216 & 224 Catalonia, 203 University Dr, and 225 Malaga), Coral Gables, Florida; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE)

3. **Change of Land Use.** An Ordinance of the City Commission of Coral Gables, Florida amending the Future Land Use Map of the City of Coral Gables Comprehensive Plan pursuant to Zoning Code Article 14, "Process," Section 14-213, "Comprehensive Plan Text and Map Amendments," and Small Scale amendment procedures (ss. 163.3187, Florida Statutes), from "Commercial Low-Rise Intensity" to "Commercial High-Rise Intensity" for Lots 8 through 21, less the West ½ of lot 8, Block 29, Crafts Section, together with that portion of the 20-foot platted alley lying east of Lots 11 and 19, of said Block 29, together with that portion of University Drive that runs north of the Malaga Avenue right-of-way and west of the Ponce de Leon Boulevard right-of-way (3000 Ponce de Leon Blvd, 216 & 224 Catalonia, 203 University Dr, and 225 Malaga), Coral Gables, Florida; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE) (LPA review)

4. **Development Agreement.** An Ordinance of the City Commission of Coral Gables, Florida approving a Development Agreement pursuant to Zoning Code Article 14, "Process," Section 14-217, "Development Agreements," for a proposed mixed-use development referred to as "Ponce Park Residences" related to the construction of a project consisting of a mix of uses including commercial and residential, on the property legally described as Lots 8 through 21, less the West ½ of lot 8, Block 29, Crafts Section, together with that portion of the 20-foot platted alley lying east of Lots 11 and 19, of said Block 29, together with that portion of University Drive that runs north of the Malaga Avenue right-of-way and west of the Ponce de Leon Boulevard right-of-way; (3000 Ponce de Leon Blvd, 216 & 224 Catalonia, 203 University Dr, and 225 Malaga), Coral Gables, Florida; providing for a repealer provision, severability clause and providing for an effective date. (LEGAL DESCRIPTION ON FILE)

5. **Transfer of Development Rights.** A Resolution of the City Commission of Coral Gables, Florida approving receipt of Transfer of Development Rights (TDRs) pursuant to Zoning Code Article 14, "Process," Section 14-204.6, "Review and approval of use of TDRs on receiver sites," for the receipt and use of TDRs for a Mixed-Use project referred to as "Ponce Park Residences" on the property legally described as Lots 8 through 21, less the West ½ of lot 8, Block 29, Crafts Section, together with that portion of the 20-foot platted alley lying east of Lots 11 and 19, of said Block 29, together with that portion of University Drive that runs

north of the Malaga Avenue right-of-way and west of the Ponce de Leon Boulevard right-of-way; (3000 Ponce de Leon Blvd, 216 & 224 Catalonia, 203 University Dr, and 225 Malaga), Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE)

6. **Conditional Use for Mixed-Use.** A Resolution of the City Commission of Coral Gables, Florida approving Mixed-Use Site Plan and Conditional Use review pursuant to Zoning Code Article 14, "Process" Section 14-203, "Conditional Uses," for a proposed Mixed-Use project referred to as "Ponce Park Residences" on the property legally described as Lots 8 through 21, less the West ½ of lot 8, Block 29, Crafts Section, together with that portion of the 20-foot platted alley lying east of Lots 11 and 19, of said Block 29, together with that portion of University Drive that runs north of the Malaga Avenue right-of-way and west of the Ponce de Leon Boulevard right-of-way; (3000 Ponce de Leon Blvd, 216 & 224 Catalonia, 203 University Dr, and 225 Malaga), Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE)

7. **Tentative Plat.** A Resolution of the City Commission of Coral Gables, Florida approving the Tentative Plat entitled "Ponce Park Residences" pursuant to Zoning Code Article 14, "Process," Section 14-210, "Platting/Subdivision," being a re-plat of 56,095 square feet (1.287 acres) into two (2) tracts of land on the property legally described as Lots 8 through 21, less the West ½ of lot 8, Block 29, Crafts Section, together with that portion of the 20-foot platted alley lying east of Lots 11 and 19, of said Block 29, together with that portion of University Drive that runs north of the Malaga Avenue right-of-way and west of the Ponce de Leon Boulevard right-of-way; (3000 Ponce de Leon Blvd, 216 & 224 Catalonia, 203 University Dr, and 225 Malaga), Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE)

Pursuant to Resolution No. 2021-118, the City of Coral Gables has returned to traditional in-person meetings. Accordingly, any individual wishing to provide sworn testimony shall be present physically in the City Commission Chambers. However, the City Commission has established the ability for the public to provide comments (non-sworn and without evidentiary value) virtually and may appear via the Zoom platform online at www.zoom.us/j/94373448009. A dedicated phone line will also be available by dialing: (305) 461-6769, Meeting ID: 943 7344 8009.

The public may also comment on an item on the agenda by sending an email to planning@coralgables.com prior to the meeting.

The meeting will also be broadcasted live for members of the public to view on the City's website (www.coralgables.com/cgtv) as well as Channel 77 on Comcast.

Sincerely,

City of Coral Gables, Florida

City of Coral Gables, Florida
Notice of Public Hearing
HYBRID MEETING on Zoom platform

City Public Hearing Dates/Times	**Local Planning Agency / Planning and Zoning Board** **Wednesday, August 11, 2021, 6:00 p.m.**
Location	**City Commission Chamber, City Hall** **405 Biltmore Way, Coral Gables, FL 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 Hearing on the following:

1. *An Ordinance of the City Commission of Coral Gables, Florida, approving the vacation of a public street pursuant to Zoning Code Article 14, "Process," Section 14-211, "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 that portion of University Drive north of the Malaga Avenue right-of-way and east of the Ponce de Leon Boulevard right-of-way which is approximately 13,145 square feet in area abutting Block 29, Crafts Section (3000 Ponce de Leon Blvd, 216 & 224 Catalonia, 203 University Dr, and 225 Malaga), Coral Gables, Florida; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE) (Vacation of public street)*

