

SHOMA PARK TOWER

1500 VERENA AVENUE
CORAL GABLES, FLORIDA

BEHAR·FONT

PARTNERS, P.A.
ARCHITECTURE • PLANNING • INTERIORS

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PLANNING AND ZONING BOARD

OCTOBER 8th, 2014

TABLE OF CONTENTS

1. Statement of Use / Letter of Intent
2. Planning Department Application
3. Plat
4. Photographs
5. Survey of Property
6. Aerial Photographs
7. 3D Views
8. Architectural Drawings
9. Resolutions, covenants previously granted for the property
10. Historical Significance Letter
11. Concurrency Information
12. Lobbyist Registration
13. Tax ID
14. Traffic Study

August 20, 2014

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

Re: Shoma Park Tower - 1500 Venera Avenue / Statement of Use and Justification

Dear Mr. Trias:

On behalf of Sunset Place Luxury Holdings, LLC, (the "Applicant"), we respectfully submit this statement of use and justification in connection with the enclosed Planning Division Application (the "Application"). The Applicant proposes to construct a mixed use development named "Shoma Park Tower" (the "Project"), which will be located at 1500 Venera Avenue (the "Property"). The Property is approximately 29,802 square feet/0.6842 acre and is located in Section 14 of the City's Riviera subdivision. The Property currently contains a two-story residential structure with surface parking and very limited amenities.

The Applicant is requesting approval to construct a 65 unit mixed-use residential development on the Property with ground floor retail space. The Applicant proposes to:

1. Amend the City's Future Land Use Map from Residential Multi-Family Medium to Commercial Mid-Rise by submitting a small scale land use plan map amendment application;
2. Amend the City's Zoning Map and rezone the Property from Multi-Family 2 (MF2) to Commercial; and
3. Submit a mixed-use site plan / conditional use application.

Shoma Park Tower is designed in the classical Coral Gables Mediterranean style of architecture begun by George Merrick. The Project will provide various amenities, including a rooftop pool oasis and ground level uses to activate the public realm consisting of fitness and spa

Mr. Ramon Trias
Planning and Zoning Director
City of Coral Gables
August 20, 2014
Page 2

areas, offices, commercial/retail/restaurant space, large sidewalks and a palm tree grove overlooking one of Coral Gables' premier neighborhood parks, Riviera Park.

SITE CONTEXT

The Property lies in an area of the City at the edge of the bustling City of South Miami's "downtown" shopping and entertainment area. It is a transition zone between taller commercial and mixed uses to the north, northwest, west, and south and residential neighborhoods to the east. Located in the middle of the Riviera Section #14 between the residential neighborhoods to the east and the proposed Project is Riviera Park. Riviera Park is a large, three-acre municipal park which serves as a well-planned buffer, separating the high commercial uses located on the western side of the park from the residential areas on the eastern side. Riviera Park will be a desirable amenity for residents of Shoma Park Tower with its walking trails, dog friendly features and scenic picnic areas. The park contains tall, mature trees that surround the park property and further buffer the commercial areas to the north, south and west.

The Property is bounded on the north by Venera Avenue and on the east by Yumuri Street. The Property currently contains a two-story residential structure, with a similar 3-story building directly to the south called the Villa San Remo Condominium. These two existing sites form a residential "pocket" in a heavily commercial area which is no longer consistent with the taller buildings around it. The development located to the west of the Property is Plaza San Remo Condominium, a very large mixed use commercial structure that contains a Whole Foods market on the first floor. Across San Remo Street to the south is another large office building which is owned by Baptist Health South Florida. On the north side of Venera Avenue are mid-rise office buildings and south of Riviera Park on Yumuri Street is a large, five story assisted living facility. Numerous other mid and high rise structures are found in the vicinity, especially to the north, west, and south.

DETAILS OF PROJECT

The proposed Project will consist of a single self-contained building, which will be nine stories (97 feet tall) and will contain 65 dwelling units. The ground floor will be generously set back from Venera Avenue on the north and Yumuri Street to the east, which will allow room for ample sidewalks and a covered arcade walkway on these two sides. In addition, there will be a covered entrance feature on the northeast corner of the building and a palm "grove" set in decorative pavement on the east side. On-street parking will be provided on both the north and east sides. A pull-through loading bay will be provided on the north side of the property which will allow these service functions to take place internally and away from the public street.

Mr. Ramon Trias
Planning and Zoning Director
City of Coral Gables
August 20, 2014
Page 3

The ground floor of the building will be used for the residents' amenities and building support facilities including a meeting/social room, kitchen, fitness area, and spa as well as commercial building functions such as the lobby, manager's office, mailroom, and utility rooms. In addition, the entire east side of the Project's ground floor facing Riviera Park will contain commercial space for a possible restaurant use with a view of the Park. With the Park across the street as a back drop and the palm grove setting, Shoma Park Tower creates an active pedestrian experience for residents and visitors to the area. Shoma Park Tower and its "Central Park-like" atmosphere will be a connecting link and pedestrian corridor between the highly dense commercial areas to the west and the park and low rise residential to the east.

BENEFITS OF THE PROPOSED PROJECT

The Application has been prepared and filed with the intent of bringing a new mixed use project with 65 residential units to Riviera Section #14, a mostly commercial area of the City which borders on the City of South Miami's shopping and entertainment area. The Project will benefit the surrounding area by bringing in residents that will utilize the existing businesses. Additionally, due to the close proximity to these businesses, no car is needed taking vehicle trips off the roadways. For example, Shoma Park Tower will be located right next door to Whole Foods, where the residents can walk to get their daily groceries. The quality of life (and work) in the City has propelled demand for both multifamily residential and high end commercial uses in close proximity to work, pedestrian friendly areas, and parks. The Project will help address this demand.

At the same time that the Project brings new growth and excitement to this area of the City, the Project will honor and promote George Merrick's legacy of design. The Project will be designed with Mediterranean architecture reaffirming George Merrick's original vision for the City's design, look and lifestyle. The Applicant and Project architect are fully dedicated to the quality of the Project's design and construction. The elevations as currently proposed will include a beautiful Mediterranean design, ornate architectural features and very high quality materials. Another benefit to the City and the residents and neighbors around Shoma Park Tower, is that the Project will incorporate pedestrian amenities that will create a pedestrian friendly corridor around the Project allowing residents and visitors to connect to the commercial uses to the west, north and south.

The City's Comprehensive Plan and Zoning Code seek to preserve the City's predominantly residential character by concentrating dense commercial uses in certain areas and protecting residential uses by incorporating buffers or by transitioning less intense uses closer to low rise residential. This is precisely what Shoma Park Tower will do. Besides Riviera Park, the Project will serve as an additional buffer of protection for the residential areas to the east, as it will be a very beneficial transition project to the commercial areas to the west.

Mr. Ramon Trias
Planning and Zoning Director
City of Coral Gables
August 20, 2014
Page 4

The Project is consistent and compatible with the surrounding neighborhood, as the area contains mixed use developments with similar heights, densities and intensities. The Project is requesting an amendment to the Future Land Use Map to change it from Residential Multi-Family Medium to Commercial Mid-Rise. The Residential Multi-Family Medium designation allows buildings up to a maximum height of 70 feet and a density of 40 units per acre. An examination of the Future Land Use Map for this area shows that only this Property and its neighbor to the south form a small pocket of residential land use bounded by Commercial to the north, west and south and Parks and Recreation to the east. Amending the Future Land Use Map to Commercial Mid-Rise which permits buildings up to 70 feet tall (or up to 97 feet with architectural incentives) and a maximum floor area ratio of 3.0 (3.5 with architectural incentives), will allow Shoma Park Tower to be built, provide the benefits enumerated above to the City and residents, and achieve the architectural features, pedestrian friendly amenities including large sidewalks, plazas and commercial public space that the City envisions with redevelopment urban infill projects. This change will be consistent with the surrounding area, as the majority of the surrounding areas already have commercial land use and zoning designations.

FUTURE LAND USE MAP AMENDMENT STANDARDS

The Applicant is requesting a Future Land Use Map amendment to Commercial for the Property which will make the land use designation consistent with most of the nearby land. Pursuant to Section 3-1506 of the City's Zoning Code, Shoma Park Tower satisfies the standards for Comprehensive Plan Map Amendments as follows:

1. Shoma Park Tower specifically advances several objectives and policies of the Comprehensive Plan. Shoma Park Tower will strengthen and enhance the City as a vibrant community with a mix of uses including residential, office and commercial (Goal FLU-1). The Project is being designed as a residential mid-rise tower with first floor active uses including a fitness and spa area and commercial/retail/restaurant space. Being across the street from Riviera Park creates a "Central Park" feel and provides neighbors, residents and visitors with a desirable place to work, live and play. Shoma Park Tower will also create an infill redevelopment project which will discourage urban sprawl and encourage the reuse of underutilized parcels (Objective FLU-1.7). The project will replace an older, underutilized residential apartment building with a beautiful Mediterranean designed mixed use development close to employment centers, shopping and recreational parks. Shoma Park Tower's high quality, creative design and compatible site planning will bring new energy and excitement to this area of the City while reaffirming George Merrick's original vision for Coral Gables' design, look and lifestyle (Objective DES-1.1). The Project promotes mixed use development providing housing and commercial services near employment centers, thereby reducing the need to drive (Policy MOB 1.1.1). Shoma Park Tower is less than a block away from a Whole Foods grocery store, steps

away from Riviera Park and a few blocks away from the City's commercial uses and Sunset Place, a large commercial mixed use entertainment and shopping facility. With its generous sidewalks, large setbacks and covered arcades along Venera Avenue and Yumuri Street, the active pedestrian experience around the project encourages walking instead of driving. Shoma Park Tower contains a balance of mixed uses, housing and open space, which will promote pedestrian activity and provide for specific commitments to design excellence and long term economic and cultural vitality.

2. Shoma Park Tower is internally consistent with the Comprehensive Plan as further described in paragraphs 1 – 5 of this section.

3. Shoma Park Tower will dramatically improve the level of service of public infrastructure around the Project, as the surrounding entire area will benefit from the new urban infill Project, including redesigned and constructed sidewalks and upgraded water and sewer service. Based on the concurrency impact statement submitted with the previous DRC application, the Project meets and/or exceeds the level of service and satisfies concurrency. Additionally, the Project is designed as a pedestrian friendly development which encourages residents and visitors to leave their automobiles behind and walk to and from this beautiful development to the commercial projects to the west or to the Riviera Park to the east.

4. Shoma Park Tower will not have any adverse effect on environmental resources. The Property is an urban infill site which currently houses a two story older apartment building.

5. Shoma Park Tower is a mixed use development with uses such as residential, office and commercial. Within the mix of uses there will be many amenities for the residents including a fitness center and spa, a rooftop pool and a meeting/social room with full kitchen facilities. Additionally, there will be a large commercial / retail / restaurant space located on the east side of the ground floor level facing the beautiful park. These uses will provide residents and guests of the City with services that are close to their residences, employment and entertainment. The Project will create a live, work and play environment and opportunities for residents who want to live close to employment and commercial centers without the need for daily automobile use.

In order to create this beautiful, mixed use Mediterranean designed Project with large pedestrian friendly sidewalks and walkable streets, open spaces and amenities for residents, guests and the public, we are requesting a Future Land Use Map amendment to allow flexibility in density/intensity. This process allows the Project architect to create a sleeker, less massive building with amenities which will benefit the City and the neighborhood at large.

REZONING STANDARDS

The Property is located within the Multi-Family 2 (MF2) zoning district. The Property and its adjacent neighbor to the south form a small pocket of residentially zoned property in this area which is surrounded by either Commercial (C) or Parks and Recreation zoning. The Applicant is also requesting a rezoning of the Property to Commercial which will make it consistent with most of the other existing zoning in the area and will facilitate the density needed to construct the Shoma Park Tower project. Pursuant to Section 3-1404, the Applicant satisfies the standards for review of Applicant-initiated district boundary changes as follows:

1. It is consistent with the Comprehensive Plan in that it:

a. *Does not permit uses which are prohibited in the future land use category of the parcel proposed for development.* The proposed rezoning is from Residential Multi-Family 2 (MF2) to Commercial (C). The proposed use is a mixed use development consisting of residential, commercial and office uses. Simultaneously with the rezoning request, the Applicant is requesting a Future Land Use Map amendment to change the underlying land use designation on the Property from Residential Multi-Family Medium to Commercial Mid-Rise. The requested land use designation allows residential uses in a mixed use development. Therefore the land use, zoning and uses will be compatible.

b. *Does not allow densities or intensities in excess of the densities and intensities which are permitted by the future land use category of the parcel proposed for development.* The Commercial Mid-Rise land use designation allows a maximum floor area ratio of 3.5 and a height of 97 feet with architectural incentives. Shoma Park Tower will not exceed those parameters.

c. *Will not cause a decline in the level of service for public infrastructure to a level of service which is less than the minimum requirements of the Comprehensive Plan.* A Concurrency Impact Statement was previously issued for this project indicating compliance with all levels of service. As for traffic concurrency, the Project is located within the Gables Redevelopment Infill District (GRID), the City's traffic concurrency exception area.

d. *Does not directly conflict with any objective or policy of the Comprehensive Plan.* The Project will not directly conflict with any known Comprehensive Plan policy or objective, and will in fact, further or implement several of the objectives and policies, as detailed below.

2. Will provide a benefit to the City in that it will achieve two or more of the following objectives:

a. *Improve mobility by reducing vehicle miles traveled for residents within a one-half (1/2) mile radius by:*

i. Balancing land uses in a manner that reduces vehicle miles traveled. Shoma Park Tower is a mixed use Project which includes ground floor commercial/retail/office uses which will be open to the public. This will allow building residents and neighbors to find needed goods and services within the Project and the neighborhood rather than having to travel by car to obtain them. In fact, the Project is adjacent to a Whole Foods market where residents can walk to get their daily groceries. This should help reduce vehicle miles traveled in the vicinity of this site. The increased density in the project will also help achieve this goal by concentrating more residents in this more urban area of the city.

ii. Creating a mix of uses that creates an internal trip capture rate of greater than twenty (20%) percent. Not applicable to this project.

iii. Increasing the share of trips that use alternative modes of transportation, such as transit ridership, walking, or bicycle riding. Higher urban densities such as will be facilitated by Shoma Park Tower help support mass transit, and in fact make it feasible. Walking and bicycle use will be encouraged by the mix of residential and commercial uses in the Project and by the provision of bike racks. The South Miami and University metro stations are within walking distance and this area is also served by Miami-Dade County bus routes.

b. *Promote high-quality development or redevelopment in an area that is experiencing declining or flat property values.* The low-rise, low density residential use on the Property currently is older and lacks amenities and upgraded infrastructure. Shoma Park Tower will be new and will feature an attractive mix of uses in a well-designed building, with a number of on-site amenities. The Project represents a substantial new investment in the neighborhood which should help revitalize the area and attract City residents who enjoy amenities such as employment centers, parks, restaurants and shopping within steps of their homes.

c. *Create affordable housing opportunities for people who live or work in the City of Coral Gables.* Not applicable to this request.

d. *Implement specific objectives and policies of the Comprehensive Plan.* The Project will be consistent and not directly conflict with the goals, objectives or policies of the

Mr. Ramon Trias
Planning and Zoning Director
City of Coral Gables
August 20, 2014
Page 8

Comprehensive Plan. Shoma Park Tower will strengthen and enhance the City as a vibrant community with a mix of uses including residential, office and commercial (Goal FLU-1). The Project is being designed as a residential mid-rise tower with first floor active uses including a fitness and spa area and commercial/retail/restaurant space. Being across the street from Riviera Park creates a "Central Park" feel and provides neighbors, residents and visitors with a desirable place to work, live and play. Shoma Park Tower will also create an infill redevelopment project which will discourage urban sprawl and encourage the reuse of underutilized parcels (Objective FLU-1.7). The project will replace an older, underutilized residential apartment building with a beautiful Mediterranean designed mixed use development close to employment centers, shopping and recreational parks. Shoma Park Tower's high quality, creative design and compatible site planning will bring new energy and excitement to this area of the City while reaffirming George Merrick's original vision for Coral Gables' design, look and lifestyle (Objective DES-1.1). The Project promotes mixed use development providing housing and commercial services near employment centers, thereby reducing the need to drive (Policy MOB 1.1.1). Shoma Park Tower is less than a block away from a Whole Foods grocery store, steps away from Riviera Park and a few blocks away from the City's commercial uses and Sunset Place, a large commercial mixed use entertainment and shopping facility. With its generous sidewalks, large setbacks and covered arcades along Venera Avenue and Yumuri Street, the active pedestrian experience around the project encourages walking instead of driving. Shoma Park Tower contains a balance of mixed uses, housing and open space, which will promote pedestrian activity and provide for specific commitments to design excellence and long term economic and cultural vitality.

3. Will not cause a substantial diminution of the market value of adjacent property or materially diminish the suitability of adjacent property for its existing or approved use.

A new, attractive project should add to the value of the neighborhood rather than diminishing property values. Shoma Park Tower represents a substantial investment in this neighborhood with enhanced infrastructure including large sidewalks and public amenities creating an enjoyable and walkable neighborhood close to employment centers, parks and commercial areas.

MIXED USE / CONDITIONAL USE STANDARDS

The approval sought in this Planning application is for a mixed use residential building. Such buildings are permitted in Commercial zoning districts as conditional uses. Section 4-302 of the Zoning Code, Commercial District (C), provides for the approval of mixed use buildings in Commercial districts as conditional uses. The Application complies with the conditional use provisions as follows:

Mr. Ramon Trias
Planning and Zoning Director
City of Coral Gables
August 20, 2014
Page 9

1. The proposed conditional use is consistent with and furthers the goals, policies and objectives of the Comprehensive Plan and furthers the purposes of these regulations and other City ordinances and actions designed to implement the Plan.

The proposed conditional use is for a mixed use building in the Commercial zoning district. Mixed use buildings including residential uses are consistent with Policy FLU 1.1.3, especially Table FLU-2, Commercial Land Uses, of the Comprehensive Plan. In addition, other Comprehensive Plan policies are furthered or effectuated by this Project, as described above in this narrative.

2. The available use to which the property may be put is appropriate to the property that is subject to the proposed conditional use and compatible with existing and planned uses in the area.

The proposed Project is a mixed use, primarily residential building. Other uses and structures in the vicinity contain a mix of commercial, residential and office uses and there is a large, municipal park located to the east of the Property. The Property is currently a residential use. To the north, west and south are numerous mid and high rise structures. The Project will be consistent with the pattern of existing buildings and uses in the area, including such buildings as the Plaza San Remo directly to the west.

3. The proposed conditional use does not conflict with the needs and character of the neighborhood and the City.

As noted above, the character of the area consists of mixed uses in mostly mid and high rise buildings. The proposed Shoma Park Tower mixed use project will not conflict with the needs and character of this neighborhood and will in fact, bring new life to the area by providing more residential uses with the new residents tending to patronize nearby businesses and offices.

4. The proposed conditional use will not adversely or unreasonably affect the use of other property in the area.

The Project will not adversely affect other property in the area. On the contrary, a new upscale residential tower should have a positive effect on its surroundings. The Property lies in an area of the City which is a transition zone between taller commercial and mixed uses to the north, northwest, west, and south and the residential neighborhoods to the east.

5. The proposed use is compatible with the nature, condition and development of adjacent uses, buildings and structures and will not adversely affect the adjacent uses, buildings or structures.

Mr. Ramon Trias
Planning and Zoning Director
City of Coral Gables
August 20, 2014
Page 10

The nature of the surrounding area is a mix of residential, commercial and office uses, generally in mid rise and high rise buildings. The Property today is one of the last low rise (two story) buildings in a part of the City that is a transition zone between lower residential uses and high rise mixed uses. The redevelopment of the Property will bring many more residents and some new commercial uses to this area and will upgrade this site and neighborhood significantly. All of these factors should be beneficial to adjacent uses.

6. The parcel proposed for development is adequate in size and shape to accommodate all development features.

The Property is over half an acre in size and its shape and location lend themselves to the design of a residential tower. The site exceeds the code-required minimum property development regulations for mixed use buildings. The site has two prominent street frontages (Venera Avenue and Yumuri Street) and lies across Yumuri Street from Riviera Park. Shoma Park Tower will create a "Central Park-like" feel in the neighborhood with commercial uses fronting the Park and generous sidewalks to activate the pedestrian activity in the area. The Property is well suited to the proposed development.

7. The nature of the proposed development is not detrimental to the health, safety and general welfare of the community.

The nature of the Project will be primarily residential and also contain commercial and office uses on the ground floor. The building will be designed to engage the street by providing inviting landscaping, attractive sidewalks, an arcade and ground floor uses open to the public on the first level. These amenities are not currently in place and therefore, the Project will be a great improvement for the community.

8. The design of the proposed driveways, circulation patterns and parking is well defined to promote vehicular and pedestrian circulation.

All vehicular circulation will take place on and from the north side of the building. Public pedestrian circulation will occur on the north and east sides. Parking will be interior to the building, as will loading and trash functions. Thus circulation has been carefully considered by the building's designers.

9. The proposed conditional use satisfies the concurrency standards of Article 3, Division 13 and will not adversely burden public facilities, including the traffic-carrying capacities of streets, in an unreasonable or disproportionate manner.

Mr. Ramon Trias
Planning and Zoning Director
City of Coral Gables
August 20, 2014
Page 11

A concurrency impact statement was submitted and a sufficiency finding has been made as part of the earlier DRC review of this Project.

We look forward to your review of Shoma Park Tower's Application. If you have any questions or comments, please feel free to call me.

Sincerely,

A handwritten signature in cursive script that reads "Mario Garcia-Serra".

Mario Garcia-Serra

Enclosures

cc: Heidi Davis Knapik, Esq.
James Norquest

MIA_ACTIVE 4236035.1



City of Coral Gables Planning Division Application

305.460.5211

planning@coralgables.com

www.coralgables.com

Application request

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

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

General information

Street address of the subject property: 1500 Venera Avenue

Property/project name: Shoma Park Tower

Legal description: Lot(s) 11 through 16

Block(s) 203 Section (s) Coral Gables Riviera

Property owner(s): Masoud Shojaee for Sunset Place Luxury Holdings LLC

Property owner(s) mailing address: 3470 NW 82nd Avenue, Suite 988, Doral, FL 33122

Telephone: Business (305) 471-4802 Fax _____

Other _____ Email anibal @ tcoa.us



City of Coral Gables Planning Division Application

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

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

Telephone: Business (305) 376-6061 Fax (305) 376-6010

Other _____ Email MGarcia-Serra @ gunster.com

Property information

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

Current zoning classification(s): Multi-family 2 District (MF 2)

Proposed land use classification(s) (if applicable): Commercial Mid-Rise Intensity

Proposed zoning classification(s) (if applicable): Commercial (C)

Supporting information (to be completed by Planning Staff)

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

- Aerial.
- Affidavit providing for property owner's authorization to process application.
- Annexation supporting materials.
- Application fees.
- Application representation and contact information.
- Appraisal.
- Architectural/building elevations.
- Building floor plans.
- Comprehensive Plan text amendment justification.
- Comprehensive Plan analysis.
- Concurrency impact statement.
- Encroachments plan.
- Environmental assessment.
- Historic contextual study and/or historical significance determination.
- Landscape plan.
- Lighting plan.
- Massing model and/or 3D computer model.
- Miami-Dade County Conflict of Interest and Code of Ethics Lobbyist form.
- Ordinances, resolutions, covenants, development agreements, etc. previously granted for the property.
- Parking study.
- Photographs of property, adjacent uses and/or streetscape.
- Plat.
- Property survey and legal description.



City of Coral Gables Planning Division Application

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

Application submittal requirements

1. Hard copies. The number of application binders to be submitted shall be determined by Staff at the preapplication meeting. The application shall include all the items identified in the preapplication meeting.
2. Digital media copies. Two (2) compact discs (CD ROMs) of the entire application including all the items identified in the Preapplication Conference. Each document shall be separated into PDF files (i.e., application; site plan, landscape plan; etc.). Please include a "Table of Contents" identifying all PDF file name(s). Each PDF file size shall not exceed 10 Mb. All discs shall be labeled with the applicant(s) name, project name and date of submittal.

Applicant/agent/property owner affirmation and consent

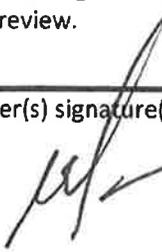
(I) (We) affirm and certify to all of the following:

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



City of Coral Gables Planning Division Application

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

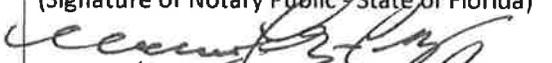
Property owner(s) signature(s): 	Property owner(s) print name: Masoud Shojaee for Sunset Place Luxury Holdings LLC	
Property owner(s) signature(s):	Property owner(s) print name:	
Property owner(s) signature(s):	Property owner(s) print name:	
Address: Title Company of America Law Offices of Anibal J. Duarte-Viera, 3470 NW 82nd Avenue, Suite 988, Doral, FL 33122		
Telephone: (305) 471-4802	Fax:	Email: anibal@tcoa.us

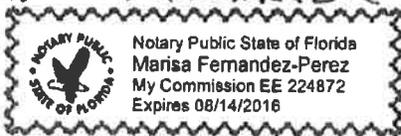
NOTARIZATION

STATE OF FLORIDA/COUNTY OF

The foregoing instrument was acknowledged before me this 31st day of July by Masoud Shojaee

(Signature of Notary Public - State of Florida)


MARISA FERNANDEZ-PEREZ



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

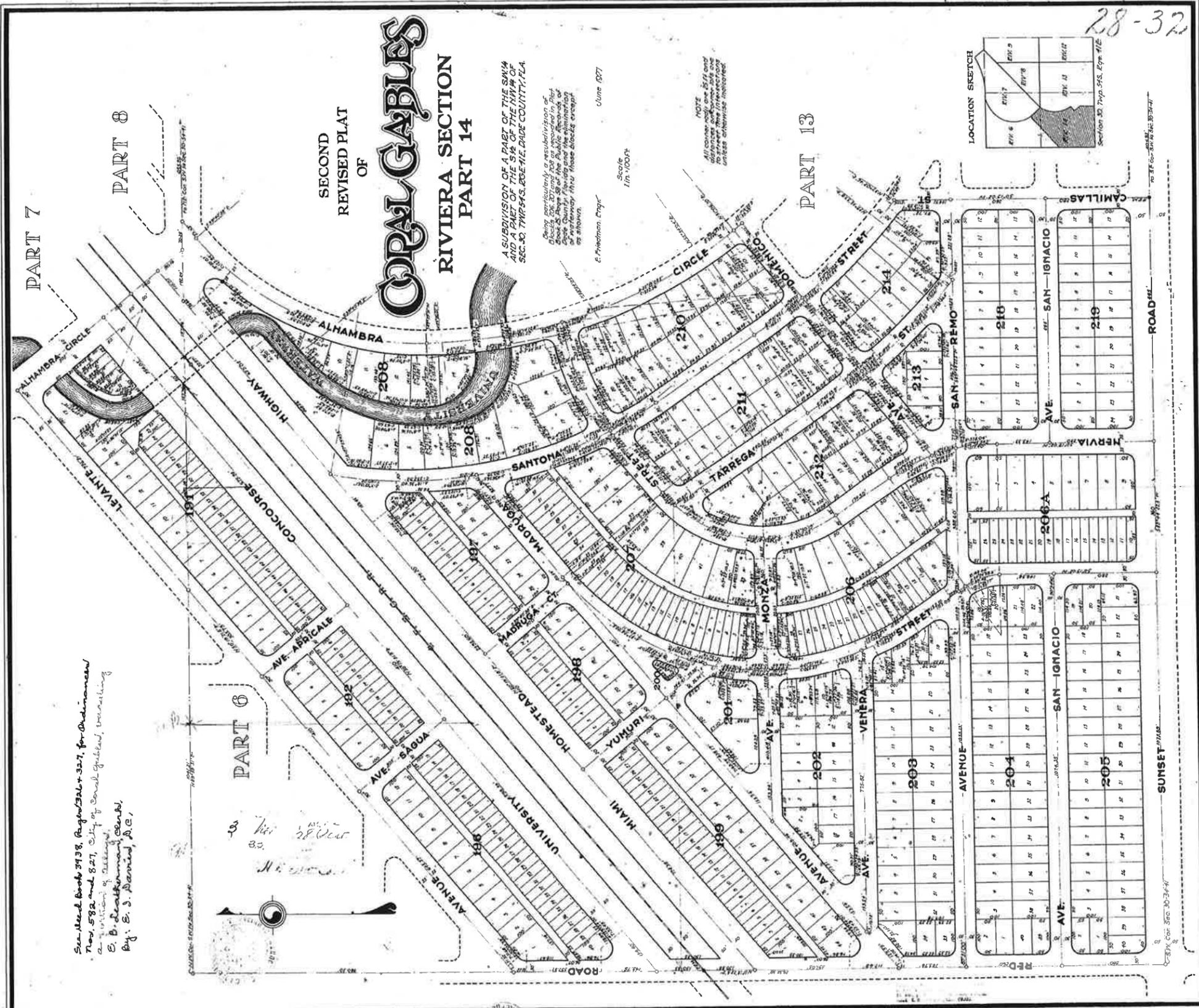
Personally Known OR Produced Identification; Type of Identification Produced _____



City of Coral Gables Planning Division Application

Contract Purchaser(s) Signature:		Contract Purchaser(s) Print Name:	
Contract Purchaser(s) Signature:		Contract Purchaser(s) Print Name:	
Address:			
Telephone:	Fax:	Email:	
NOTARIZATION			
STATE OF FLORIDA/COUNTY OF			
The foregoing instrument was acknowledged before me this _____ day of _____ by _____ (Signature of Notary Public - State of Florida)			
(Print, Type or Stamp Commissioned Name of Notary Public)			
<input checked="" type="checkbox"/> Personally Known OR <input type="checkbox"/> Produced Identification; Type of Identification Produced _____			
Applicant(s)/Agent(s) Signature: <i>Mario Garcia-Serra</i>		Applicant(s)/Agent(s) Print Name: Mario Garcia-Serra, Esq.	
Address: Gunster, Brickell World Plaza, 600 Brickell Avenue, Suite 3500, Miami, FL 33131			
Telephone: (305) 376-6061	Fax: (305) 376-6010	Email: MGarcia-Serra@gunster.com	
NOTARIZATION			
STATE OF FLORIDA/COUNTY OF			
The foregoing instrument was acknowledged before me this <u>1st</u> day of <u>August</u> 20 <u>14</u> by <u>Mario Garcia-Serra</u> (Signature of Notary Public - State of Florida)			
<i>[Signature]</i>			
(Print, Type or Stamp Commissioned Name of Notary Public)			
<input checked="" type="checkbox"/> Personally Known OR <input type="checkbox"/> Produced Identification; Type of Identification Produced _____			

28-32



PART 7

PART 8

PART 13

SECOND
REVISED PLAT
OF
CORAL GABLES
RIVIERA SECTION
PART 14

A SUBDIVISION OF A PART OF THE SW 1/4
AND A PART OF THE SW 1/4 OF THE NW 1/4 OF
SEC. 30, TWP. 54 S., RGE. 11 E., DDE COUNTY, FLA.

Being particularly a resubdivision of
Block 208, 209 and 210 as recorded in Plat
No. 582 and 827, City of Coral Gables, Dade County,
Fla. and the elimination of the portion of
said Block 208, 209 and 210 and the elimination of
a waterway thru these blocks except
as shown.

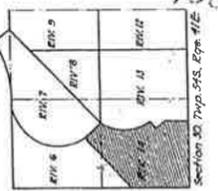
June 1927

Scale
1 in. = 100 ft.

C. Friedman, Eng'r.

NOTE
All owners are notified and
advised to appear and
to state the introduction
of these streets indicated
on this plat.

LOCATION SKETCH



See Plat Books 3138, 3139, 3140, 3141, 3142, 3143, 3144, 3145, 3146, 3147, 3148, 3149, 3150, 3151, 3152, 3153, 3154, 3155, 3156, 3157, 3158, 3159, 3160, 3161, 3162, 3163, 3164, 3165, 3166, 3167, 3168, 3169, 3170, 3171, 3172, 3173, 3174, 3175, 3176, 3177, 3178, 3179, 3180, 3181, 3182, 3183, 3184, 3185, 3186, 3187, 3188, 3189, 3190, 3191, 3192, 3193, 3194, 3195, 3196, 3197, 3198, 3199, 3200, 3201, 3202, 3203, 3204, 3205, 3206, 3207, 3208, 3209, 3210, 3211, 3212, 3213, 3214, 3215, 3216, 3217, 3218, 3219, 3220, 3221, 3222, 3223, 3224, 3225, 3226, 3227, 3228, 3229, 3230, 3231, 3232, 3233, 3234, 3235, 3236, 3237, 3238, 3239, 3240, 3241, 3242, 3243, 3244, 3245, 3246, 3247, 3248, 3249, 3250, 3251, 3252, 3253, 3254, 3255, 3256, 3257, 3258, 3259, 3260, 3261, 3262, 3263, 3264, 3265, 3266, 3267, 3268, 3269, 3270, 3271, 3272, 3273, 3274, 3275, 3276, 3277, 3278, 3279, 3280, 3281, 3282, 3283, 3284, 3285, 3286, 3287, 3288, 3289, 3290, 3291, 3292, 3293, 3294, 3295, 3296, 3297, 3298, 3299, 3300, 3301, 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3966, 3967, 3968, 3969, 3970, 3971, 3972, 3973, 3974, 3975, 3976, 3977, 3978, 3979, 3980, 3981, 3982, 3983, 3984, 3985, 3986, 3987, 3988, 3989, 3990, 3991, 3992, 3993, 3994, 3995, 3996, 3997, 3998, 3999, 4000.

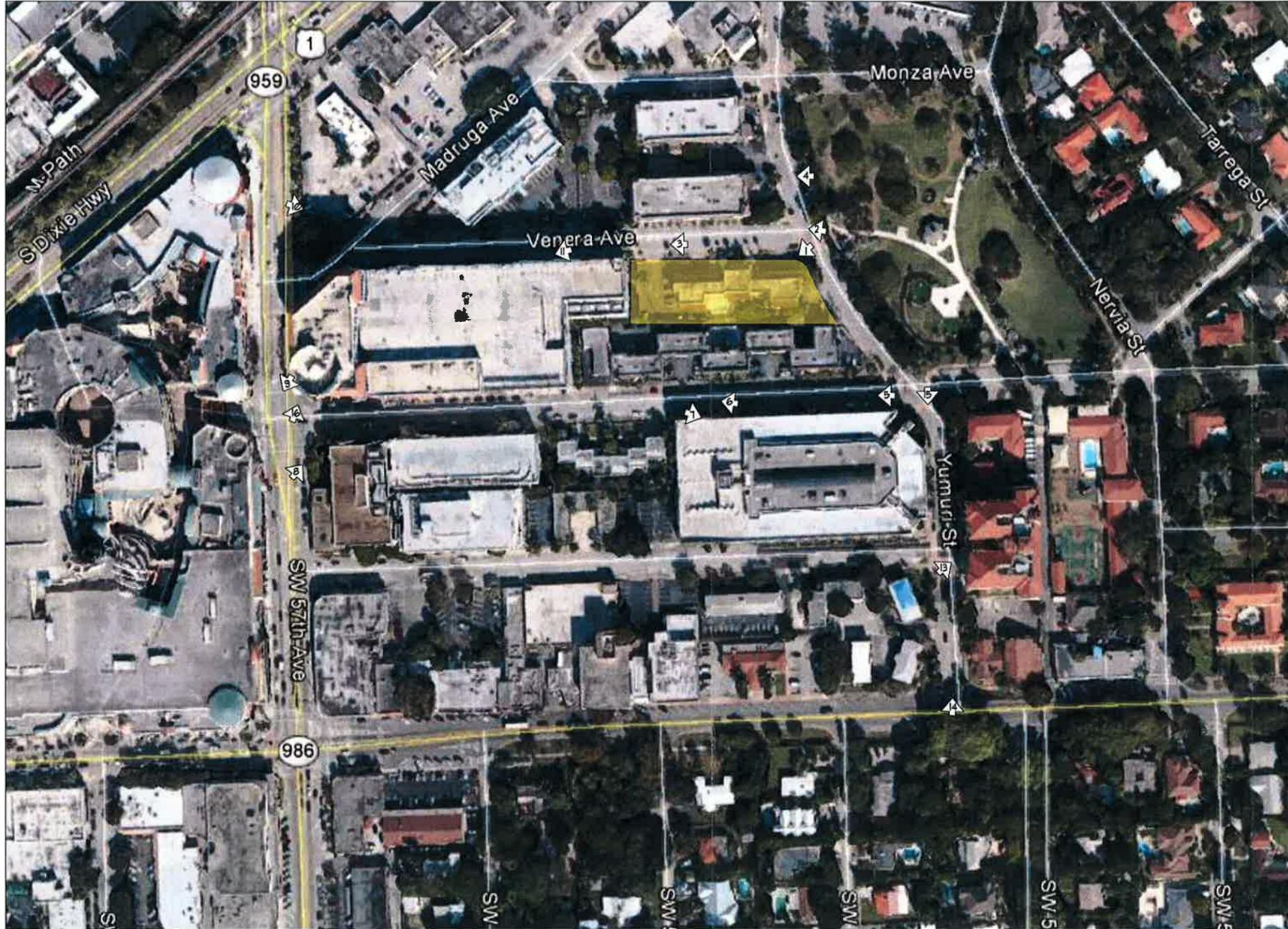
APPROVED:
Robert A. ...
County Engineer

I certify that the attached plat of Riviera Section, Part 14 is a true and correct map thereof as recently surveyed under my direction and permanent reference monuments have been set as indicated.

SUBSCRIBED AND SWORN TO BEFORE ME
this ... day of ... AD 1927.
Notary Public State of Florida

This plat was approved by Resolution 115-422 passed and adopted by the City Commissioners of Coral Gables Florida this ... day of ... AD 1927.

This plat is made subject to a dedication thereof recorded as to be recorded among the Public Records of Dade County, Florida.



SITE MAPS
SCALE: NTS

BEHAR · FONT
ARCHITECTS · P.A.
1735 East Lincoln Avenue, Suite 1110
Coral Gables, Florida 33134
TEL: (305) 857-8822 FAX: (305) 420-5441
E-MAIL: info@beharfont.com

SEAL:
ROBERT BEHAR AR No. 14339

SHOMA PARK TOWER
1500 VENERA AVENUE
CORAL GABLES, FLORIDA

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DATE: 08-20-14
PROJECT NO.: 14-011
DRAWING NAME:
SHEET NO.:
CP-1.0



PICTURE # 1



PICTURE # 5



PICTURE # 9



PICTURE # 11



PICTURE # 2



PICTURE # 6



PICTURE # 10



PICTURE # 12



PICTURE # 3



PICTURE # 7



PICTURE # 13



PICTURE # 14



PICTURE # 4



PICTURE # 8



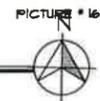
PICTURE # 15



PICTURE # 16

CONTEXT PLAN & PICTURES

SCALE: N.T.S.

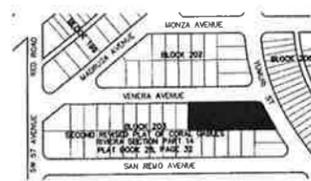


BEHAR·FONT
PARTNERS, P.A.
150 Venera Avenue, Suite 415
Coral Gables, Florida 33146
TEL: (305) 366-4442 FAX: (305) 764-4443
E-MAIL: info@beharfont.com

SEAL:
ROBERT BEHAR AR No. 14339

SHOMA PARK TOWER
1500 VENERA AVENUE
CORAL GABLES, FLORIDA
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DATE: 08-20-14
PROJECT NO.: 14-011
DRAWING NAME
SHEET NO.
CP-3.0



VICINITY MAP
NOT TO SCALE

LEGEND

	CONCRETE
	ASPHALT PAVEMENT
	ELEVATION
	OVERHEAD WIRES
	UNDERGROUND WATER LINE
	UNDERGROUND STORM SEWER LINE
	UNDERGROUND SANITARY SEWER LINE
	CENTERLINE
	O.R.B. OFFICIAL RECORDS BOOK
	TP TRAVERSE POINT (FOR FIELD INFORMATION ONLY)
	R RADIUS
	CA CENTRAL ANGLE
	A ARC LENGTH
	T TANGENT LENGTH
	(C) CALCULATED DATA
	(P) PLATTED DATA

LEGAL DESCRIPTION:
 LOTS 11, 12, 13, 14, 15 AND 16, BLOCK 203, "SECOND REVISED PLAT OF CORAL GABLES, RIVERA SECTION PART 14", ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 28, PAGE 32, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.

- NOTES:**
- THIS SITE CONTAINS 29,802 SQUARE FEET (0.6842 ACRES) MORE OR LESS.
 - ELEVATIONS ARE BASED ON NATIONAL GEODETIC VERTICAL DATUM OF 1929; MIAMI-DADE COUNTY BENCHMARK #P-601; ELEVATION: 10.13 FEET.
 - FLOOD ZONE: X; BASE FLOOD ELEVATION: NONE; COMMUNITY PANEL NO. 120639 0458L; MAP DATE: 09-11-09.
 - THIS SITE LIES IN SECTION 30, TOWNSHIP 54 SOUTH, RANGE 41 EAST, MIAMI-DADE COUNTY, FLORIDA
 - BEARINGS ARE BASED ON THE NORTH LINE OF BLOCK 10 BEING N90°00'00"W.
 - REASONABLE EFFORTS WERE MADE REGARDING THE EXISTENCE AND THE LOCATION OF UNDERGROUND UTILITIES. THIS FIRM, HOWEVER, DOES NOT ACCEPT RESPONSIBILITY FOR THIS INFORMATION. BEFORE EXCAVATION OR CONSTRUCTION CONTACT THE APPROPRIATE UTILITY COMPANIES FOR FIELD VERIFICATION.
 - THE HORIZONTAL POSITIONAL ACCURACY OF WELL DEFINED IMPROVEMENTS ON THIS SURVEY IS ±0.07'. THE VERTICAL ACCURACY OF ELEVATIONS OF WELL DEFINED IMPROVEMENTS ON THIS SURVEY IS ±0.07'.
 - THIS SITE CONTAINS 41 TOTAL PARKING SPACES (41 REGULAR & 0 HANDICAPPED).
 - THIS SURVEY WAS PREPARED WITH BENEFIT OF TITLE COMMITMENT, AGENT'S FILE NUMBER: A1318426, PREPARED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, WITH AN EFFECTIVE DATE OF OCTOBER 5, 2013 @ 11:00 PM.
- THE FOLLOWING ITEMS ARE EXCEPTIONS LISTED IN SCHEDULE B-II OF SAID COMMITMENT:
- ITEMS 1, 2 & 3 - STANDARD EXCEPTIONS, NOT ADDRESSED.
- ITEM 4 - RESTRICTIONS, CONDITIONS, RESERVATIONS AND EASEMENTS CONTAINED IN PLAT BOOK 28, PAGE 32, AFFECT THIS SITE AS DEPICTED HEREON.
- ITEM 5 - TERMS AND CONDITIONS OF EASEMENTS RECORDED IN DEED BOOK 939, PAGE 435, ASSIGNED TO FLORIDA POWER & LIGHT COMPANY BY DEED BOOK 1004, PAGE 496 AFFECT THIS SITE BUT ARE NOT PLOTTABLE.
- ITEM 6 - TERMS AND CONDITIONS OF EASEMENT RECORDED IN DEED BOOK 939, PAGE 443, ASSIGNED TO CONSUMERS WATER COMPANY BY DEED BOOK 1004, PAGE 499 AFFECT THIS SITE BUT ARE NOT PLOTTABLE.
- ITEM 7 - TERMS AND CONDITIONS OF EASEMENT RECORDED IN DEED BOOK 839, PAGE 106, ASSIGNED TO SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY BY DEED BOOK 506, PAGE 37 AFFECTS THIS SITE BUT ARE NOT PLOTTABLE. EASEMENT CONTAINED IN O.R.B. 18308, PAGE 2349 AFFECTS THIS SITE BUT IS NOT PLOTTABLE.
- ITEM 8 - UNRECORDED LEASES NOT ADDRESSED.
- 10) SITE ZONE: MF-2 - MULTI-FAMILY 2 DISTRICT.