2. *An Ordinance of the City Commission of Coral Gables, Florida, approving the vacation of a public alleyway pursuant to Zoning Code Article 14, "Process," Section 14-211, "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 approximately one hundred and fifty-five (155) feet in length lying between Lots 12 thru 18 and Lots 11 and 19 in Block 29, Crafts Section (3000 Ponce de Leon Blvd, 216 & 224 Catalonia, 203 University Dr, and 225 Malaga), Coral Gables, Florida; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE) (Vacation of public alleyway)*

3. *An Ordinance of the City Commission of Coral Gables, Florida amending the Future Land Use Map of the City of Coral Gables Comprehensive Plan pursuant to Zoning Code Article 14, "Process," Section 14-213, "Comprehensive Plan Text and Map Amendments," and Small Scale amendment procedures (ss. 163.3187, Florida Statutes), from "Commercial Low-Rise Intensity" to "Commercial High-Rise Intensity" for Lots 8 through 21, less the West ½ of lot 8, Block 29, Crafts Section, together with that portion of the 20-foot platted alley lying east of Lots 11 and 19, of said Block 29, together with that portion of University Drive that runs north of the Malaga Avenue right-of-way and west of the Ponce de Leon Boulevard right-of-way (3000 Ponce de Leon Blvd, 216 & 224 Catalonia, 203 University Dr, and 225 Malaga), Coral Gables, Florida; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE) (LPA review/Future Land Use Map Amendment)*

4. *An Ordinance of the City Commission of Coral Gables, Florida approving a Development Agreement pursuant to Zoning Code Article 14, "Process," Section 14-217, "Development Agreements," for a proposed mixed-use development referred to as "Ponce Park Residences" related to the construction of a project consisting of a mix of uses including commercial and residential, on the property legally described as Lots 8 through 21, less the West ½ of lot 8, Block 29, Crafts Section, together with that portion of the 20-foot platted alley lying east of Lots 11 and 19, of said Block 29, together with that portion of University Drive that runs north of the Malaga Avenue right-of-way and west of the Ponce de Leon Boulevard right-of-way; (3000 Ponce de Leon Blvd, 216 & 224 Catalonia, 203 University Dr, and 225 Malaga), Coral Gables, Florida; providing for a repealer provision, severability clause and providing for an effective date. (LEGAL DESCRIPTION ON FILE) (Development Agreement)*

5. *A Resolution of the City Commission of Coral Gables, Florida approving receipt of Transfer of Development Rights (TDRs) pursuant to Zoning Code Article 14, "Process," Section 14-204.6, "Review and approval of use of TDRs on receiver sites," for the receipt and use of TDRs for a Mixed-Use project referred to as "Ponce Park Residences" on the property legally described as Lots 8 through 21, less the West ½ of lot 8, Block 29, Crafts Section, together with that portion of the 20-foot platted alley lying east of Lots 11 and 19, of said Block 29, together with that portion of University Drive that runs north of the Malaga Avenue right-of-way and west of the Ponce de Leon Boulevard right-of-way; (3000 Ponce de Leon Blvd, 216 & 224 Catalonia, 203 University Dr, and 225 Malaga), Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE) (TDRs)*

6. *A Resolution of the City Commission of Coral Gables, Florida approving Mixed-Use Site Plan and Conditional Use review pursuant to Zoning Code Article 14, "Process" Section 14-203, "Conditional Uses," for a proposed Mixed-Use project referred to as "Ponce Park Residences" on the property legally described as Lots 8 through 21, less the West ½ of lot 8, Block 29, Crafts Section, together with that portion of the 20-foot platted alley lying east of Lots 11 and 19, of said Block 29, together with that portion of University Drive that runs north of the Malaga Avenue right-of-way and west of the Ponce de Leon Boulevard right-of-way; (3000 Ponce de Leon Blvd, 216 & 224 Catalonia, 203 University Dr, and 225 Malaga), Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE). (Mixed Use Site Plan and Cond. Use Review)*

7. *A Resolution of the City Commission of Coral Gables, Florida approving the Tentative Plat entitled "Ponce Park Residences" pursuant to Zoning Code Article 14, "Process," Section 14-210, "Platting/Subdivision," being a re-plat of 56,095 square feet (1.287 acres) into two (2) tracts of land on the property legally described as Lots 8 through 21, less the West ½ of lot 8, Block 29, Crafts Section, together with that portion of the 20-foot platted alley lying east of Lots 11 and 19, of said Block 29, together with that portion of University Drive that runs north of the Malaga Avenue right-of-way and west of the Ponce de Leon Boulevard right-of-way; (3000 Ponce de Leon Blvd, 216 & 224 Catalonia, 203 University Dr, and 225 Malaga), Coral Gables, Florida; including required conditions; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE) (Tentative Plat)*

8. *An Ordinance of the City Commission of Coral Gables, Florida amending the Future Land Use Map of the City of Coral Gables Comprehensive Plan pursuant to Zoning Code Article 14, "Process", Section 14-213, "Comprehensive Plan Text and Map Amendments", and Small-Scale Comprehensive Plan Amendment procedures (ss. 163.3187, Florida Statutes), changing the land use designation for certain properties located at Lots 19A & 20 Block 56 of the Revised Plat of Coral Gables Riviera Section Part 4, Coral Gables Florida from Multi-Family Duplex Density to Hospital Use; and assigning a land use designation of same, Hospital Use for the abutting property legally described as that portion of the un-dug University Waterway in Block 56 of the Revised Plat of Coral Gables Riviera Section Part 4, Coral Gables, Florida; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE)*

9. *An Ordinance of the City Commission of Coral Gables, Florida making zoning district boundary changes pursuant to Zoning Code Article 14, "Process", Section 14-212, "Zoning Code Text and Map Amendments", for certain properties located at Lots 19A & 20 Block 56 of the Revised Plat of Coral Gables Riviera Section Part 4, Coral Gables Florida from Multi-Family 1 Duplex (MF1) District to Special Use (S) District; and assigning a Zoning Designation of same, Special Use (S) District for the abutting property legally described as that portion of the un-dug University Waterway in Block 56 of the Revised Plat of Coral Gables Riviera Section Part 4, Coral Gables, Florida; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE)*