CERTIFICATION:

TO: SUNSET PLACE LUXURY HOLDINGS, LLC.; BISCAYNE BANK; TITLE COMPANY OF AMERICA AND OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY;

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 7(a), 8, 9, 10, 11(a) OF TABLE A THEREOF.

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

JOHN F. PULICE, PROFESSIONAL SURVEYOR AND MAPPER LS2691
 BETH BURNS, PROFESSIONAL SURVEYOR AND MAPPER LS6136
 STATE OF FLORIDA

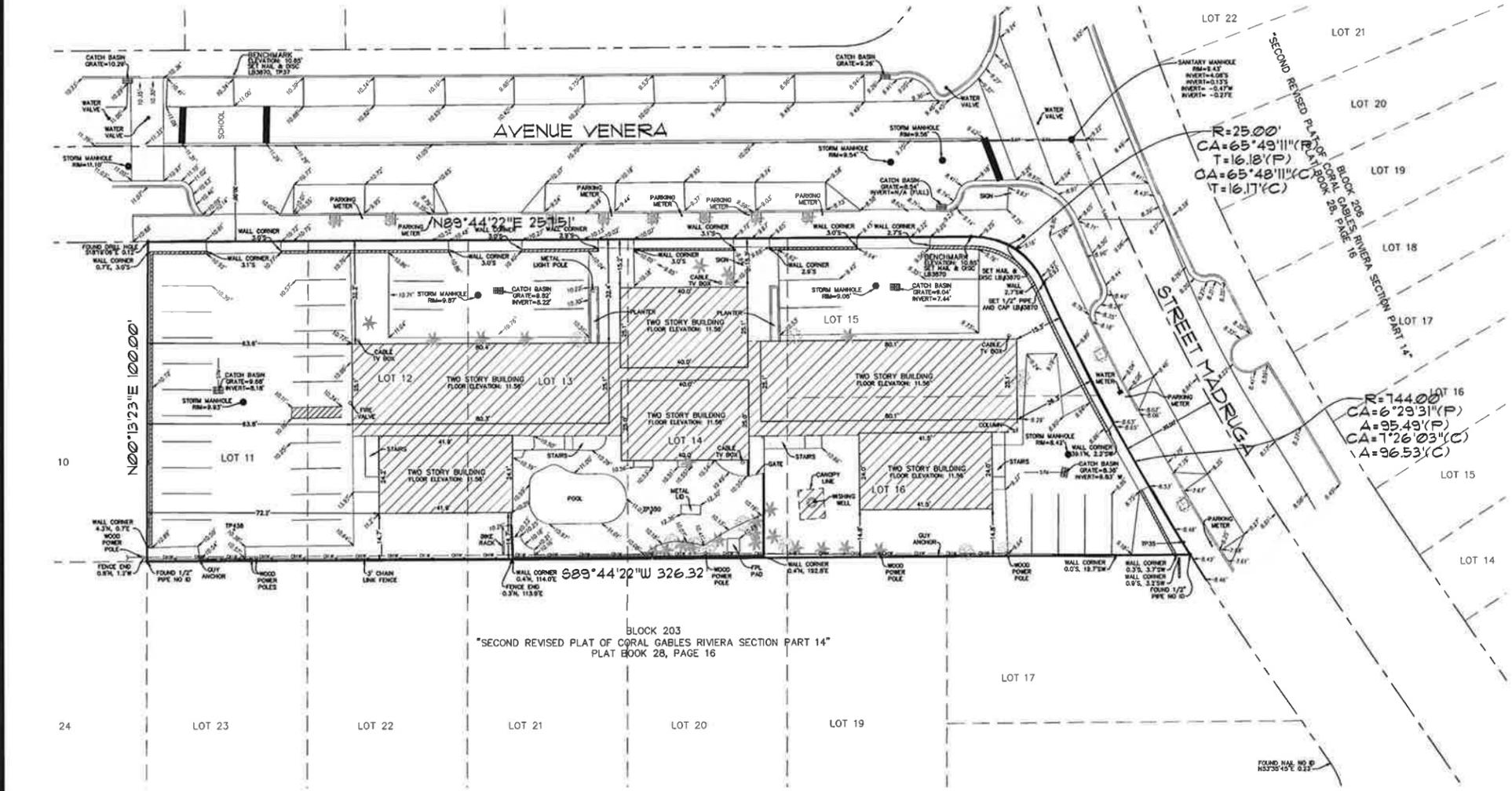
5		
4		
3		
2		
1		
NO.	REVISIONS	BY

BOUNDARY AND TOPOGRAPHIC SURVEY AND ALTA/ACSM LAND TITLE SURVEY

SUNSET PLACE
 800 VENERA AVENUE
 CORAL GABLES, MIAMI-DADE COUNTY, FLORIDA 33146

PULICE LAND SURVEYORS, INC.
 5381 NOB HILL ROAD
 SUNRISE, FLORIDA 33351
 TELEPHONE: (954) 572-1777
 FAX: (954) 572-1778
 E-MAIL: surveys@puliceandsurveyors.com
 CERTIFICATE OF AUTHORIZATION LB#3870

DRAWN BY: M.J. CHECKED BY: J.F. SURVEY DATE: 12/13 FILE: SUNSET PLACE LUXURY HOLDINGS, LLC ORDER NO.: 51085



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



SEAL:

ROBERT BEHAR AR No. 14339

SHOMA PARK TOWER
 1500 VENERA AVENUE
 CORAL GABLES, FLORIDA

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AERIAL PHOTOGRAPH

SITE



AERIAL PHOTOGRAPH
SITE



AERIAL PHOTOGRAPH
SITE



AERIAL PHOTOGRAPH
SITE



AERIAL PHOTOGRAPH
SITE

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CORAL GABLES, FLORIDA

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DATE: 08-20-14
PROJECT NO: 14-011
DRAWING NAME:
SHEET NO:

RENDERING

CP-5.1



RENDERING

LEGAL DESCRIPTION	
LOTS 11, 12, 13, 14, 15, AND 16, BLOCK 203, *SECOND REVISED FLAT OF CORAL GABLES, RIVIERA SECTION PART 14*, ACCORDING TO THE FLAT THEREOF AS RECORDED IN FLAT BOOK 28, PAGE 32, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA.	

ZONING INFORMATION	
PROJECT NAME:	SHOMA PARK TOWER
PROPERTY ADDRESS:	1500 VENERA AVENUE - CORAL GABLES
ZONING:	"C"
LAND USE DESIGNATION:	"C"
NET LOT AREA:	29,802 SQ. FT. (0.684 ACRES)

MAXIMUM F.A.R.	ALLOWED/REQUIRED	PROVIDED
CORAL GABLES 29,802 X 3.0	89,406 SQ. FT.	
MEDITERRANEAN BONUS 29,802 X 0.5	14,901 SQ. FT.	
TOTAL	104,307 SQ. FT.	104,300 SQFT

OPEN SPACE	ALLOWED/REQUIRED	PROVIDED
OPEN SPACE 10% OF GROSS AREA	2,981 SQ. FT.	6,326 SQ. FT.

PROPOSED BUILDING F.A.R.	UNIT 1B	UNIT 2B	UNIT 3B	TOTAL
GROUND				9,370 SQFT.
2 THRU 3 PARKING				---
MEZZANINE PARKING				---
4TH LEVEL (RESIDENTIAL)		1	9	17,335 SQFT.
5TH LEVEL (RESIDENTIAL)	4	5	4	17,335 SQFT.
6TH LEVEL (RESIDENTIAL)	4	5	4	17,335 SQFT.
7TH LEVEL (RESIDENTIAL)	4	5	4	17,335 SQFT.
8TH LEVEL (RESIDENTIAL)	4	5	4	16,558 SQFT.
9TH LEVEL (PENTHOUSE)			3	9,032 SQFT.
TOTAL	16	21	28	104,300 SQFT

TOTAL UNITS	65 UNITS
1 BEDROOM UNITS :	16
2 BEDROOM UNITS :	21
3 BEDROOM UNITS :	28

BUILDING SETBACKS (REDUCED SETBACKS FOR MEDBONUS)		
	ALLOWED/REQUIRED	PROVIDED
FRONT (YUMURI STREET)	0'-0" UP TO 45' IN HEIGHT 10'-0" IF OVER 45' IN HEIGHT	2'-11" 10'-0"
STREET SIDE (VENERA AVENUE)	0'-0" UP TO 45' IN HEIGHT 10'-0" IF OVER 45' IN HEIGHT	0'-2" 10'-0"
REAR (ADJ. PROPERTY)	0'-0" UP TO 45' IN HEIGHT 10'-0" IF OVER 45' IN HEIGHT	5'-2" 10'-6"
INTERIOR SIDE (ADJ. PROPERTY)	0'-0"	0'-2" 10'-10"

PARKING	ALLOWED/REQUIRED	PROVIDED
1 BEDROOM, 2 BEDROOMS UNITS @ 1.75/UNIT 1 BR= 16 UNITS 2 BR= 21 UNITS TOTAL: 37 UNITS @1.75	64.75	64.75
3 BEDROOMS @ 2.25/ UNIT 3 BR= 28 UNITS TOTAL: 28 UNITS @2.25	63	63
OFFICE PARKING (1 PER 300 SQFT.) 750 SQFT./300 = 2.50	2.55	2.55
OFFICES & LOBBY @ GF =PARKING (1 PER 300 SQFT.) 1,983 SQFT. MAIN LOBBY 1,193 SF. FIRE COMAND 200 SF. MAIL ROOM 590 SF.	6.61	6.61
RETAIL PARKING (1 PER 250 SQFT.) 3,995 SQFT./250 = 15.98	15.98	15.98
CAFE PARKING (1 PER 100 SQFT.) 1,500 SQFT.	15	15
FITNESS PARKING (1 PER 300 SQFT.) 2,100 SQFT.	7	7
ADDITIONAL PARKING		
TOTAL	174.89	175
TOTAL HC PARKING 2% of total 174.89 SPACES	3.50	4**
** INCLUDED IN TOTAL		

LOADING SPACES	ALLOWED/REQUIRED	PROVIDED
	1	1

NET GAIN/LOSS OF ON-STREET PARKING	GAIN	LOSS
EXISTING ON-STREET PARKING = 8 SPACES		
PROPOSED ON-STREET PARKING = 7 SPACES		
ON-STREET PARKING GAIN/LOSS = 1 SPACE LOSS	0	1

ZONING CHART



SEAL:

ROBERT BEHAR AR No. 14339

SHOMA PARK TOWER
1500 VENERA AVENUE
CORAL GABLES, FLORIDA

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DATE: 06-20-14
PROJECT NO.: 14-011
DRAWING NAME:
SHEET NO.:

A-0.1

GROUND FLOOR GLAZING PERCENTAGE	
GROUND FLOOR GLAZING TO SOLIDS EQUALS 53%	

DEVELOPMENT STANDARDS	ALLOWED	PROVIDED
DENSITY (AS PER 4-201E.13 CITY OF CORAL GABLES ZONING CODE) UP TO 125 UNITS/ACRE	125 UNITS/ACRE	45 UNITS/ACRE

LANDSCAPED OPEN SPACE	REQUIRED	PROVIDED
(AS PER 5-604 CITY OF CORAL GABLES ZONING CODE) SHALL NOT BE LESS THAN 10% OF MIXED USE PROPERTIES ** REFER TO SHEET A-03 MED BONUS	10% OF 29,802 SQFT. 2,981 SQFT.	6,326.4 SQFT. (INCLUDING REC. LEVEL)

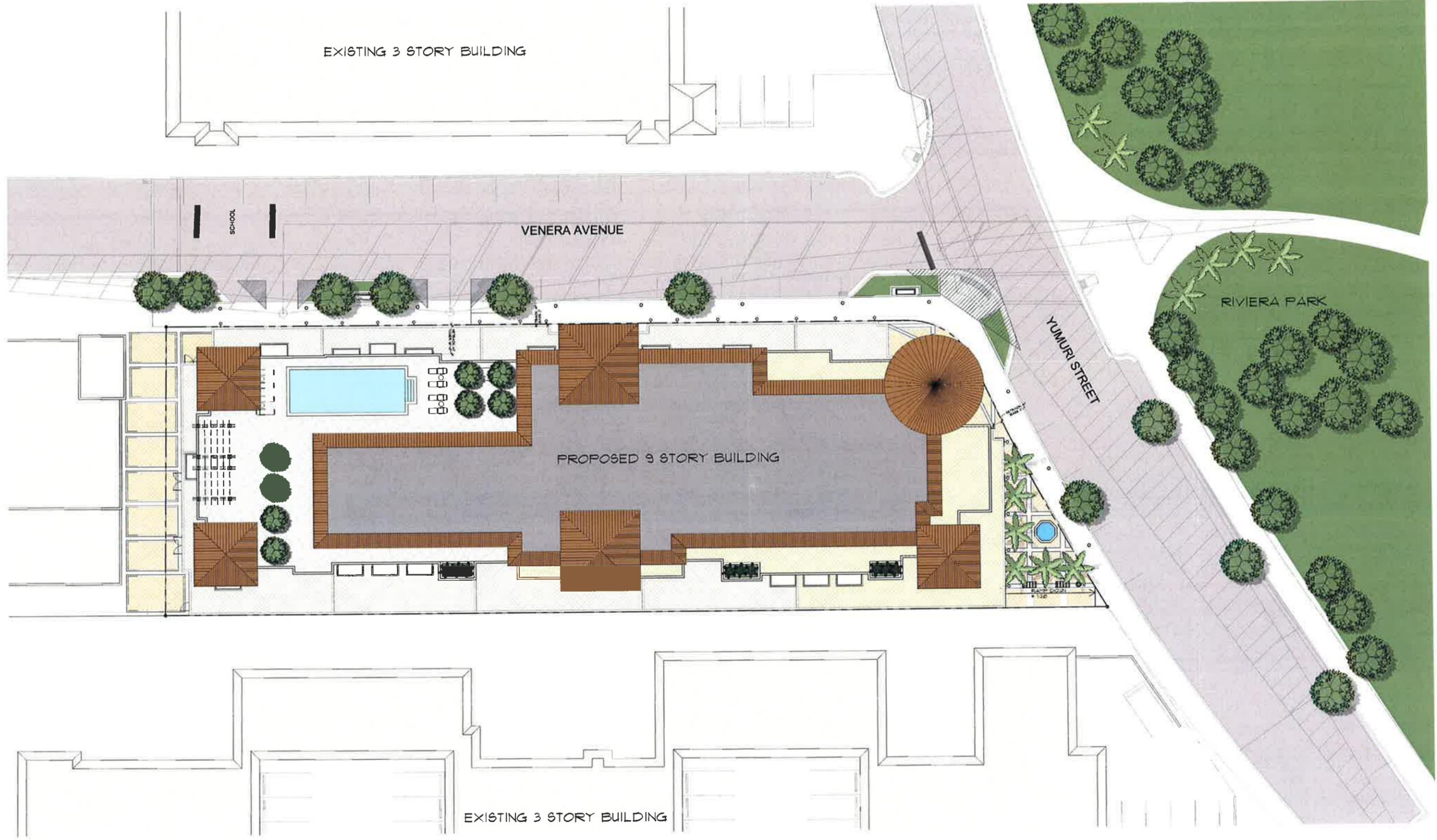
LOT COVERAGE	REQUIRED	PROVIDED
(AS PER 5-604- B CITY OF CORAL GABLES ZONING CODE) NO MINIMUM OR MAXIMUM BUILDING LOT COVERAGE IS REQUIRED. ** REFER TO SHEET A-03 MED BONUS	NO MINIMUM OR MAXIMUM REQUIRED.	27,331 SQFT.

HEIGHT OF BUILDINGS (AS PER 5-604 CITY OF CORAL GABLES ZONING CODE) MAX. HEIGHT: 91'-0"	91'-0"
------------------------------------------------------------------------------------------------------	--------

MIXED USE PERCENTAGES	REQUIRED	PROVIDED		TOTAL	
		REQUIRED	PROVIDED	REQUIRED	PROVIDED
(AS PER 4-201D.5 CITY OF CORAL GABLES ZONING CODE) ** REFER TO SHEET A-0.1 GROUND FLOOR (MXD) MIN. 8% TOTAL SQFT. TOTAL F.A.R. 104,307 SQFT. X 0.08= 8,344.56 SQFT. (8%)	8,344.56 SQFT. (8%)	RETAIL: 7,595 SQFT. OFFICE: 750 SQFT.	MIN. 8% TOTAL SQFT. TOTAL F.A.R. 104,307 SQFT. X 0.08=	8,344.56 SQFT. (8%)	8,345 SQFT. (8%)
		TOTAL: 8,345 SQFT.			

GROUND FLOOR BUILDING FRONTAGE	STREET NAME	REQUIRED FRONTAGE (40%)		PROVIDED
		REQUIRED	PROVIDED	PROVIDED
(AS PER 4-201E.10 CITY OF CORAL GABLES ZONING CODE) MIN. 40% OF LINEAR GROUND FLOOR BUILDING FRONTAGE SHALL INCLUDE RETAIL SALES AND SERVICE, OFFICE, OR RESTAURANT OR PUBLIC REALM LAND AREA USES. ** REFER TO SHEET A-0.1 GROUND FLOOR (MXD)	VENERA AVENUE	283'-5" X 0.4=	113'-4"	165'-3"
	YUMURI STREET	112'-7" X 0.4=	45'-0"	86'-8"

ZONING CHART



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



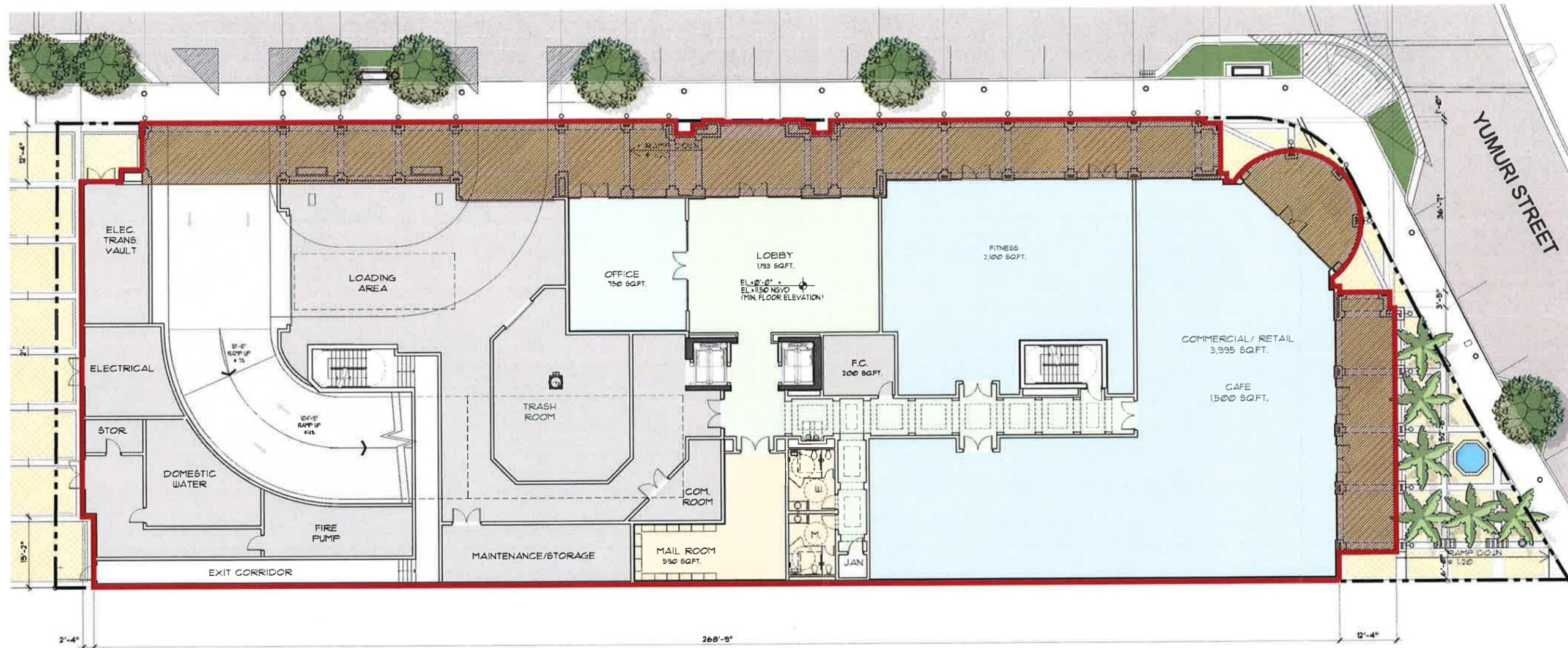
SITE PLAN
 SCALE: 3/32" = 1'-0"

SEAL:

ROBERT BEHAR AR No. 14339

SHOMA PARK TOWER
 1500 VENERA AVENUE
 CORAL GABLES, FLORIDA

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MEDITERRANEAN STYLE DESIGN
 (REQUIRED STANDARDS) TABLE 1 (ALL REQUIRED)

REF. TYPE	PROVIDED	NOT PROVIDED	COMMENTS
1 ARCHITECTURAL ELEMENTS ON BUILDING FACADES	YES		SEE ELEVATIONS SHEETS A-2.0 & A-2.1
2 ARCHITECTURAL RELIEF ELEMENTS AT STREET LEVEL	YES		SEE FLOOR PLAN SHEET A-1.0 & ELEVATIONS SHEETS A-2.0, A-2.1, A-2.2 DISPLAY WINDOWS, ARCADE AND LANDSCAPING PROVIDED.
3 ARCHITECTURAL ELEMENTS ON THE TOP OF BLDG.	YES		SEE ELEVATIONS SHEETS A-2.0, A-2.1 & A-2.2 (TOWER ELEVATIONS)
4 BICYCLE STORAGE	YES		SEE FLOOR PLAN A-1.0 & THIS SHEET A-0.3
5 BUILDING FACADES	YES		SEE ELEVATIONS SHEETS A-2.0, A-2.1, A-2.2 (VERTICAL BREAKS PROVIDED AT REGULAR INTERVALS)
6 BUILDING LOT COVERAGE	YES		SEE LEGEND THIS SHEET A-0.3
7 DRIVE THRU FACILITIES	N/A		
8 LANDSCAPE / OPEN SPACE AREA	YES		SEE SHEET L-1 (TABLE)
9 STREET LIGHTING	YES		STREET LIGHTS PROPOSED
10 PARKING GARAGES	YES		SEE THIS SHEET A-0.3, A-1.1, A-1.2 & A-1.3 (GROUND FLOOR ON STREET PARKING ONLY)
11 PORTE-COCHERES	N/A		
12 SIDEWALK / PEDESTRIAN ACCESS	YES		SEE THIS SHEET A-0.3, A-1.0 & L-1.0 FOR STREETSCAPE PLAN (** SEE NOTE BELOW)
13 RIGHT-OF-WAY PLANTING REQUIREMENTS	YES		SEE SHEET A-1.0 & L-1.0 FOR STREETSCAPE PLAN (SUBJECT TO F&PW REVIEW/APPROVAL. SEE ST-1 STREETSCAPE DETAILS)
14 STRUCTURAL BOIL	YES		SEE NOTE 3 AND LANDSCAPE PLAN
15 WINDOWS ON MEDITERRANEAN BUILDINGS	YES		SEE ELEVATIONS SHEETS A-2.0, A-2.1 & A-2.2 & NOTE NO. 4 THIS SHEET

** THIS SHEET DEPICTS:
 1- CONTINUOUS SIDEWALKS AT VENERA AVENUE & YUMURI STREET
 2- CONTINUOUS PAVED ARCADES
 3- PEDESTRIAN ENTRIES FROM VENERA AVENUE & YUMURI STREET

MEDITERRANEAN STYLE DESIGN
 (ARCHITECTURAL AND PUBLIC REALM STANDARDS) TABLE 2 (SIX OF TWELVE REQUIRED)

REF. TYPE	PROVIDED	NOT PROVIDED	COMMENTS
1 ARCADES AND OR / LOGGIAS	YES		SEE PLAN THIS SHEET & A-1.0 FOR ARCADE PROVIDED ALONG VENERA AVENUE & YUMURI STREET
2 BUILDING ROOF LINES	YES		SEE ELEVATIONS
3 BUILDING STEPS/BACK	YES		SEE SHEET FLOOR PLANS & ELEVATIONS
4 BUILDING TOWERS	YES		SEE ELEVATIONS
5 DRIVEWAYS	YES		SEE PLAN THIS SHEET (PARKING GARAGE DRIVEWAY ENTRY FROM VENERA STREET)
6 LIGHTING OF LANDSCAPING	YES		SEE UPLIGHTING AT VENERA AVENUE & YUMURI STREET
7 MATERIALS ON EXTERIOR BUILDING FACADES	YES		PAINTED STUCCO, W/KEYSTONE VENEER AND IMITATION KEYSTONE ACCENTS AT PEDESTRIAN ENTRIES, BARREL ROOF TILE AT TOWERS NOTE THAT NONE OF THE PARKING ENTRIES THAT MAY RECEIVE OVER-HEAD DOORS FACE A RESIDENTIAL PROPERTY
8 OVER-HEAD DOORS	YES		PAVERS ARE SHOWN THROUGHOUT THE GROUND FLOOR SEE THIS SHEET KEYSTONE TILES
9 KEYSTONE PAVEMENT TREATMENT	YES		SEE THIS SHEET (BENCHES, EXPANDED SIDEWALKS, REFUSE CONTAINER)
10 PEDESTRIAN AMENITIES	YES		SEE THIS SHEET
11 PEDESTRIAN PASS-THROUGHS / PASSOCS	N/A		
12 UNDERGROUND PARKING	N/A		

- NOTES:
 1. ALL STREETSCAPE IMPROVEMENTS LOCATED WITHIN ROW. (CURBS, PARALLEL PARKING, PLANTERS, ETC.) SHALL BE SUBJECT TO CITY OF CORAL GABLES PUBLIC WORKS AND PUBLIC SERVICE APPROVAL
 2. PROJECT TO COMPLY WITH ALL PUBLIC WORKS AND PUBLIC SERVICE ROW, PLANTING REQUIREMENTS OR A PAYMENT MAY BE MADE TO THE APPLICABLE IMPROVEMENTS FUND PER SECTION 5-1105 (A)(2) - (4)
 3. STREETSCAPE AND ALLEY PLANTING TO BE INSTALLED PER PUBLIC WORKS / PUBLIC SERVICE STANDARDS.
 4. MIN. WINDOW CASING DEPTH TO BE 4" MEASURED FROM FACE OF BUILDING

MEDITERRANEAN STYLE DESIGN

REF. TYPE	PROVIDED	NOT PROVIDED	COMMENTS
1 BUILDING SET BACKS	N/A		
2 ROW ENCROACHMENTS	N/A		
3 PARKING EXCEPTIONS	N/A		
4 MULTI-FAMILY DENSITY	N/A		

LEGEND

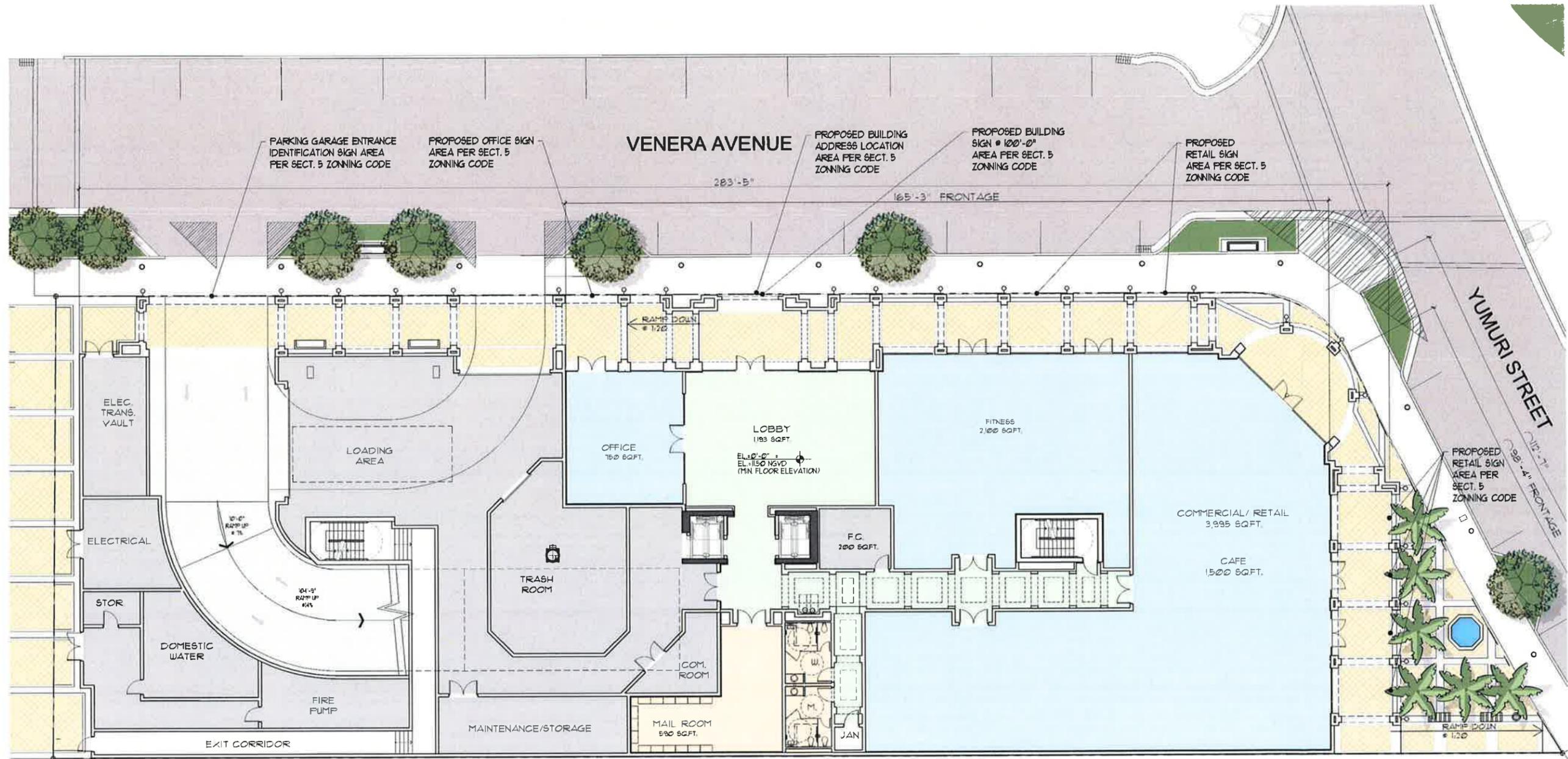
- TOTAL NET LOT AREA = 29,802 SF.
- TOTAL LOT COVERAGE = 21,365 SF.
- TOTAL ARCADE AREA = 4,402 SF.
- OTHER OPEN AREA = 2,420 SF.

TOTAL GREEN AREA = 6,326.4 SQ.FT.

GREEN AREA	
GROUND FLOOR	904.53 SQ.FT.
RECREATIONAL FLOOR	5,421.87 SQ.FT.
GREEN AREA REQUIRED 10% OF 29,802 SQ.FT. AREA REQUIRED	2,980.20 SQ.FT.

SEAL:

ROBERT BEHAR AR No. 14339



SHOMA PARK TOWER
 1500 VENERA AVENUE
 CORAL GABLES, FLORIDA

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NOTE: REFER TO BUILDING ELEVATIONS
 FOR SIGNS LOCATIONS

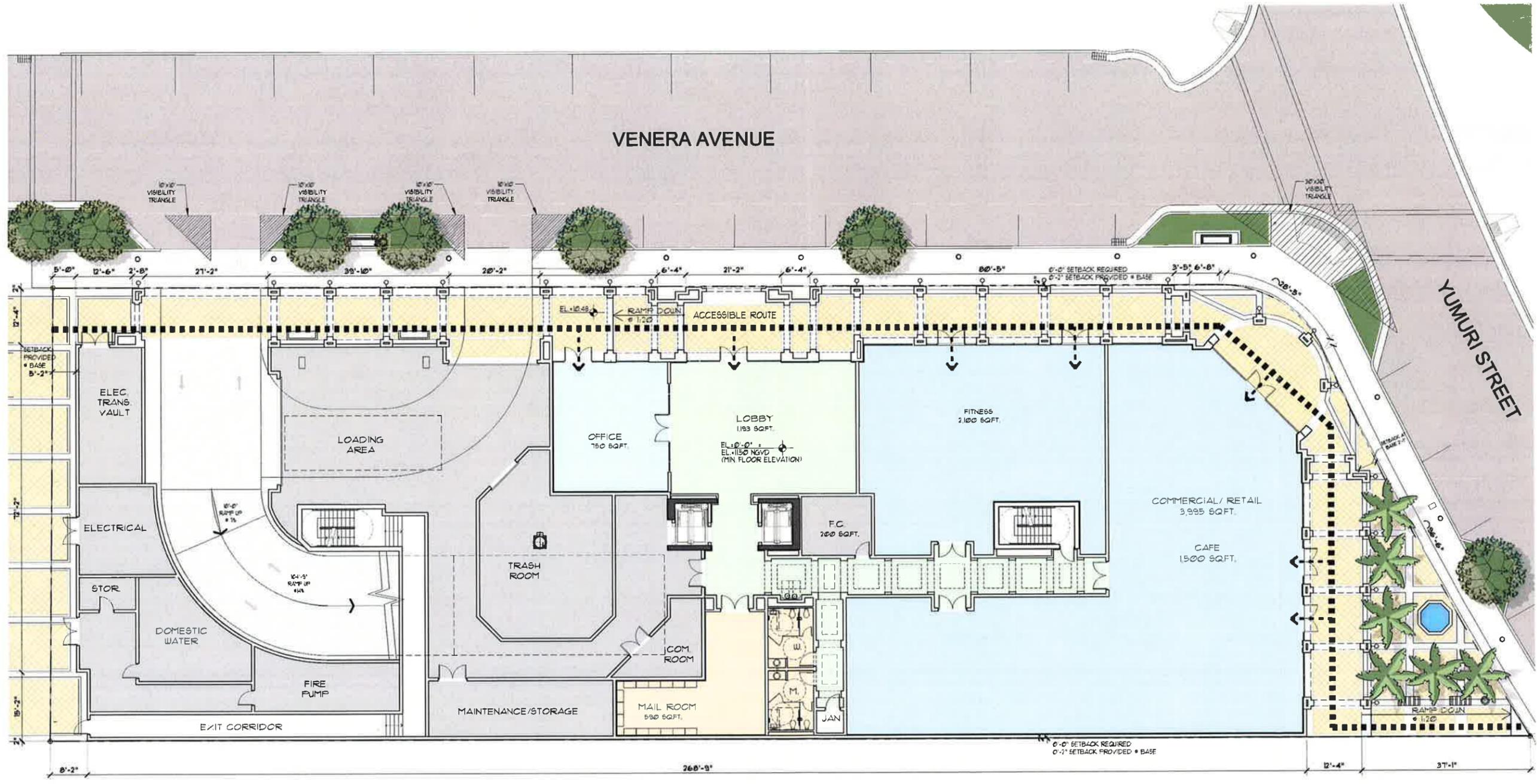
SIGNAGE FLOOR PLAN
 SCALE: 3/32" = 1'-0"

DATE: 08-20-14
 PROJECT NO: 14-011
 DRAWING NAME:
 SHEET NO:

A-0.4

SEAL:

ROBERT BEHAR AR No. 14339



NOTE:

- THE RAINWATER WILL BE RETAINED ON PROPERTY.
- TRIANGLE OF VISIBILITY WILL COMPLY WITH MIAMI DADE STANDARDS.
- RESTAURANT USE NOT PROPOSED.

GENERAL ACCESSIBILITY NOTES:

ALL ACCESSIBLE ROUTES ARE 44" MIN. CLEAR WIDTH, WITH A MAX. SLOPE 1 : 20 AND MAX. CROSS SLOPE 1 : 50.

LEGEND

..... ACCESSIBILITY ROUTE

**ACCESSIBILITY FLOOR PLAN
 PEDESTRIAN CIRCULATION**

SCALE: 3/32" = 1'-0"

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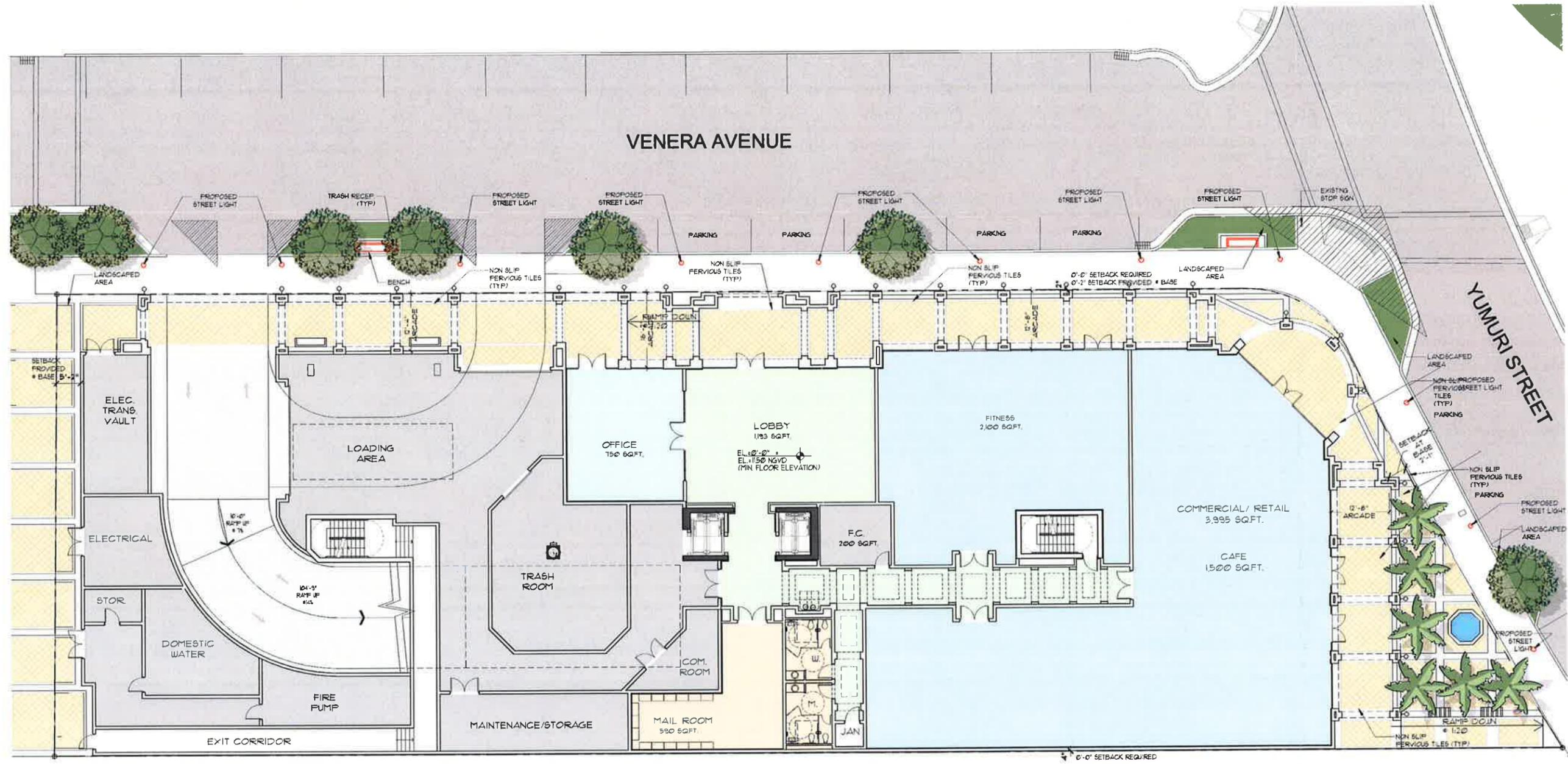
DATE: 08.20.14
 PROJECT NO.: 14-011
 DRAWING NAME:
 SHEET NO.:
A-0.5

SEAL:

ROBERT BEHAR AR No. 14339

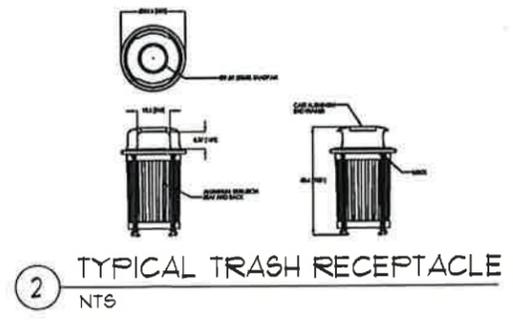
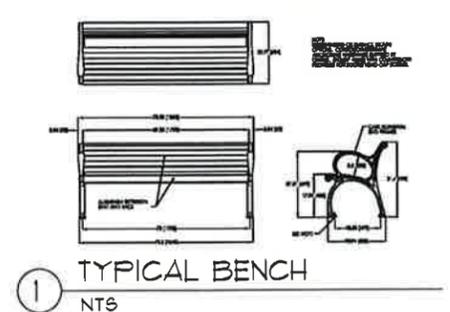
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ENCROACHMENT

NOTE:
 1. ALL AWNINGS/CANOPIES AND BUILDING SIGNAGE WILL BE UNDER A SEPARATE PERMIT.
 2. ALL SURROUNDING LANDSCAPED AREAS TO BE IRRIGATED AND REFLECTED ON BUILDING UTILITY METER.



ENCROACHMENT PLAN
 SCALE: 3/32" = 1'-0"

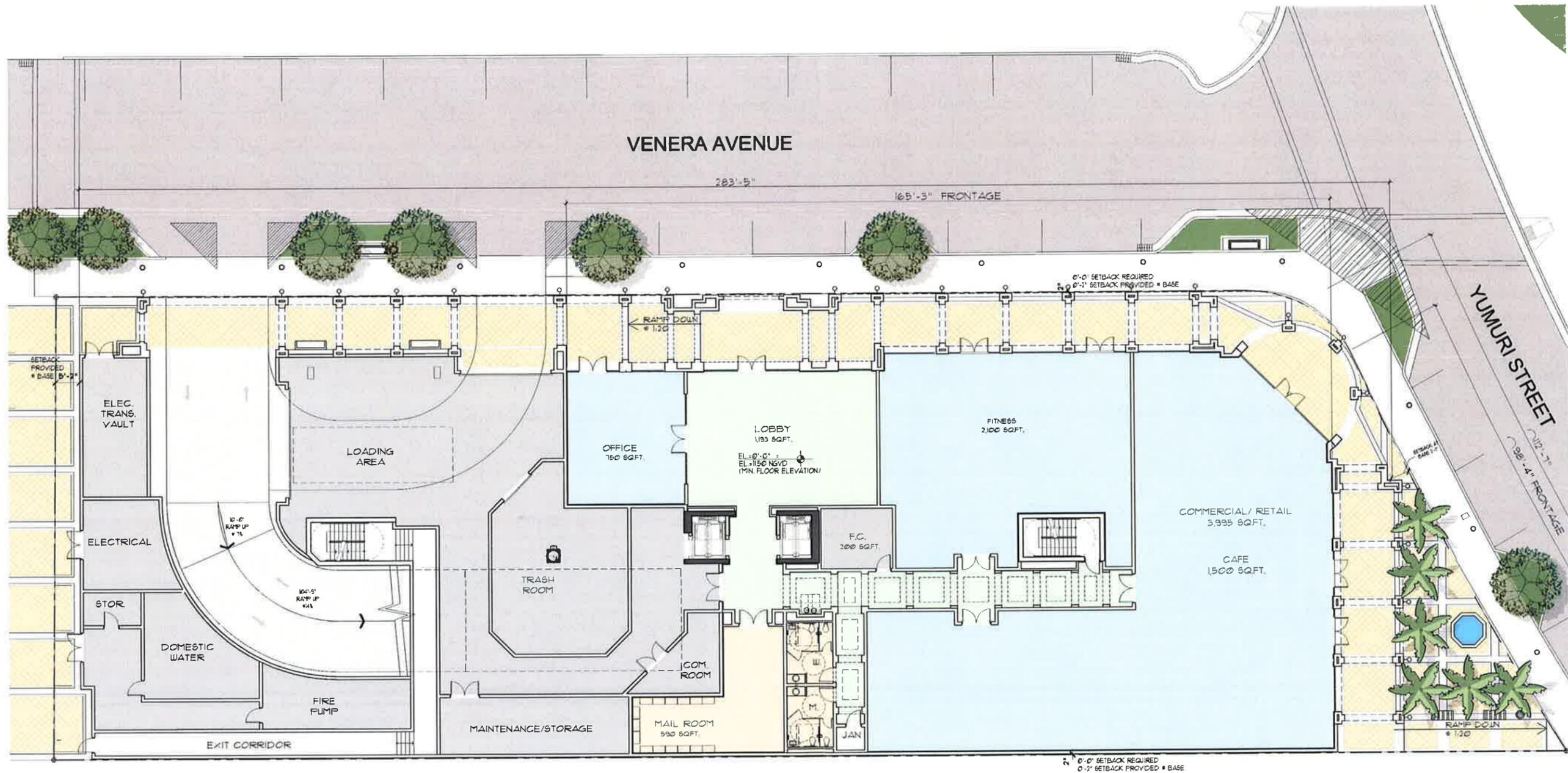
DATE: 08-20-14
 PROJECT NO: 14-011
 DRAWING NAME:
 SHEET NO:
A-0.6

SEAL:

ROBERT BEHAR AR No. 14339

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 CORAL GABLES, FLORIDA

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MIXED USE PERCENTAGES REQUIREMENT AS PER 4-2010.5 CITY OF CORAL GABLES ZONING CODE	REQUIRED	PROVIDED
8% OF BUILDING SQUARE FOOTAGE		COMMERCIAL AREA:
TOTAL F.A.R. 89,406 SQFT. X 0.08 = 7,152.48 SQFT.		RETAIL: 1,500 SQFT.
MED. BONUS 14,901 SQFT. X 0.08 = 1,192.08 SQFT.		OFFICE: 150 SQFT.
104,307 SQFT. X 0.08 = 8,344.56 SQFT.	8,344.56 SQFT. (8%)	TOTAL: 8,345 SQFT. (8%)

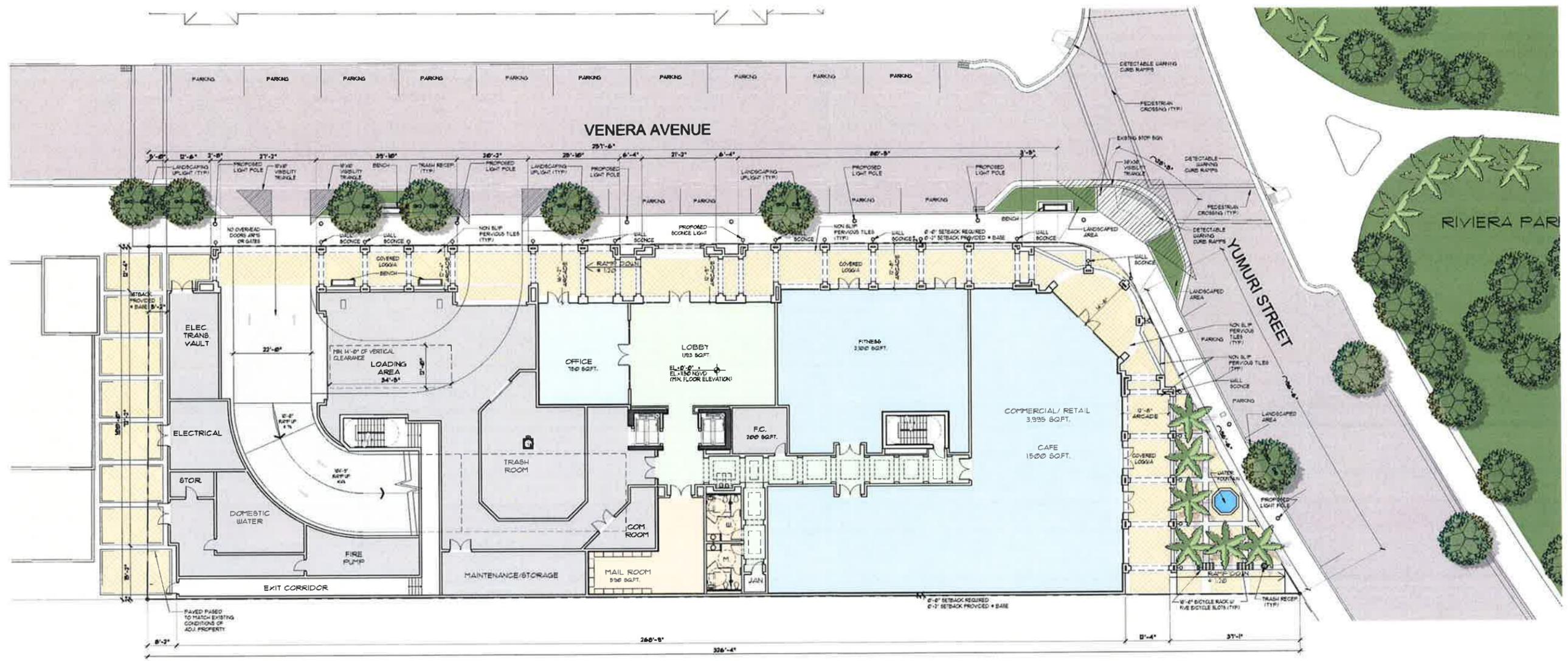
GROUND FLOOR BUILDING FRONTAGE			
SECONDARY STREETS			
STREET	REQUIRED FRONTAGE = 40%	PROVIDED	
VENERA AVENUE	283'-5" X 0.4 = 113'-4"	165'-3"	
YUMURI STREET	112'-1" X 0.4 = 45'-0"	86'-8"	

LEGEND	
	RETAIL AND OFFICE AREA
	LOBBY AREA

GROUND FLOOR PLAN (MXD)
 SCALE: 3/32" = 1'-0"

SEAL:

ROBERT BEHAR AR No. 14339



NOTE:
 ALL LIGHTING TO FACE AWAY FROM ADJACENT PROPERTY.
 LIGHTING ON PRIVATE TERRACES TO BE MIN. REQUIRED BY CODE.

GROUND FLOOR GLAZING PERCENTAGE
GROUND FLOOR GLAZING TO SOLIDS EQUALS 53%

GROUND FLOOR PLAN
 SCALE: 3/32" = 1'-0"

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 CORAL GABLES, FLORIDA

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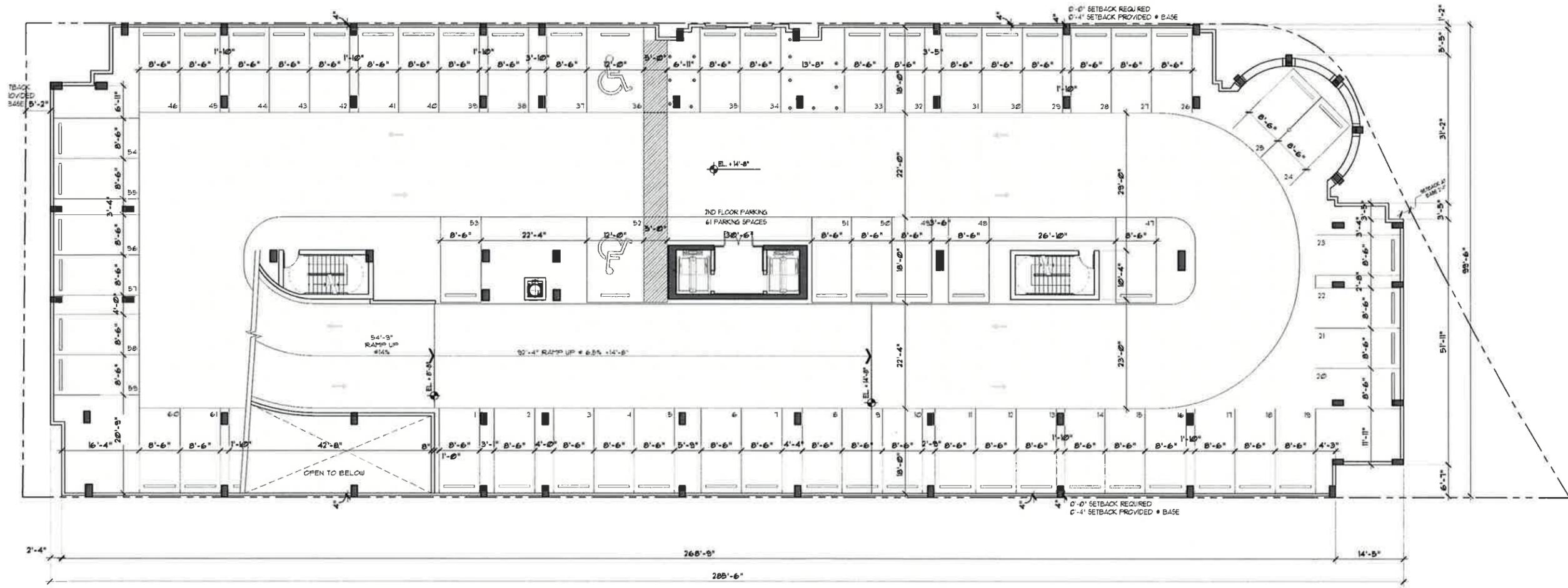
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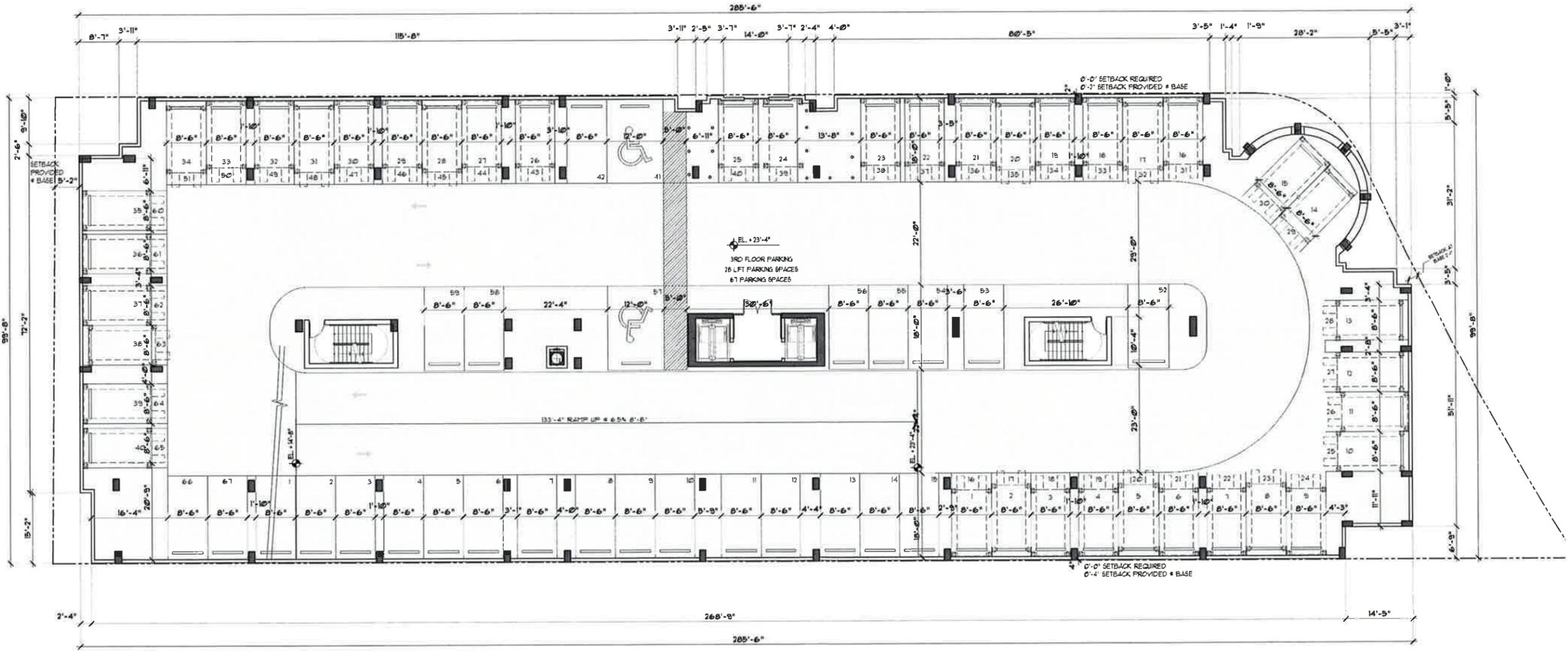
DATE: 06-20-14
 PROJECT NO. 14-011
 DRAWING NAME:
 SHEET NO:
A-1.1



2ND FLOOR - PARKING PLAN
 SCALE: 3/32" = 1'-0"

SEAL:

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 CORAL GABLES, FLORIDA

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3RD FLOOR - PARKING PLAN
 SCALE: 3/32" = 1'-0"

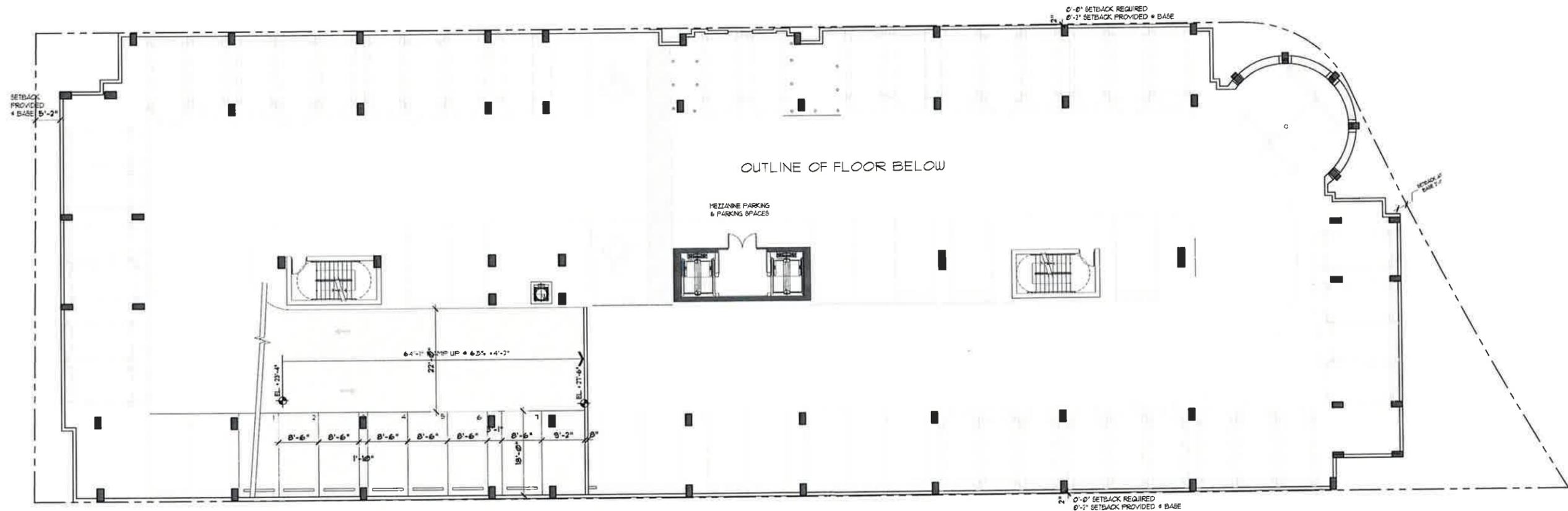
DATE: 09-20-14
 PROJECT NO: 14-011
 DRAWING NAME:
 SHEET NO:
A-1.2

SEAL:

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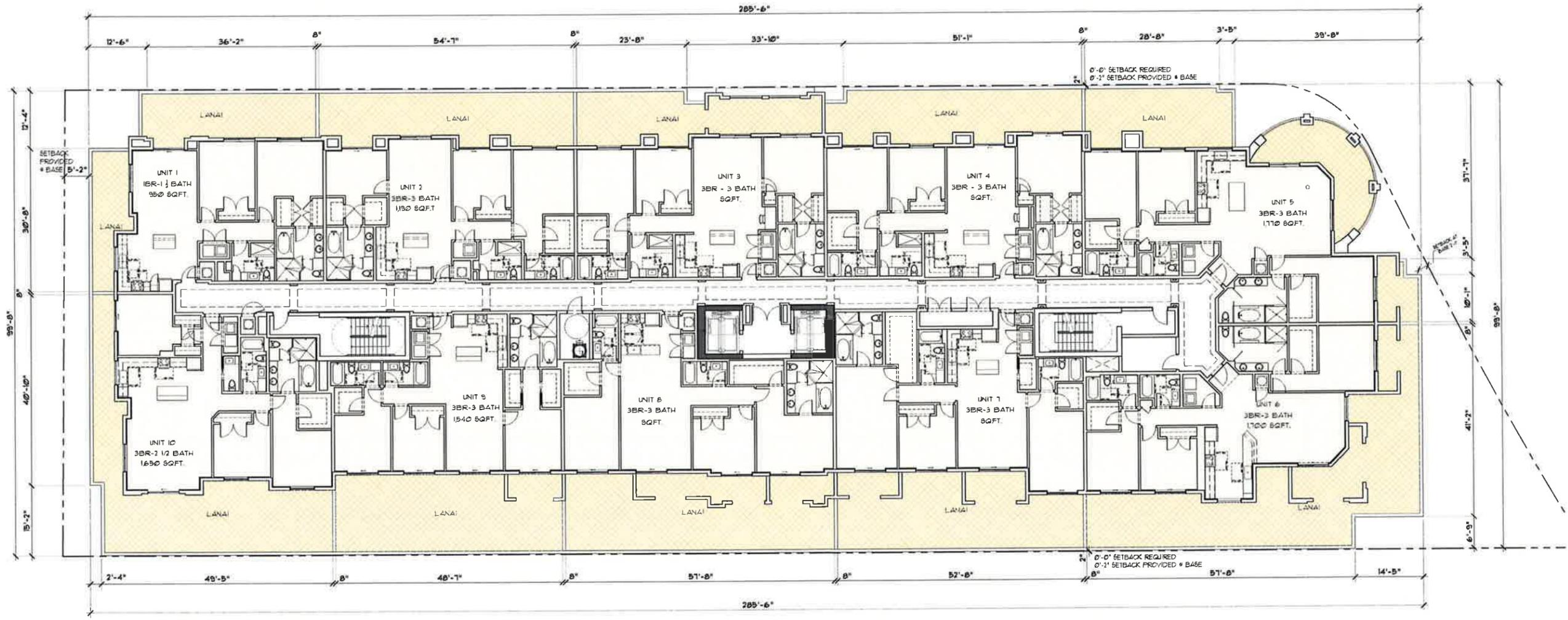
MEZZANINE FLOOR - PARKING PLAN
 SCALE: 3/32" = 1'-0"

SEAL:

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 1500 VENERA AVENUE
 CORAL GABLES, FLORIDA



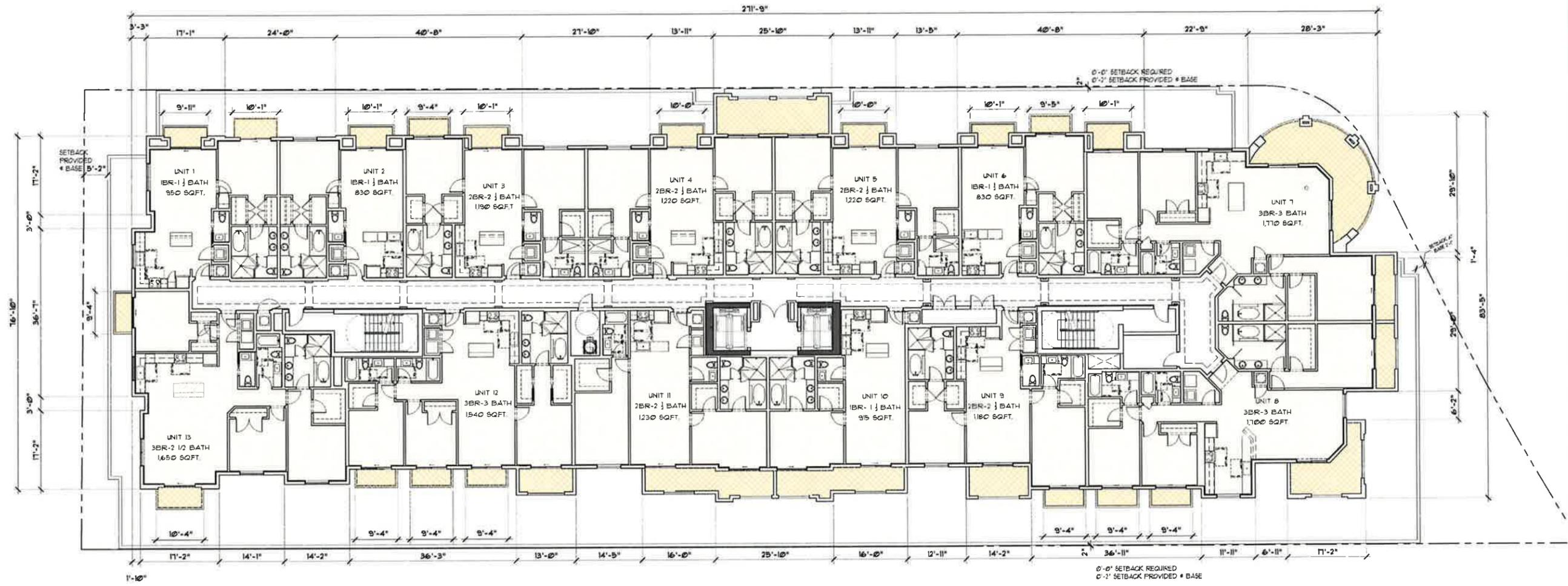
NOTE:
 ALL LIGHTING TO FACE AWAY FROM ADJACENT PROPERTY.
 LIGHTING ON PRIVATE TERRACES TO BE MIN. REQUIRED BY CODE.

4TH FLOOR PLAN
 SCALE: 3/32" = 1'-0"

DATE: 08-20-14
 PROJECT NO.: 14-011
 DRAWING NAME:
 SHEET NO:
A-1.4

SEAL:

ROBERT BEHAR AR No. 14339



SHOMA PARK TOWER
 1500 VENERA AVENUE
 CORAL GABLES, FLORIDA

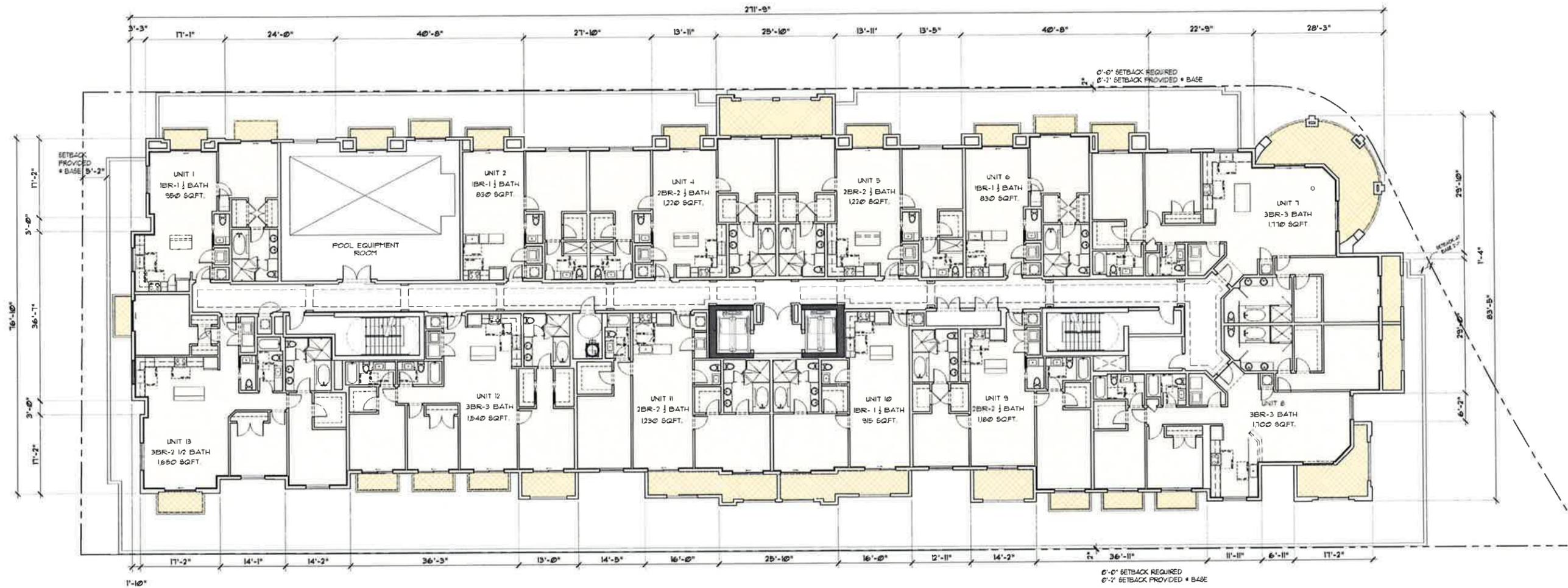
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TYPICAL RESIDENTIAL FLOOR PLAN
 SCALE: 3/32" = 1'-0"
 UNITS: 13

DATE: 08-20-14
 PROJECT NO: 14-011
 DRAWING NAME:
 SHEET NO:
A-1.5

SEAL:

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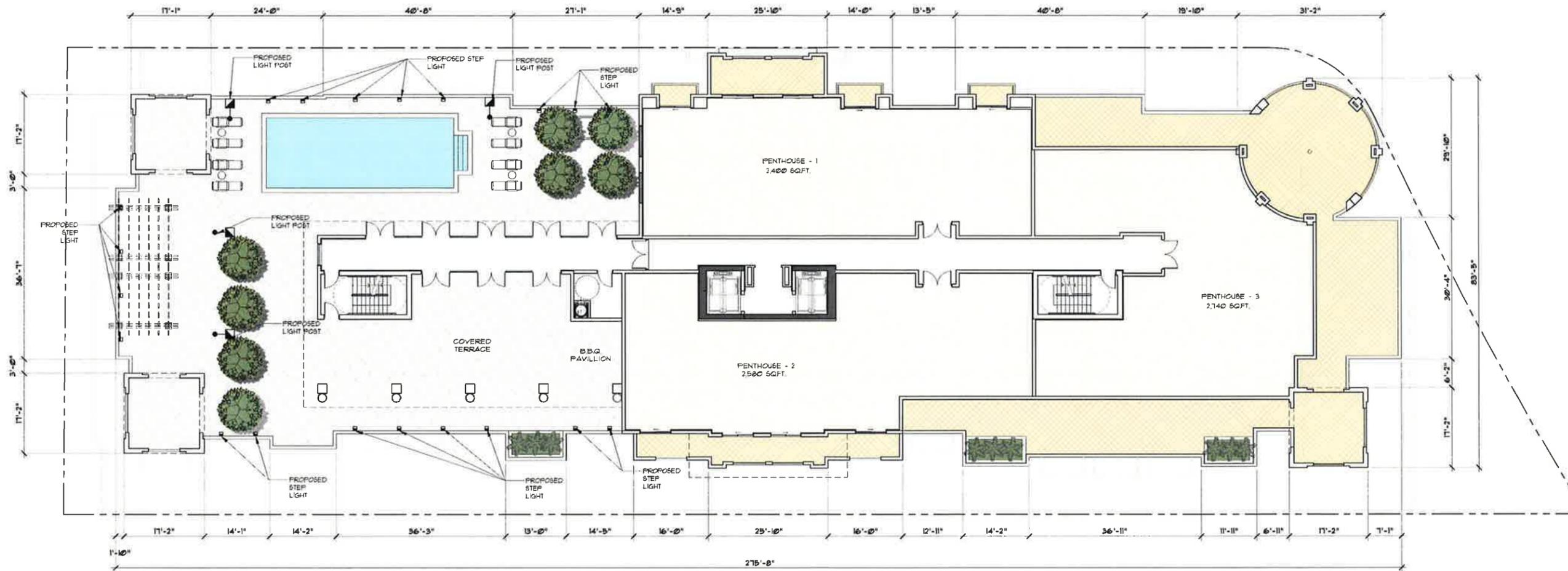
8TH FLOOR PLAN
 SCALE: 3/32" = 1'-0"
 UNITS: 12

DATE: 08/20/14
 PROJECT NO: 14-011
 DRAWING NAME:
 SHEET NO:

A-1.6

SEAL:

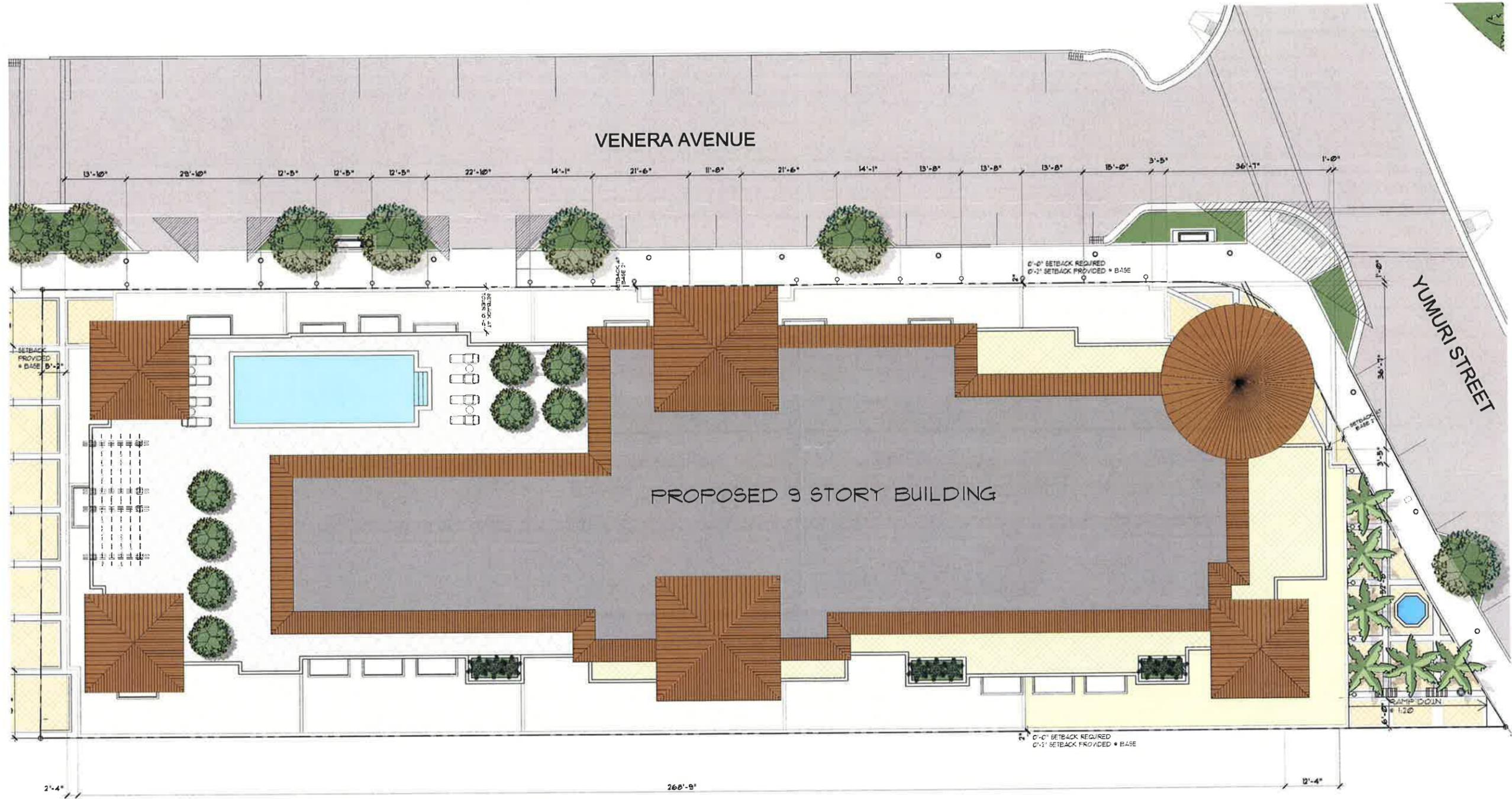
ROBERT BEHAR AR No. 14339



NOTE:
 ALL LIGHTING TO FACE AWAY FROM ADJACENT PROPERTY.
 LIGHTING ON PRIVATE TERRACES TO BE MIN. REQUIRED BY CODE.

SHOMA PARK TOWER
 1500 VENERA AVENUE
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ROOF PLAN
 SCALE: 3/32" = 1'-0"

SEAL:

ROBERT BEHAR AR No. 14339



TOP OF ARCHITECTURAL ELEMENT
 EL. 117'-5"

24'-0"

ROOF LEVEL
 EL. +91'-0" TOP OF SLAB

9TH LEVEL
 EL. +86'-4" TOP OF SLAB

8TH LEVEL
 EL. +76'-4" TOP OF SLAB

7TH LEVEL
 EL. +66'-4" TOP OF SLAB

6TH LEVEL
 EL. +56'-4" TOP OF SLAB

5TH LEVEL
 EL. +46'-4" TOP OF SLAB

4TH LEVEL
 EL. +35'-8" TOP OF SLAB

MEZZANINE LEVEL
 EL. +27'-6" TOP OF SLAB

3RD LEVEL
 EL. +23'-4" TOP OF SLAB

2ND LEVEL
 EL. +14'-8" TOP OF SLAB

GROUND LEVEL
 0'-0" F.F.E.

COPPER ROOF

4" DECORATIVE ALUMINUM RAILING (TYP.)

ALUMINUM TRELLIS (TYP.)

PROPOSED BUILDING SIGN AREA PER SECT 5 ZONING CODE

COPPER ROOF

TEXTURED STUCCO FINISH

4" DECORATIVE ALUMINUM RAILING (TYP.)

ALUMINUM TRELLIS (TYP.)

4" DECORATIVE ALUMINUM RAILING (TYP.)

TEXTURED STUCCO FINISH

DECORATIVE FOLDING PANEL

SCORE LINES (TYP.)

TENANT SIGN AREA PER SECT 5 ZONING CODE

ALUMINUM STOREFRONT SYSTEM w/ KINER FINISH w/ LOW-E LIGHT GRAY TINTED GLASS (TYP.)

NATURAL STONE VENEER

CANVAS AWNING CANOPY (TYP.)

NATURAL KEystone VENEER

BUILDING ADDRESSES LOCATION & FONT HEIGHT AREA PER SECT 5 ZONING CODE REGULATED PER 11 REG. 1716

ALUMINUM STOREFRONT SYSTEM w/ KINER FINISH w/ LOW-E LIGHT GRAY TINTED GLASS (TYP.)

SCORE LINES (TYP.)

OFFICE SIGN w/ REG. 1716

DRIVE ENTRANCE IDENTIFICATION SIGN AREA PER SECT 5 ZONING CODE

CUSTOM COLOR LOUVER TYP.

DRIVE ENTRANCE IDENTIFICATION SIGN AREA PER SECT 5 ZONING CODE

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 1500 VENERA AVENUE
 CORAL GABLES, FLORIDA

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1 NORTH ELEVATION (VENERA AVENUE)
 SCALE: NTS

SEAL:
 ROBERT BEHAR AR No. 14339



TOP OF ARCHITECTURAL ELEMENT
 EL. 111'-5"

24'-0"

ROOF LEVEL
 EL. 131'-0" TOP OF SLAB

9TH LEVEL
 EL. 186'-4" TOP OF SLAB

8TH LEVEL
 EL. 176'-4" TOP OF SLAB

7TH LEVEL
 EL. 166'-4" TOP OF SLAB

6TH LEVEL
 EL. 156'-4" TOP OF SLAB

5TH LEVEL
 EL. 146'-4" TOP OF SLAB

4TH LEVEL
 EL. 135'-8" TOP OF SLAB

MEZZANINE LEVEL
 EL. 121'-6" TOP OF SLAB

3RD LEVEL
 EL. 123'-4" TOP OF SLAB

2ND LEVEL
 EL. 114'-8" TOP OF SLAB

GROUND LEVEL
 0'-0" PFE

14'-8"

8'-0"

7'-6"

10'-0"

10'-0"

10'-0"

10'-0"

10'-0"

10'-0"

91'-0"



42" DECORATIVE
 ALUMINUM
 RAILING (TYP.)

TEXTURED
 STUCCO FINISH

ALUMINUM
 UNDERDOOR SYSTEM
 W/ KYNAR FINISH
 (COLOR TBD) W/
 LIGHT GRAY TINTED
 IMPACT RESISTANT
 GLASS

DECORATIVE
 HOLDING IRON

GREENERY
 WALL

NATURAL
 STONE
 VENEER

CUSTOM COLOR
 LOUVER (TYP.)

TEXTURED
 STUCCO FINISH

GREENERY
 WALL

SCORE LINES (TYP.)

CUSTOM COLOR
 LOUVER (TYP.)

SHOMA PARK TOWER
 1500 VENERA AVENUE
 CORAL GABLES, FLORIDA

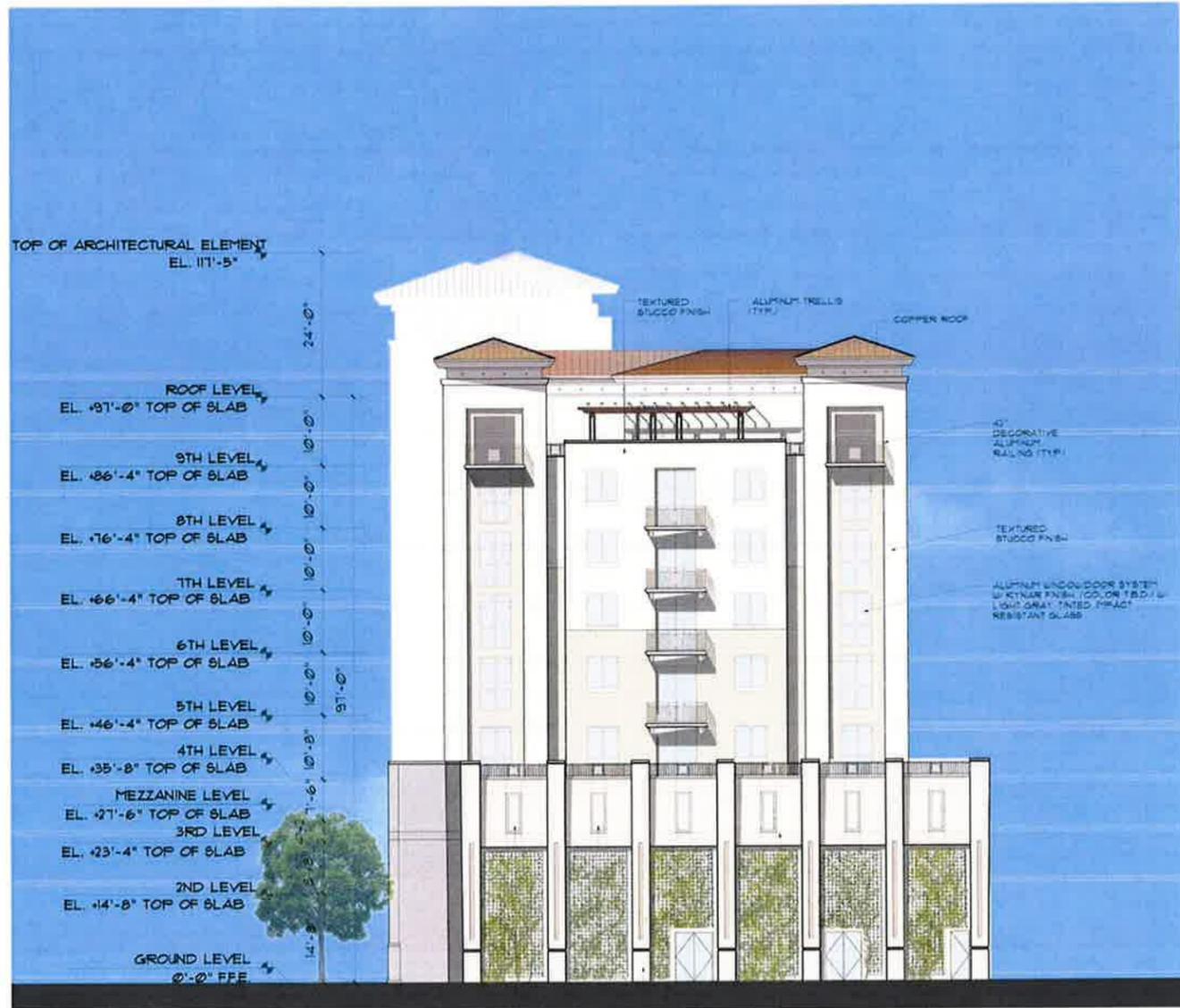
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1 SOUTH ELEVATION
 SCALE: N.T.S.