10. *A Resolution of the City Commission of Coral Gables, Florida approving Conditional Use review pursuant to Zoning Code Article 14, "Process" Section 14-203, "Conditional Uses" for a proposed Parking as an Accessory Use to a Hospital on the property legally described as Lots 19A & 20 and that portion of the un-dug University Waterway in Block 56 of the Revised Plat of Coral Gables Riviera Section Part 4, Coral Gables, Florida (5151*

University Drive); including required conditions; providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE)

11. *A Resolution of the City Commission of Coral Gables, Florida approving the Tentative Plat entitled "Doctors Hospital Annex" pursuant to Zoning Code Article 14, Section 14-210, "Platting/Subdivision," being a re-plat of approximately 45,635 square feet on the property legally as Lots 19A & 20 and that portion of the un-dug University Waterway in Block 56 of the Revised Plat of Coral Gables Riviera Section Part 4, Coral Gables, Florida (5151 University Drive) providing for a repealer provision, severability clause, and providing for an effective date. (LEGAL DESCRIPTION ON FILE)*

The Planning and Zoning Board will be holding its regular board meeting on Wednesday, August 11, 2021, commencing at 6:00 p.m. Pursuant to Resolution No. 2021-118, the City of Coral Gables has returned to traditional in-person meetings. Accordingly, any individual wishing to provide sworn testimony shall be present physically in the City Commission Chambers. However, the City Commission has established the ability for the public to provide comments (non-sworn and without evidentiary value) virtually. Accordingly, only individuals who wishes to provide public comment in this format, may appear and provide those comments via Zoom.

Members of the public may join the meeting via Zoom at (https://zoom.us/j/94373448009). In addition, a dedicated phone line will be available so that any individual who does not wish (or is unable) to use Zoom may listen to and participate in the meeting by dialing: (305) 461-6769 Meeting ID: 943 7344 8009. The public may comment on an item on the agenda by sending an email to planning@coralgables.com prior to the meeting.

The meeting will also be broadcasted live for members of the public to view on the City's website (www.coralgables.com/cgtv) as well as Channel 77 on Comcast.

Sincerely,

City of Coral Gables, Florida

Ramon Trias
Assistant Director of Development Services
Planning & Zoning Division
City of Coral Gables, Florida

(PUBLISH DATE: July 30, 2021)

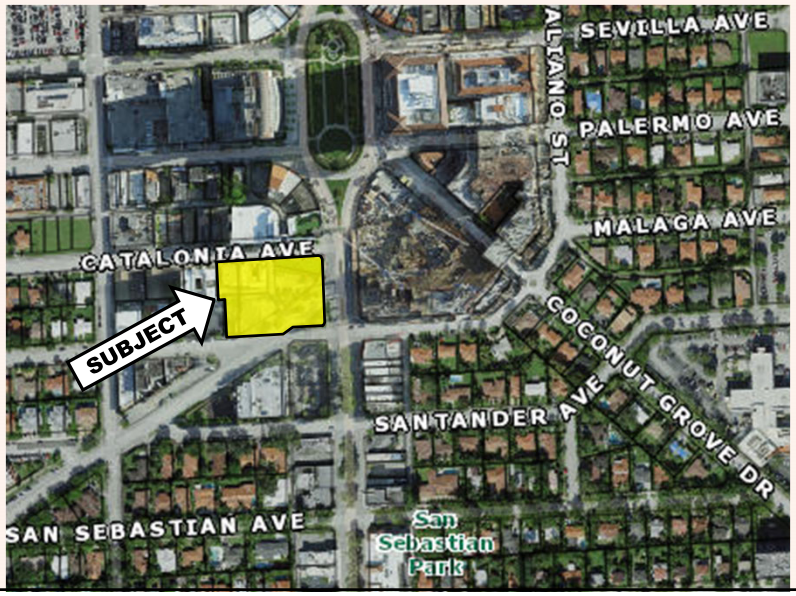
Ponce Park Residences

VACATION OF STREET;
VACATION OF ALLEY;
CHANGE OF LAND USE;
RECEIPT OF TDRS;
DEVELOPMENT AGREEMENT;
MIXED-USE SITE PLAN; AND
TENTATIVE PLAT

PLANNING & ZONING BOARD
AUGUST 11, 2021

1

LOCATION



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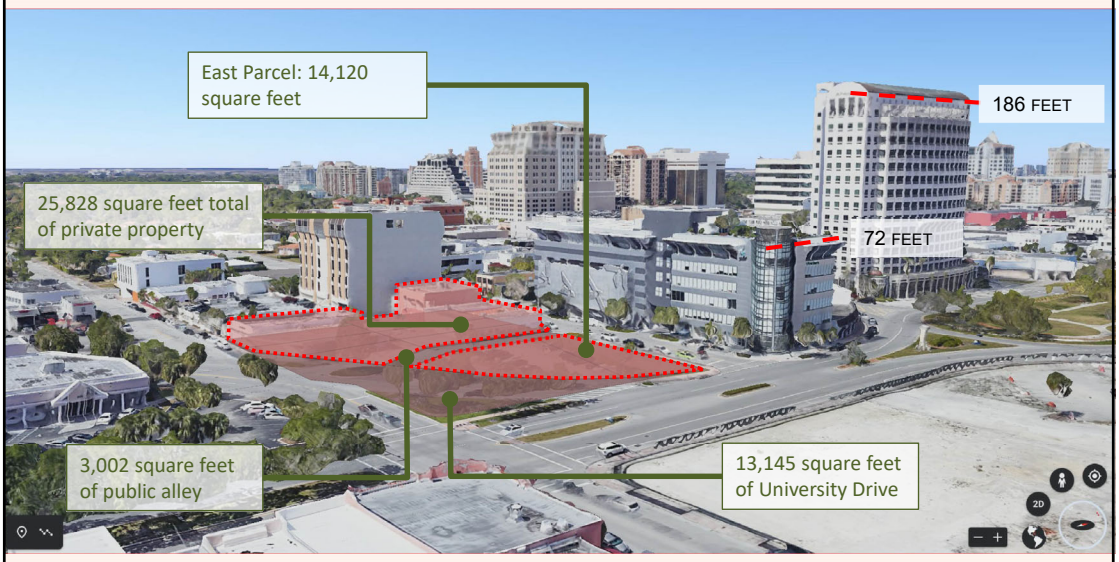
Existing Conditions