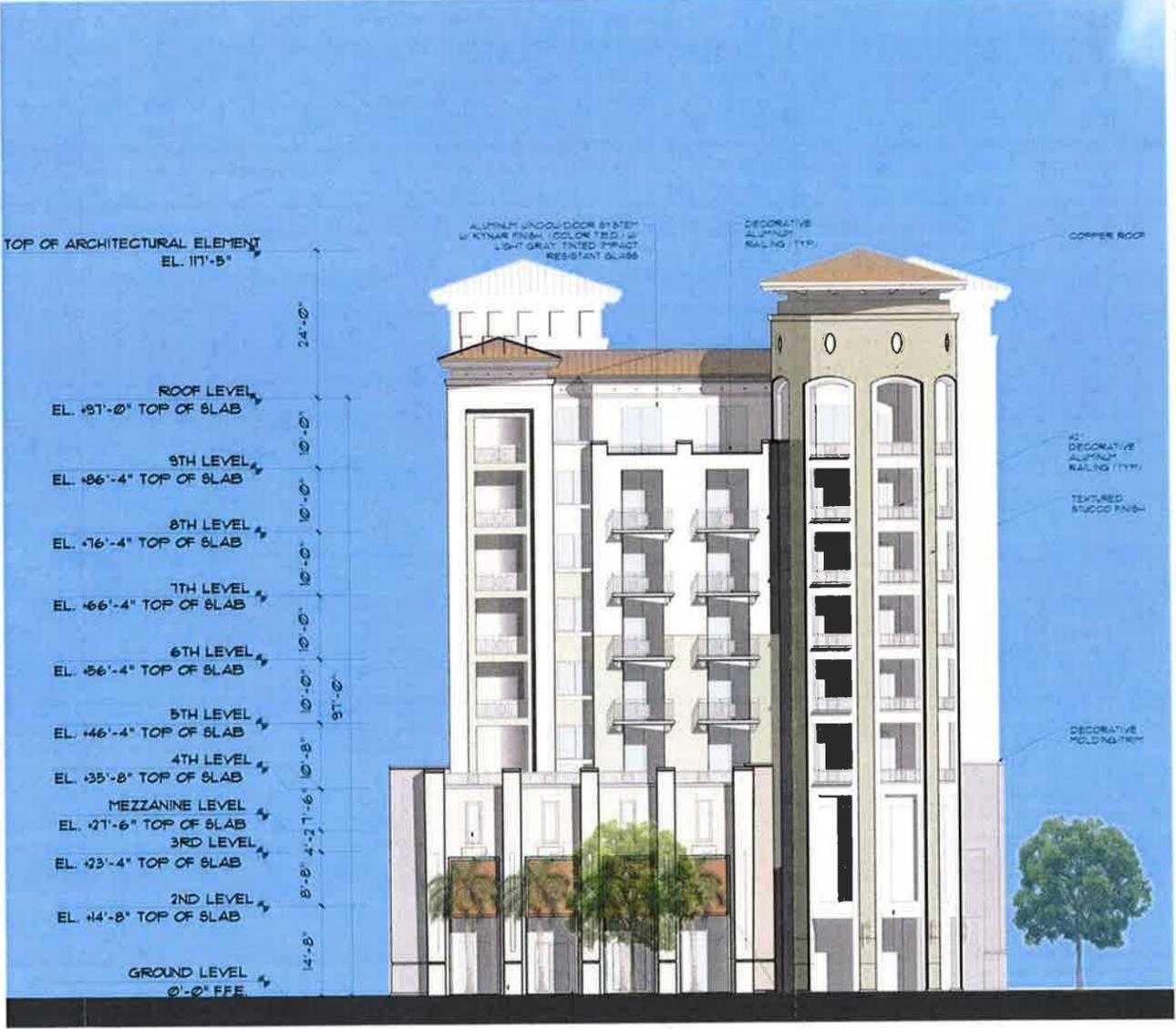
DATE: 08-20-14
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 SHEET NO:
A-2.1

SEAL:

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1 WEST ELEVATION
 SCALE: N.T.S.



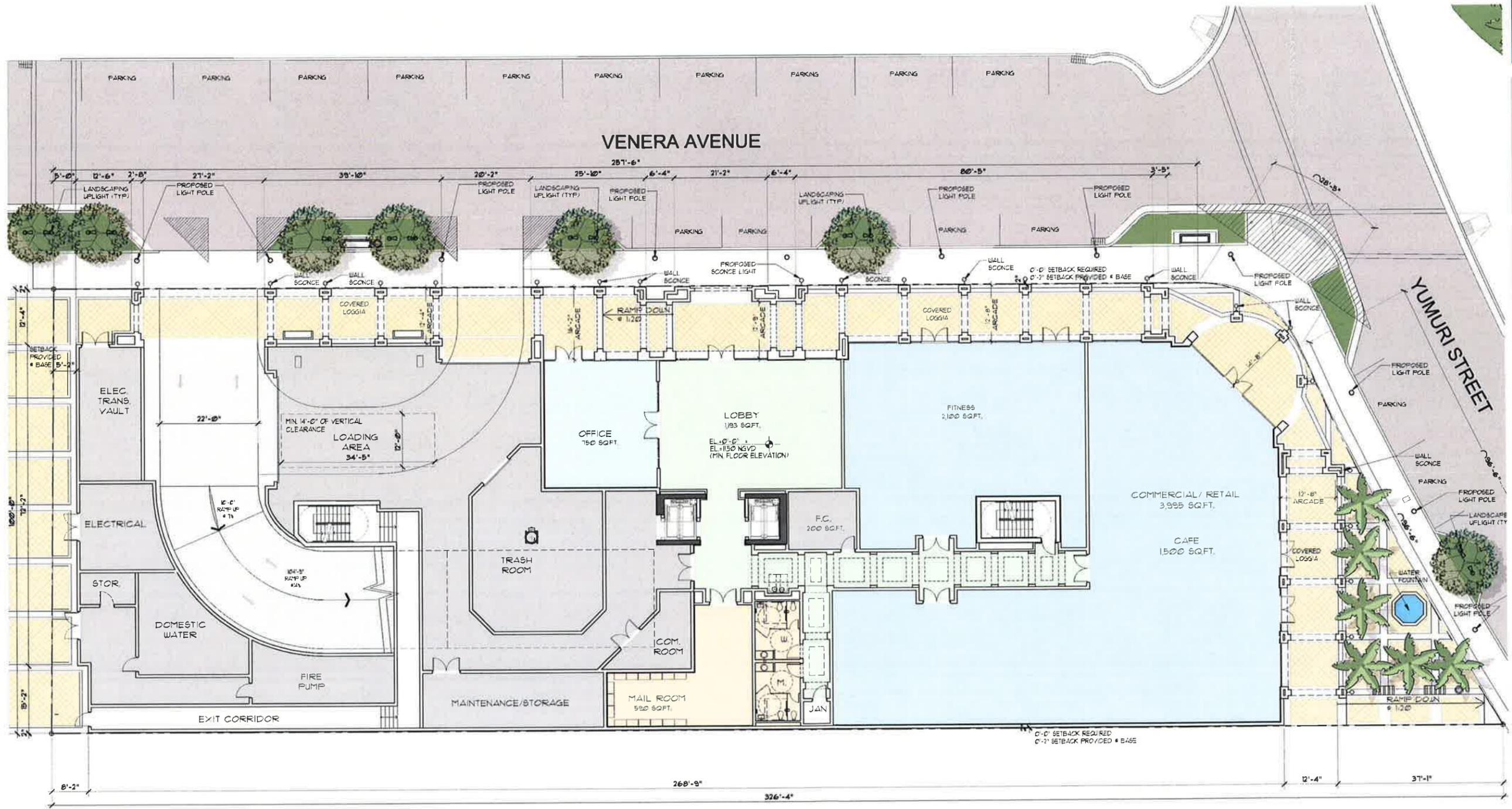
2 EAST ELEVATION
 SCALE: N.T.S.

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1500 VENERA AVENUE
CORAL GABLES, FLORIDA

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NOTE:
ALL LIGHTING TO FACE AWAY FROM ADJACENT PROPERTY.
LIGHTING ON PRIVATE TERRACES TO BE MIN. REQUIRED BY CODE.

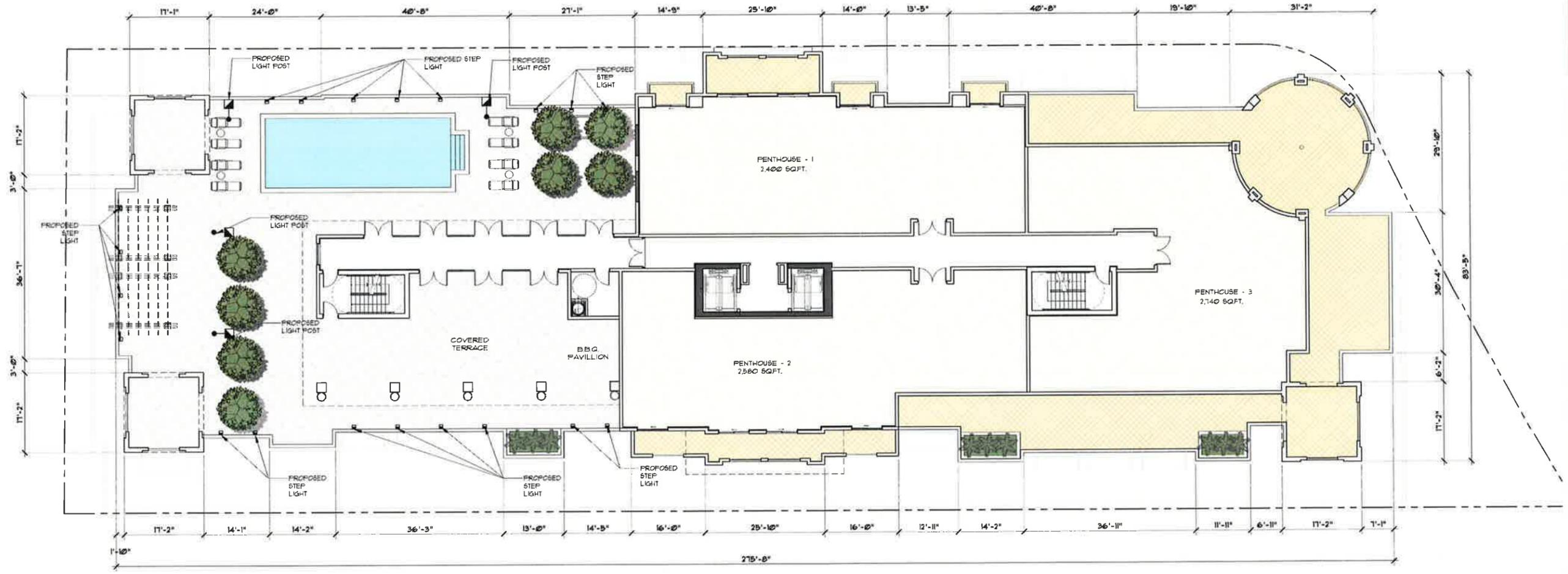
DATE: 08.20.14
PROJECT NO: 14-011
DRAWING NAME:
SHEET NO:

E-1.0

GROUND FLOOR LIGHTING PLAN
SCALE: 3/32"=1'-0"

SEAL:

ROBERT BEHAR AR No. 14339

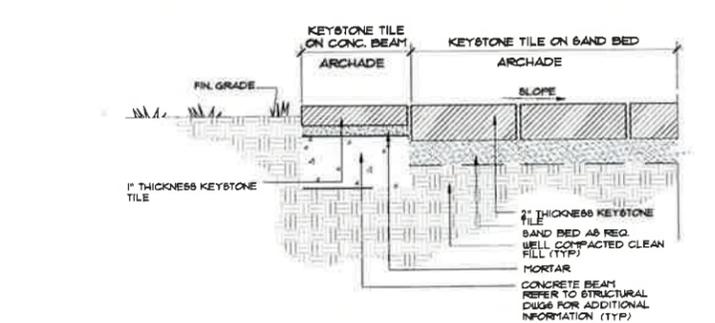
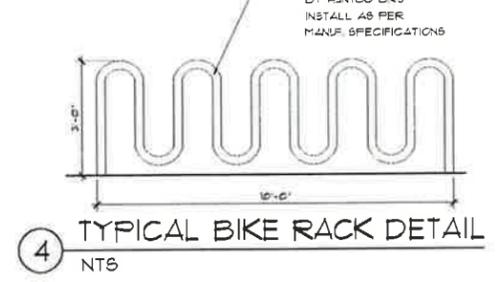
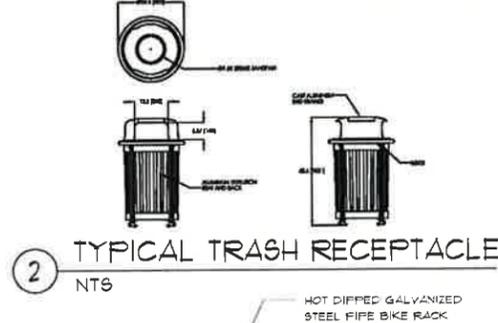
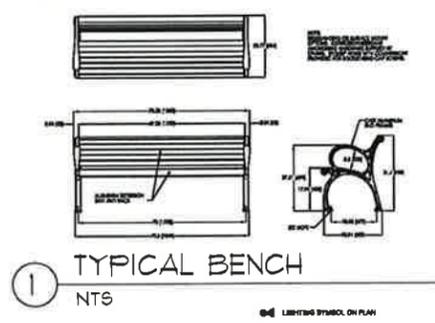
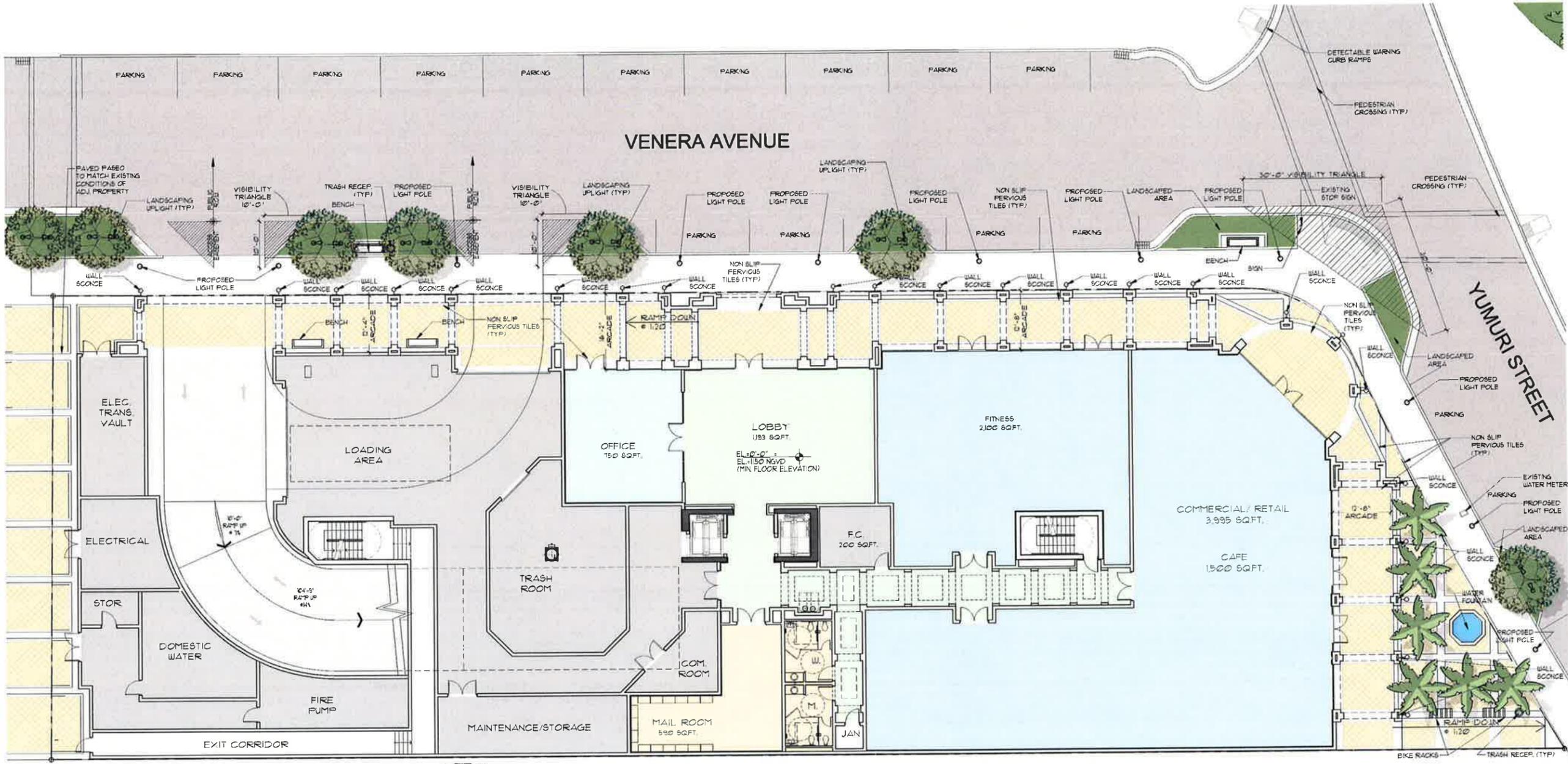


NOTE:
ALL LIGHTING TO FACE AWAY FROM ADJACENT PROPERTY.
LIGHTING ON PRIVATE TERRACES TO BE MIN. REQUIRED BY CODE.

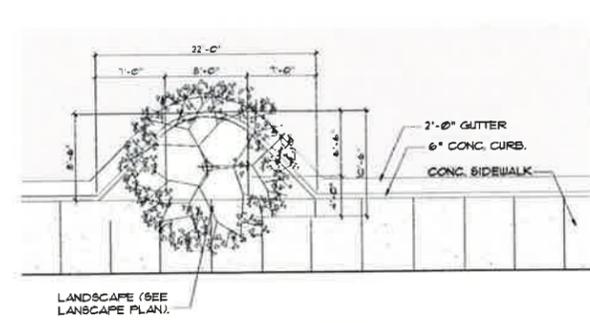
SHOMA PARK TOWER
1500 VENERA AVENUE
CORAL GABLES, FLORIDA

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SEAL:
 ROBERT BEHAR AR No. 14339

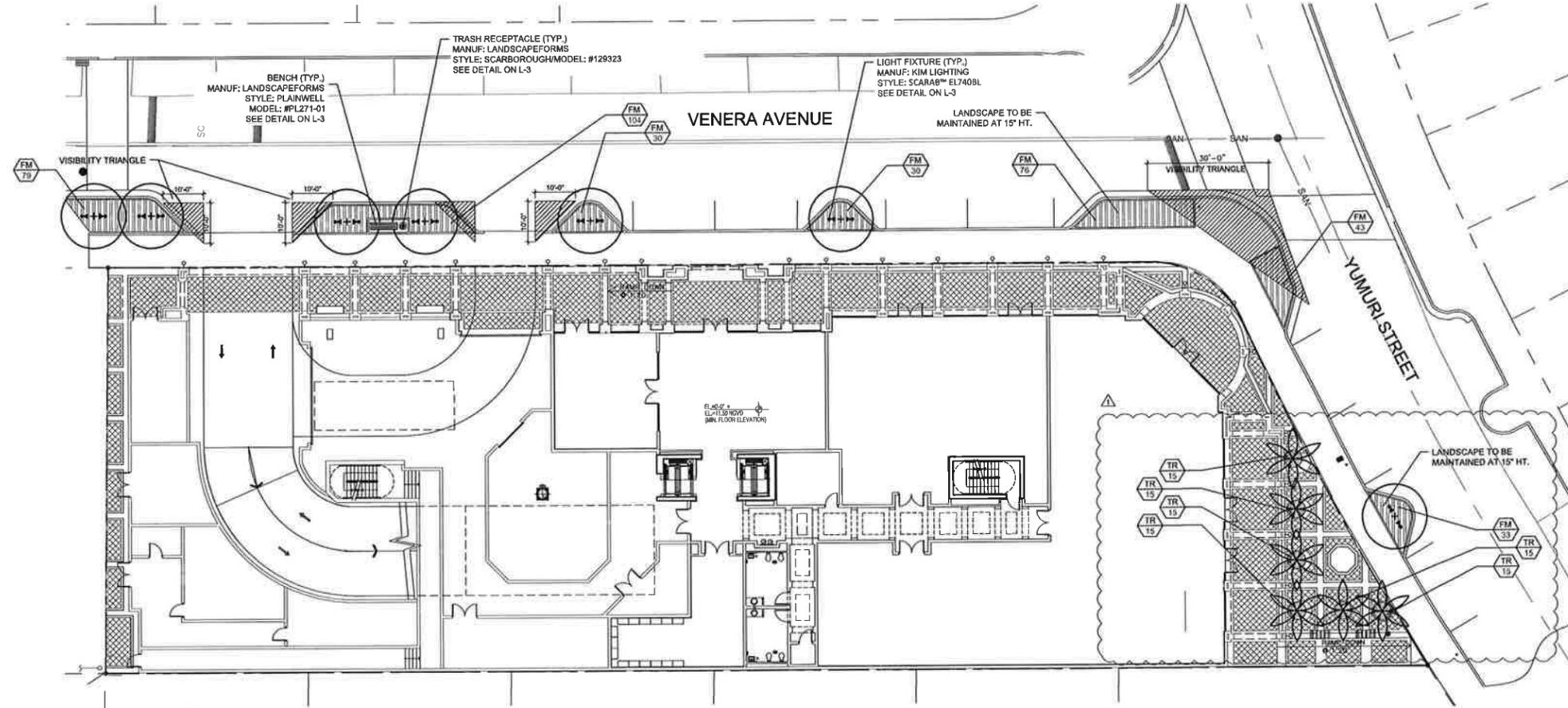


NOTE:
 1. ALL AWNINGS/CANOPIES AND BUILDING SIGNAGE WILL BE UNDER A SEPARATE PERMIT.
 2. ALL SURROUNDING LANDSCAPED AREAS TO BE IRRIGATED AND REFLECTED ON BUILDING UTILITY METER.



PUBLIC REALM PLAN
 SCALE: 3/32" = 1'-0"

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GROUND LEVEL LANDSCAPE PLAN

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

ON-SITE LANDSCAPE LIST

TREES/PALMS			
SYMBOL	QUAN.	PROPOSED MATERIAL	SPECIFICATIONS
9		Ligustrum japonicum	10' HT. X 10' SPR., MULTI TRUNK
		JAPANESE PRIVET	F.G.
6		*Roystonea elata	12' G.W. 26-28' O.A. HT.
		ROYAL PALM	F.G., MATCHED HTS.
9		Veitchia montgomeryana "single"	12' O.A. HT. MIN.
		SINGLE MONTGOMERY PALM	F.G.
SHRUBS AND GROUNDCOVERS			
SYMBOL	QUAN.	PROPOSED MATERIAL	SPECIFICATIONS
AO	5	Alcantarea odorata	2' O.A. HT.
		BROMELIAD SP.	9" POT
BG	76	Bougainvillea "New River"	18" HT. X 18" SPR. / 18" O.C.
		PURPLE BOUGAINVILLEA	3 GAL.
FM	84	Ficus microcarpa "Green Island"	18" HT. X 18" SPR. / 18" O.C.
		GREEN ISLAND FICUS	3 GAL.
TR	110	Trachelospermum asiaticum "Minima"	18" HT. X 18" SPR. / 15" O.C.
		Small Leaf Confederate Jasmine	1 GAL. VERY FULL

* DENOTES NATIVE SPECIES

OFF-SITE LANDSCAPE LIST

TREES/PALMS			
SYMBOL	QUAN.	PROPOSED MATERIAL	SPECIFICATIONS
7		*Quercus virginiana	22' HT. X 10' SPR. 6"-8" CAL. MAX.
		LIVE OAK	F.G., 6" CLEAR TRUNK
SHRUBS AND GROUNDCOVERS			
SYMBOL	QUAN.	PROPOSED MATERIAL	SPECIFICATIONS
FM	395	Ficus microcarpa "Green Island"	15" HT. X 15" SPR. / 18" O.C.
		GREEN ISLAND FICUS	3 GAL.

* DENOTES NATIVE SPECIES

LANDSCAPE LEGEND Information Required to be Permanently Affixed to Plan			
Zoning District: "C" COMMERCIAL		Net Lot Area 0.684 acres 29,802 s.f.	
OPEN SPACE	REQUIRED	PROVIDED	
A. Square Feet of open space required by Article 5, Development Standards: Net lot area = 29,802 s.f. x 10 % = 2,981 s.f.	2,981	6,326.4 (Includes Rec Level)	
TREES			
A. No. of Trees required: 28 x .884 = 20	20	20	
B. % Palms Allowed: No. Trees required x 25% =	5	5	
C. % Natives required: No. Trees required x 30% =	6	6	
STREET TREES (maximum average spacing of 35' o.c.):			DEFICIENCY
B. 189' linear feet along Venera Avenue =	6	6	n/a
C. 80' linear feet along Madruge Street =	2	1	-1
D. Total Trees Required	28	27	-1
ESTIMATED TOTAL COST (\$250/TREE) = \$250.00			
SHRUBS			
A. No. trees required x 10= No. of shrubs allowed	280	275	

W H D
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DESIGN GROUP
 307 South 21st Avenue Hollywood, Florida
 phone: 304-953-9881 fax: 304-953-9889
 www.witkinhultsdesign.com

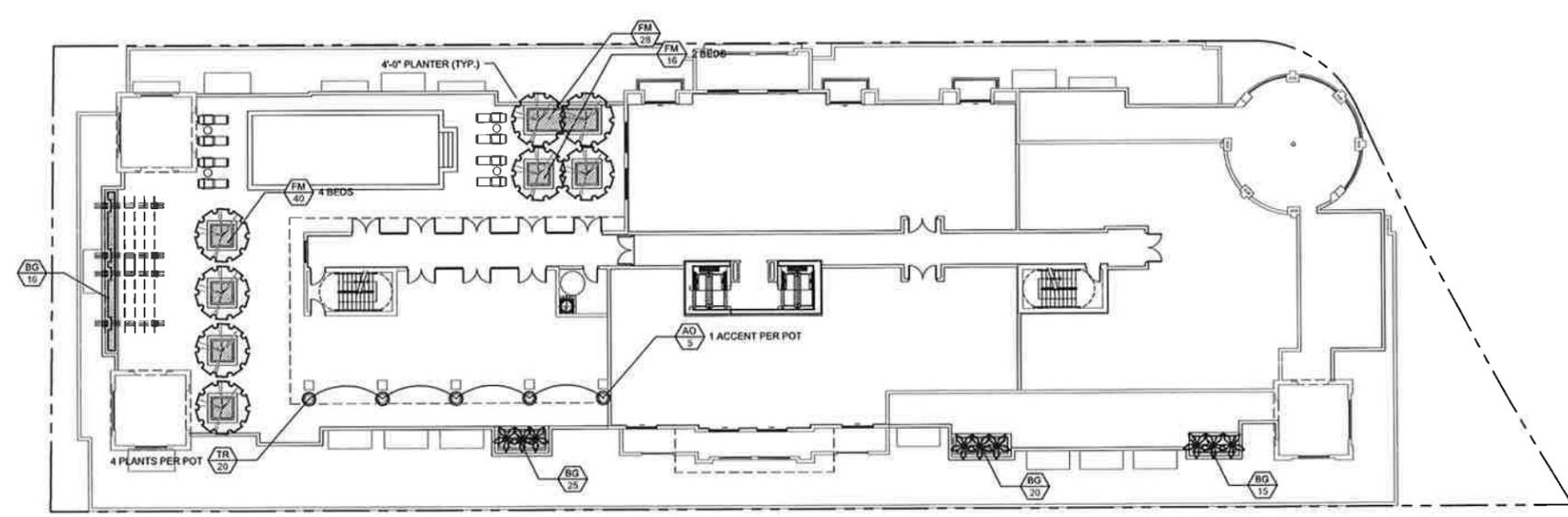
SHOMA TOWER PARK
 1500 VENERA AVE - CORAL GABLES, FLORIDA
 GROUND LEVEL LANDSCAPE PLAN

Revisions:
 1) 2014.08.28 NEW BASE PLAN

Seal:
 Lic. # LA0000899
 Member, A.S.L.A.

Drawing: LANDSCAPE PLAN
 Date: 06/05/2014
 Scale: SEE LEFT
 Drawn by: JR
 Sheet No.:
L-1
 Cad Id.: 2014-029

SHOMA TOWER PARK
 1500 VENERA AVE - CORAL GABLES, FLORIDA
 RECREATIONAL LEVEL LANDSCAPE PLAN



RECREATIONAL LEVEL LANDSCAPE PLAN
 SCALE: 1/16"=1'-0"

ON-SITE LANDSCAPE LIST

TREES/PALMS			
SYMBOL	QUAN.	PROPOSED MATERIAL	SPECIFICATIONS
⊙	9	Ligustrum japonicum JAPANESE PRIVET	10' HT. X 10' SPR., MULTI TRUNK F.G.
✻	7	*Roystonea elata ROYAL PALM	12' G.W. 26-28' O.A. HT. F.G., MATCHED HTS.
✻	7	Veitchia montgomeryana 'single' SINGLE MONTGOMERY PALM	12' O.A. HT. MIN. F.G.
SHRUBS AND GROUNDCOVERS			
SYMBOL	QUAN.	PROPOSED MATERIAL	SPECIFICATIONS
AO	5	Alcantarea odorata BROMELIAD SP.	2' O.A. HT. 8" POT
BG	76	Bougainvillea 'New River' PURPLE BOUGAINVILLEA	18" HT. X 18" SPR. / 18" O.C. 3 GAL.
FM	84	Ficus microcarpa 'Green Island' GREEN ISLAND FICUS	18" HT. X 18" SPR. / 18" O.C. 3 GAL.
TR	125	Trachelospermum asiaticum 'Minima' Small Leaf Confederate Jasmine	18" HT. X 18" SPR. / 15" O.C. 1 GAL. VERY FULL

OFF-SITE LANDSCAPE LIST

TREES/PALMS			
SYMBOL	QUAN.	PROPOSED MATERIAL	SPECIFICATIONS
⊙	7	*Quercus virginiana LIVE OAK	22' HT. X 10' SPR. 6"-8" CAL. MAX. F.G., 6' CLEAR TRUNK
SHRUBS AND GROUNDCOVERS			
SYMBOL	QUAN.	PROPOSED MATERIAL	SPECIFICATIONS
FM	395	Ficus microcarpa 'Green Island' GREEN ISLAND FICUS	15" HT. X 15" SPR. / 18" O.C. 3 GAL.

LANDSCAPE LEGEND Information Required to be Permanently Affixed to Plan
 Zoning District: "C" COMMERCIAL Net Lot Area 0.684 acres 29,802 s.f.

OPEN SPACE	REQUIRED	PROVIDED	DEFICIENCY
A. Square Feet of open space required by Article 5, Development Standards: Net lot area = 29,802 s.f. x 10 % = 2,981 s.f.	2,981	6,326.4 (Includes Rec Level)	
TREES			
A. No. of Trees required: 28 x .684 = 20	20	20	
B. % Palms Allowed: No. Trees required x 25% =	5	4	
C. % Natives required: No. Trees required x 30% =	6	7	
STREET TREES (maximum average spacing of 35' o.c.):			
B. 189' linear feet along Venera Avenue =	6	6	n/a
C. 60' linear feet along Madruga Street =	2	1	-1
D. Total Trees Required	28	27	-1
ESTIMATED TOTAL COST (\$250/TREE) = \$250.00			
SHRUBS			
A. No. trees required x 10= No. of shrubs allowed	280	290	

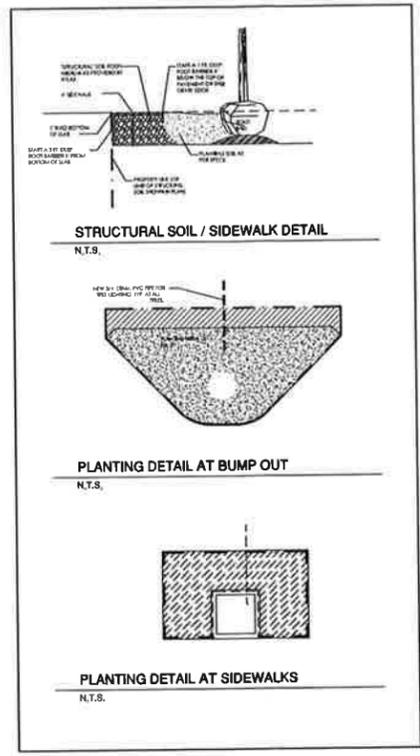
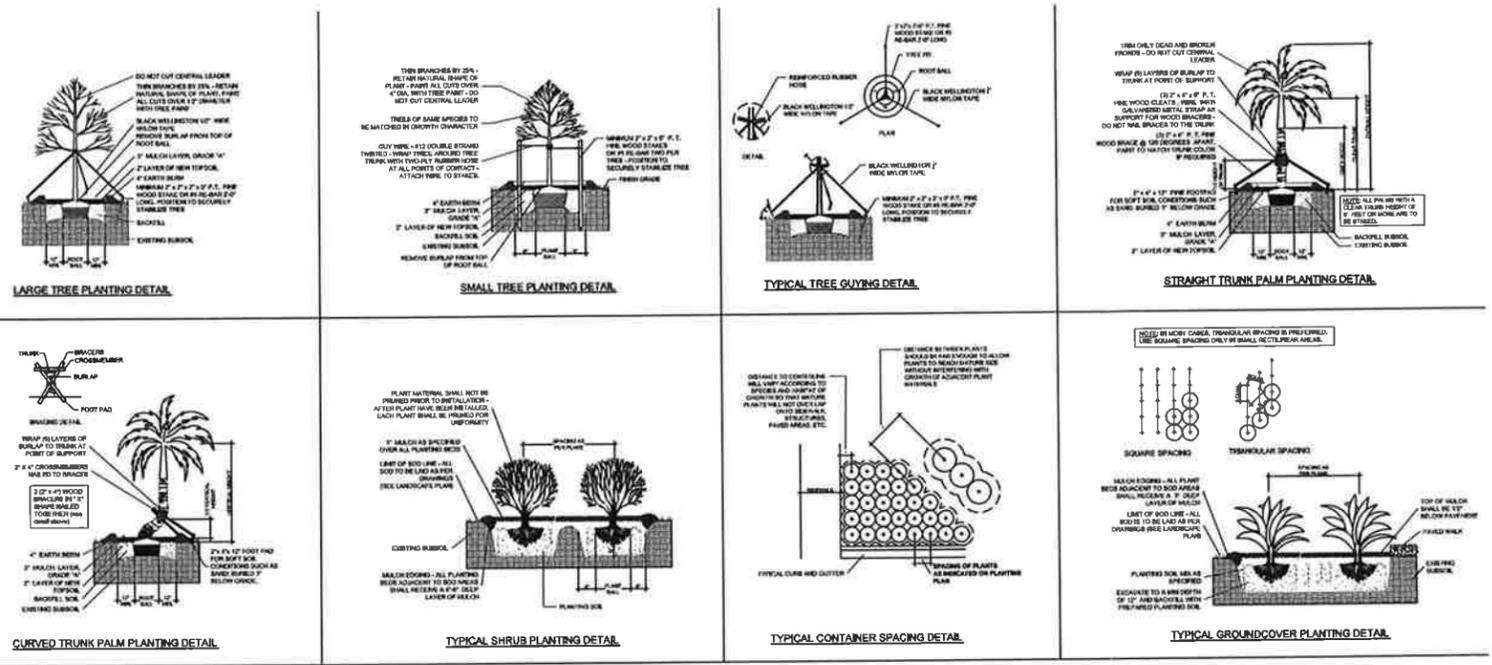
Project:

Revisions:
 1) 2014.08.19 NEW BASE

Seal:

Lic. # LA000889
 Member: A.S.L.A.

Drawing: LANDSCAPE PLAN
 Date: 06/05/2014
 Scale: SEE LEFT
 Drawn by: JR
 Sheet No.:



PLANTING NOTES:

- All plant material is to be Florida Number 1 or better pursuant to the Florida Department of Agriculture's Grades and Standards for Nursery Plants.
- All plants are to be top dressed with a minimum 3" layer of Metaleuca mulch, Eucalyptus mulch or equal.
- Planting plans shall take precedence over plant list in case of discrepancies.
- No changes are to be made without the prior consent of the Landscape Architect and Owner. Additions and deletions to the plant material must be approved by the project engineer.
- Landscape Contractor is responsible for providing their own square footage takeoffs and field verification for 100% sod coverage for all areas specified.
- All landscape areas are to be provided with automatic sprinkler system which provide 100% coverage, and 50% overlap.
- All trees in lawn areas are to receive a 24" diameter mulched saucer at the base of the trunk.
- Trees are to be planted within parking islands after soil is brought up to grade. Deeply set root balls are not acceptable.
- Planting soil for topsoil and backfill shall be 50/50 mix, nematode free. Planting soil for annual beds to be comprised of 50% Canadian peat moss, 25% salt free coarse sand and 25% Aerolite.
- Tree and shrub pits will be supplemented with "Agriform Pellets", 21 gram size with a 20-10-5 analysis, or substitute application accepted by Landscape Architect. Deliver in manufacturer's standard containers showing weight, analysis and name of manufacturer.

SOD NOTES:

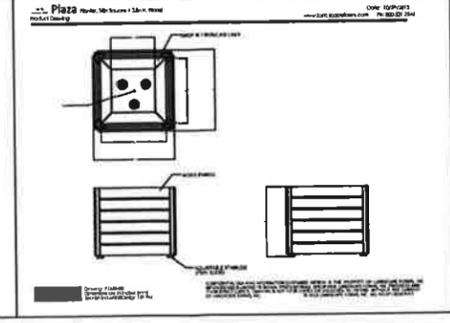
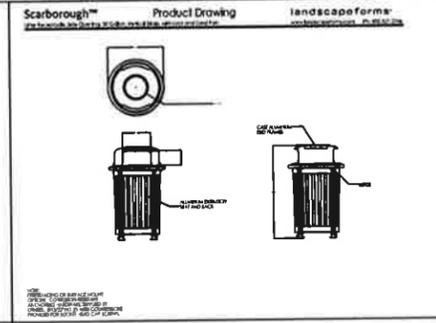
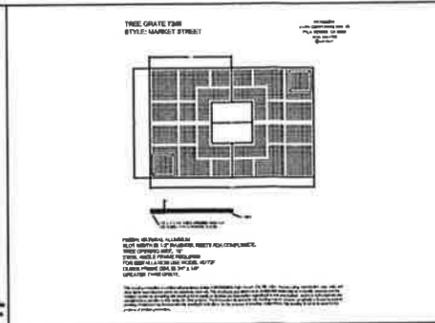
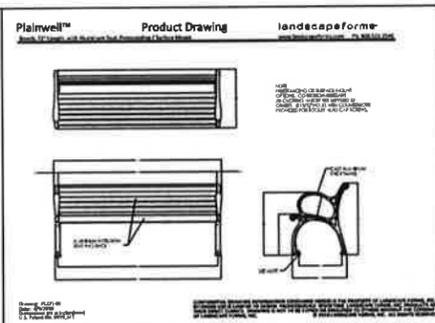
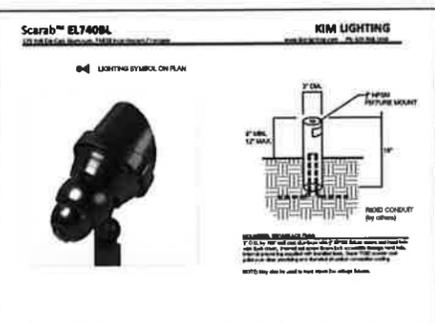
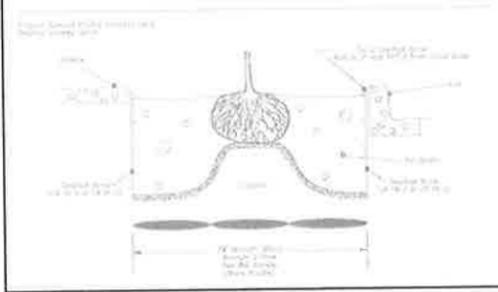
- Sod is to be grade "A" weed free.
- All areas marked "LAWN" shall be solid sodded with St. Augustine "Floratan" solid sod. See limit on plan. All areas marked "Bahia Grass" shall be solid sodded with Paspalum.
- Provide a 2" deep blanket of planting soil as described in planting notes this sheet. Prior to planting, remove stones, sticks, etc. from the sub soil surface. Excavate existing non-conforming soil as required so that the finish grade of sod is flush with adjacent pavement or top of curb as well as adjacent sod in the case of sod patching.
- Place sod on moistened soil, with edges tightly butted, in staggered rows at right angles to slopes.
- Keep edge of sod bed a minimum of 18" away from groundcover beds and 24" away from edge of shrub beds and 36" away from trees, measured from center of plant.
- Sod shall be watered immediately after installation to uniformly wet the soil to at least 2" below the bottom of the sod strips.
- Excavate and remove excess soil so top of sod is flush with top of curb or adjacent pavement or adjacent existing sod.

GENERAL NOTES:

- The Landscape Contractor is to locate and verify all underground and overhead utilities prior to beginning work. Contact proper utility companies and / or General Contractor prior to digging for field verification. The Owner and the Landscape Architect shall not be responsible for any damages to utility or irrigation lines (see Roadway Plans for more utility notes).
- Landscape Contractor is to verify all current drawings and check for discrepancies and bring to the attention of the Landscape Architect prior to commencing with the work.
- All unattended and unplanted tree pits are to be properly barricaded and flagged during installation.
- All planting plans are issued as directives for site layout. Any deviations, site changes, etcetera are to be brought to the attention of the Landscape Architect for clarification prior to installation.

Surround Style Planting with Deeprout Universal Barriers

Surround style planting is a method of planting trees and shrubs in a landscape area where the plants are surrounded by a barrier that allows them to grow and spread naturally. This method is ideal for areas where the plants are to be planted in a grid pattern or in a specific layout. The barrier is made of a material that is resistant to root growth and is installed around the plants. This method allows the plants to grow and spread naturally, while still providing a barrier that prevents them from growing into adjacent areas. This method is also ideal for areas where the plants are to be planted in a grid pattern or in a specific layout. The barrier is made of a material that is resistant to root growth and is installed around the plants. This method allows the plants to grow and spread naturally, while still providing a barrier that prevents them from growing into adjacent areas.



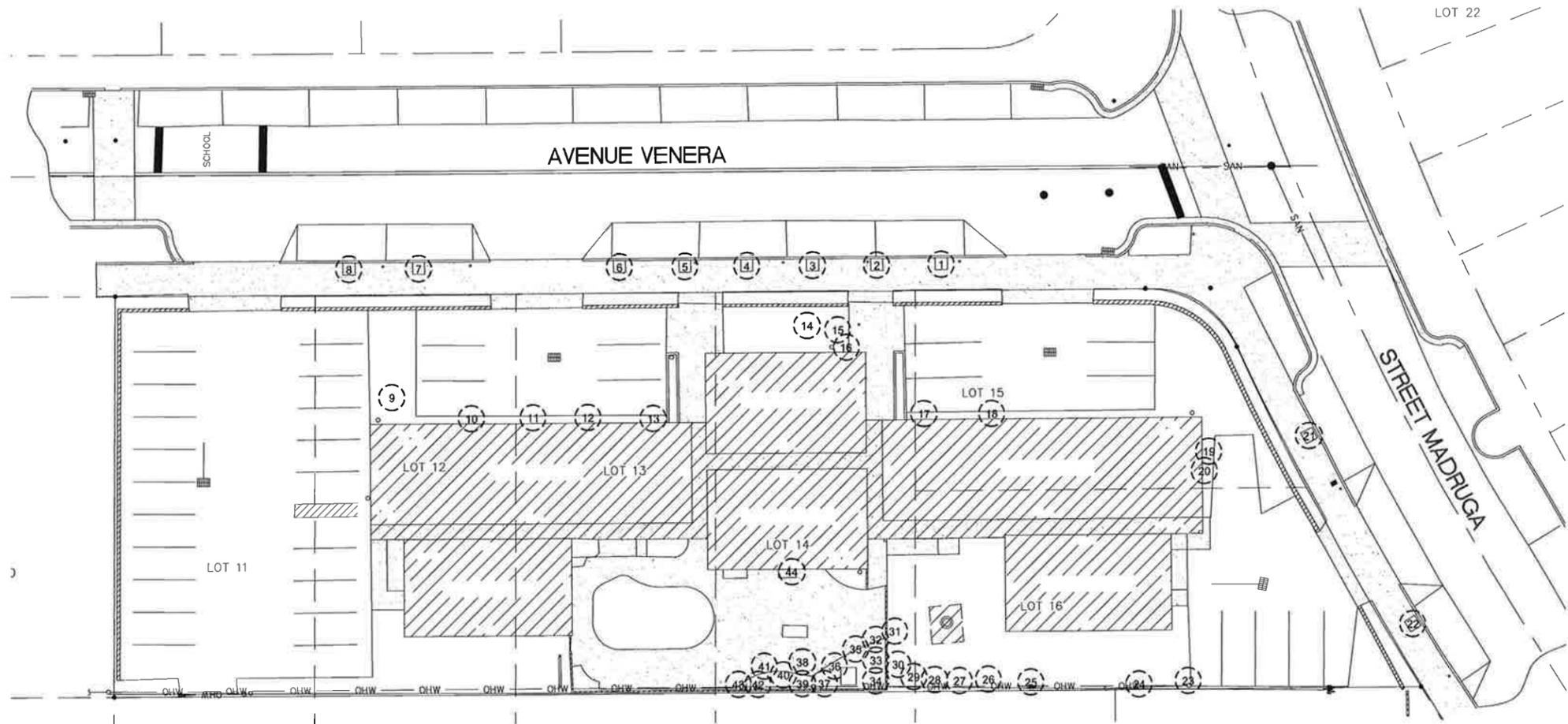
WITKIN HULTS DESIGN GROUP
 3077 South 21st Avenue, Hollywood, Florida
 Phone: 954-923-9601, Fax: 954-923-9609
 www.witkinhultsdesign.com

SHOMA TOWER PARK
 1500 VENERA AVE - CORAL GABLES, FLORIDA
 LANDSCAPE DETAILS

Project:
 Revisions:

Scale:
 Lic. # LA0000889
 Member: A.S.L.A.

Drawing: LANDSCAPE DETAILS
 Date: 06/05/2014
 Scale: NTS
 Drawn by: JR
 Sheet No.:
 L-3
 Cad Id.: 2014-029



TREE DISPOSITION PLAN
 SCALE: 1/16"=1'-0"

SHOMA TOWER PARK TREE DISPOSITION								
Tree Number	Common Name	Botanical Name	Height (ft)	Spread (ft)	DBH (in)	Condition	Disposition	Area
1	CABBAGE PALM	Sabal palmetto	25	8	12	FAIR	REMOVE	50.24
2	CABBAGE PALM	Sabal palmetto	25	8	8	FAIR	REMOVE	50.24
3	CABBAGE PALM	Sabal palmetto	25	8	10	FAIR	REMOVE	50.24
4	CABBAGE PALM	Sabal palmetto	25	8	12	FAIR	REMOVE	50.24
5	CABBAGE PALM	Sabal palmetto	25	8	12	FAIR	REMOVE	50.24
6	CABBAGE PALM	Sabal palmetto	25	8	12	FAIR	REMOVE	50.24
7	CABBAGE PALM	Sabal palmetto	25	8	12	FAIR	REMOVE	50.24
8	CABBAGE PALM	Sabal palmetto	25	8	12	FAIR	REMOVE	50.24
9	SOLITARY PALM	Phycosperma elegans	30	4	6	GOOD	REMOVE	12.56
10	TRAVELER TREE	Ravenala madagascariensis	25	8	12	GOOD	REMOVE	50.24
11	CABBAGE PALM	Sabal palmetto	25	8	12	GOOD	REMOVE	50.24
12	TRAVELER TREE	Ravenala madagascariensis	25	4	10	POOR	REMOVE	12.56
13	UMBRELLA TREE	Schefflera actinophylla	25	4	8	POOR	REMOVE	12.56
14	SOLITARY PALM	Phycosperma elegans	27	5	8	GOOD	REMOVE	19.625
15	SOLITARY PALM	Phycosperma elegans	24	5	6	GOOD	REMOVE	19.625
16	CABBAGE PALM	Sabal palmetto	5	5	10	POOR	REMOVE	19.625
17	TRAVELER TREE	Ravenala madagascariensis	25	12	10	FAIR	REMOVE	113.04
18	PNK TRUMPET TREE	Tabebuia heterophylla	30	5	10	POOR	REMOVE	19.625
19	UMBRELLA TREE	Schefflera actinophylla	25	10	9	POOR	REMOVE	79.5
20	CABBAGE PALM	Sabal palmetto	8	5	12	POOR	REMOVE	19.625
21	MAHOGANY TREE	Sterculia mahagoni	25	20	12	GOOD	REMOVE	314
22	MAHOGANY TREE	Sterculia mahagoni	18	15	8	GOOD	REMOVE	176.625
23	FIG TREE w/ CABBAGE PALM	Ficus spp. w/ Sabal palmetto	30	20	24	POOR	REMOVE	314
24	ROYAL PONCANA	Delonix regia	30	20	10	POOR	REMOVE	314
25	MONTGOMERY PALM	Veitchia montgomeryana	14	5	8	GOOD	REMOVE	19.625
26	MONTGOMERY PALM	Veitchia montgomeryana	16	5	8	GOOD	REMOVE	19.625
27	MONTGOMERY PALM	Veitchia montgomeryana	18	5	8	GOOD	REMOVE	19.625
28	MONTGOMERY PALM	Veitchia montgomeryana	20	5	8	GOOD	REMOVE	19.625
29	UMBRELLA TREE	Schefflera actinophylla	20	16	12	FAIR	REMOVE	176.625
30	MONTGOMERY PALM CLUMP	Veitchia montgomeryana	18	10	15	FAIR	REMOVE	79.5
31	MONTGOMERY PALM	Veitchia montgomeryana	15	5	8	GOOD	REMOVE	19.625
32	MONTGOMERY PALM	Veitchia montgomeryana	20	5	8	GOOD	REMOVE	19.625
33	MONTGOMERY PALM	Veitchia montgomeryana	18	5	8	GOOD	REMOVE	19.625
34	MONTGOMERY PALM	Veitchia montgomeryana	16	5	8	GOOD	REMOVE	19.625
35	UMBRELLA TREE	Schefflera actinophylla	25	8	8	GOOD	REMOVE	50.24
36	MONTGOMERY PALM	Veitchia montgomeryana	16	5	8	GOOD	REMOVE	19.625
37	PNK TRUMPET TREE	Tabebuia heterophylla	20	8	8	FAIR	REMOVE	28.28
38	UMBRELLA TREE	Schefflera actinophylla	20	20	15	GOOD	REMOVE	314
39	MONTGOMERY PALM	Veitchia montgomeryana	18	5	8	GOOD	REMOVE	19.625
40	MONTGOMERY PALM	Veitchia montgomeryana	18	5	8	GOOD	REMOVE	19.625
41	MONTGOMERY PALM	Veitchia montgomeryana	16	5	8	GOOD	REMOVE	19.625
42	MONTGOMERY PALM	Veitchia montgomeryana	16	5	8	GOOD	REMOVE	19.625
43	OAK TREE	Quercus virginiana	15	8	5	FAIR	REMOVE	50.24
44	CHRISTMAS PALM	Veitchia merrillii	12	8	8	GOOD	REMOVE	28.28
TOTAL:								2929.42



SHOMA TOWER PARK
 1500 VENERA AVE - CORAL GABLES, FLORIDA
 TREE DISPOSITION

Project:
 Revisions:

Seal:
 Lic. # LA0000889
 Member: A.S.L.A.

Drawing: TREE DISPOSITION
 Date: 08/19/2014
 Scale: SEE LEFT
 Drawn by: JR
 Sheet No.:

TD-1
 Cad Id.: 2014-029

Norquest, Jim

From: Davis, Yolande [YDavis@coralgables.com]
Sent: Friday, May 09, 2014 11:40 AM
To: Norquest, Jim
Subject: RE: 1500 Venera Avenue

Good Morning Jim:

Thank you for your patience. I researched 1500 Venera Avenue and found nothing. It is quite possible that this address was brought up during one of our lower boards meetings. However, if this item wasn't brought to the City Commission, there is no way of our office having a record.

If you have any additional information, other than the address, I will be more than happy to research same.

Have a wonderful weekend.

Yoli

From: Norquest, Jim [mailto:JNorquest@gunster.com]
Sent: Wednesday, May 07, 2014 5:31 PM
To: Davis, Yolande
Subject: 1500 Venera Avenue

I would like to request a search of your records for any ordinances, resolutions, covenants, development agreements, etc. associated with this property. Please feel free to call me if you have any questions regarding this request. Thank you very much for your time.



GUNSTER

FLORIDA'S LAW FIRM FOR BUSINESS

James K. Norquest, AICP, Planner
777 South Flagler Drive, Suite 500 East
West Palm Beach, FL 33401
P 561-650-0651 F 561-671-2569
gunster.com
Email me: JNorquest@gunster.com

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The City of Coral Gables

Historical Resources Department

June 3, 2014

Sunset Place Luxury Holdings, LLC
3470 NW 82nd Avenue, Suite 988
Doral, FL 33122

Re: 1500 Venera Avenue, Lots 11 Thru 16 INC Block 203, Coral Gables Riviera Section 14,
2nd REV PB 28-32

Dear Sirs:

Section 3-1107(g) of the Coral Gables Zoning Code states that "All demolition permits for non-designated buildings and/or structures must be approved by the Historic Preservation Officer or designee. The approval is valid for six (6) months from issuance and shall thereafter expire and the approval is deemed void unless the demolition permit has been issued by the Development Services Department. The Historic Preservation Officer may require review by the Historic Preservation Board if the building and/or structure to be demolished is eligible for designation as a local historic landmark or as a contributing building, structure or property within an existing local historic landmark district. This determination of eligibility is preliminary in nature and the final public hearing before the Historic Preservation Board on Local Historic Designation shall be within sixty (60) days from the Historic Preservation Officer determination of "eligibility." Consideration by the Board may be deferred by mutual agreement by the property owner and the Historic Preservation Officer. The Historic Preservation Officer may require the filing of a written application on the forms prepared by the Department and may request additional background information to assist the Board in its consideration of eligibility. Independent analysis by a consultant selected by the City may be required to assist in the review of the application. All fees associated with the analysis shall be the responsibility of the applicant. The types of reviews that could be conducted may include but are not limited to the following: property appraisals; archeological assessments; and historic assessments."

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

1500 Venera Avenue, Lots 11 Thru 16 INC Block 203, Coral Gables Riviera Section 14, 2nd REV PB 28-32, does not meet the minimum eligibility criteria for designation as a local historic landmark. Therefore, the Historical Resources staff will not require review by the Historic Preservation Board if an application is made for a demolition permit.

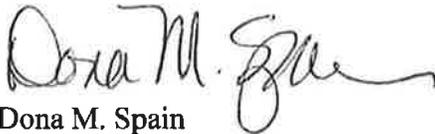
Please note that, pursuant to Section 2-705(b)(15) of the Coral Gables Zoning Code, this determination does not constitute a development order and is valid for a period of six (6) months. In the case where the Historic Preservation Officer or designee determines that the property does

not meet the minimum eligibility criteria for designation, a permit for the demolition of the property must be issued within the six-month period.

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

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

Sincerely,

A handwritten signature in cursive script, appearing to read "Dona M. Spain".

Dona M. Spain
Historic Preservation Officer

cc: Mario Garcia-Serra, Esq., Gunster, One Biscayne Tower, 2 South Biscayne Blvd.,
Suite 3400, Miami, FL 33131
Craig Leen, City Attorney
Bridgette Thornton, Deputy City Attorney
Jane Tompkins, Development Services Director
Charles Wu, Assistant Development Services Director
Ramon Trias, Planning & Zoning Director
William Miner, Building Director
Virginia Goizueta, Plans Processor Lead
Historical Significance Request Property File

CORAL GABLES CONCURRENCY MANAGEMENT



Concurrency Information Statement

This Concurrency Information Statement is for informational purposes only and reflects the availability of public services only at the time statement is issued.

The available capacity for each public service is monitored and updated as development orders are issued by the city, and the applicant cannot be assured that the necessary public services will be available for a development order (e.g. any change in use) at a future date.

SHOMA PARK TOWER
1500 VENERA AVE
Coral Gables, FL

Multi Family Dwellings: 62 units
Department Store: 3400 Sq.Ft.
General Office: 1000 Sq.Ft.
STATUS=P

Date Printed: 7/22/2014
Development Order: 0
Record Number: 3250
Assoc. Demolition Record: 0

Zones:

Trrfic	Fire Protection	Flood Protection	Parks and Recreation
51	201	X-500	3

Concurrency Needs

Minimum Required Elevation (ft): 0

Adequate Water Flow for Commercial & Residential Fire Protection

	Site Demand	Zone Capacity	Zone Demand	Concurrent	
Trips	568			OK	Within Urban Infill Area
Golf Course	0.0103333385	47.41	0.379323459	OK	
Tennis Courts	0.103333323	40.35	3.793233082	OK	
Racquetball Courts	0.013485	6.23	0.49509	OK	
BASketball Courts	0.04433	15.34	1.62752	OK	
Ball Diamonds	0.027745	6.27	1.01853	OK	
Playing Fields	0.027745	7.27	1.01853	OK	
Swimming Pools	0.0031	3.13	0.11075	OK	
Equipped Playing Areas	0.031	6.34	1.1385	OK	
Special Recreation Facilities	0.465	93.84	16.609	OK	
Neighborhood Parks (acres)	0.11625	5.62	4.2682	OK	
Mini Parks (acres)	0.0062	0.97	0.2276	OK	
Open Space (acres)	0.0155	1.53	0.5699	OK	
Water Flow (gpm)	3000	3000	3000	OK	

Application Fee: \$190.31
Application Date: 7/22/2014
Expiration Date: N/A

Statement Issued by:

Comments: CONSTRUCT (62) MULTI-FAMILY UNITS, (3,401) SQ. FT. RETAIL AND (765) SQ. FT. OFFICE

Although the purposed use for which this Concurrency Statement is issued is located in the Urban Infill Area of the City of Coral Gables, and the Statement does not reflect the actual trips that would be generated for this use, Concurrency Fees are applicable and will be assessed.



Miami-Dade County Public Schools

giving our students the world

Superintendent of Schools
Alberto M. Carvalho

Miami-Dade County School Board
Perla Tabares Hantman, Chair
Dr. Lawrence S. Feldman, Vice Chair
Dr. Dorothy Bendross-Mindingall
Susie V. Castillo
Carlos L. Curbelo
Dr. Wilbert "Tee" Holloway
Dr. Martin Karp
Dr. Marta Pérez
Raquel A. Regalado

July 29, 2014

VIA ELECTRONIC MAIL

Robert Behar, Principal
Behar Font & Partners, P.A.
4533 Ponce de Leon Boulevard
Coral Gables, Florida 33146

reception@beharfont.com

**RE: PUBLIC SCHOOL CONCURRENCY DETERMINATION
SHOMA PARK TOWER- DR-14-06-2961
LOCATED AT 1500 VENERA AVENUE
SP0314072201075 - FOLIO NO. : 0341080072020**

Dear Applicant:

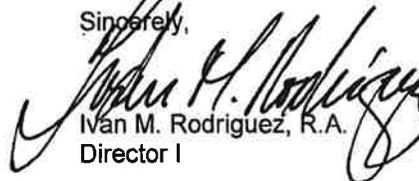
Pursuant to State Statutes and the Interlocal Agreement for Public School Facility Planning, the above-referenced application was reviewed for compliance with Public School Concurrency. Accordingly, attached please find the School District's Concurrency Determination. As you will note, the applicable Level of Service (LOS) standards of 100% Florida Inventory of School Housing (FISH) have been met at the three school levels and as such, capacity has been reserved for a one year period, under Master Concurrency Number **MA0314072201075**.

The reservation term for this Site Plan will expire on **July 28, 2015**. Concurrency reservation may be extended for additional one-year periods, provided: 1) City of Coral Gables confirms the application is still valid; 2) you request an extension at least 120 days prior to the expiration date, via email address concurrency@dadeschools.net; and 3) the total reservation period does not exceed six years from the original effective date of this certificate.

Failure to request an extension at least 120 days prior to the expiration date will result in revocation of the reservation, and a new application must be submitted. Extensions will be granted, upon payment of the corresponding review fee and acknowledgement from the local government. The reservation period may not exceed the term of the development approval issued by the City of Coral Gables.

Should you have any questions, please feel free to contact me at 305-995-4501.

Sincerely,



Ivan M. Rodriguez, R.A.
Director I

IMR:ir
L-046

Enclosure

cc: Mr. Ana Rijo-Conde
Mr. Michael A. Levine
Ms. Vivian G. Villaamil
City of Coral Gables
School Concurrency Master File

Ana Rijo-Conde, Deputy Chief Facilities & Eco-Sustainability Officer • Planning, Design & Sustainability
School Board Administration Building • 1450 N.E. 2nd Ave. • Suite 525 • Miami, FL 33132
305-995-7285 • 305-995-4760 (FAX) • arijo@dadeschools.net



Concurrency Management System (CMS)

Miami Dade County Public Schools

Miami-Dade County Public Schools

Concurrency Management System School Concurrency Determination

MDCPS Application Number:
Date Application Received:
Type of Application:

SP0314072201075
7/22/2014 12:59:36 PM
Site Plan

Local Government (LG): Coral Gables
LG Application Number: DR-14-06-2961
Sub Type: Redevelopment

Applicant's Name:
Address/Location:
Master Folio Number:
Additional Folio Number(s):

Shoma Park Tower
1500 Venera Avenue
0341080072020

PROPOSED # OF UNITS 65
SINGLE-FAMILY DETACHED UNITS: 0
SINGLE-FAMILY ATTACHED UNITS: 0
MULTIFAMILY UNITS: 65



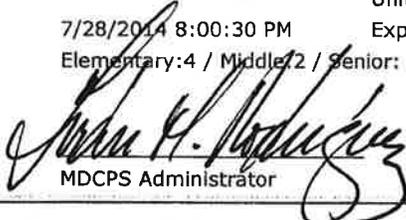
CONCURRENCY SERVICE AREA SCHOOLS

CSA Id	Facility Name	Net Available Capacity	Seats Required	Seats Taken	LOS Met	Source Type
5401	SUNSET EL - GEORGE CARVER EL - CORAL GABLES EL	156	4	4	YES	Current CSA
962	CORAL GABLES PREPARATORY ACADEMY (MID COMP)	0	2	0	NO	Current CSA
962	CORAL GABLES PREPARATORY ACADEMY (MID COMP)	0	2	0	NO	Current CSA Five Year Plan
6741	PONCE DE LEON MIDDLE	98	2	2	YES	Current CSA
7071	CORAL GABLES SENIOR	-452	2	0	NO	Current CSA
7071	CORAL GABLES SENIOR	140	2	2	YES	Current CSA Five Year Plan

ADJACENT SERVICE AREA SCHOOLS

*An Impact reduction of 21.13% included for charter and magnet schools (Schools of Choice).

MDCPS has conducted a public school concurrency review for this application and has determined that it **DOES MEET (Concurrency Met)** all applicable LOS Standards for a Final Development order as adopted in the local Government's Educational Element and incorporated in the Interlocal Agreement for Public School Facility Planning in Miami-Dade County.

Master Concurrency Number:	<u>MA0314072201075</u>	Total Number of Units:	<u>65</u>
Issue Date:	<u>7/28/2014 8:00:30 PM</u>	Expiration Date:	<u>7/28/2015 8:00:30 PM</u>
Capacity Reserved:	<u>Elementary: 4 / Middle: 2 / Senior: 2</u>		
	 MDCPS Administrator		 MDCPS Authorized Signature

1450 NE 2 Avenue, Room 525, Miami, Florida 33132 / 305-995-7634 / 305-995-4760 fax / concurrency@dadeschools.net



**CITY OF CORAL GABLES
LOBBYIST ANNUAL REGISTRATION APPLICATION
FOR EACH PRINCIPAL REPRESENTED**

REGISTRATION #: _____

HAVE YOU BEEN RETAINED TO LOBBY ANY OF THE FOLLOWING FOR THE STATED PURPOSE?

CITY OFFICIALS: Mayor, City Commissioners, City Attorney, City Manager, City Clerk, Assistant City Manager, Special Assistant to City Manager, Heads or Directors of Departments, and their Assistant or Deputy, Police Major or Chief, Fire Major or Chief, Building and Zoning Inspectors Board, Committee Members, or any other City Official or staff.

FOR THIS PURPOSE: To encourage the approval, disapproval, adoption, repeal, passage, defeat or modification of any ordinance, resolution, action or decision of the City Commission; or any action, decision or recommendation of the City Commission, any Board, Committee or City Official.

IF THE FOREGOING APPLIES TO YOU, YOU ARE REQUIRED TO REGISTER AS A LOBBYIST:

Print Your Name Mario Garcia-Serra LOBBYIST

Print Your Business Name, if applicable Gunster

Business Telephone Number 305-376-6061

Business Address Brickell World Plaza, 600 Brickell Avenue, Suite 3500, Miami, FL 33131
ADDRESS CITY, STATE ZIP CODE

Federal ID#: 59-1450702

State the extent of any business or professional relationship you have with any current member of the City Commission.

None

PRINCIPAL REPRESENTED: Sunset Place Luxury
NAME Masoud Shojaee COMPANY NAME, IF APPLICABLE Holdings, LLC
3470 NW 82nd Ave., Ste. 988, Doral, FL 33122
BUSINESS ADDRESS TELEPHONE NO.: 305-471-4802

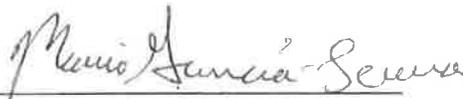
ANNUAL REPORT: On October 1st of each year, you are required to submit to the City Clerk a signed statement under oath listing all lobbying expenditures in excess of \$25.00 for the preceding calendar year. A statement is required to be filed even if there were no expenditures.

LOBBYIST ISSUE APPLICATION: Prior to lobbying for a specific issue, you are required to fill out a Lobbyist Issue Application form with the Office of the City Clerk; stating under oath, your name, business address, the name of each principal who employed you to lobby, and the specific issue on which you wish to lobby.

NOTICE OF WITHDRAWAL: If you discontinue representing a particular client, a notice of withdrawal is required to be filed with the City Clerk.

ANNUAL LOBBYIST REGISTRATION FEE: This Registration must be on file in the Office of the City Clerk prior to The filing of an Issue Application to lobby on a specific issue, and payment of a \$150.00 Lobbyist Registration Fee is required.

I Mario Garcia-Serra hereby swear or affirm under penalty of per-
jury that I have read the provisions of the City of Coral Gables Ordinance 2006-11, governing Lobbying and that all of the facts contained in this Registration Application are true and that I agree to pay the \$150.00 Annual Lobbyist Registration Fee.


Signature of Lobbyist

STATE OF FLORIDA)
)
COUNTY OF DADE)

BEFORE ME personally appeared Mario Garcia-Serra to me well known and known to me to be the person described in and who executed the foregoing instrument, and acknowledged to and before me that he/she executed said instrument for the purposes therein expressed.

WITNESS my Hand and Official Seal this 6th

Personally Known

Produced ID

\$150.00 Fee Paid _____

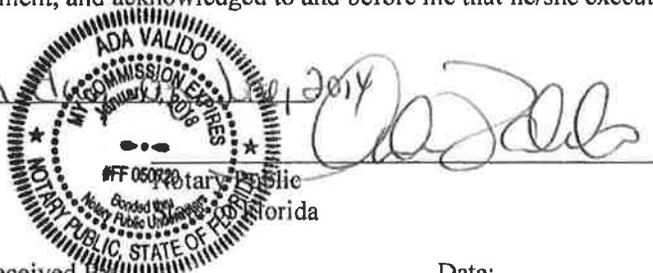
Received By _____ Date: _____

Fee Waived for Not-for-Profit Organizations (documentary proof attached.) _____

For Office Use Only

Data Entry Date: _____, 20____.

Entered By: _____





**CITY OF CORAL GABLES
LOBBYIST
ISSUE APPLICATION**

REGISTRATION #: _____

HAVE YOU BEEN RETAINED TO LOBBY ANY OF THE FOLLOWING FOR THE STATED PURPOSE?

CITY OFFICIALS: Mayor, City Commissioners, City Attorney, City Manager, City Clerk, Assistant City Manager, Special Assistant to City Manager, Heads or Directors of Departments, and their Assistant or Deputy, Police Major or Chief, Fire Major or Chief, Building and Zoning Inspectors, Board, Committee Members, or any City Official or staff.

FOR THIS PURPOSE: To encourage the passage, defeat or modification of any ordinance, resolution, action or decision of the City Commission; or any action, decision or recommendation of any Board, Committee or City Official.

IF THE FOREGOING APPLIES TO YOU, YOU ARE REQUIRED TO REGISTER AS A LOBBYIST AND TO FILE THE FOLLOWING INFORMATION, UNDER OATH, WITH THE CITY CLERK FOR EACH ISSUE ADDRESSED. ISSUE FEE: NO CHARGE, PROVIDING YOU HAVE A CURRENT ANNUAL LOBBYIST REGISTRATION DOCUMENT ON FILE.

Print Your Name Mario Garcia-Serra
LOBBYIST

Print Your Business Name Gunster

Business Telephone Number 305-376-6061

Business Address Brickell World Plaza, 600 Brickell Ave., Suite 3500, Miami, FL 33131
ADDRESS CITY, STATE ZIP CODE

Corporation, Partnership, or Trust Represented:

Principal Name: Sunset Place Luxury Holdings, LLC

Principal Address: 3470 NW 82nd Avenue, Suite 988, Doral, FL 33122 Telephone Number: 305-471-4802

ISSUE: Describe in detail, including address, if applicable, of the specific issue on which you will lobby: **(Separate Application is required for each specific issue)**

Land use and zoning issues for property located at 1500 Venera Avenue, Coral Gables, FL,
specifically to appear before the City's Boards and attend meetings with City staff
and elected officials on behalf of Sunset Place Luxury Holdings, LLC



**CITY OF CORAL GABLES
LOBBYIST ANNUAL REGISTRATION APPLICATION
FOR EACH PRINCIPAL REPRESENTED**

REGISTRATION #: _____

HAVE YOU BEEN RETAINED TO LOBBY ANY OF THE FOLLOWING FOR THE STATED PURPOSE?

CITY OFFICIALS: Mayor, City Commissioners, City Attorney, City Manager, City Clerk, Assistant City Manager, Special Assistant to City Manager, Heads or Directors of Departments, and their Assistant or Deputy, Police Major or Chief, Fire Major or Chief, Building and Zoning Inspectors Board, Committee Members, or any other City Official or staff.

FOR THIS PURPOSE: To encourage the approval, disapproval, adoption, repeal, passage, defeat or modification of any ordinance, resolution, action or decision of the City Commission; or any action, decision or recommendation of the City Commission, any Board, Committee or City Official.

IF THE FOREGOING APPLIES TO YOU, YOU ARE REQUIRED TO REGISTER AS A LOBBYIST:

Print Your Name Robert Behar
LOBBYIST

Print Your Business Name, if applicable Behar Font & Partners, P.A.

Business Telephone Number 305.740.5442

Business Address 135 San Lorenzo Avenue, Suite 610, Coral Gables, Florida 33146
ADDRESS CITY, STATE ZIP CODE

Federal ID#: 65-0369320

State the extent of any business or professional relationship you have with any current member of the City Commission.

PRINCIPAL REPRESENTED:

NAME Sunset Place Luxury Holdings, LLC COMPANY NAME, , IF APPLICABLE _____

BUSINESS ADDRESS 3470 NW 82 Avenue, Suite 988 **TELEPHONE NO.:** 305.471.4802
Doral, Florida 33122

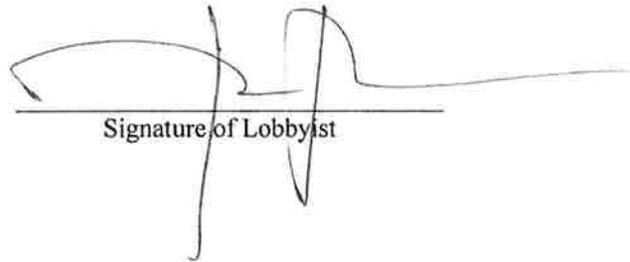
ANNUAL REPORT: On October 1st of each year, you are required to submit to the City Clerk a signed statement under oath listing all lobbying expenditures in excess of \$25.00 for the preceding calendar year. A statement is required to be filed even if there were no expenditures.

LOBBYIST ISSUE APPLICATION: Prior to lobbying for a specific issue, you are required to fill out a Lobbyist Issue Application form with the Office of the City Clerk; stating under oath, your name, business address, the name of each principal who employed you to lobby, and the specific issue on which you wish to lobby.

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ANNUAL LOBBYIST REGISTRATION FEE: This Registration must be on file in the Office of the City Clerk prior to The filing of an Issue Application to lobby on a specific issue, and payment of a \$150.00 Lobbyist Registration Fee is required.

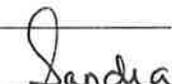
I Robert Behar hereby swear or affirm under penalty of per-
Print Name of Lobbyist
jury that I have read the provisions of the City of Coral Gables Ordinance 2006-11, governing Lobbying and that all of the facts contained in this Registration Application are true and that I agree to pay the \$150.00 Annual Lobbyist Registration Fee.

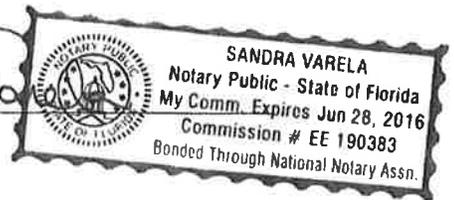

Signature of Lobbyist

STATE OF FLORIDA)
)
COUNTY OF DADE)

BEFORE ME personally appeared Robert Behar to me well known and known to me to be the person described in and who executed the foregoing instrument, and acknowledged to and before me that he/she executed said instrument for the purposes therein expressed.

WITNESS my Hand and Official Seal this _____
 Personally Known
 Produced ID


Notary Public
State of Florida



\$150.00 Fee Paid _____ Received By _____ Date: _____

Fee Waived for Not-for-Profit Organizations (documentary proof attached.) _____

For Office Use Only	
Data Entry Date: _____, 20____.	Entered By: _____



**CITY OF CORAL GABLES
LOBBYIST
ISSUE APPLICATION**

REGISTRATION #: _____

HAVE YOU BEEN RETAINED TO LOBBY ANY OF THE FOLLOWING FOR THE STATED PURPOSE?

CITY OFFICIALS: Mayor, City Commissioners, City Attorney, City Manager, City Clerk, Assistant City Manager, Special Assistant to City Manager, Heads or Directors of Departments, and their Assistant or Deputy, Police Major or Chief, Fire Major or Chief, Building and Zoning Inspectors, Board, Committee Members, or any City Official or staff.

FOR THIS PURPOSE: To encourage the passage, defeat or modification of any ordinance, resolution, action or decision of the City Commission; or any action, decision or recommendation of any Board, Committee or City Official.

IF THE FOREGOING APPLIES TO YOU, YOU ARE REQUIRED TO REGISTER AS A LOBBYIST AND TO FILE THE FOLLOWING INFORMATION, UNDER OATH, WITH THE CITY CLERK FOR EACH ISSUE ADDRESSED. ISSUE FEE: NO CHARGE, PROVIDING YOU HAVE A CURRENT ANNUAL LOBBYIST REGISTRATION DOCUMENT ON FILE.

Print Your Name Robert Behar
LOBBYIST

Print Your Business Name Behar Font & Partners, P.A.

Business Telephone Number 305.740.5442

Business Address 135 San Lorenzo Avenue, Suite 610, Coral Gables, FL. 33146
ADDRESS CITY, STATE ZIP CODE

Corporation, Partnership, or Trust Represented:

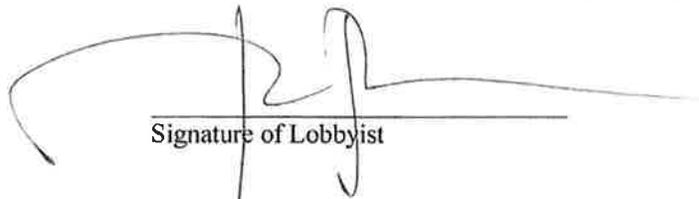
Principal Name: Sunset Place Holdings, LLC.

Principal Address: 3470 NW 82 Ave., Suite 988, Doral, Florida 33122 Telephone Number: 305.471.4802

ISSUE: Describe in detail, including address, if applicable, of the specific issue on which you will lobby: **(Separate Application is required for each specific issue)**

Planning & Zoning Board

I Robert Behar hereby swear or affirm under penalty of per-
jury that all the facts contained in this Application are true and that I am aware
that these requirements are in compliance with the provisions of the City of Coral
Gables Ordinance No. 2006-11, governing Lobbying.



Signature of Lobbyist

2/12/2014

Date

STATE OF FLORIDA)
)
COUNTY OF DADE)

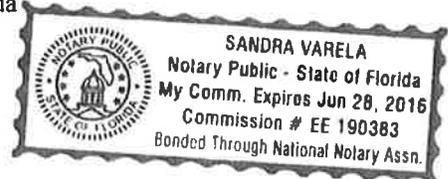
BEFORE ME personally appeared Robert Behar to me well known and known to me to be the person described in and who executed the foregoing instrument, and acknowledged to and before me that he/she executed said instrument for the purposes therein expressed.

WITNESS my Hand and Official Seal this 2/19/2014.

Personally Known
 Produced ID



Notary Public
State of Florida



For Office Use Only	
Data Entry Date: _____, 20____.	Entered By: _____

Annual Fees Waived for Not-for-Profit Organization. Please attach documentary proof.



OFFICE OF THE PROPERTY APPRAISER

Detailed Report

Generated On : 8/19/2014

Property Information	
Folio:	03-4130-009-1040
Property Address:	1500 VENERA AVE <
Owner	SUNSET PLACE LUXURY HOLDINGS LLC
Mailing Address	3470 NW 82 AVE STE 988 DORAL , FL 33122
Primary Zone	5002 HOTELS & MOTELS - GENERAL High Density
Primary Land Use	0303 MULTIFAMILY 10 UNITS PLUS : MULTIFAMILY 3 OR MORE UNITS
Beds / Baths / Half	40 / 40 / 0
Floors	2
Living Units	40
Actual Area	Sq.Ft
Living Area	Sq.Ft
Adjusted Area	16,528 Sq.Ft
Lot Size	29,900 Sq.Ft
Year Built	1965



Assessment Information			
Year	2014	2013	2012
Land Value	\$1,345,500	\$1,345,500	\$1,495,000
Building Value	\$3,044,500	\$1,189,500	\$832,824
XF Value	\$0	\$0	\$43,404
Market Value	\$4,390,000	\$2,535,000	\$2,371,228
Assessed Value	\$4,390,000	\$2,535,000	\$2,328,960

Benefits Information				
Benefit	Type	2014	2013	2012
Non-Homestead Cap	Assessment Reduction			\$42,268

Note: Not all benefits are applicable to all Taxable Values (i.e. County, School Board, City, Regional).

Taxable Value Information			
	2014	2013	2012
County			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$4,390,000	\$2,535,000	\$2,328,960
School Board			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$4,390,000	\$2,535,000	\$2,371,228
City			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$4,390,000	\$2,535,000	\$2,328,960
Regional			
Exemption Value	\$0	\$0	\$0
Taxable Value	\$4,390,000	\$2,535,000	\$2,328,960

The Office of the Property Appraiser is continually editing and updating the tax roll. This website may not reflect the most current information on record. The Property Appraiser and Miami-Dade County assumes no liability, see full disclaimer and User Agreement at <http://www.miamidade.gov/info/disclaimer.asp> (<http://www.miamidade.gov/info/disclaimer.asp>)

Version:



OFFICE OF THE PROPERTY APPRAISER

Generated On : 8/19/2014

Property Information

Folio: 03-4130-009-1040

Property Address: 1500 VENERA AVE

Roll Year 2014 Land, Building and Extra-Feature Details

Land Information					
Land Use	Muni Zone	PA Zone	Unit Type	Units	Calc Value
GENERAL	A-13	5002	Square Ft.	29,900.00	

Building Information						
Building Number	Sub Area	Year Built	Actual Sq.Ft.	Living Sq.Ft.	Adj Sq.Ft.	Calc Value
1	1	1965			16,528	

Extra Features			
Description	Year Built	Units	Calc Value
Patio - Brick, Tile, Flagstone	1965	2,123	
Paving - Asphalt	1965	11,000	
Pool COMM AVG 3-6' dpth, tile 15x30 av size	1965	450	
Wall - CBS unreinforced	1965	1,904	

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Version:



OFFICE OF THE PROPERTY APPRAISER

Generated On : 8/19/2014

Property Information

Folio: 03-4130-009-1040

Property Address: 1500 VENERA AVE

Roll Year 2013 Land, Building and Extra-Feature Details

Land Information					
Land Use	Muni Zone	PA Zone	Unit Type	Units	Calc Value
GENERAL	A-13	5002	Square Ft.	29,900.00	

Building Information						
Building Number	Sub Area	Year Built	Actual Sq.Ft.	Living Sq.Ft.	Adj Sq.Ft.	Calc Value
1	1	1965			16,528	

Extra Features			
Description	Year Built	Units	Calc Value
Patio - Brick, Tile, Flagstone	1965	2,123	
Paving - Asphalt	1965	11,000	
Pool COMM AVG 3-6' dpth, tile 15x30 av size	1965	450	
Wall - CBS unreinforced	1965	1,904	

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Version:



OFFICE OF THE PROPERTY APPRAISER

Generated On : 8/19/2014

Property Information

Folio: 03-4130-009-1040

Property Address: 1500 VENERA AVE

Roll Year 2012 Land, Building and Extra-Feature Details

Land Information					
Land Use	Muni Zone	PA Zone	Unit Type	Units	Calc Value
GENERAL	A-13	5002	Square Ft.	29,900.00	

Building Information						
Building Number	Sub Area	Year Built	Actual Sq.Ft.	Living Sq.Ft.	Adj Sq.Ft.	Calc Value
1	1	1965			16,528	\$832,824

Extra Features			
Description	Year Built	Units	Calc Value
Paving - Asphalt	1965	11,000	\$11,715
Patio - Brick, Tile, Flagstone	1965	2,123	\$13,502
Pool COMM AVG 3-6' dpth, tile 15x30 av size	1965	450	\$12,780
Wall - CBS unreinforced	1965	1,904	\$5,407

The Office of the Property Appraiser is continually editing and updating the tax roll. This website may not reflect the most current information on record. The Property Appraiser and Miami-Dade County assumes no liability, see full disclaimer and User Agreement at <http://www.miamidade.gov/info/disclaimer.asp> (<http://www.miamidade.gov/info/disclaimer.asp>)

Version:



OFFICE OF THE PROPERTY APPRAISER

Generated On : 8/19/2014

Property Information

Folio: 03-4130-009-1040

Property Address: 1500 VENERA AVE

Full Legal Description
30 54 41
CORAL GABLES RIVIERA SECTION 14
2ND REV PB 28-32
LOTS 11 THRU 16 INC BLK 203
LOT SIZE IRREGULAR
OR 16693-0866 0195 4

Sales Information			
Previous Sale	Price	OR Book-Page	Qualification Description
11/25/2013	\$5,650,000	28959-1495	Qual by exam of deed
01/01/1995	\$0	16693-0866	Qual by exam of deed
06/01/1977	\$675,000	09747-1366	2008 and prior year sales; Qual by exam of deed

The Office of the Property Appraiser is continually editing and updating the tax roll. This website may not reflect the most current information on record. The Property Appraiser and Miami-Dade County assumes no liability, see full disclaimer and User Agreement at <http://www.miamidade.gov/info/disclaimer.asp> (<http://www.miamidade.gov/info/disclaimer.asp>)

Version:

David Plummer
& Associates

SHOMA PARK

TOWER

Traffic Study



August 2014

SHOMA PARK

TOWER

Traffic Study

PREPARED FOR:

Sunset Place Luxury Holdings, LLC

PREPARED BY:

David Plummer & Associates

DATE:

August 2014

DPA JOB #:

14194



TABLE OF CONTENTS

	<u>Page</u>
List of Exhibits	ii
EXECUTIVE SUMMARY	iii
1.0 INTRODUCTION	1
1.1 Project Background	1
1.2 Study Objective	1
1.3 Study Area and Methodology.....	3
2.0 DATA COLLECTION.....	4
2.1 Roadway Characteristics	4
2.2 Traffic Counts.....	5
2.3 Intersection Data.....	5
2.4 Walking / Other Modes of Transportation	8
2.5 Intersection Capacity Analysis.....	8
3.0 PLANNED AND PROGRAMMED ROADWAY IMPROVEMENTS.....	10
4.0 FUTURE TRAFFIC CONDITIONS	11
4.1 Background Traffic And Committed Developments	11
4.2 Future Without Project Intersection Capacity Analysis	11
4.3 Project Trip Generation	14
4.4 Project Trip Assignment	16
4.5 Future With Project Intersection Capacity Analysis	18
5.0 CONCLUSIONS.....	21
Appendix A: Site Plan	
Appendix B: Methodology	
Appendix C: Data Collection	
Appendix D: Intersection Capacity Analysis Worksheets	
Appendix E: Committed Development Information	
Appendix F: Project Trip Generation	

LIST OF EXHIBITS

<u>Exhibit</u>	<u>Page</u>
1	Location Map..... 2
2	Existing Lane Configurations..... 6
3	Existing AM and PM Peak Hour Traffic Volumes 7
4	Existing Intersection Capacity Analysis..... 9
5	Committed Developments AM and PM Peak Hour Trip Generation 11
6	Future without Project AM and PM Peak Hour Traffic Volumes..... 12
7	Future without Project Intersection Capacity Analysis 13
8	Project Trip Generation 15
9	Cardinal Distribution Project 16
10	Project Trip Distribution..... 17
11	Future with Project AM and PM Peak Hour Traffic Volumes..... 19
12	Future with Project Intersection Capacity Analysis 20

EXECUTIVE SUMMARY

The Shoma Park Tower project will be located on the southwest corner of the Venera Avenue / Yumuri Street intersection in Coral Gables, Florida. The site is located within the Gables Re-development Infill District (GRID), the city's traffic concurrency exception area. The proposed development will replace an existing 40 apartment units with 65 residential condominium units and 3,401 SF of retail space. Access to and from the site will be provided on a two-way driveway located on Venera Avenue. This traffic study is consistent with the methodology previously discussed with and agreed to by the city of Coral Gables Public Works Department. Project buildout is anticipated in 2016.