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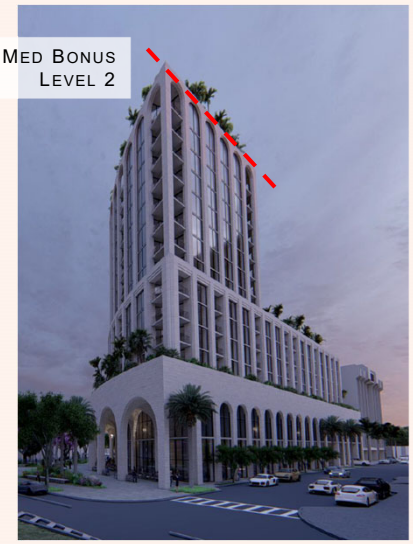
Current Request



- **56,095 sqft** (1.29 acres) Site Plan
  - Private: 39,948 sqft
  - Street: 13,145 sqft
  - Alley: 3,002 sqft
- **4.03 FAR** (226,332 sqft)
  - 168,285 sqft Commercial
  - 28,048 sqft Med Bonus II
  - 30,000 sqft TDRs
- **125 units / acre** (161 units total)
- **Commercial High-Rise** Land Use
- **179 feet** in height (16 stories)

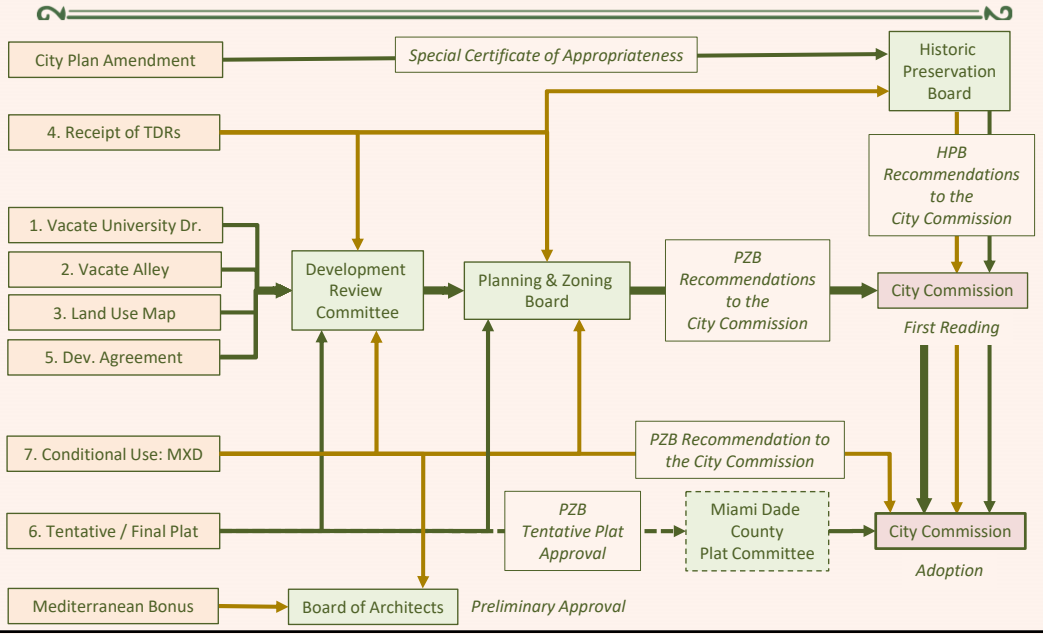
4

REQUEST #1:
VACATION OF UNIVERSITY DRIVE
REQUEST #2:
VACATION OF ALLEY
REQUEST #3:
LAND USE CHANGE
REQUEST #4:
RECEIPT OF TDRS
REQUEST #5:
DEVELOPMENT AGREEMENT
REQUEST #6:
MIXED-USE SITE PLAN (CONDITIONAL USE)
REQUEST #7:
TENTATIVE PLAN

5

5

PONCE RESIDENCES REVIEW PROCESS



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Staff Recommendations

	Type of Request	Staff Recommendation	Comments
1	***Vacation of University Dr***	***Denial***	
2	***Vacation of Alley***	*Approval*	
3	***Land Use Change***	***Denial***	Amend proposed 'Commercial High-Rise' Land Use change to 'Mixed-Use' Land Use
4	***Receipt of TDRs***	***Denial***	Reduce requested TDRs to exclude public street vacation and apply for private parcels only
5	***Development Agreement***	***Denial***	Renegotiate terms between parties
6	***Mixed-Use Site Plan (Conditional Use)***	***Denial***	Revise site plan to comply with maximum allowed height and square feet
7	***Tentative Plat***	*Deferral*	Revise proposed plat to remove public street vacation

7

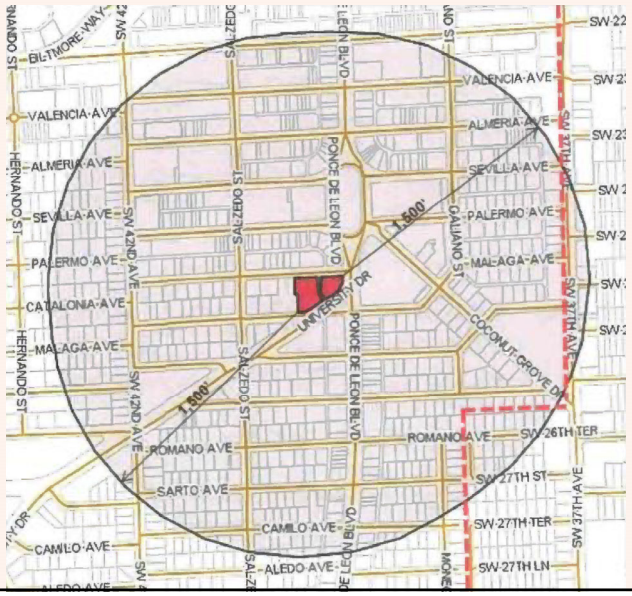
Review Timeline

1	Development Review Committee: 07.31.20
2	Board of Architects: 11.19.20
3	Neighborhood Meeting: 11.24.20
4	Staff Meeting: 01.08.21
5	Planning and Zoning Board: 02.10.21
6	Planning and Zoning Board: 08.11.21

8

8

Letters to Property Owners (1,5000 ft)



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9

Comprehensive Plan Consistency

Objective GOV-1.1. Provide ample and effective opportunities for ***public participation*** at all levels of City of Coral Gables governance and decision-making.

Policy GOV-1.1.1. Strengthen strategies and processes to promote effective opportunities for ***public participation*** at all levels of City governance and decision-making.

Policy GOV-1.1.2. Promote ***public outreach and participation*** including but not limited to the following: workshops; public meetings; public hearings; neighborhood meetings; electronic mailings; regular mailing; newspaper advertisements; property posting; City webpage posting; cable TV; city radio; E-News electronic newsletter; citizen boards and committees.

10

Public Notification

3 times	**Letters to Property Owners** Neighborhood Meeting, February PZB, August PZB
4 times	**Property Posting** DRC, BOA, February PZB, August PZB
4 times	**Website Posting** DRC, BOA, February PZB, August PZB
2 times	**Newspaper Advertisement** February PZB, August PZB

11

11

Currently Allowed

Commercial Low-Rise Intensity (50 ft)

12

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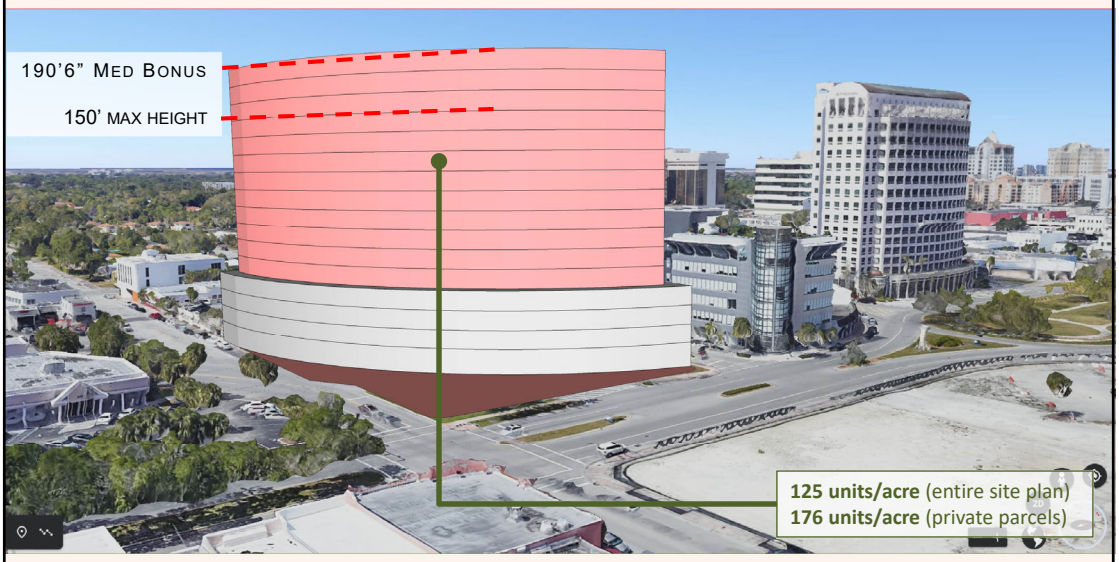
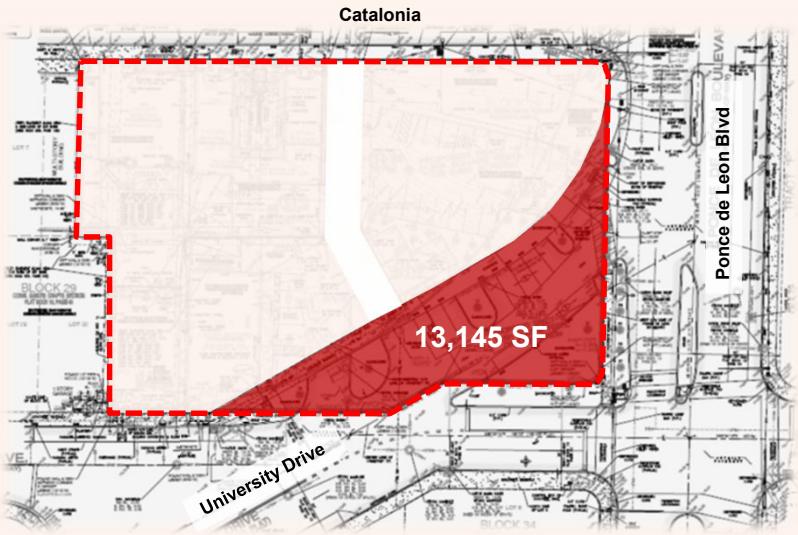
Applicant's Request



Allow mixed-use with 161 residential units and 8% ground floor commercial

13

1. Vacation of University Drive



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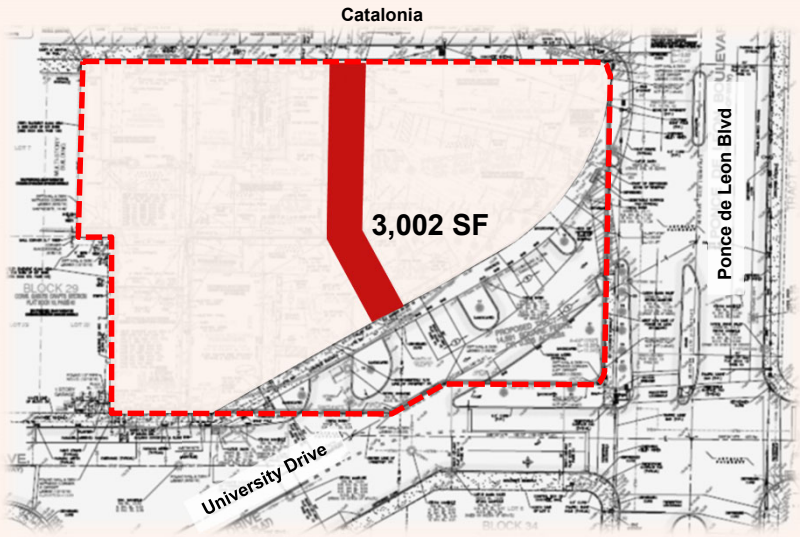
2. Vacation of Public Alley