An assessment of the traffic impacts associated with the proposed project was performed in accordance with the requirements of the city of Coral Gables. The analysis shows that the project would not adversely impact the intersections that were analyzed within the study area.

1.0 INTRODUCTION

1.1 Project Background

The Shoma Park Tower project will be located on the southwest corner of the Venera Avenue / Yumuri Street intersection in Coral Gables, Florida (See Exhibit 1). The site is located within the Gables Re-development Infill District (GRID), the city's traffic concurrency exception area. The proposed development will replace an existing 40 apartment units with 65 residential condominium units and 3,401 SF of retail space. Access to and from the site will be provided on a two-way driveway located on Venera Avenue. See Appendix A for site plan. This traffic study is consistent with the methodology previously discussed with and agreed to by the city of Coral Gables Public Works Department. Project buildout is anticipated in 2016.

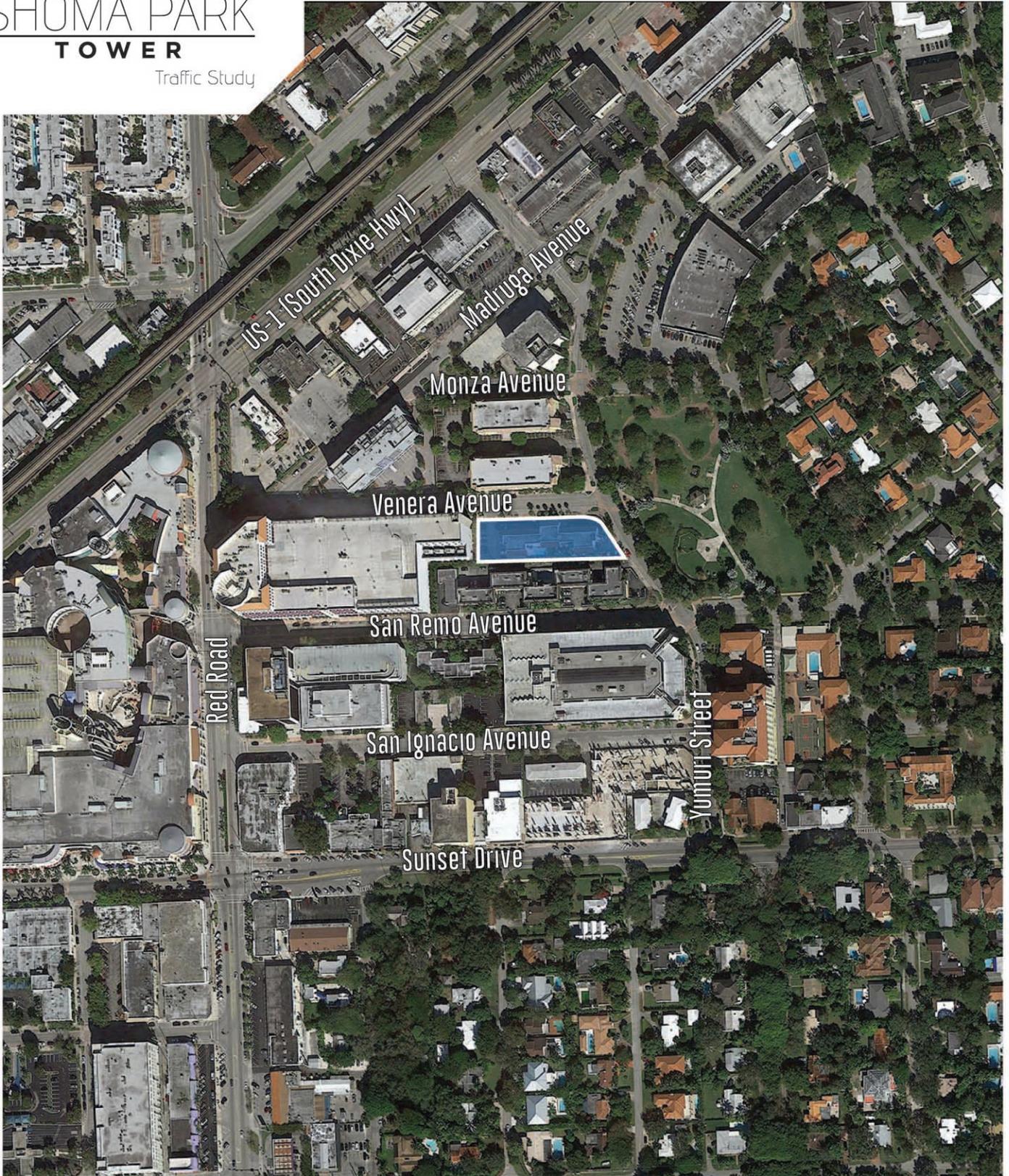
1.2 Study Objective

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

SHOMA PARK

TOWER

Traffic Study



 Project Location

EXHIBIT 1 LOCATION MAP



1.3 Study Area and Methodology

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

- Traffic Counts (Intersections) – Two-hour turning movement counts were collected for the AM (7-9 AM) and PM (4-6 PM) hours on July 15, 2014 at the following intersections:
 - SW 57th Avenue (Red Road) / San Remo Avenue (S)
 - SW 57th Avenue (Red Road) / Madruga Avenue (U)
 - Madruga Avenue / Yumuri Street (U)
 - Venera Avenue / Yumuri Street (U)
 - Sunset Drive / Yumuri Street (S)

- Background Traffic. Average Annual Daily Traffic (AADT) volumes were reviewed to determine the appropriate background growth applicable to this area. This growth rate was applied to existing traffic counts to establish future traffic conditions without project for the anticipated project buildout year.

- Committed Developments. The city was consulted to determine any committed development in the vicinity of the project site. Traffic associated with these projects was considered in the analysis.

- Project Traffic. Trip generation for the project was estimated using trip generation information published by the Institute of Transportation Engineers (ITE) publication *Trip Generation Manual*, 9th Edition. Net new external project traffic was assigned to the adjacent street network using the appropriate cardinal distribution from the *Miami-Dade 2035 Long Range Transportation Plan*, published by the Metropolitan Planning Organization.

- Future Traffic Conditions. Project traffic was combined with projections of future traffic without project. Intersection capacity analysis was performed for this condition.

2.0 DATA COLLECTION

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

2.1 Roadway Characteristics

SW 57th Avenue (Red Road)

SW 57th Avenue is a minor arterial that provides north/south access throughout Miami-Dade County. Within the study area, SW 57 Avenue is a two-way, four-lane, divided roadway. On-street parking is provided on the east side of the roadway within the study area. Miami-Dade County has jurisdiction on this roadway. The speed limit is not posted within the study limits.

Venera Avenue

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

Yumuri Street

Yumuri Street is a local roadway that provides north/south access within the study area. Yumuri Street is a two-way, two-lane, undivided roadway with on-street parking on both sides of the roadway. The city of Coral Gables operates and maintains Yumuri Street. The posted speed limit is 30 mph.

San Remo Avenue

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

SW 72nd Street (Sunset Drive)

Sunset Drive is a minor arterial that provides east/west access throughout Miami-Dade County. Sunset Drive is a two-way, two-lane, undivided roadway with on-street parking on the north side of the roadway within the study area. Miami-Dade County has jurisdiction on this roadway. The speed limit is not posted within the study limits.

Madruga Avenue

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

2.2 Traffic Counts

Vehicle turning movement counts were taken on July 15, 2014 at the study intersections during the AM and PM peak periods. The counts were adjusted to reflect average annual daily traffic conditions using the latest weekly volume adjustment factors obtained from FDOT. A weekly volume adjustment factor (Miami-Dade County South) of 1.04 corresponding to the date of the counts was used. Traffic counts are provided in Appendix C. Turning movement counts will be recounted once the school year begins to reflect traffic associated with schools arrival/dismissal within the study area.

2.3 Intersection Data

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

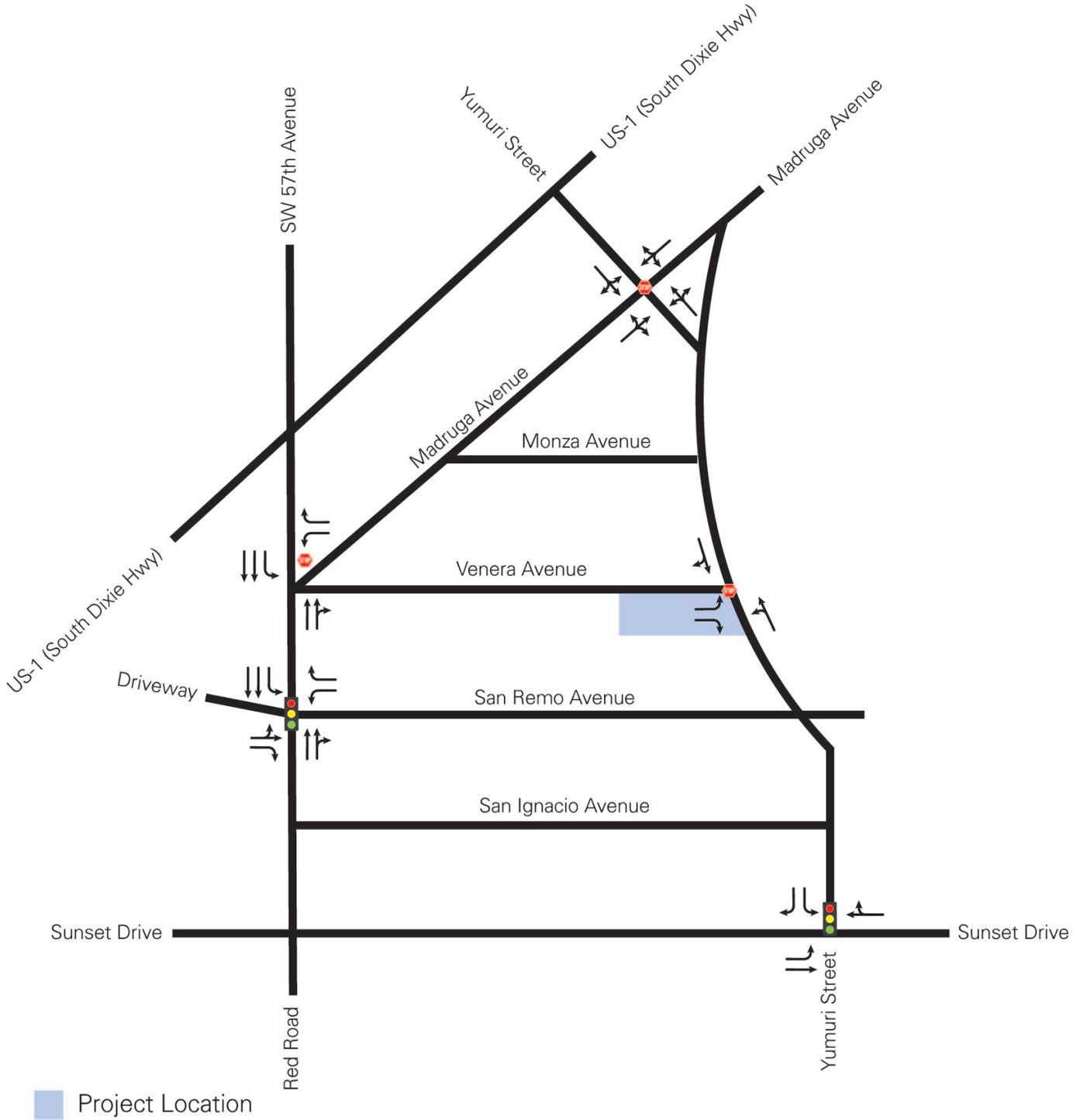


EXHIBIT 2 EXISTING LANE CONFIGURATIONS



EXHIBIT 3 EXISTING AM / PM PEAK HOUR TRAFFIC VOLUMES

2.4 Walking / Other Modes of Transportation

Pedestrian activity is an essential element within the study area. The South Miami and University Metrorail stations are within walking distance. This area is also serviced by Miami-Dade transit bus routes. The Shops at Sunset Place is located directly west of Red Road. The project site is located in an area where pedestrian activity is common between existing site and surrounding properties.

2.5 Intersection Capacity Analysis

The Synchro software was used to perform intersection capacity analysis at the analyzed intersections. Synchro is a macroscopic analysis and optimization software application that implements the Intersection Capacity Utilization method for determining intersection capacity. Synchro also supports the Highway Capacity Manual's methodology for signalized / un-signalized intersections. Exhibit 4 shows the resulting LOS for existing conditions during morning and afternoon peak hours. It should be noted that the eastbound approach of the Red Road and San Remo Avenue intersection is a private driveway and was not included in the intersection capacity analysis. All the intersections currently operate within the city's LOS standards (LOS E+50). Analysis worksheets are included in Appendix D.

Exhibit 4
Existing Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Unsignalized	Direction	AM Peak LOS	PM Peak LOS	LOS Standard*
SW 57 th Avenue (Red Road) / San Remo Avenue	S	NB	A	A	E + 50
		SB	A	A	E + 50
		WB	E	E	E + 50
		<i>Overall</i>	A	B	E + 50
SW 57 th Avenue (Red Road) / Madruga Avenue	U	WB	C	E	E + 50
Madruga Avenue / Yumuri Street	U	NB	A	A	E + 50
		SB	A	A	E + 50
		EB	A	A	E + 50
		WB	A	A	E + 50
Venera Avenue / Yumuri Street	U	EB	B	B	E + 50
Sunset Drive / Yumuri Street	S	SB	B	B	E + 50
		EB	B	B	E + 50
		WB	B	B	E + 50
		<i>Overall</i>	B	B	E + 50

Source: David Plummer & Associates

*LOS standard is based on the city's Comprehensive Plan (E +50 for roads within ½ mile of commuter rails).

3.0 PLANNED AND PROGRAMED ROADWAY IMPROVEMENTS

The 2014 Miami-Dade County Transportation Improvement Program (TIP) and the 2035 Long Range Transportation Program were reviewed to identify any programmed or planned projects within the limits of the study area established. These documents show no officially programmed or planned capacity improvement projects within the study area.

4.0 FUTURE TRAFFIC CONDITIONS

4.1 Background Traffic and Committed Developments

Average Daily Traffic counts published by the Miami-Dade Public Works Department and the FDOT were reviewed to determine historic growth in the area. This analysis indicated that traffic has decreased in the past years. However, a conservative 1.0% annual growth rate was used for this study. Historic growth rate documentation is included in Appendix C.

The city was consulted to determine any committed development in the vicinity of the project site. One committed development was considered for estimating future traffic volumes in this study: 1515 Sunset Drive. Exhibit 5 provides a tabulation of AM and PM peak hour trips generated by the committed development, along with the approved land uses. Committed development information is included in Appendix E.

**Exhibit 5
Committed Development Trip Generation***

Project	ITE Land Use	Size/Units	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
			In	Out	Total	In	Out	Total
	Office Building Land Use 710	61,539 SF	114	16	130	25	122	147
	Transit/Pedestrian Trips	10%	-11	-2	-13	-3	-12	-15
Net External Trips (Committed Development)			103	14	117	22	110	132

* Committed development documentation is included in Appendix D.

4.2 Future without Project Intersection Capacity Analysis

Future without project conditions was obtained by adding background traffic with committed development trips. All the intersections continue to operate within the city's LOS standards (LOS E+50). Exhibit 6 shows the projected turning movements for future without project traffic.

SHOMA PARK

TOWER

Traffic Study



EXHIBIT 6

FUTURE WITHOUT PROJECT PEAK HOUR TRAFFIC VOLUMES

Exhibit 7 shows the resulting LOS for morning and afternoon peak conditions for future without project. Capacity worksheets are included in Appendix D.

Exhibit 7
Future without Project Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Unsignalized	Direction	AM Peak LOS	PM Peak LOS	LOS Standard*
SW 57 th Avenue (Red Road) / San Remo Avenue	S	NB	A	A	E + 50
		SB	A	A	E + 50
		WB	E	E	E + 50
		<i>Overall</i>	A	B	E + 50
SW 57 th Avenue (Red Road) / Madruga Avenue	U	WB	D	E + 7	E + 50
Madruga Avenue / Yumuri Street	U	NB	A	A	E + 50
		SB	A	A	E + 50
		EB	A	A	E + 50
		WB	A	A	E + 50
Venera Avenue / Yumuri Street	U	EB	B	B	E + 50
Sunset Drive / Yumuri Street	S	SB	B	B	E + 50
		EB	B	B	E + 50
		WB	B	B	E + 50
		<i>Overall</i>	B	B	E + 50

Source: David Plummer & Associates

*LOS standard is based on the city's Comprehensive Plan (E +50 for roads within ½ mile of commuter rails).

4.3 Project Trip Generation

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

The project site is located in an area where pedestrian activity is common between the existing site and surrounding properties. The University and South Miami Metrorail stations are within walking distance. This area is also serviced by Miami-Dade transit bus routes. A 10% adjustment was applied to the trip generation of the existing and proposed uses to account for other modes of transportation. The project trip generation summary is provided in Exhibit 8.

**Exhibit 8
Project Trip Generation Summary**

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

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

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

¹ Based on ITE Trip Generation Manual, Ninth Edition,

4.4 Project Trip Assignment

Project traffic was distributed and assigned to the study area using the Cardinal Distribution for TAZ 1086 shown in Exhibit 9. The Cardinal Distribution gives a generalized distribution of trips from a TAZ to other parts of Miami-Dade County. For estimating trip distribution for the project traffic, consideration was given to conditions such as the roadway network accessed by the project traffic, roadways available to travel in the desired direction, and attractiveness of traveling on a specific roadway. Project trip distribution for the proposed project is shown in Exhibit 10.

Exhibit 9
Cardinal Distribution (TAZ 1086)

Direction	Distribution
NNE	20.82%
ENE	9.28%
ESE	1.13%
SSE	2.49%
SSW	14.60%
WSW	27.11%
WNW	11.87%
NNW	12.71%
Total	100.00%

Source: *Miami Urban Area Transportation Study*

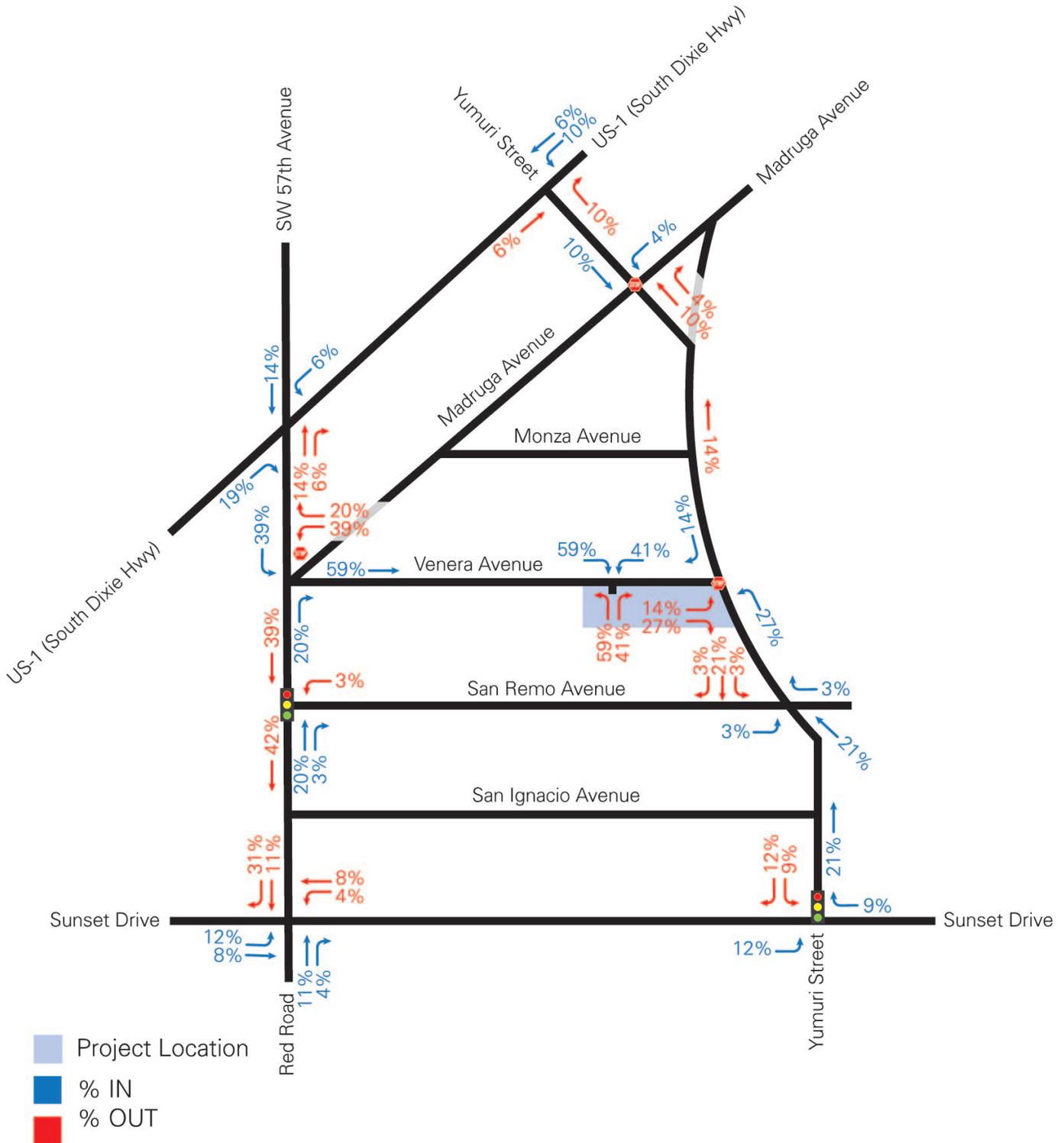


EXHIBIT 10
PROJECT TRIP DISTRIBUTION

4.5 Future With Project Intersection Capacity Analysis

The trip assignments in the previous section, traffic projections for the project, committed developments and background growth were combined to obtain future traffic with project at the analyzed intersections. All intersections analyzed are projected to operate within the city's LOS standard during the morning and afternoon peak periods. Exhibit 11 shows the projected turning movement volumes for future with project. Exhibit 12 shows the resulting LOS for the morning and afternoon peak conditions for future with project. Capacity worksheets are included in Appendix D.

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

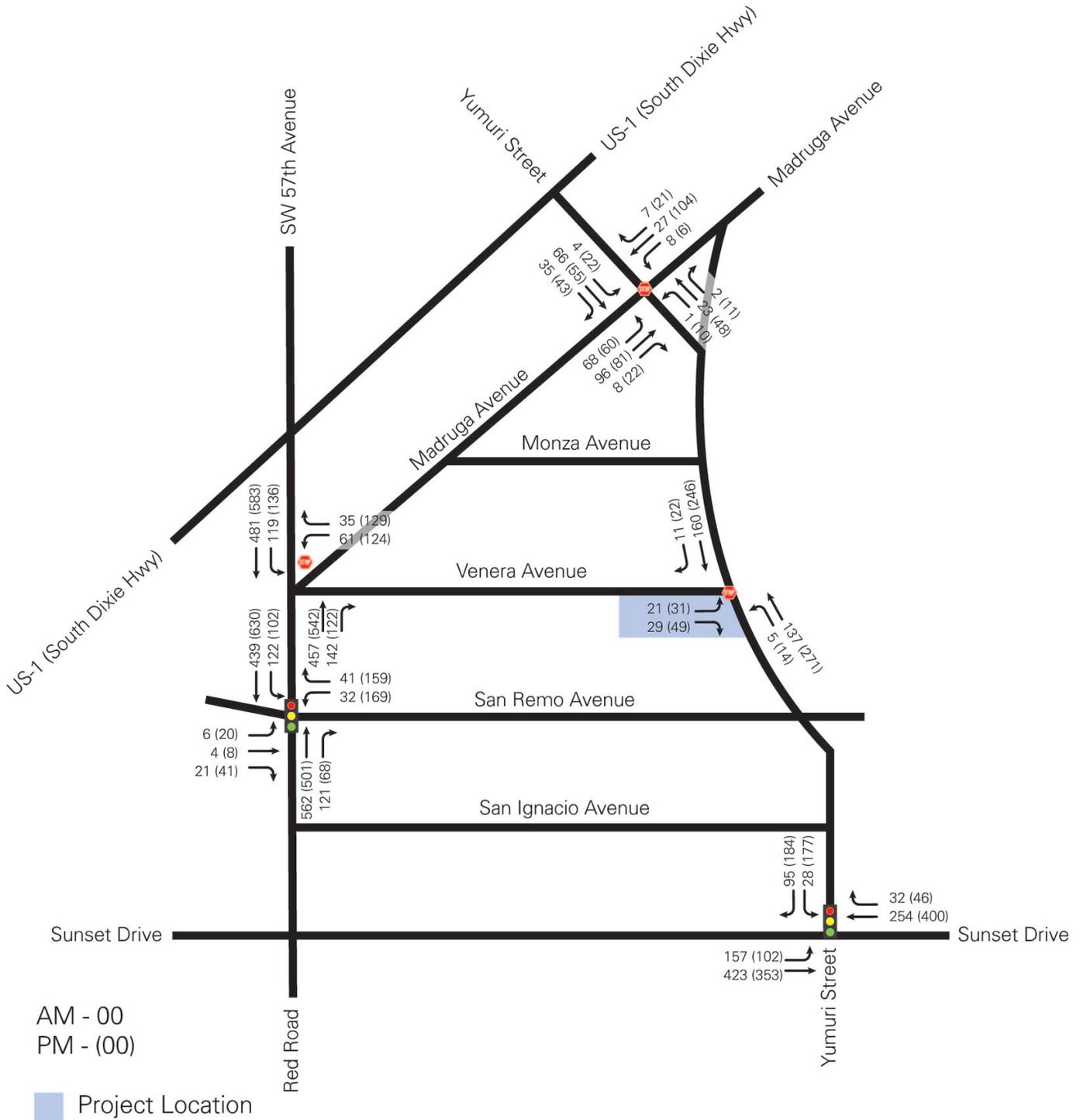


EXHIBIT 11 FUTURE WITH PROJECT PEAK HOUR TRAFFIC VOLUMES

Exhibit 12
Future with Project Intersection Capacity Analysis
Weekday AM and PM Peak Hour Conditions

Intersection	Signalized/ Unsignalized	Direction	AM Peak LOS	PM Peak LOS	LOS Standard*
SW 57 th Avenue (Red Road) / San Remo Avenue	S	NB	A	A	E + 50
		SB	A	A	E + 50
		WB	E	E	E + 50
		<i>Overall</i>	A	B	E + 50
SW 57 th Avenue (Red Road) / Madruga Avenue	U	WB	D	E + 15	E + 50
Madruga Avenue / Yumuri Street	U	NB	A	A	E + 50
		SB	A	A	E + 50
		EB	A	A	E + 50
		WB	A	A	E + 50
Venera Avenue / Yumuri Street	U	EB	B	B	E + 50
Sunset Drive / Yumuri Street	S	SB	B	B	E + 50
		EB	B	B	E + 50
		WB	B	B	E + 50
		<i>Overall</i>	B	B	E + 50

Source: David Plummer & Associates

*LOS standard is based on the city's Comprehensive Plan (E +50 for roads within ½ mile of commuter rails).

Appendix A

Site Plan

5.0 CONCLUSIONS

An assessment of the traffic impacts associated with the proposed project was performed in accordance with the requirements of the city of Coral Gables. The analysis shows that the project would not adversely impact the intersections that were analyzed within the study area.

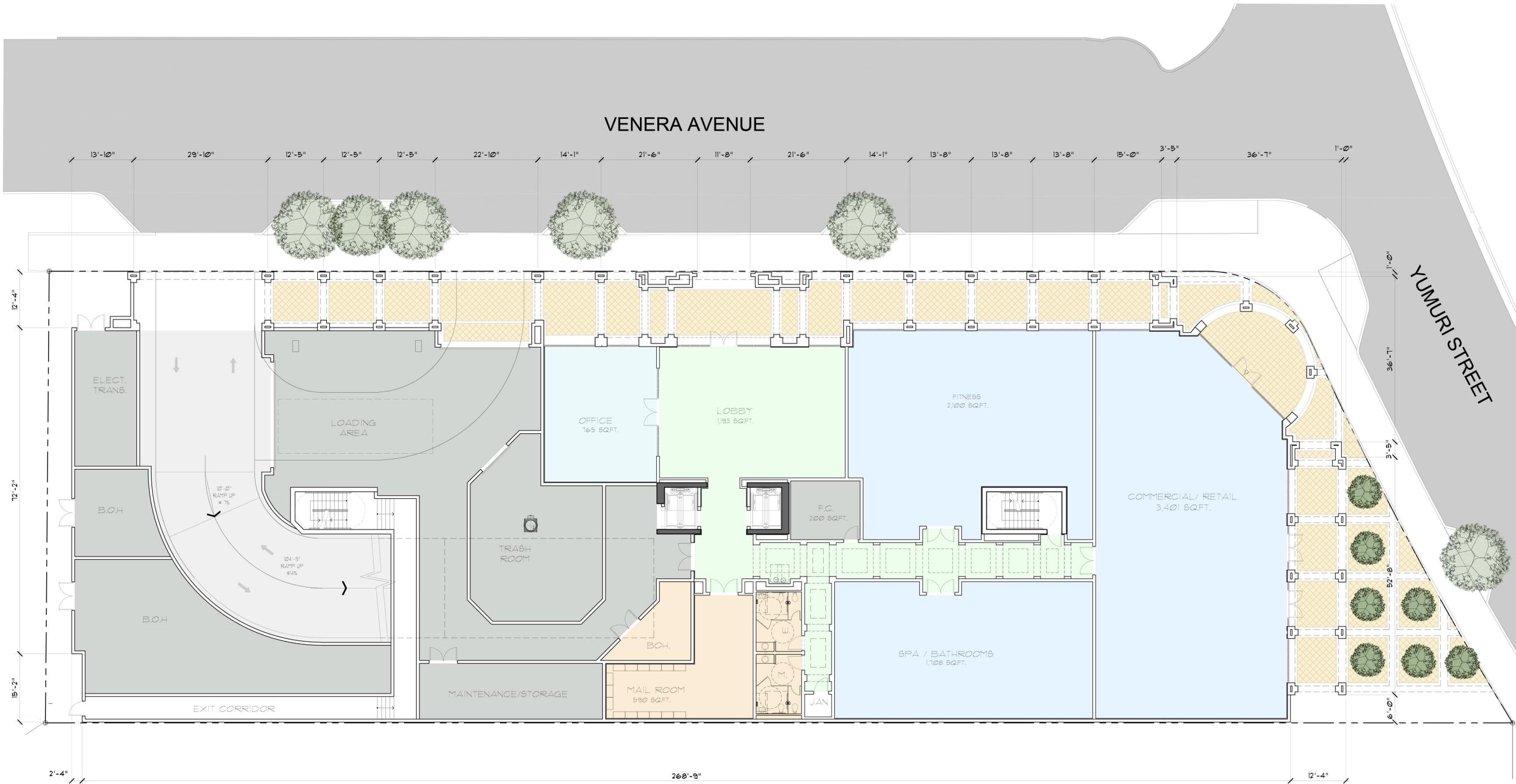
Shoma Park Tower _Aug 2014

SEAL:

ROBERT BEHAR AR No. 14339

SHOMA PARK TOWER
 1500 VENERA AVENUE
 CORAL GABLES, FLORIDA

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GROUND FLOOR PLAN
 SCALE: 3/32" = 1'-0"

Appendix B

Methodology

Shoma Park Tower Traffic Analysis Methodology

July 1, 2014

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

The site is located on the southwest corner of the Venera Avenue / Yumuri Street intersection in Coral Gables, FL.

Existing Site: Residential

Proposed Plan: 65 residential units with retail on the ground floor

The methodology is outlined below:

- Traffic Counts (Intersections) – Two-hour turning movement counts will be collected for the AM (7-9 AM) and PM (4-6 PM) hours on a typical weekday at the following intersections:
 - SW 57th Avenue (Red Road) / San Remo Avenue (S)
 - SW 57th Avenue (Red Road) / Madruga Avenue (U)
 - Madruga Avenue / Yumuri Street (U)
 - Venera Avenue / Yumuri Street (U)
 - Sunset Drive / Yumuri Street (S)
- Signal Location and Timing – Existing signal phasing and timing for the signalized intersection will be obtained from Miami-Dade County.
- Trip Generation – project trips will be estimated using trip generation information published by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition.

S= Signalized
U=Un-signalized

- Trip Distribution / Trip Assignment – Net new external project traffic will be assigned to the adjacent street network using the appropriate cardinal distribution from the Miami-Dade Long Range Transportation Plan Update, published by the Metropolitan Planning Organization. Normal traffic patterns will also be considered when assigning project trips.
- Background Traffic - Available Florida Department of Transportation (FDOT) and Miami-Dade County (MDC) counts will be consulted to determine a growth factor consistent with historical annual growth in the area. The growth factor will be applied to the existing traffic volumes to establish background traffic
- Future Transportation Projects – The 2013 TIP and the 2035 LRTP will be reviewed and considered in the analysis at project build-out.
- Committed Developments – The 1515 Sunset project will be added as committed development.
- Intersection analysis will be done using Highway Capacity Software (HCS) based on the 2010 Highway Capacity Manual (HCM). Operation analysis at driveways providing access to/from the site will also be conducted.

QUEUING ANALYSIS

If a gated parking entrance is proposed, a queuing analysis will be required. The potential queue will be calculated based on the peak hour traffic published by ITE's Trip Generation, 9th Edition. The project trip generation for the PM peak hour (the critical inbound hour) will be used for the analysis. The processing time will be determined based on data provided by the gate manufacture. Data collected and processing time calculation will be included in the study.

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Appendix C
Data Collection
Traffic Volumes
Signal Timings
Historic Background Growth

Traffic Volumes

TURNING MOVEMENT COUNTS

Project Name: Shoma Park Tower
Location: Madruga Avenue & Yumuri Street
Observer: Traffic Survey Specialists, Inc.

Project Number: 14194
Count Date: 7/15/2014
Day of Week: Tuesday

TIME INTERVAL		Yumuri Street								Madruga Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	0	2	1	3	0	5	1	6	13	14	2	29	1	7	2	10	48
07:15 AM	07:30 AM	0	3	0	3	1	11	3	15	8	17	1	26	2	4	0	6	50
07:30 AM	07:45 AM	0	4	0	4	0	9	8	17	16	19	2	37	0	1	0	1	59
07:45 AM	08:00 AM	0	4	0	4	1	8	5	14	12	22	2	36	0	3	1	4	58
08:00 AM	08:15 AM	0	6	0	6	1	15	17	33	19	29	4	52	0	5	2	7	98
08:15 AM	08:30 AM	0	5	0	5	1	13	11	25	19	26	1	46	2	7	2	11	87
08:30 AM	08:45 AM	0	5	0	5	2	17	10	29	18	21	0	39	1	10	2	13	86
08:45 AM	09:00 AM	1	10	0	11	2	27	11	40	23	33	3	59	2	13	4	19	129

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

TIME INTERVAL		Yumuri Street								Madruga Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	09:00 AM	1	20	1	21	4	55	34	93	67	94	8	168	4	26	7	37	290
PEAK HOUR FACTOR		0.61				0.79				0.83				0.66				0.78

Note: 2013 FDOT Seasonal Weekly Volume Factor = 1.04

TURNING MOVEMENT COUNTS

Project Name: Shoma Park Tower
Location: Madruga Avenue & Yumuri Street
Observer: Traffic Survey Specialists, Inc.

Project Number: 14194
Count Date: 7/15/2014
Day of Week: Tuesday

TIME INTERVAL		Yumuri Street								Madruga Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	4	9	0	13	3	15	8	26	16	24	7	47	2	32	9	43	129
04:15 PM	04:30 PM	5	9	0	14	3	15	15	33	22	17	6	45	2	19	1	22	114
04:30 PM	04:45 PM	3	5	0	8	0	15	8	23	14	16	5	35	0	28	7	35	101
04:45 PM	05:00 PM	1	8	0	9	3	10	8	21	9	25	7	41	1	17	2	20	91
05:00 PM	05:15 PM	1	15	1	17	2	15	6	23	12	17	4	33	1	28	5	34	107
05:15 PM	05:30 PM	2	10	0	12	4	11	11	26	9	12	5	26	1	28	5	34	98
05:30 PM	05:45 PM	2	7	0	9	2	16	16	34	15	19	5	39	2	24	4	30	112
05:45 PM	06:00 PM	2	10	0	12	3	6	9	18	16	22	3	41	1	21	0	22	93

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

TIME INTERVAL		Yumuri Street								Madruga Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	06:00 PM	10	38	1	49	10	54	42	106	59	79	22	160	5	102	17	125	332
PEAK HOUR FACTOR		0.79				0.78				0.89				0.70				0.84

Note: 2013 FDOT Seasonal Weekly Volume Factor = 1.04

TURNING MOVEMENT COUNTS

Project Name: Shoma Park Tower
Location: SW 57th Avenue (Red Road) & Madruga Avenue
Observer: Traffic Survey Specialists, Inc.

Project Number: 14194
Count Date: 7/15/2014
Day of Week: Tuesday

TIME INTERVAL		SW 57th Avenue (Red Road)								Madruga Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	0	96	24	120	13	70	0	83	0	0	0	0	6	0	8	14	217
07:15 AM	07:30 AM	0	76	24	100	13	77	0	90	0	0	0	0	5	0	2	7	197
07:30 AM	07:45 AM	0	72	28	100	29	92	0	121	0	0	0	0	5	0	4	9	230
07:45 AM	08:00 AM	0	96	38	134	25	102	0	127	0	0	0	0	9	0	8	17	278
08:00 AM	08:15 AM	0	109	46	155	40	118	0	158	0	0	0	0	21	0	3	24	337
08:15 AM	08:30 AM	0	142	25	167	36	106	0	142	0	0	0	0	16	0	7	23	332
08:30 AM	08:45 AM	0	136	37	173	27	116	0	143	0	0	0	0	15	0	15	30	346
08:45 AM	09:00 AM	0	131	45	176	41	161	0	202	0	0	0	0	27	0	11	38	416

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

TIME INTERVAL		SW 57th Avenue (Red Road)								Madruga Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	09:00 AM	0	446	139	585	116	438	0	554	0	0	0	0	54	0	30	84	1,169
PEAK HOUR FACTOR		0.95				0.80				NA				0.76				0.86

Note: 2013 FDOT Seasonal Weekly Volume Factor = 1.04

TURNING MOVEMENT COUNTS

Project Name: Shoma Park Tower
Location: SW 57th Avenue (Red Road) & Madruga Avenue
Observer: Traffic Survey Specialists, Inc.

Project Number: 14194
Count Date: 7/15/2014
Day of Week: Tuesday

TIME INTERVAL		SW 57th Avenue (Red Road)								Madruga Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	0	124	27	151	36	135	0	171	0	0	0	0	28	0	27	55	377
04:15 PM	04:30 PM	0	132	34	166	32	124	0	156	0	0	0	0	29	0	31	60	382
04:30 PM	04:45 PM	0	122	26	148	34	108	0	142	0	0	0	0	32	0	30	62	352
04:45 PM	05:00 PM	0	105	34	139	28	150	0	178	0	0	0	0	24	0	30	54	371
05:00 PM	05:15 PM	0	146	24	170	25	138	0	163	0	0	0	0	35	0	31	66	399
05:15 PM	05:30 PM	0	133	23	156	28	131	0	159	0	0	0	0	28	0	32	60	375
05:30 PM	05:45 PM	0	104	30	134	38	146	0	184	0	0	0	0	28	0	26	54	372
05:45 PM	06:00 PM	0	114	27	141	27	156	0	183	0	0	0	0	25	0	32	57	381

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

TIME INTERVAL		SW 57th Avenue (Red Road)								Madruga Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	06:00 PM	0	510	117	627	129	566	0	695	0	0	0	0	119	0	124	243	1,446
PEAK HOUR FACTOR		0.88				0.94				NA				0.90				0.96

Note: 2013 FDOT Seasonal Weekly Volume Factor = 1.04

TURNING MOVEMENT COUNTS

Project Name: Shoma Park Tower
Location: SW 57th Avenue (Red Road) & San Remo Avenue
Observer: Traffic Survey Specialists, Inc.

Project Number: 14194
Count Date: 7/15/2014
Day of Week: Tuesday

TIME INTERVAL		SW 57th Avenue (Red Road)								San Remo Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	0	118	19	137	17	62	0	79	1	1	3	5	3	0	4	7	228
07:15 AM	07:30 AM	0	92	18	110	15	68	0	83	1	0	4	5	3	0	6	9	207
07:30 AM	07:45 AM	0	94	21	115	16	80	0	96	1	0	4	5	7	0	6	13	229
07:45 AM	08:00 AM	0	130	37	167	32	87	0	119	1	2	3	6	5	0	5	10	302
08:00 AM	08:15 AM	0	144	26	170	26	116	0	142	1	3	6	10	8	0	9	17	339
08:15 AM	08:30 AM	0	159	31	190	26	97	0	123	2	1	7	10	9	0	10	19	342
08:30 AM	08:45 AM	0	156	46	202	31	105	0	136	4	0	4	8	11	0	19	30	376
08:45 AM	09:00 AM	0	163	30	193	48	145	0	193	1	0	8	9	17	0	17	34	429

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

TIME INTERVAL		SW 57th Avenue (Red Road)								San Remo Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	09:00 AM	0	549	119	668	110	395	0	505	6	4	20	30	33	0	40	72	1,242
PEAK HOUR FACTOR		0.93				0.77				0.93				0.74				0.87

Note: 2013 FDOT Seasonal Weekly Volume Factor = 1.04

TURNING MOVEMENT COUNTS

Project Name: Shoma Park Tower
Location: SW 57th Avenue (Red Road) & San Remo Avenue
Observer: Traffic Survey Specialists, Inc.