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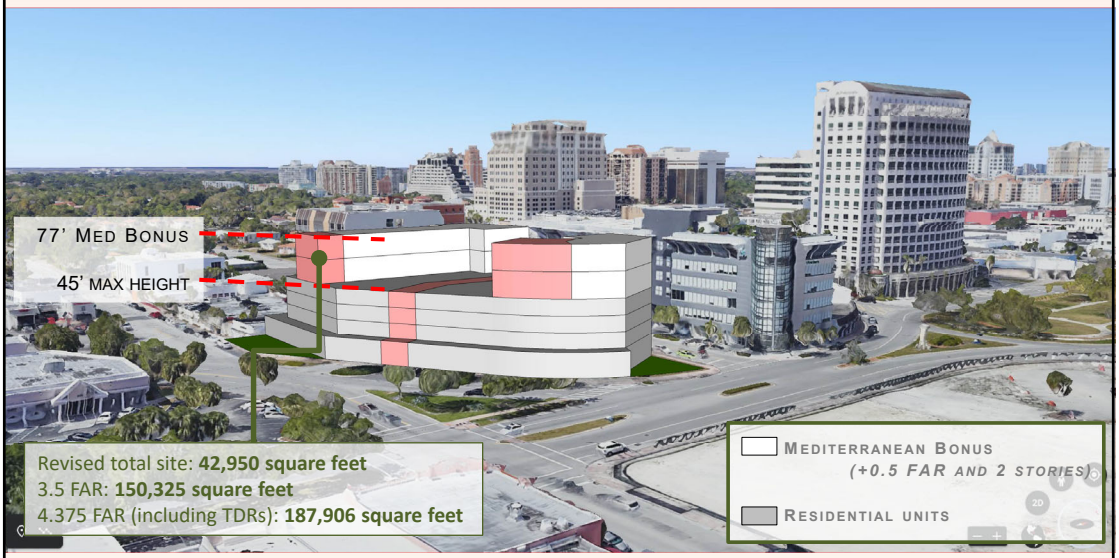
2. Vacation of Public Alley



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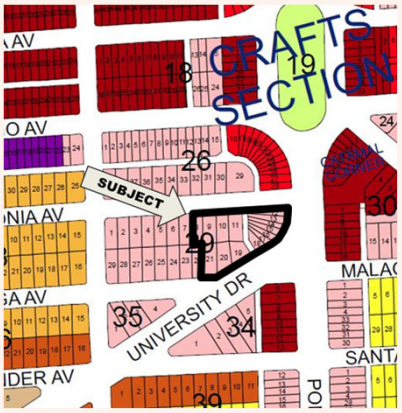
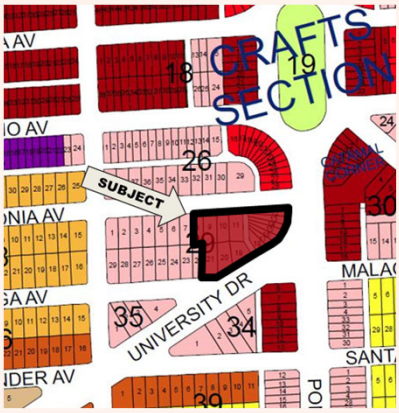
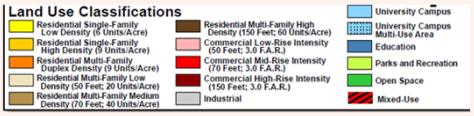
3. Change of Land Use to High Rise

Current



Proposed





17

4. Receipt of TDRs

An increase of up to 25% of permitted gross FAR and approved Mediterranean architectural style bonuses.

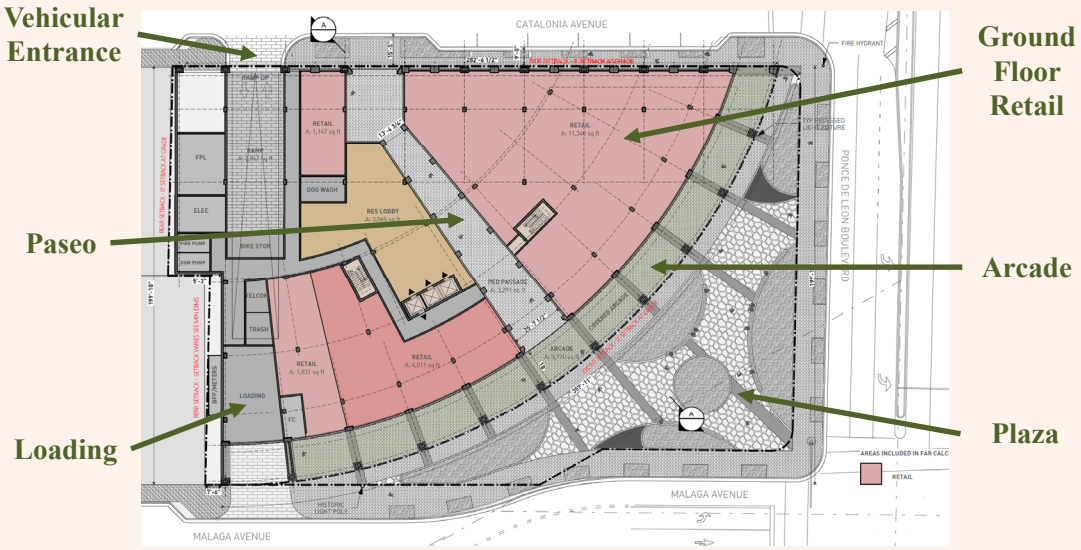
Request: **30,000 square feet** (per Dispute Resolution)

Review process for approval

- ❑ HPB review and approval
- ❑ PZB reviews the "Receiving site" plan
- ❑ City Commission reviews and adopts in Ordinance form for the transfer