Project Number: 14194
Count Date: 7/15/2014
Day of Week: Tuesday

TIME INTERVAL		SW 57th Avenue (Red Road)								San Remo Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	0	123	18	141	27	145	0	172	3	4	4	11	39	0	29	68	392
04:15 PM	04:30 PM	0	132	16	148	19	142	0	161	3	2	3	8	25	0	39	64	381
04:30 PM	04:45 PM	0	115	21	136	30	119	0	149	1	0	9	10	49	0	34	83	378
04:45 PM	05:00 PM	0	127	19	146	29	151	0	180	3	5	7	15	44	0	22	66	407
05:00 PM	05:15 PM	0	117	14	131	21	152	0	173	11	2	14	27	51	0	48	99	430
05:15 PM	05:30 PM	0	107	16	123	19	143	0	162	5	1	17	23	40	0	41	81	389
05:30 PM	05:45 PM	0	101	18	119	20	156	0	176	3	1	8	12	37	0	30	67	374
05:45 PM	06:00 PM	0	97	8	105	27	158	0	185	9	1	14	24	36	0	38	74	388

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

TIME INTERVAL		SW 57th Avenue (Red Road)								San Remo Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	06:00 PM	0	478	68	545	100	606	0	706	20	8	40	68	167	0	146	313	1,465
PEAK HOUR FACTOR		0.92				0.92				0.69				0.83				0.93

Note: 2013 FDOT Seasonal Weekly Volume Factor = 1.04

TURNING MOVEMENT COUNTS

Project Name: Shoma Park Tower
Location: Sunset Drive & Yumuri Street
Observer: Traffic Survey Specialists, Inc.

Project Number: 14194
Count Date: 7/15/2014
Day of Week: Tuesday

TIME INTERVAL		Yumuri Street								Sunset Drive								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	0	0	0	0	5	0	8	13	12	64	0	76	0	22	1	23	112
07:15 AM	07:30 AM	0	0	0	0	3	0	14	17	10	82	0	92	0	31	0	31	140
07:30 AM	07:45 AM	0	0	0	0	3	0	14	17	14	83	0	97	0	38	3	41	155
07:45 AM	08:00 AM	0	0	0	0	5	0	24	29	21	103	0	124	0	54	6	60	213
08:00 AM	08:15 AM	0	0	0	0	6	0	20	26	19	113	0	132	0	59	3	62	220
08:15 AM	08:30 AM	0	0	0	0	9	0	28	37	39	113	0	152	0	83	10	93	282
08:30 AM	08:45 AM	0	0	0	0	6	0	34	40	33	124	0	157	0	92	7	99	296
08:45 AM	09:00 AM	0	0	0	0	11	0	21	32	44	116	0	160	0	99	12	111	303

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

TIME INTERVAL		Yumuri Street								Sunset Drive								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	09:00 AM	0	0	0	0	25	0	85	110	100	415	0	515	0	249	22	270	646
PEAK HOUR FACTOR		NA				0.84				0.94				0.82				0.91

Note: 2013 FDOT Seasonal Weekly Volume Factor = 1.04

TURNING MOVEMENT COUNTS

Project Name: Shoma Park Tower
Location: Sunset Drive & Yumuri Street
Observer: Traffic Survey Specialists, Inc.

Project Number: 14194
Count Date: 7/15/2014
Day of Week: Tuesday

TIME INTERVAL		Yumuri Street								Sunset Drive								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	0	0	0	0	37	0	31	68	23	91	0	114	0	63	6	69	251
04:15 PM	04:30 PM	0	0	0	0	44	0	39	83	30	78	0	108	0	107	23	130	321
04:30 PM	04:45 PM	0	0	0	0	35	0	40	75	27	101	0	128	0	93	5	98	301
04:45 PM	05:00 PM	0	0	0	0	36	0	52	88	21	90	0	111	0	117	10	127	326
05:00 PM	05:15 PM	0	0	0	0	49	0	56	105	18	76	0	94	0	96	11	107	306
05:15 PM	05:30 PM	0	0	0	0	54	0	38	92	20	77	0	97	0	86	13	99	288
05:30 PM	05:45 PM	0	0	0	0	47	0	49	96	24	82	0	106	0	95	8	103	305
05:45 PM	06:00 PM	0	0	0	0	30	0	42	72	28	71	0	99	0	96	10	106	277

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

TIME INTERVAL		Yumuri Street								Sunset Drive								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	06:00 PM	0	0	0	0	173	0	180	353	99	346	0	446	0	392	45	436	843
PEAK HOUR FACTOR		NA				0.84				0.86				0.89				0.96

Note: 2013 FDOT Seasonal Weekly Volume Factor = 1.04

TURNING MOVEMENT COUNTS

Project Name: Shoma Park Tower
Location: Venera Avenue & Yumuri Street
Observer: Traffic Survey Specialists, Inc.

Project Number: 14194
Count Date: 7/15/2014
Day of Week: Tuesday

TIME INTERVAL		Yumuri Street								Venera Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	07:15 AM	1	21	0	22	0	19	1	20	3	0	1	4	0	0	0	0	46
07:15 AM	07:30 AM	2	16	0	18	0	19	5	24	1	0	4	5	0	0	0	0	47
07:30 AM	07:45 AM	1	19	0	20	0	23	2	25	1	0	7	8	0	0	0	0	53
07:45 AM	08:00 AM	0	29	0	29	0	38	2	40	3	0	6	9	0	0	0	0	78
08:00 AM	08:15 AM	0	22	0	22	0	30	2	32	10	0	6	16	0	0	0	0	70
08:15 AM	08:30 AM	2	38	0	40	0	41	0	41	7	0	8	15	0	0	0	0	96
08:30 AM	08:45 AM	3	43	0	46	0	54	4	58	3	0	9	12	0	0	0	0	116
08:45 AM	09:00 AM	3	69	0	72	0	50	5	55	6	0	11	17	0	0	0	0	144

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

TIME INTERVAL		Yumuri Street								Venera Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
07:00 AM	09:00 AM	6	134	0	140	0	142	11	153	18	0	27	45	0	0	0	0	338
PEAK HOUR FACTOR		0.63				0.80				0.88				NA				0.74

Note: 2013 FDOT Seasonal Weekly Volume Factor = 1.04

TURNING MOVEMENT COUNTS

Project Name: Shoma Park Tower
Location: Venera Avenue & Yumuri Street
Observer: Traffic Survey Specialists, Inc.

Project Number: 14194
Count Date: 7/15/2014
Day of Week: Tuesday

TIME INTERVAL		Yumuri Street								Venera Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	04:15 PM	3	58	0	61	0	70	12	82	11	0	11	22	0	0	0	0	165
04:15 PM	04:30 PM	6	66	0	72	0	52	2	54	7	0	18	25	0	0	0	0	151
04:30 PM	04:45 PM	4	60	0	64	0	56	6	62	8	0	10	18	0	0	0	0	144
04:45 PM	05:00 PM	5	48	0	53	0	60	3	63	6	0	13	19	0	0	0	0	135
05:00 PM	05:15 PM	7	76	0	83	0	60	3	63	5	0	13	18	0	0	0	0	164
05:15 PM	05:30 PM	1	64	0	65	0	63	4	67	8	0	7	15	0	0	0	0	147
05:30 PM	05:45 PM	2	58	0	60	0	58	3	61	5	0	14	19	0	0	0	0	140
05:45 PM	06:00 PM	2	52	0	54	0	41	5	46	6	0	10	16	0	0	0	0	116

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

TIME INTERVAL		Yumuri Street								Venera Avenue								GRAND TOTAL
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	L	T	R	TOTAL	
04:00 PM	06:00 PM	16	251	0	266	0	239	20	259	29	0	50	79	0	0	0	0	604
PEAK HOUR FACTOR		0.87				0.80				0.84				NA				0.90

Note: 2013 FDOT Seasonal Weekly Volume Factor = 1.04

SAN REMO AVENUE & SW 57TH AVENUE
 CORAL GABLES, FLORIDA
 COUNTED BY: ISIDRO GONZALEZ
 SIGNALIZED

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

Site Code : 00140154
 Start Date: 07/15/14
 File I.D. : SANR57AV
 Page : 1

ALL VEHICLES

Date	SW 57TH AVENUE From North				SAN REMO AVENUE From East				SW 57TH AVENUE From South				SUNSET PLACE From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
07/15/14																	
07:00	0	17	62	0	0	3	0	4	0	0	118	19	0	1	1	3	228
07:15	0	15	68	0	0	3	0	6	1	0	91	18	0	1	0	4	207
07:30	0	16	80	0	0	7	0	6	0	0	94	21	0	1	0	4	229
07:45	1	31	87	0	0	5	0	5	0	0	130	37	0	1	2	3	302
Hr Total	1	79	297	0	0	18	0	21	1	0	433	95	0	4	3	14	966
08:00	0	26	116	0	0	7	1	9	0	0	144	26	0	1	3	6	339
08:15	0	26	96	1	0	9	0	10	0	0	159	31	1	1	1	7	342
08:30	0	31	105	0	0	11	0	19	0	0	156	46	0	4	0	4	376
08:45	0	48	145	0	0	17	0	17	0	0	163	30	0	1	0	8	429
Hr Total	0	131	462	1	0	44	1	55	0	0	622	133	1	7	4	25	1486
* BREAK *																	
16:00	0	27	145	0	0	39	0	29	0	0	123	18	0	3	4	4	392
16:15	0	19	142	0	0	25	0	39	0	0	132	16	0	3	2	3	381
16:30	2	27	119	1	0	49	0	34	0	1	114	21	0	1	0	9	378
16:45	1	27	151	1	0	44	0	22	0	0	127	19	0	3	5	7	407
Hr Total	3	100	557	2	0	157	0	124	0	1	496	74	0	10	11	23	1558
17:00	0	21	152	0	0	51	0	48	0	0	117	14	0	11	2	14	430
17:15	0	19	143	0	1	39	0	41	0	0	107	16	0	5	1	17	389
17:30	1	19	156	0	0	34	3	30	0	0	101	18	0	3	1	8	374
17:45	0	27	158	0	0	35	1	38	0	0	97	8	0	9	1	14	388
Hr Total	1	86	609	0	1	159	4	157	0	0	422	56	0	28	5	53	1581
TOTAL	5	396	1925	3	1	378	5	357	1	1	1973	358	1	49	23	115	5591

SAN REMO AVENUE & SW 57TH AVENUE
 CORAL GABLES, FLORIDA
 COUNTED BY: ISIDRO GONZALEZ
 SIGNALIZED

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

Site Code : 00140154
 Start Date: 07/15/14
 File I.D. : SANR57AV
 Page : 2

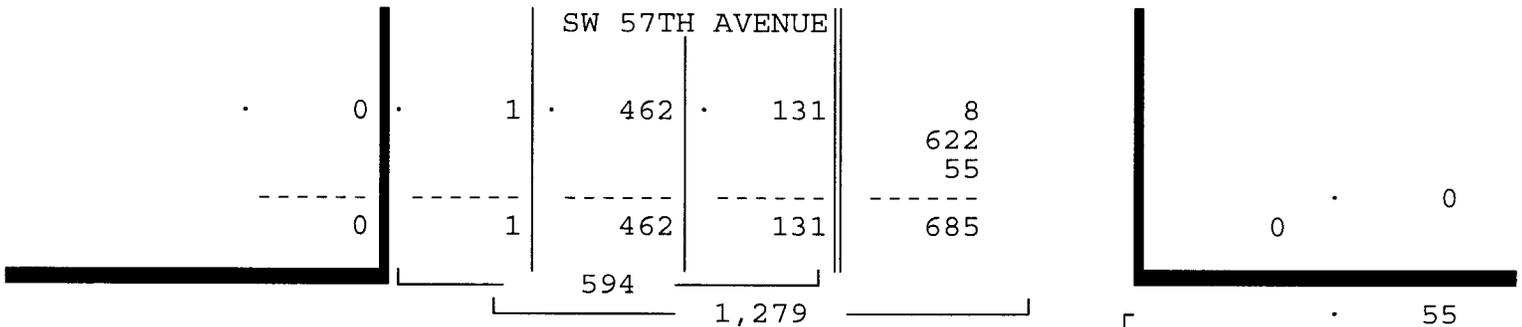
ALL VEHICLES

SW 57TH AVENUE From North				SAN REMO AVENUE From East				SW 57TH AVENUE From South				SUNSET PLACE From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

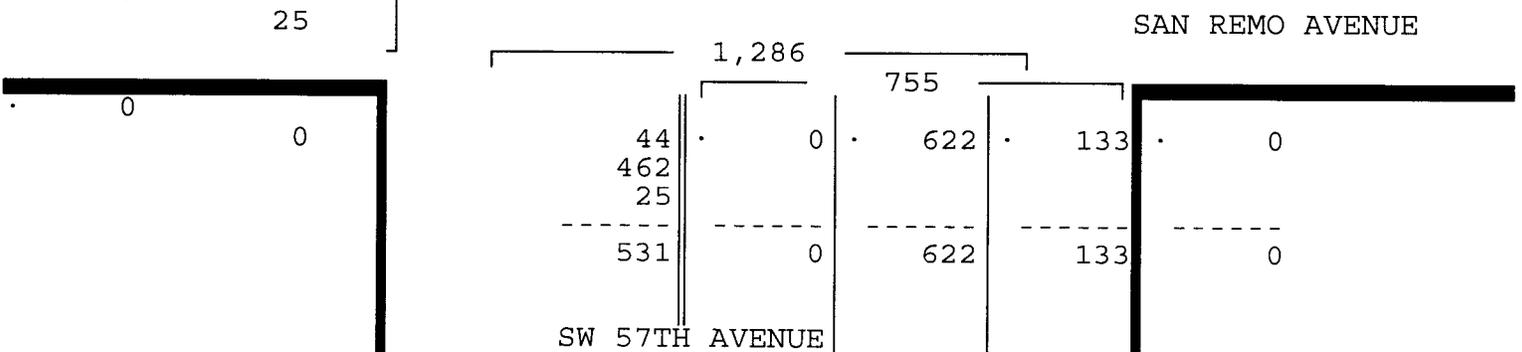
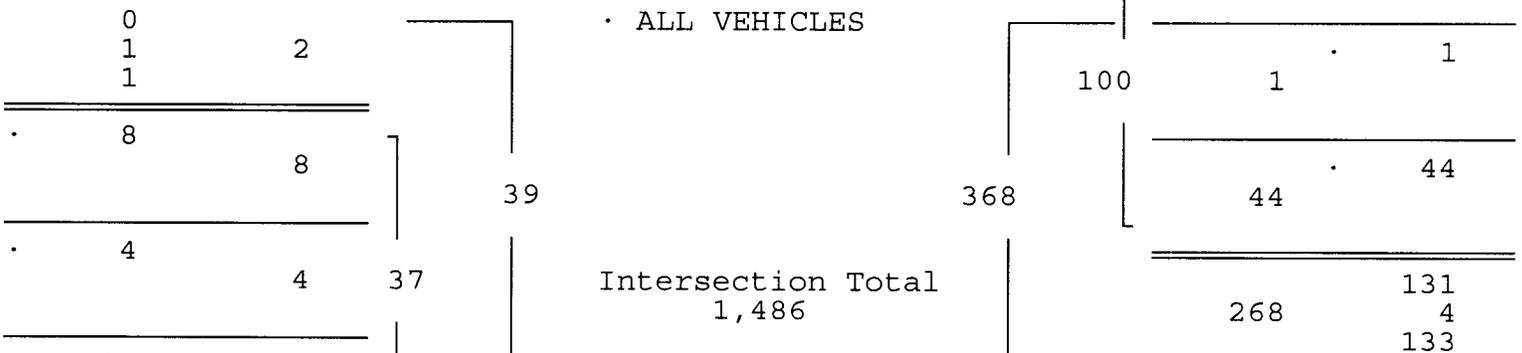
Date 07/15/14

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 07/15/14

Peak start	08:00				08:00				08:00				08:00			
Volume	0	131	462	1	0	44	1	55	0	0	622	133	1	7	4	25
Percent	0%	22%	78%	0%	0%	44%	1%	55%	0%	0%	82%	18%	3%	19%	11%	68%
Pk total	594				100				755				37			
Highest	08:45				08:45				08:30				08:00			
Volume	0	48	145	0	0	17	0	17	0	0	156	46	0	1	3	6
Hi total	193				34				202				10			
PHF	.77				.74				.93				.92			



SUNSET PLACE



SAN REMO AVENUE & SW 57TH AVENUE
 CORAL GABLES, FLORIDA
 COUNTED BY: ISIDRO GONZALEZ
 SIGNALIZED

Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
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 Page : 3

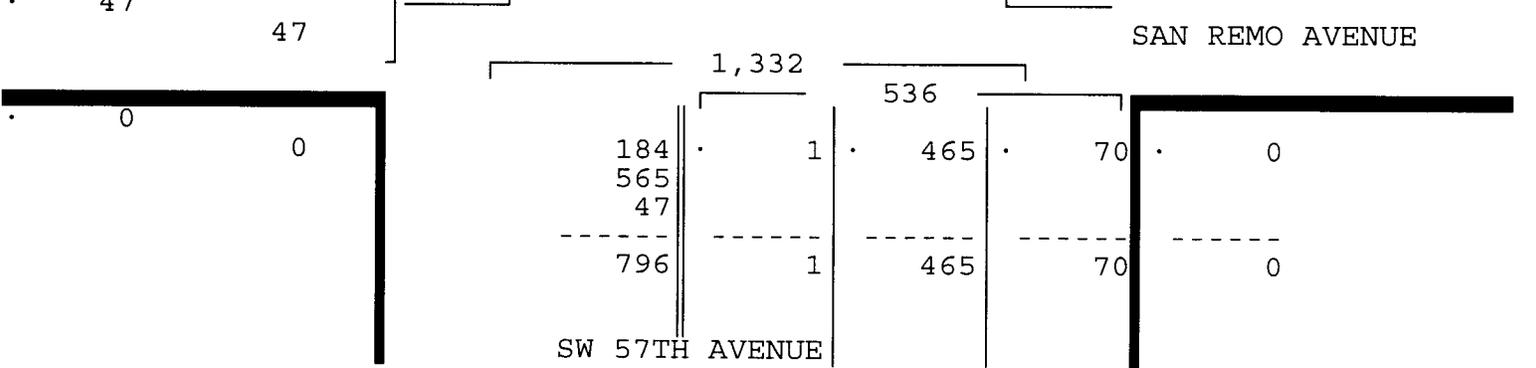
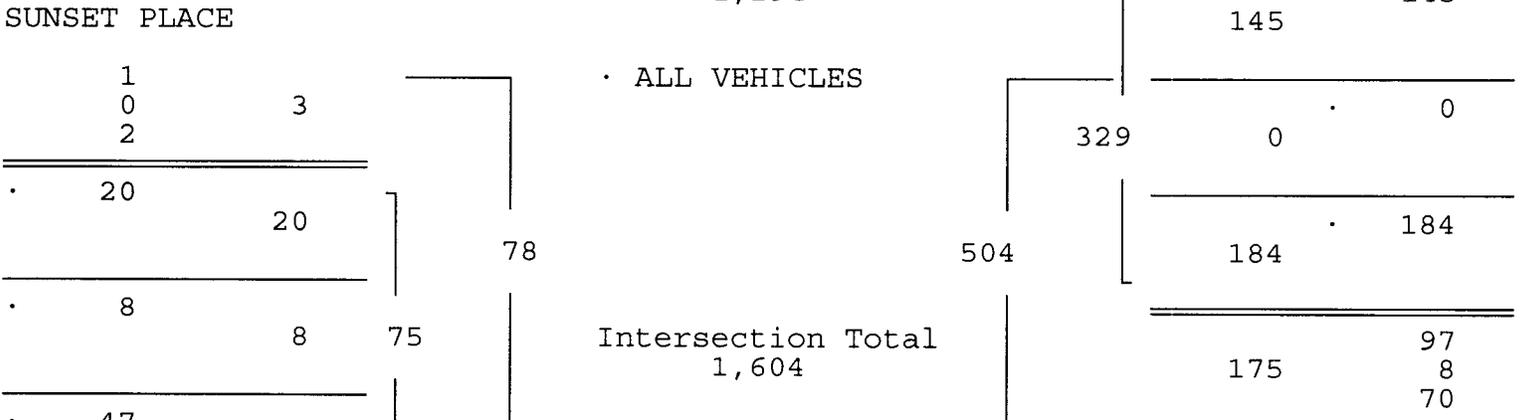
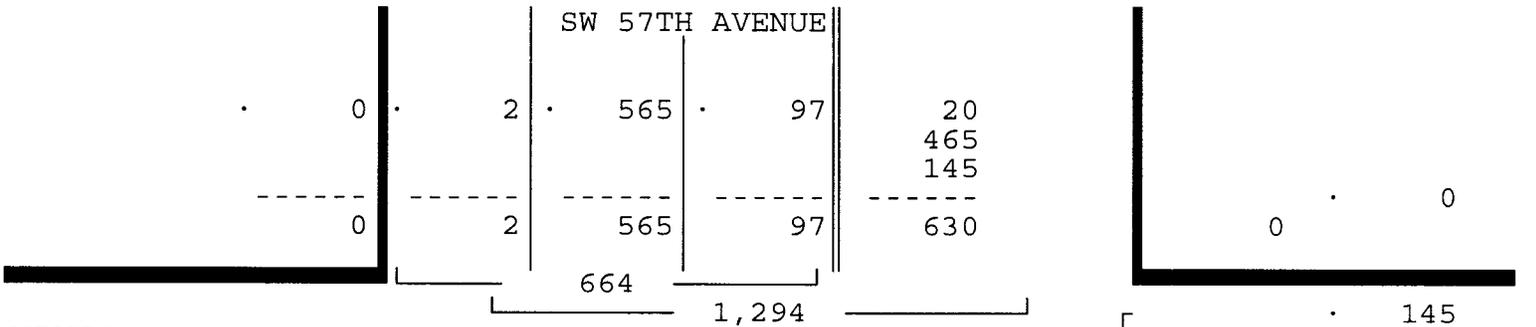
ALL VEHICLES

SW 57TH AVENUE From North				SAN REMO AVENUE From East				SW 57TH AVENUE From South				SUNSET PLACE From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 07/15/14

Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 07/15/14

Peak start	16:30				16:30				16:30				16:30			
Volume	3	94	565	2	1	183	0	145	0	1	465	70	0	20	8	47
Percent	0%	14%	85%	0%	0%	56%	0%	44%	0%	0%	87%	13%	0%	27%	11%	63%
Pk total	664				329				536				75			
Highest	16:45				17:00				16:45				17:00			
Volume	1	27	151	1	0	51	0	48	0	0	127	19	0	11	2	14
Hi total	180				99				146				27			
PHF	.92				.83				.92				.69			



SAN REMO AVENUE & SW 57TH AVENUE
 CORAL GABLES, FLORIDA
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 Delray Beach, Florida 33444
 Phone (561) 272-3255

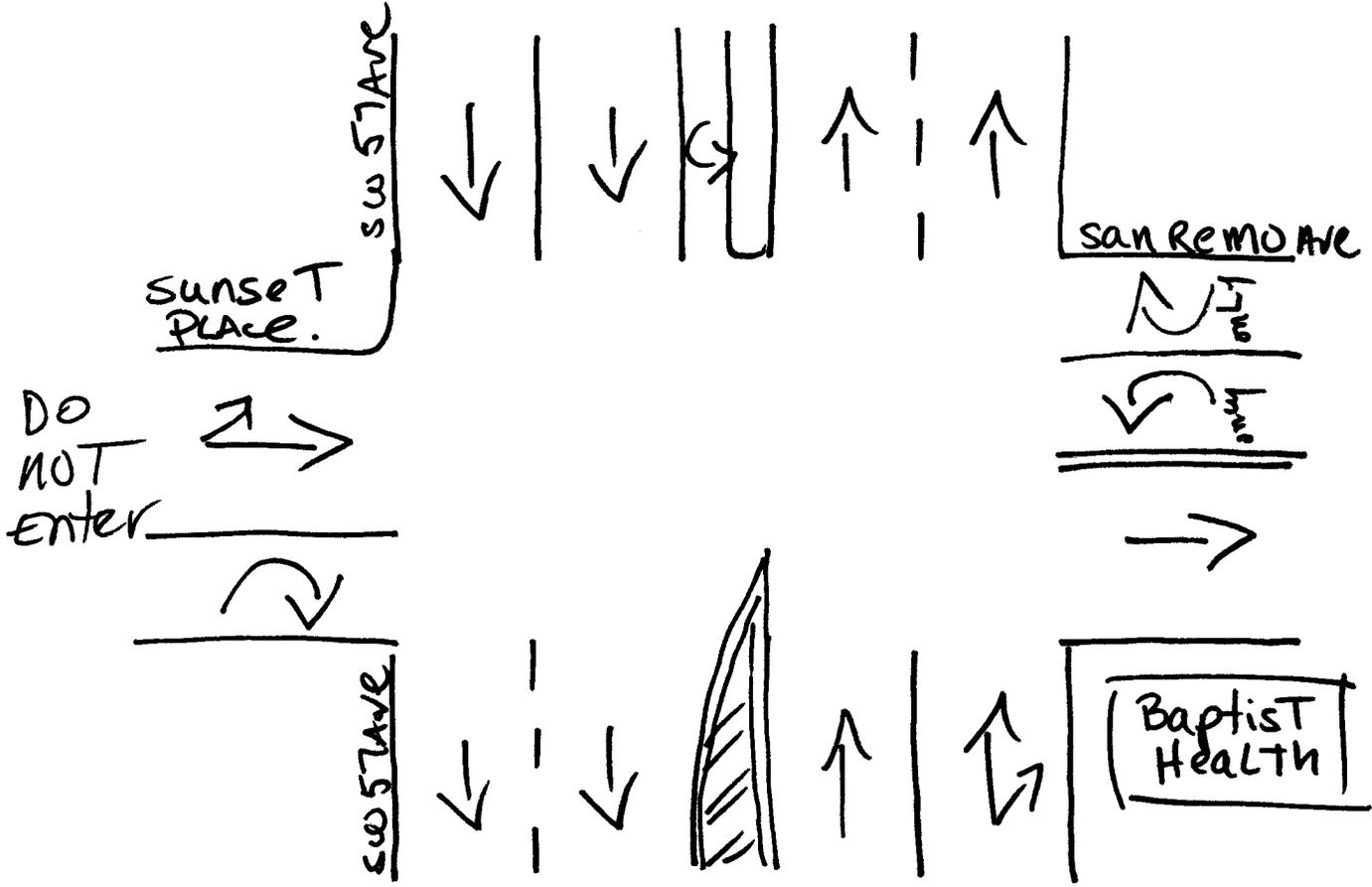
Site Code : 00140154
 Start Date: 07/15/14
 File I.D. : SANR57AV
 Page : 1

PEDESTRIANS

Date	SW 57TH AVENUE From North				SAN REMO AVENUE From East				SW 57TH AVENUE From South				SUNSET PLACE From West				Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07/15/14	-----																
07:00	0	0	0	8	0	0	0	0	0	0	0	21	0	0	0	0	29
07:15	0	0	0	5	0	0	0	0	0	0	0	11	0	0	0	0	16
07:30	0	0	0	9	0	0	0	0	0	0	0	16	0	0	0	0	25
07:45	0	0	0	7	0	0	0	0	0	0	0	24	0	0	0	0	31
Hr Total	0	0	0	29	0	0	0	0	0	0	0	72	0	0	0	0	101
08:00	0	0	0	5	0	0	0	3	0	0	0	17	0	0	0	2	27
08:15	0	0	0	12	0	0	0	6	0	0	0	41	0	0	0	0	59
08:30	0	0	0	11	0	0	0	0	0	0	0	21	0	0	0	1	33
08:45	0	0	0	10	0	0	0	4	0	0	0	24	0	0	0	4	42
Hr Total	0	0	0	38	0	0	0	13	0	0	0	103	0	0	0	7	161
----- * BREAK * -----																	
16:00	0	0	0	18	0	0	0	9	0	0	0	14	0	0	0	1	42
16:15	0	0	0	15	0	0	0	0	0	0	0	12	0	0	0	0	27
16:30	0	0	0	20	0	0	0	1	0	0	0	12	0	0	0	0	33
16:45	0	0	0	20	0	0	0	5	0	0	0	14	0	0	0	0	39
Hr Total	0	0	0	73	0	0	0	15	0	0	0	52	0	0	0	1	141
17:00	0	0	0	23	0	0	0	8	0	0	0	36	0	0	0	5	72
17:15	0	0	0	15	0	0	0	5	0	0	0	25	0	0	0	5	50
17:30	0	0	0	18	0	0	0	7	0	0	0	22	0	0	0	3	50
17:45	0	0	0	17	0	0	0	3	0	0	0	6	0	0	0	3	29
Hr Total	0	0	0	73	0	0	0	23	0	0	0	89	0	0	0	16	201

TOTAL	0	0	0	213	0	0	0	51	0	0	0	316	0	0	0	24	604

North ↑



CORAL Gables, Florida
 July 15, 2014
 drawn by: Luis Palomino
 Signalized

Traffic Survey Specialists, Inc.

MADRUGA AVENUE & SW 57TH AVENUE
 CORAL GABLES, FLORIDA
 COUNTED BY: EDIE SAPORITTO
 NOT SIGNALIZED

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

Site Code : 00140154
 Start Date: 07/15/14
 File I.D. : MADR57AV
 Page : 1

ALL VEHICLES

Date	SW 57TH AVENUE From North				MADRUGA AVENUE From East				SW 57TH AVENUE From South				From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
07/15/14																	
07:00	1	12	70	0	0	6	0	8	0	0	96	24	0	0	0	0	217
07:15	0	13	77	0	0	5	0	2	0	0	76	24	0	0	0	0	197
07:30	0	29	92	0	0	5	0	4	0	0	72	28	0	0	0	0	230
07:45	0	25	102	0	0	9	0	8	1	0	95	38	0	0	0	0	278
Hr Total	1	79	341	0	0	25	0	22	1	0	339	114	0	0	0	0	922
08:00	0	40	118	0	0	21	0	3	0	0	109	46	0	0	0	0	337
08:15	1	35	106	0	0	16	0	7	2	0	140	25	0	0	0	0	332
08:30	1	26	116	0	0	15	0	15	0	0	136	37	0	0	0	0	346
08:45	0	41	161	0	0	27	0	11	0	0	131	45	0	0	0	0	416
Hr Total	2	142	501	0	0	79	0	36	2	0	516	153	0	0	0	0	1431
* BREAK *																	
16:00	0	36	135	0	0	28	0	27	3	0	121	27	0	0	0	0	377
16:15	3	29	124	0	0	29	0	31	2	0	130	34	0	0	0	0	382
16:30	0	34	108	0	0	32	0	30	1	0	121	26	0	0	0	0	352
16:45	0	28	150	0	0	24	0	30	2	0	103	34	0	0	0	0	371
Hr Total	3	127	517	0	0	113	0	118	8	0	475	121	0	0	0	0	1482
17:00	0	25	138	0	0	35	0	31	0	0	146	24	0	0	0	0	399
17:15	0	28	131	0	0	28	0	32	3	0	130	23	0	0	0	0	375
17:30	2	36	146	0	0	28	0	26	0	0	104	30	0	0	0	0	372
17:45	1	26	156	0	0	25	0	32	1	0	113	27	0	0	0	0	381
Hr Total	3	115	571	0	0	116	0	121	4	0	493	104	0	0	0	0	1527
TOTAL	9	463	1930	0	0	333	0	297	15	0	1823	492	0	0	0	0	5362

MADRUGA AVENUE & SW 57TH AVENUE
 CORAL GABLES, FLORIDA
 COUNTED BY: EDIE SAPORITTO
 NOT SIGNALIZED

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

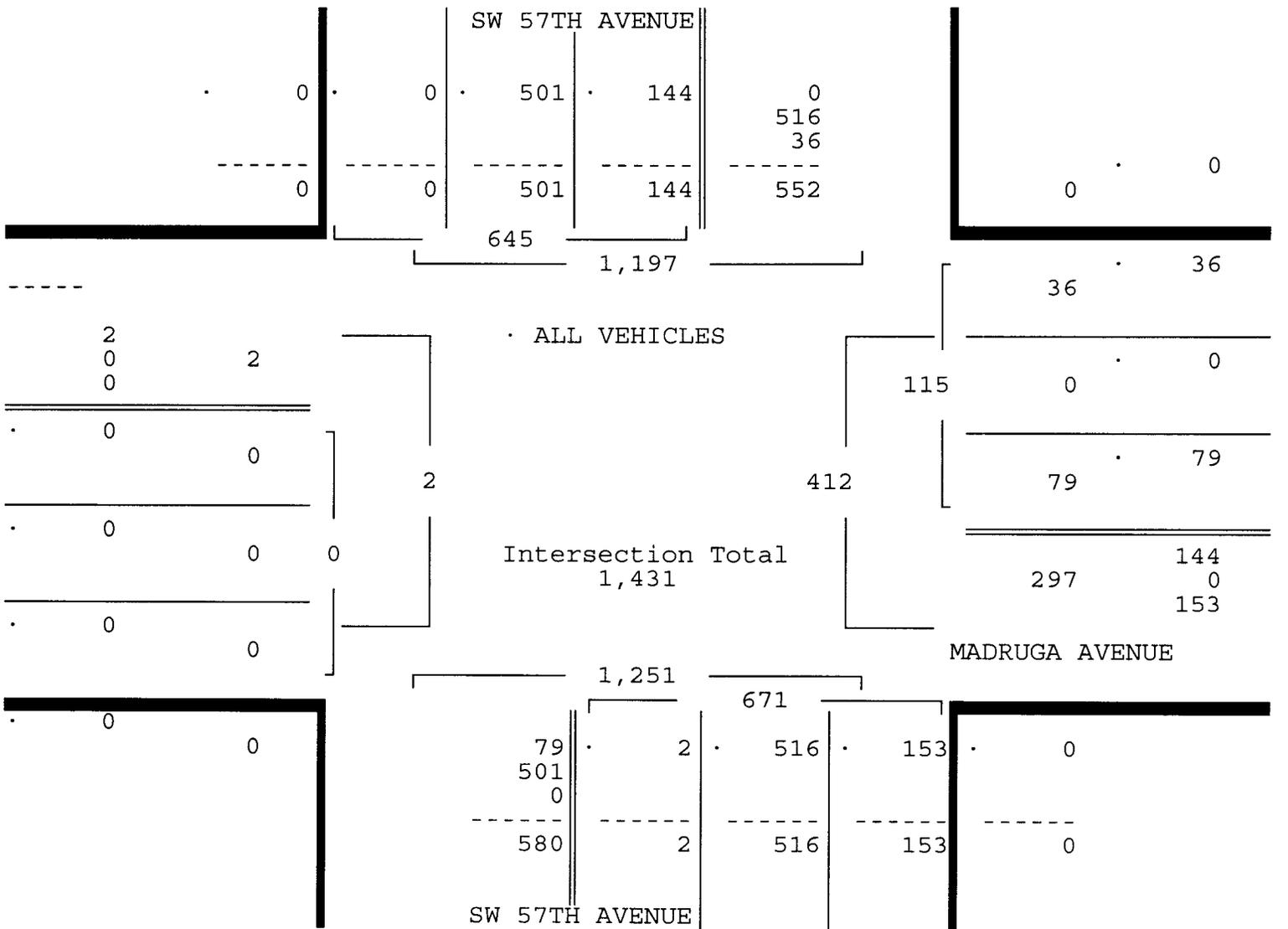
Site Code : 00140154
 Start Date: 07/15/14
 File I.D. : MADR57AV
 Page : 2

ALL VEHICLES

SW 57TH AVENUE From North				MADRUGA AVENUE From East				SW 57TH AVENUE From South				----- From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 07/15/14
 Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 07/15/14

Peak start	08:00				08:00				08:00				08:00			
Volume	2	142	501	0	0	79	0	36	2	0	516	153	0	0	0	0
Percent	0%	22%	78%	0%	0%	69%	0%	31%	0%	0%	77%	23%	0%	0%	0%	0%
Pk total	645				115				671				0			
Highest	08:45				08:45				08:45				07:00			
Volume	0	41	161	0	0	27	0	11	0	0	131	45	0	0	0	0
Hi total	202				38				176				0			
PHF	.80				.76				.95				.0			



MADRUGA AVENUE & SW 57TH AVENUE

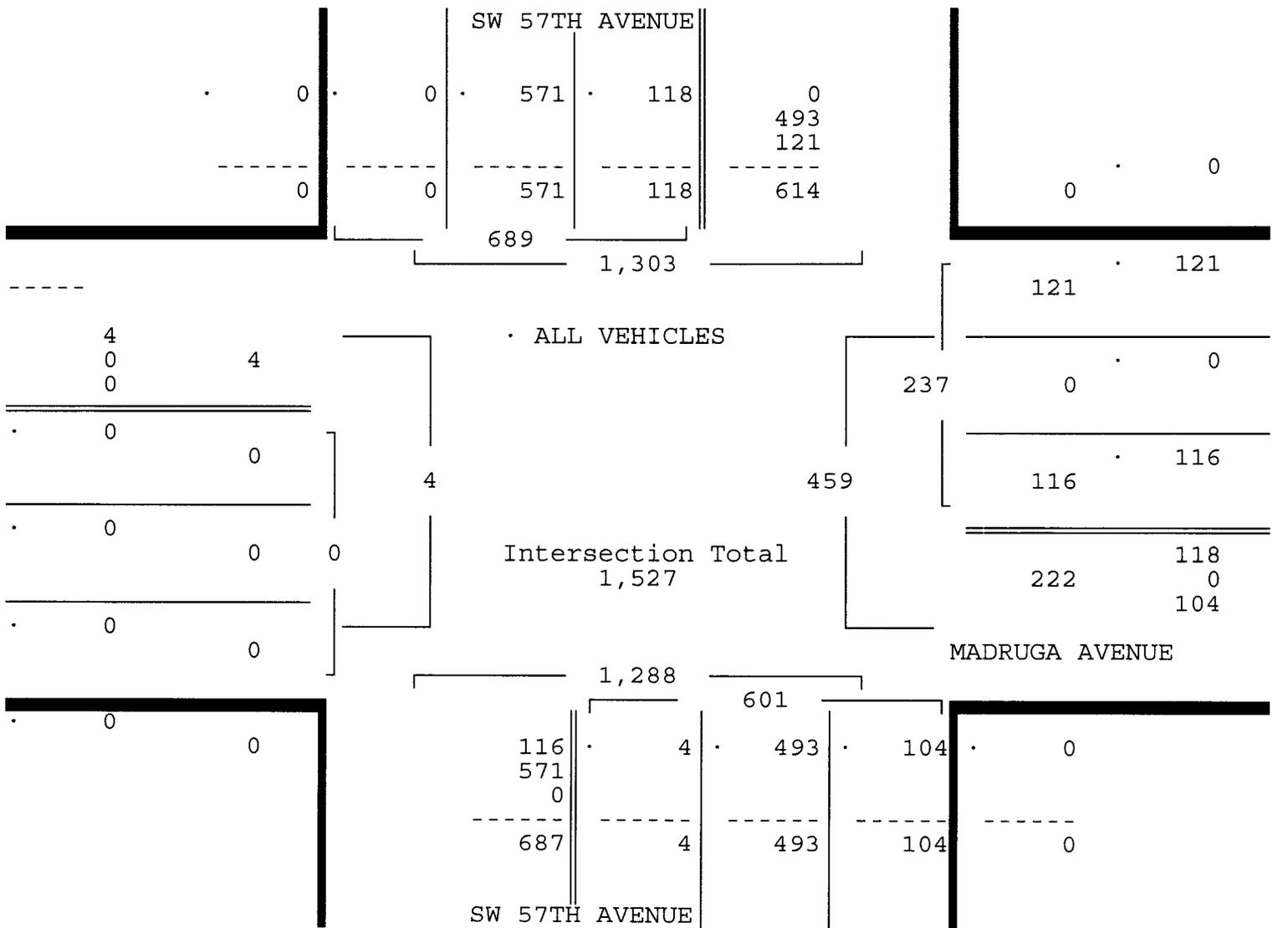
CORAL GABLES, FLORIDA

COUNTED BY: EDIE SAPORITTO

NOT SIGNALIZED

ALL VEHICLES

SW 57TH AVENUE From North					MADRUGA AVENUE From East					SW 57TH AVENUE From South					----- From West					Total
U Turn	Left	Thru	Right		U Turn	Left	Thru	Right		U Turn	Left	Thru	Right		U Turn	Left	Thru	Right		
Date 07/15/14																				
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 07/15/14																				
Peak start 17:00					17:00					17:00					17:00					
Volume	3	115	571	0	0	116	0	121		4	0	493	104		0	0	0	0		
Percent	0%	17%	83%	0%	0%	49%	0%	51%		1%	0%	82%	17%		0%	0%	0%	0%		
Pk total	689				237					601										
Highest	17:30				17:00					17:00					07:00					
Volume	2	36	146	0	0	35	0	31		0	0	146	24		0	0	0	0		
Hi total	184				66					170					0					
PHF	.94				.90					.88					.0					



Traffic Survey Specialists, Inc.