18

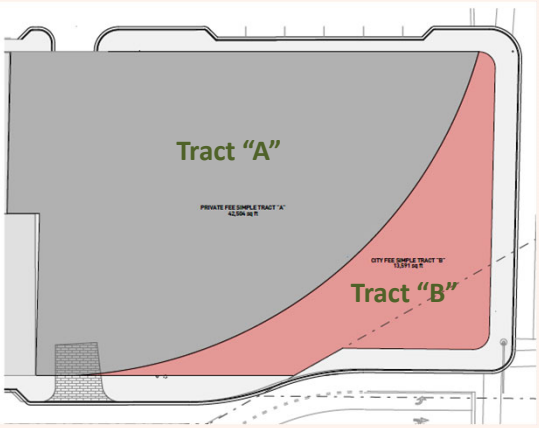
6. Mixed-Use Site Plan



19

7. Tentative Plat

Current



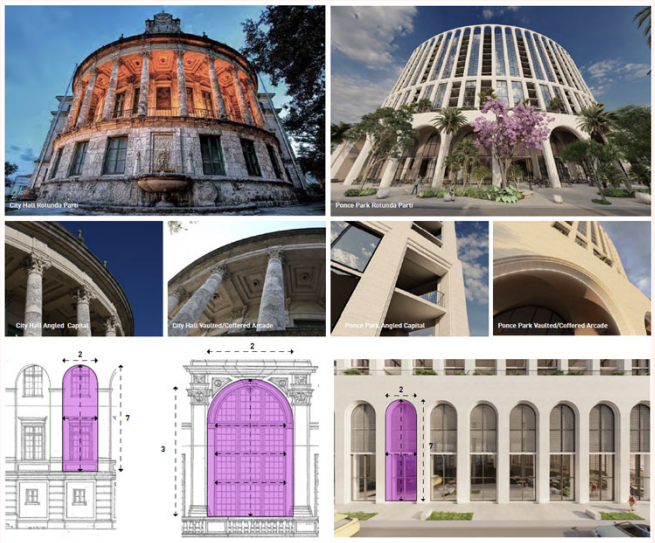
Proposed

20

20

Mediterranean Bonus - Level 2

	Type
X	Architectural relief elements
X	Bicycle storage
X	Vertical breaks, stepbacks or variations in bulk/massing
X	No blank walls
X	10% minimum ground-level landscape open area
X	Ground floor pedestrian amenities
X	Architectural elements on the top of buildings
X	Pedestrian passthrough
X	Minimum window casing depth of four (4) inches
X	Arcades, loggias or covered areas
X	Use of natural materials
X	Paver treatments
X	Pedestrian amenities
X	Pedestrian pass-throughs
X	Setbacks may be reduced to zero (0) foot setbacks



Mediterranean Bonus of additional 0.5 FAR (or 28,048 square feet) and 3 additional stories

21

Summary

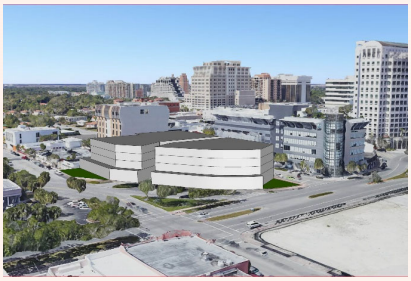
Current By-Right Development Potential:

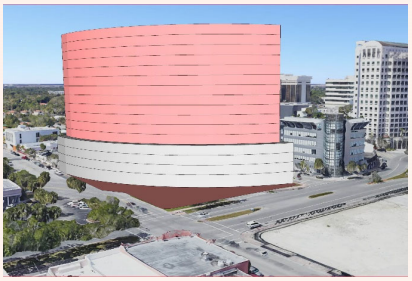
39,948 sqft parcel
(3.0 FAR) =
119,844 square feet total

Requested Maximum Development Potential:

56,095 sqft parcel
(4.375 FAR incl. TDRs) =
245,416 square feet total

City Plan
Vacation of University
Vacation of Alley
Land Use Change
Zoning Change
Receipt of TDRs
Development Agreement
Tentative Plat
Mixed-Use Site Plan
Mediterranean Bonus II





22

Comprehensive Plan Consistency

Staff's determination is that this application is **NOT CONSISTENT** with the Comprehensive Plan Goals, Objectives and Policies.

23

Staff Recommendations

	Type of Request	Staff Recommendation	Comments
1	***Vacation of University Dr***	***Denial***	
2	***Vacation of Alley***	*Approval*	
3	***Land Use Change***	***Denial***	Amend proposed 'Commercial High-Rise' Land Use change to 'Mixed-Use' Land Use
4	***Receipt of TDRs***	***Denial***	Reduce requested TDRs to exclude public street vacation and apply for private parcels only
5	***Development Agreement***	***Denial***	Renegotiate terms between parties
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24

Ponce Park Residences

VACATION OF STREET;
VACATION OF ALLEY;
CHANGE OF LAND USE;
RECEIPT OF TDRS;
DEVELOPMENT AGREEMENT;
MIXED-USE SITE PLAN; AND
TENTATIVE PLAT

PLANNING & ZONING BOARD
AUGUST 11, 2021

25

Attachment I

From: Jennifer Davis <jenniferdavis37@icloud.com>
Sent: Monday, February 1, 2021 10:44 AM
To: Planning
Subject: Please Reject Ponce Park Residences Proposal

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

Dear Planning & Zoning Board Members,

As a long-time resident of Coral Gables, living in the Craft just south of the Business District, I ask that you please reject the Ponce Park Residences Proposal.

The developer has requested 10 variance to our current building code, including the removal of the slip lane, a portion of our historic University Drive, which is unacceptable.

A seventeen story building is completely out of scale with the surrounding neighborhood and simply not needed with the Plaza's Reserve that just completed construction just two blocks north. The Plaza's Reserve offers 170 units of apartments that are more than enough to serve the Ponce Circle neighborhood.

I am very concerned with the density that is being proposed, as already we have notice a dramatic increase in traffic on our "No Outlet" block of San Sebastian Avenue. My children have had near collisions on their bicycles with vehicles speeding down our street at 2:30 in the afternoon, as construction workers were leaving work.

Our neighborhoods and Communities are totally vulnerable due to this unrelenting development. We need strong leadership to evaluate and hold firm to influential developers and enforce our City Code. Please protect the Craft community, and our children, and our future, so we can preserve our neighborhoods and quality of life. We are depending upon you and urge you to reject the Ponce Park Residences Proposal.

Thank you,

Jennifer Davis
133 San Sebastian Avenue
Craft Section Resident & Mother of Three Children

From: Karen Personal <kknoles500@comcast.net>
Sent: Monday, February 1, 2021 11:23 AM
To: Planning
Cc: Karens Home Email
Subject: Ponce Park Residences Application

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

Good morning,

This email serves to advise you as a home owner less than 500 feet from this proposed project, that I am extremely opposed to the Ponce Park Residences application for exceptions to building code. We already have one monstrosity of a 17 floor building towering over my backyard, we do NOT need another to ruin the charm we have left in this neighborhood southeast of the proposed project.

Ponce Park Residences will increase both pedestrian and car traffic, with no tapering to our residences. It will back up traffic due to the exceptions they want such as remove the slip lane and alley (which was backed up with a traffic report stating accidents from the slip lane which was full of inaccuracies hidden in the detail of the traffic reports).

The application is for 170+ rental apartments with little to no added green space along with office space and limited parking. 16 floors with a rooftop is not what we need. Traffic, congestion, and further pressure on our already limited and aging infrastructure do not help keep this city beautiful.

As residents of the Gables for over 25 years, we chose to live in a neighborhood that was peaceful and residential. If we wanted to live in Brickell with a bunch of high rises we wouldn't be paying the taxes to choose this city instead. The quality of life around us is already degrading and will continue to do so due to if exceptions to code are made for this project to make the Ponce Park Residences developers happy. Developers who make their millions, building, selling and leaving their high rises behind for the residents to deal with the aftermath. Well how about we get back to what made Coral Gables wonderful from the beginning and save our quality of life instead of destroying it?

Elected officials are expected to listen to the residents and support them. We are residents and along with many, many others, we need our elected officials to remember why they are there....to support the residents, and certainly NOT the developers who want to build outside of our agreed building code. Bal Harbor's residents refused such attempts on their city and its time Coral Gables and its government do the same.

Karen Kirk
117 Santander Avenue

From: Alfonso Guerra <aguerra540@gmail.com>
Sent: Monday, February 1, 2021 11:51 AM
To: Planning
Subject: Ponce Park Residences

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To: Planning Board Members

We strongly oppose the continued over development of our neighborhood area which is just a block away from the massive structure known as the Plaza on Ponce de Leon. To top that off, a new 17 story structure with 171 residential units is being considered for approval.

As you are all aware, this will create a huge increase in additional traffic for our already congested neighborhood.

We are totally opposed to this continued overdevelopment and totally agree with the letter written by Gena Bruce, published in the Miami Herald today.

I sincerely hope that you vote to not continue consideration of this project.

Sincerely,
Alfonso and Alma Guerra
108 Santander Avenue

From: dherrera72 <dherrera72@yahoo.com>
Sent: Monday, February 1, 2021 5:23 PM
To: Planning
Subject: ponce project

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

To our city commissioners,

I want to express my disapproval for the proposed changes to change the zoning to allow for yet a larger scale project.

I fail to see the benefit of more traffic, more density, more crime, more pollution at the expense of our quality of life. How does this in any way improve the city beautiful except for the financial gain of a few?

I have sat on many meetings that seem only to serve the purpose of following policy. I have yet to sit on a meeting where the concerns of the residents are being heard.

As a home owner in the crafts section and Coral Gables resident and tax payer, I oppose the zoning changes.

Dorys Herrera
46 San Sebastian Ave

Sent via the Samsung Galaxy Note8, an AT&T 5G Evolution capable smartphone

From: terry carmona <tecar3@yahoo.com>
Sent: Monday, February 1, 2021 1:10 PM
To: Planning
Subject: Project: Ponce Park Residence

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As a resident of Coral Gables, I completely oppose to having another massive building in our neighborhood. The proposed project, Ponce Park Residence, a building of 16 stories with 171 rental units would be detrimental to this area. Definitely, the height of this building doesn't go with others in the area and would become an eye sore to our neighborhood. Not only would this huge building with 16 stories, 171 rental units, stores, offices, etc. bring additional traffic and population to this small area, but the fact that the developer is requesting the city to donate a public street and an alley, which are now used and belong to the residents of Coral Gables, is something completely unacceptable to agree with.
The traffic on Ponce de Leon would be horrendous when the Ponce Plaza would be finished and functioning. We need that slip lane connecting from Ponce to University to LeJeune. I use it all the time to turn left on Ponce and connect to LeJeune and by doing that, avoid stopping the traffic behind me going north on Ponce to downtown Coral Gables. That slip lane alleviates the flow of traffic on both sides of Ponce for drivers connecting to LeJeune, and will be more needed when the Plaza is fully operating and we have the added traffic in the area.
We don't need the density of population, additional traffic, and a tower building to our neighborhood.

Respectfully,

Teresita Carmona
117 San Sebastian Ave.
Coral Gables, FL. 33134

Sent from my iPad

From: Oscar Sosa <sosa5@bellsouth.net>
Sent: Monday, February 1, 2021 9:42 AM
To: Planning
Subject: Public Hearing - Ponce Park Residences

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

Dear members of the Planning and Zoning Board of

I like to express my opposition to the changes requested by Ponce Park Residences. As a resident of the area, this massive new construction will create a lot more traffic and it infringe on our family living style.

Some of the changes I oppose to are:

- Changing height from 7 stories (current zoning) to **17 stories**
- Changing from commercial use to residential use (**171 rental units**)
- **Removal** of a portion of Historic University Drive
- Removal of grassy area with planned replacement by concrete and planters
- Removal of tapering rules (removes gradual height reduction to transition to residential area)
- Removal of the alley way

I ask you to please consider the impact the approval of this application will have on the residences of the area. We are currently dealing with massive construction from the PLAZA new development, we still have no idea how that is going to impact us and already have to worry about additional MASSIVE construction,

Sincerely,

Oscar J. Sosa
116 San Sebastian Ave