MADRUGA AVENUE & SW 57TH AVENUE
 CORAL GABLES, FLORIDA
 COUNTED BY: EDIE SAPORITTO
 NOT SIGNALIZED

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

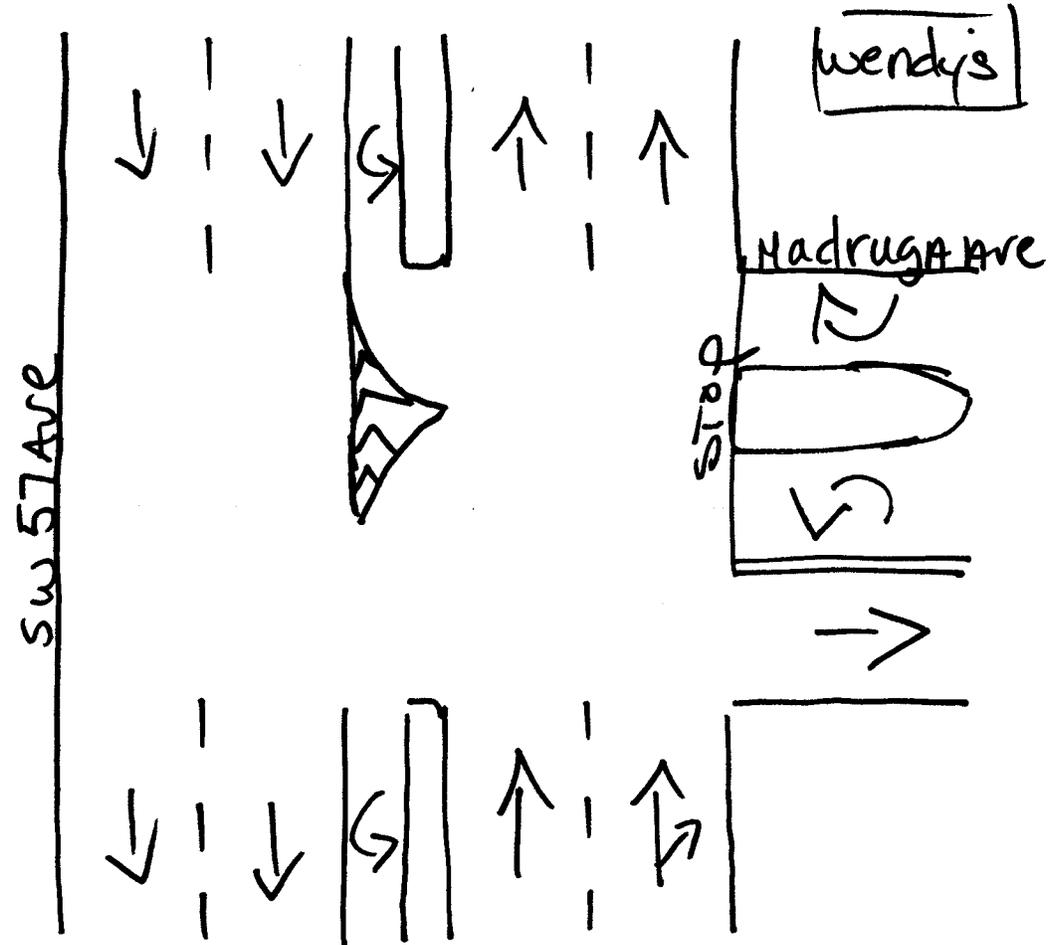
Site Code : 00140154
 Start Date: 07/15/14
 File I.D. : MADR57AV
 Page : 1

PEDESTRIANS

Date	SW 57TH AVENUE From North				MADRUGA AVENUE From East				SW 57TH AVENUE From South				----- From West				Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07/15/14	-----																
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hr Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
08:00	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	3
----- * BREAK * -----																	
16:00	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8
16:15	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	0	4	0	0	0	0	0	0	0	8	0	0	0	0	12
16:45	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Hr Total	0	0	0	10	0	0	0	0	0	0	0	16	0	0	0	0	26
17:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
17:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	4
Hr Total	0	0	0	3	0	0	0	0	0	0	0	8	0	0	0	0	11

TOTAL	0	0	0	14	0	0	0	0	0	0	0	29	0	0	0	0	43

↑
North



CORAL Gables, Florida

July 15, 2014

drawn by: Luis Palomino
NOT Signalized

Traffic Survey Specialists, Inc.

MADRUGA AVENUE & YUMURI STREET
 CORAL GABLES, FLORIDA
 COUNTED BY: LUIS PALOMINO
 NOT SIGNALIZED

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

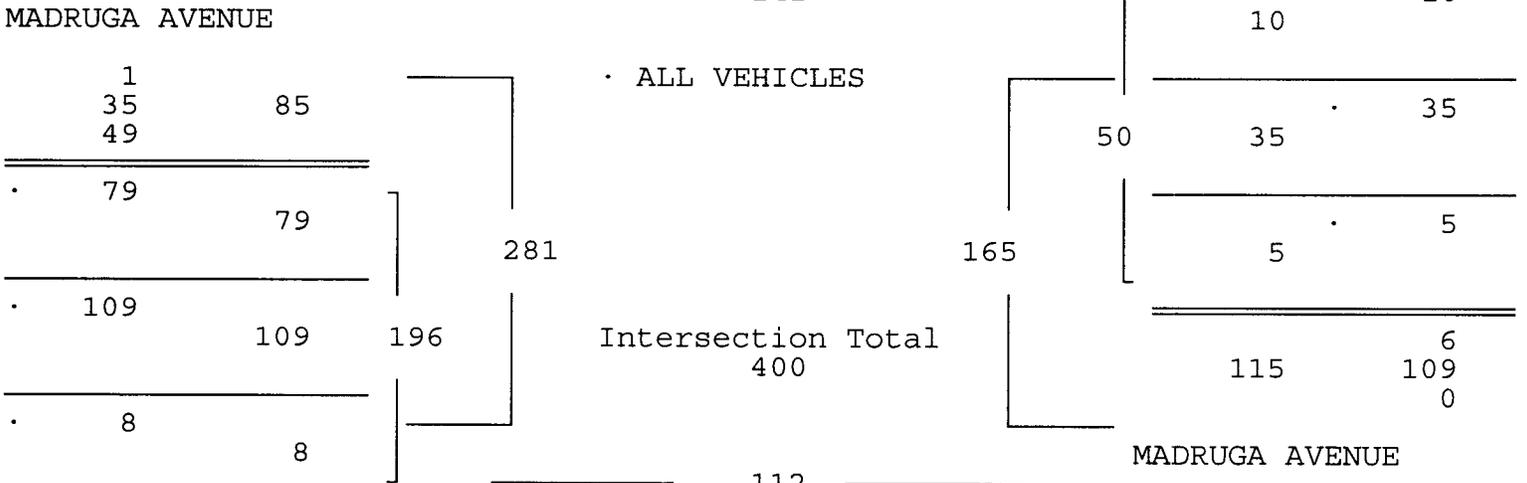
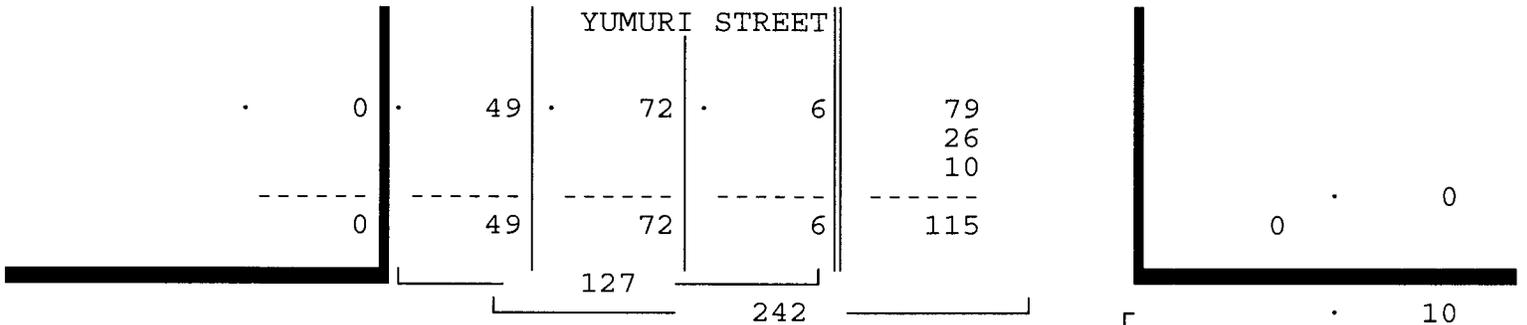
Site Code : 00140154
 Start Date: 07/15/14
 File I.D. : MADRYUMU
 Page : 1

ALL VEHICLES

Date	YUMURI STREET From North				MADRUGA AVENUE From East				YUMURI STREET From South				MADRUGA AVENUE From West				Total
	UTurn	Left	Thru	Right													
07/15/14																	
07:00	0	0	5	1	0	1	7	2	0	0	2	1	0	13	14	2	48
07:15	0	1	11	3	0	2	4	0	0	0	3	0	0	8	17	1	50
07:30	0	0	9	8	0	0	1	0	0	0	4	0	0	16	19	2	59
07:45	0	1	8	5	0	0	3	1	0	0	4	0	0	12	22	2	58
Hr Total	0	2	33	17	0	3	15	3	0	0	13	1	0	49	72	7	215
08:00	0	1	15	17	0	0	5	2	0	0	6	0	0	19	29	4	98
08:15	0	1	13	11	1	1	7	2	0	0	5	0	0	19	26	1	87
08:30	0	2	17	10	0	1	10	2	0	0	5	0	0	18	21	0	86
08:45	0	2	27	11	0	2	13	4	0	1	10	0	0	23	33	3	129
Hr Total	0	6	72	49	1	4	35	10	0	1	26	0	0	79	109	8	400
----- * BREAK * -----																	
16:00	1	2	15	8	0	2	32	9	0	4	9	0	0	16	24	7	129
16:15	0	3	15	15	0	2	19	1	1	4	9	0	1	21	17	6	114
16:30	0	0	15	8	0	0	28	7	0	3	5	0	0	14	16	5	101
16:45	0	3	10	8	0	1	17	2	0	1	8	0	0	9	25	7	91
Hr Total	1	8	55	39	0	5	96	19	1	12	31	0	1	60	82	25	435
17:00	0	2	15	6	0	1	28	5	0	1	15	1	0	12	17	4	107
17:15	0	4	11	11	0	1	28	5	0	2	10	0	0	9	12	5	98
17:30	0	2	16	16	0	2	24	4	0	2	7	0	1	14	19	5	112
17:45	0	3	6	9	0	1	21	0	0	2	10	0	0	16	22	3	93
Hr Total	0	11	48	42	0	5	101	14	0	7	42	1	1	51	70	17	410
TOTAL	1	27	208	147	1	17	247	46	1	20	112	2	2	239	333	57	1460

ALL VEHICLES

	YUMURI STREET From North				MADRUGA AVENUE From East				YUMURI STREET From South				MADRUGA AVENUE From West				Total
	UTurn	Left	Thru	Right													
Date 07/15/14	-----																
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 07/15/14																	
Peak start 08:00	08:00				08:00				08:00				08:00				
Volume	0	6	72	49	1	4	35	10	0	1	26	0	0	79	109	8	
Percent	0%	5%	57%	39%	2%	8%	70%	20%	0%	4%	96%	0%	0%	40%	56%	4%	
Pk total	127				50				27				196				
Highest	08:45				08:45				08:45				08:45				
Volume	0	2	27	11	0	2	13	4	0	1	10	0	0	23	33	3	
Hi total	40				19				11				59				
PHF	.79				.66				.61				.83				



Intersection Total
400

YUMURI STREET

MADRUGA AVENUE & YUMURI STREET

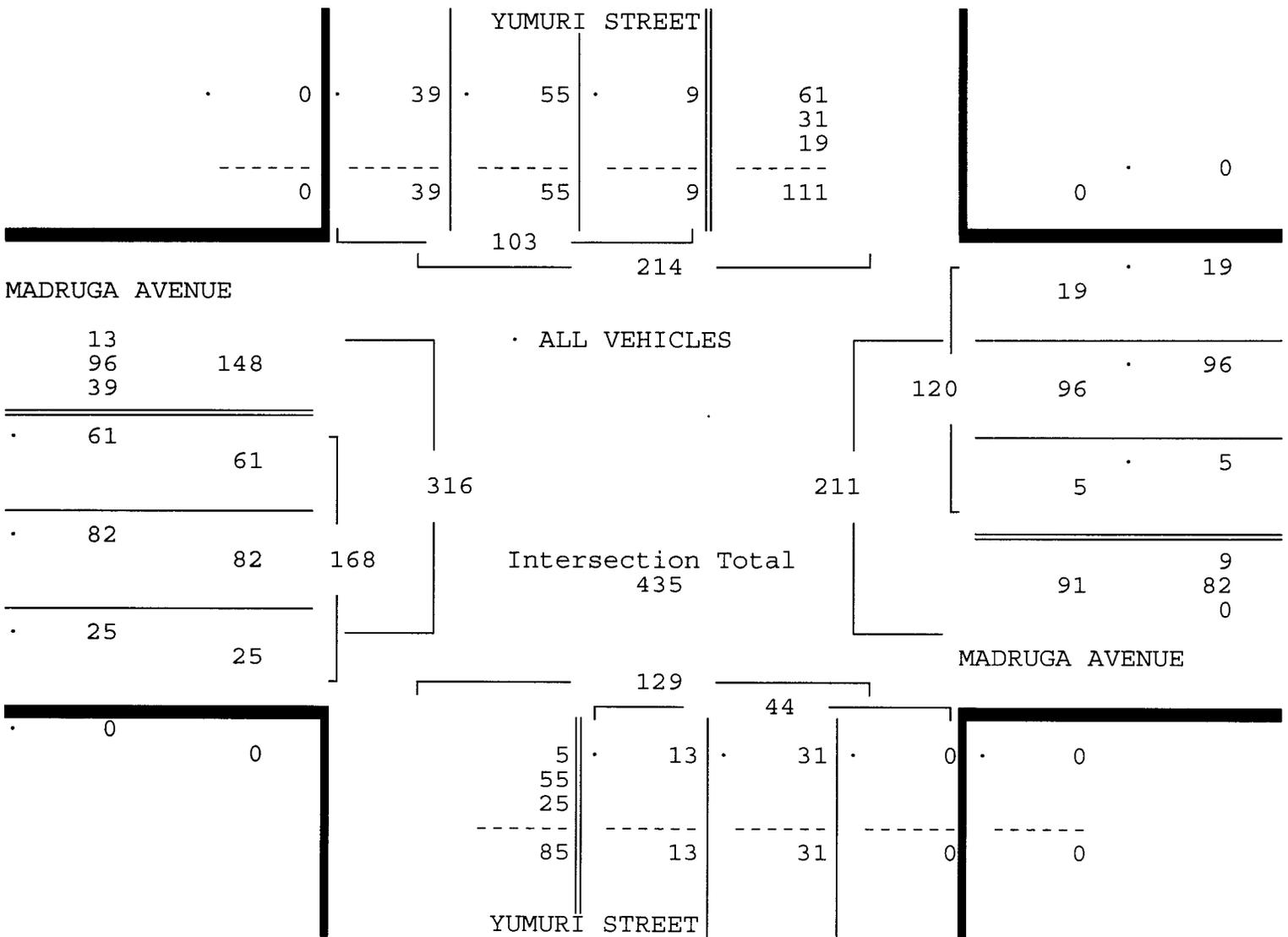
CORAL GABLES, FLORIDA

COUNTED BY: LUIS PALOMINO

NOT SIGNALIZED

ALL VEHICLES

	YUMURI STREET From North				MADRUGA AVENUE From East				YUMURI STREET From South				MADRUGA AVENUE From West				Total
	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	U Turn	Left	Thru	Right	
Date 07/15/14	-----																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 07/15/14																	
Peak start 16:00					16:00								16:00				
Volume	1	8	55	39	0	5	96	19	1	12	31	0	1	60	82	25	
Percent	1%	8%	53%	38%	0%	4%	80%	16%	2%	27%	70%	0%	1%	36%	49%	15%	
Pk total	103				120				44				168				
Highest	16:15				16:00				16:15				16:00				
Volume	0	3	15	15	0	2	32	9	1	4	9	0	0	16	24	7	
Hi total	33				43				14				47				
PHF	.78				.70				.79				.89				



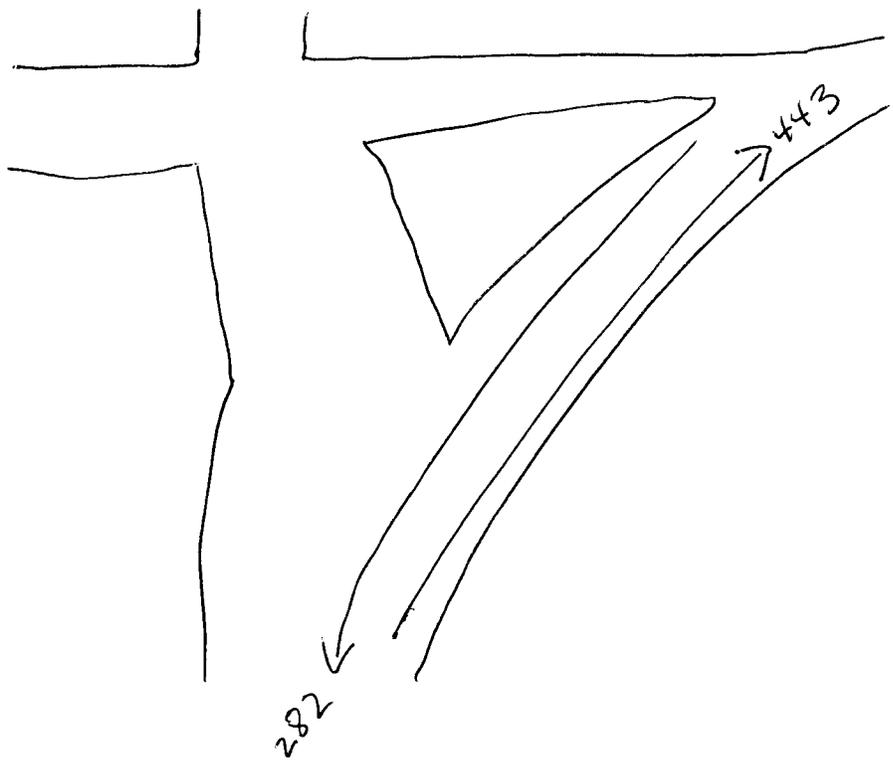
MADRUGA AVENUE & YUMURI STREET
 CORAL GABLES, FLORIDA
 COUNTED BY: LUIS PALOMINO
 NOT SIGNALIZED

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

Site Code : 00140154
 Start Date: 07/15/14
 File I.D. : MADRYUMU
 Page : 1

YUMURI BYPASS

Date	YUMURI STREET From North				MADRUGA AVENUE From East				YUMURI STREET From South				MADRUGA AVENUE From West				Total
	Left	Thru	Right	Peds													
07/15/14																	
07:00	0	0	0	0	5	0	0	0	0	0	4	0	0	0	0	0	9
07:15	0	0	0	0	6	0	0	0	0	0	6	0	0	0	0	0	12
07:30	0	0	0	0	9	0	0	0	0	0	6	0	0	0	0	0	15
07:45	0	0	0	0	16	0	0	0	0	0	11	0	0	0	0	0	27
Hr Total	0	0	0	0	36	0	0	0	0	0	27	0	0	0	0	0	63
08:00	0	0	0	0	17	0	0	0	0	0	16	0	0	0	0	0	33
08:15	0	0	0	0	21	0	0	0	0	0	15	0	0	0	0	0	36
08:30	0	0	0	0	21	0	0	0	0	0	23	0	0	0	0	0	44
08:45	0	0	0	0	15	0	0	0	0	0	34	0	0	0	0	0	49
Hr Total	0	0	0	0	74	0	0	0	0	0	88	0	0	0	0	0	162
* BREAK *																	
16:00	0	0	0	0	22	0	0	0	0	0	43	0	0	0	0	0	65
16:15	0	0	0	0	20	0	0	0	0	0	47	0	0	0	0	0	67
16:30	0	0	0	0	26	0	0	0	0	0	45	0	0	0	0	0	71
16:45	0	0	0	0	21	0	0	0	0	0	33	0	0	0	0	0	54
Hr Total	0	0	0	0	89	0	0	0	0	0	168	0	0	0	0	0	257
17:00	0	0	0	0	23	0	0	0	0	0	48	0	0	0	0	0	71
17:15	0	0	0	0	21	0	0	0	0	0	40	0	0	0	0	0	61
17:30	0	0	0	0	22	0	0	0	0	0	42	0	0	0	0	0	64
17:45	0	0	0	0	17	0	0	0	0	0	30	0	0	0	0	0	47
Hr Total	0	0	0	0	83	0	0	0	0	0	160	0	0	0	0	0	243
TOTAL	0	0	0	0	282	0	0	0	0	0	443	0	0	0	0	0	725



MADRUGA AVENUE & YUMURI STREET
 CORAL GABLES, FLORIDA
 COUNTED BY: LUIS PALOMINO
 NOT SIGNALIZED

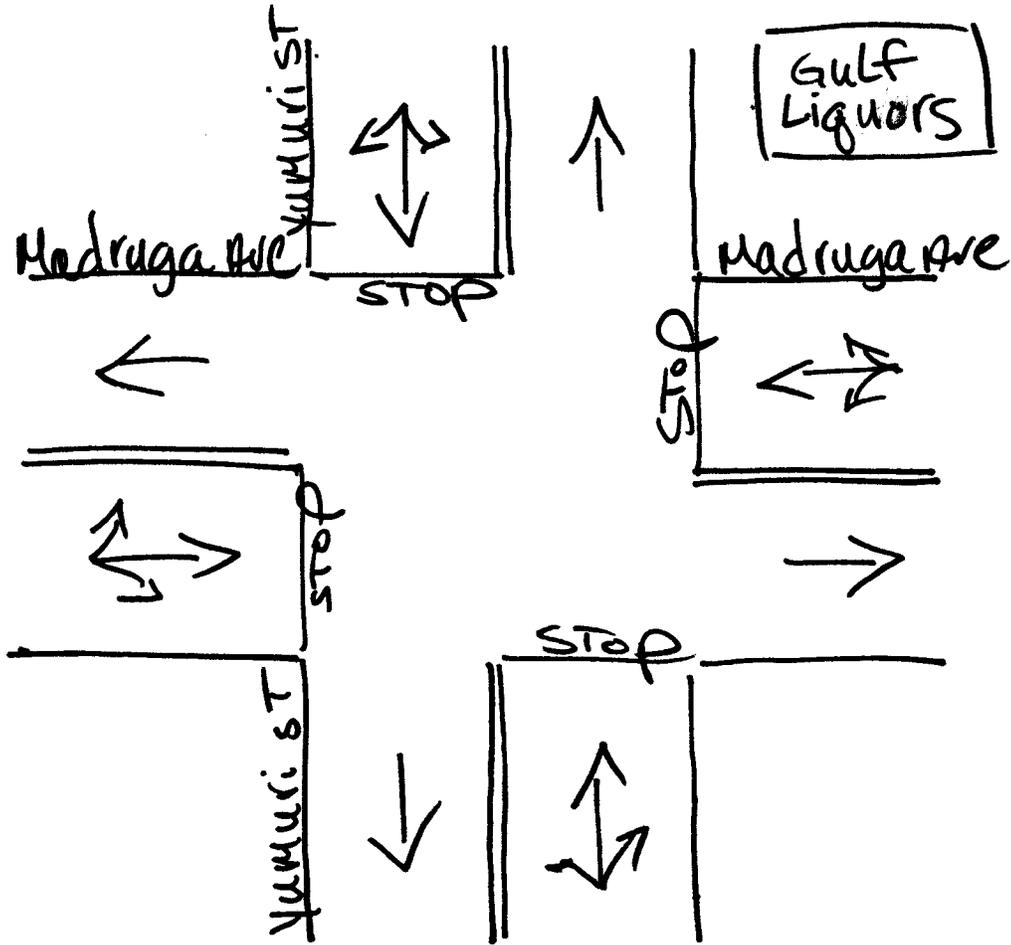
Traffic Survey Specialists, Inc.
 624 Gardenia Terrace
 Delray Beach, Florida 33444
 Phone (561) 272-3255

Site Code : 00140154
 Start Date: 07/15/14
 File I.D. : MADRYUMU
 Page : 1

PEDESTRIANS

Date	YUMURI STREET From North				MADRUGA AVENUE From East				YUMURI STREET From South				MADRUGA AVENUE From West				Total
	Left	Thru	Right	Peds													
07/15/14																	
07:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	3	6
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	3	7
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hr Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	4
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:15	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	4
16:30	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3
16:45	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
Hr Total	0	0	0	4	0	0	0	2	0	0	0	4	0	0	0	0	10
17:00	0	0	0	9	0	0	0	3	0	0	0	4	0	0	0	0	16
17:15	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	1	7
17:30	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	4	9
17:45	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	6
Hr Total	0	0	0	15	0	0	0	7	0	0	0	11	0	0	0	5	38
TOTAL	0	0	0	20	0	0	0	10	0	0	0	20	0	0	0	9	59

↑
North



Coral Gable Florida
July 15, 2014
drawn by: Luis Palomino
NOT signalized

VENERA AVENUE & YUMURI STREET
 CORAL GABLES, FLORIDA
 COUNTED BY: AMBER PALOMINO
 NOT SIGNALIZED

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

Site Code : 00140154
 Start Date: 07/15/14
 File I.D. : VENEYUMU
 Page : 1

ALL VEHICLES

Date	YUMURI STREET From North				----- From East				YUMURI STREET From South				VENERA AVENUE From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
07/15/14																	
07:00	0	0	19	1	0	0	0	0	0	1	21	0	0	3	0	1	46
07:15	0	0	19	5	0	0	0	0	0	2	16	0	0	1	0	4	47
07:30	0	0	23	2	0	0	0	0	0	1	19	0	0	1	0	7	53
07:45	0	0	38	2	0	0	0	0	0	0	29	0	0	3	0	6	78
Hr Total	0	0	99	10	0	0	0	0	0	4	85	0	0	8	0	18	224
08:00	0	0	30	2	0	0	0	0	0	0	22	0	0	10	0	6	70
08:15	0	0	41	0	0	0	0	0	0	2	38	0	0	7	0	8	96
08:30	0	0	54	4	0	0	0	0	0	3	43	0	0	3	0	9	116
08:45	0	0	50	5	0	0	0	0	1	2	69	0	0	6	0	11	144
Hr Total	0	0	175	11	0	0	0	0	1	7	172	0	0	26	0	34	426
* BREAK *																	
16:00	0	0	70	12	0	0	0	0	0	3	58	0	0	11	0	11	165
16:15	0	0	52	2	0	0	0	0	0	6	66	0	0	7	0	18	151
16:30	0	0	56	6	0	0	0	0	0	4	60	0	0	8	0	10	144
16:45	0	0	60	3	0	0	0	0	0	5	48	0	0	6	0	13	135
Hr Total	0	0	238	23	0	0	0	0	0	18	232	0	0	32	0	52	595
17:00	0	0	60	3	0	0	0	0	0	7	76	0	0	5	0	13	164
17:15	0	0	63	4	0	0	0	0	0	1	64	0	0	8	0	7	147
17:30	0	0	58	3	0	0	0	0	0	2	58	0	0	5	0	14	140
17:45	0	0	41	5	0	0	0	0	0	2	52	0	0	6	0	10	116
Hr Total	0	0	222	15	0	0	0	0	0	12	250	0	0	24	0	44	567
TOTAL	0	0	734	59	0	0	0	0	1	41	739	0	0	90	0	148	1812

VENERA AVENUE & YUMURI STREET
 CORAL GABLES, FLORIDA
 COUNTED BY: AMBER PALOMINO
 NOT SIGNALIZED

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

Site Code : 00140154
 Start Date: 07/15/14
 File I.D. : VENEYUMU
 Page : 2

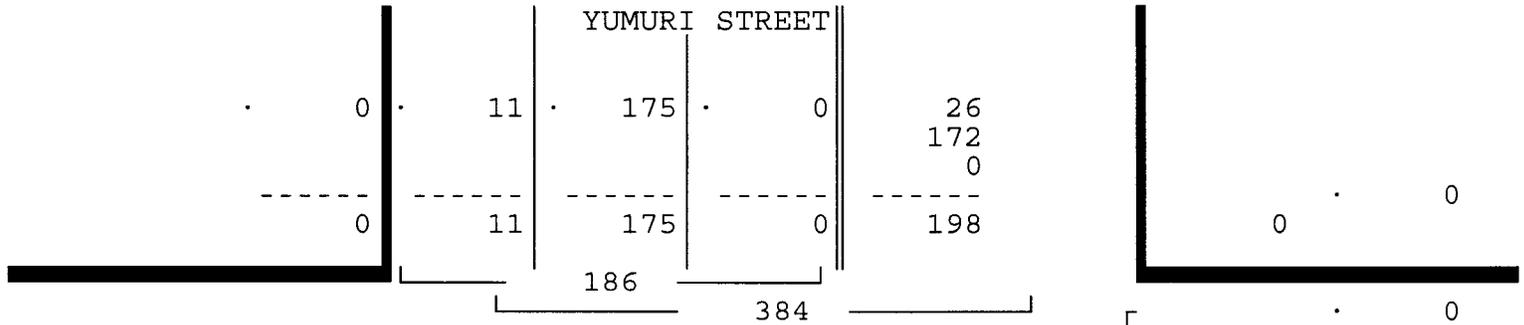
ALL VEHICLES

YUMURI STREET From North				From East				YUMURI STREET From South				VENERA AVENUE From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

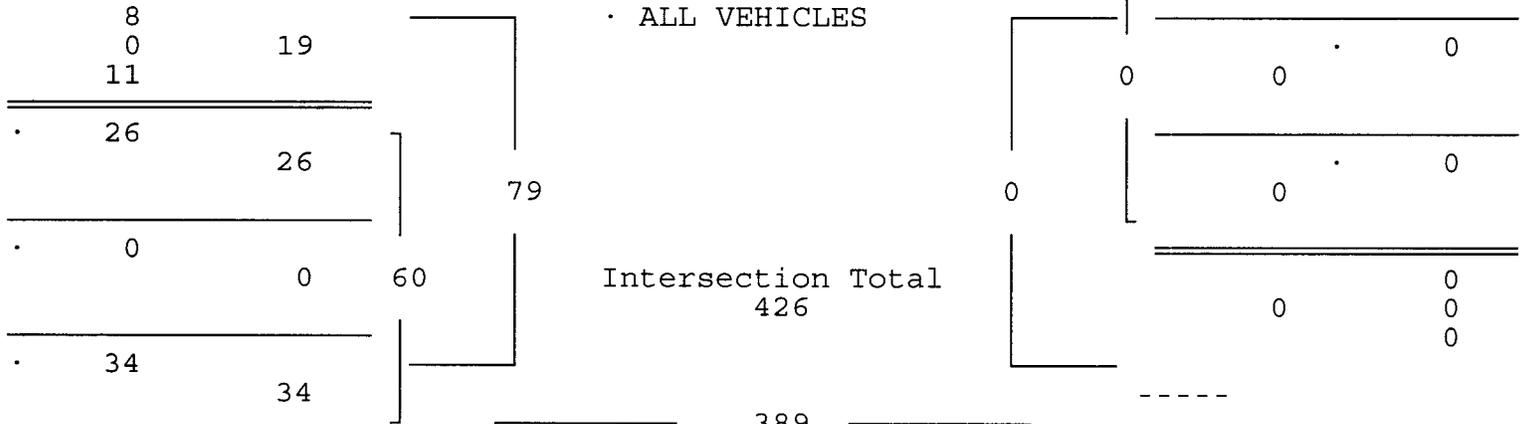
Date 07/15/14

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 07/15/14

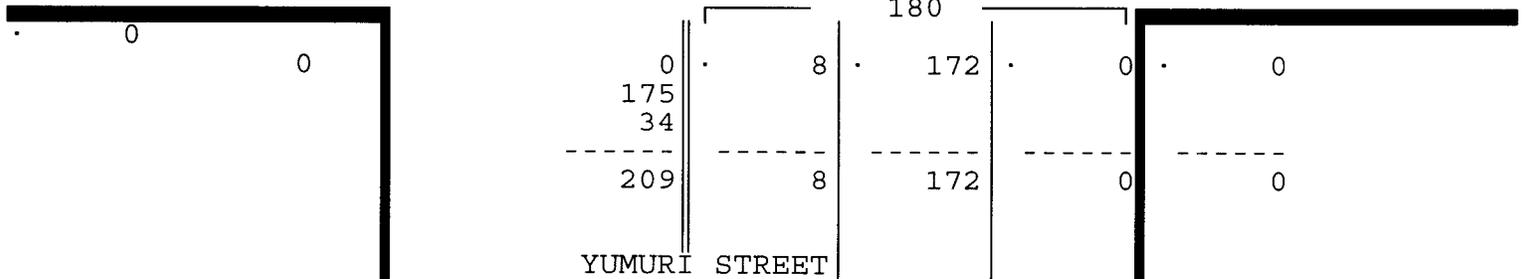
Peak start	08:00				08:00				08:00				08:00			
Volume	0	0	175	11	0	0	0	0	1	7	172	0	0	26	0	34
Percent	0%	0%	94%	6%	0%	0%	0%	0%	1%	4%	96%	0%	0%	43%	0%	57%
Pk total	186				0				180				60			
Highest	08:30				07:00				08:45				08:45			
Volume	0	0	54	4	0	0	0	0	1	2	69	0	0	6	0	11
Hi total	58				0				72				17			
PHF	.80				.0				.62				.88			



VENERA AVENUE



Intersection Total
426



VENERA AVENUE & YUMURI STREET
 CORAL GABLES, FLORIDA
 COUNTED BY: AMBER PALOMINO
 NOT SIGNALIZED

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

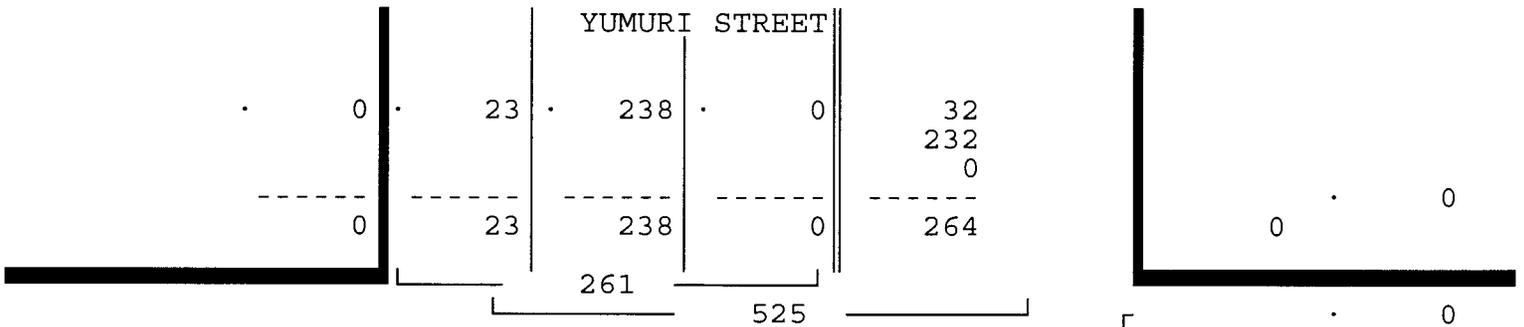
Site Code : 00140154
 Start Date: 07/15/14
 File I.D. : VENEYUMU
 Page : 3

ALL VEHICLES

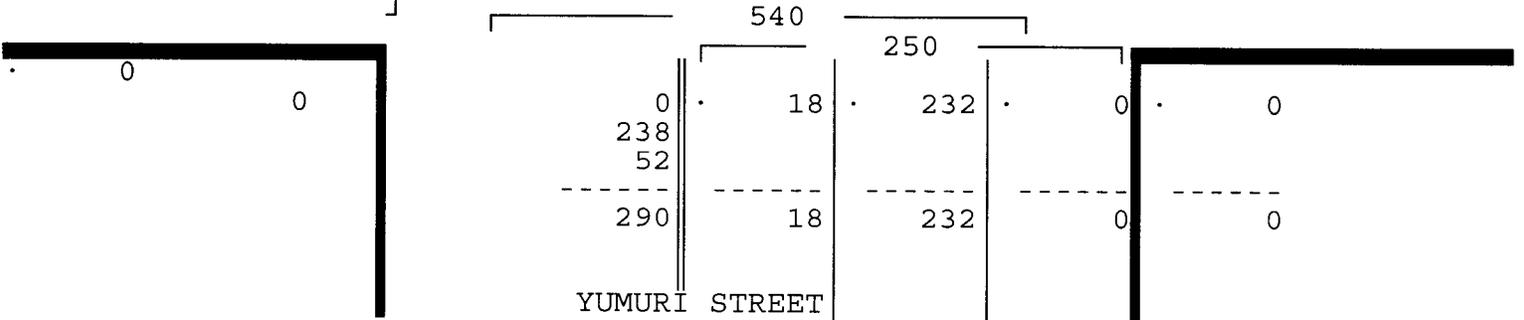
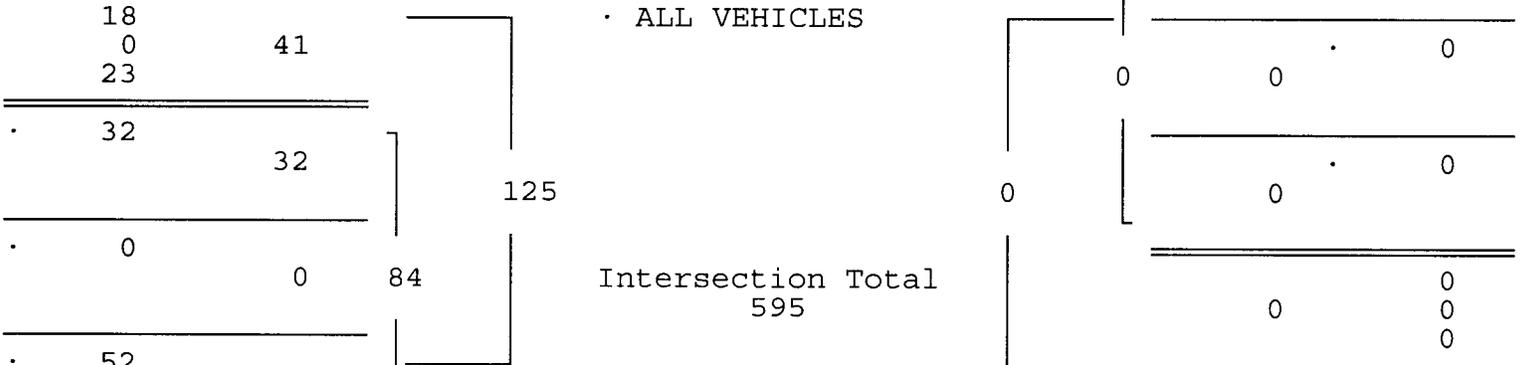
YUMURI STREET				YUMURI STREET				YUMURI STREET				VENERA AVENUE				Total
From North				From East				From South				From West				
UTurn	Left	Thru	Right													

Date 07/15/14
 Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 07/15/14

Peak start 16:00	16:00				16:00				16:00							
Volume	0	0	238	23	0	0	0	0	0	18	232	0	0	32	0	52
Percent	0%	0%	91%	9%	0%	0%	0%	0%	0%	7%	93%	0%	0%	38%	0%	62%
Pk total	261				250				84							
Highest	16:00				16:15				16:15							
Volume	0	0	70	12	0	0	0	0	0	6	66	0	0	7	0	18
Hi total	82				72				25							
PHF	.80				.87				.84							



VENERA AVENUE



VENERA AVENUE & YUMURI STREET
 CORAL GABLES, FLORIDA
 COUNTED BY: AMBER PALOMINO
 NOT SIGNALIZED

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

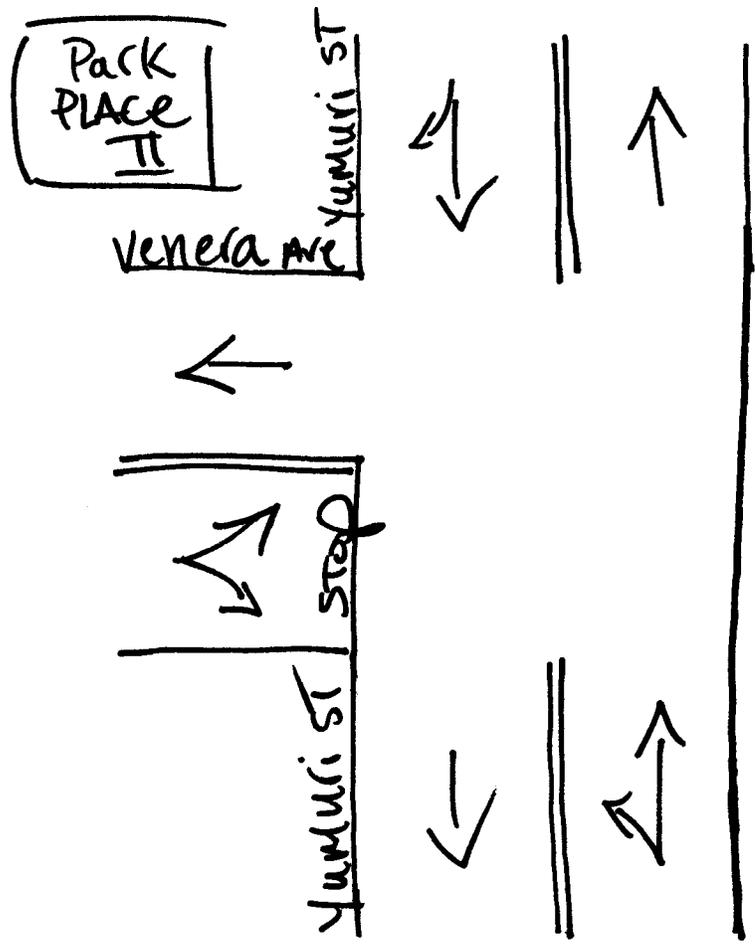
Site Code : 00140154
 Start Date: 07/15/14
 File I.D. : VENEYUMU
 Page : 1

PEDESTRIANS

Date	YUMURI STREET From North				----- From East				YUMURI STREET From South				VENERA AVENUE From West				Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07/15/14	-----																
07:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	5
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
----- * BREAK * -----																	
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hr Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	5
17:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hr Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2

TOTAL	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	5	16

↑
North



Coral Gables, Florida
July 15, 2014
drawn by: Luis Palomino
NOT Signalized

SUNSET DRIVE & YUMURI STREET
 CORAL GABLES, FLORIDA
 COUNTED BY: RALPH ESPADA
 SIGNALIZED

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

Site Code : 00140154
 Start Date: 07/15/14
 File I.D. : SUSNYUMU
 Page : 1

ALL VEHICLES

Date	YUMURI STREET From North				SUNSET DRIVE From East				----- From South				SUNSET DRIVE From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
07/15/14																	
07:00	0	5	0	8	0	0	22	1	0	0	0	0	0	12	64	0	112
07:15	0	3	0	14	0	0	31	0	0	0	0	0	0	10	82	0	140
07:30	0	3	0	14	0	0	38	3	0	0	0	0	0	14	83	0	155
07:45	0	5	0	24	0	0	54	6	0	0	0	0	0	21	103	0	213
Hr Total	0	16	0	60	0	0	145	10	0	0	0	0	0	57	332	0	620
08:00	0	6	0	20	0	0	59	3	0	0	0	0	0	19	113	0	220
08:15	0	9	0	28	0	0	83	10	0	0	0	0	0	39	113	0	282
08:30	0	6	0	34	0	0	92	7	0	0	0	0	0	33	124	0	296
08:45	0	11	0	21	0	0	99	12	0	0	0	0	0	44	116	0	303
Hr Total	0	32	0	103	0	0	333	32	0	0	0	0	0	135	466	0	1101
* BREAK *																	
16:00	0	37	0	31	0	0	63	6	0	0	0	0	0	23	91	0	251
16:15	0	44	0	39	0	0	107	23	0	0	0	0	0	30	78	0	321
16:30	0	35	0	40	0	0	93	5	0	0	0	0	0	27	101	0	301
16:45	0	36	0	52	0	0	117	10	0	0	0	0	0	21	90	0	326
Hr Total	0	152	0	162	0	0	380	44	0	0	0	0	0	101	360	0	1199
17:00	0	49	0	56	0	0	96	11	0	0	0	0	0	18	76	0	306
17:15	0	54	0	38	0	0	86	13	0	0	0	0	0	20	77	0	288
17:30	0	47	0	49	0	0	95	8	0	0	0	0	0	24	82	0	305
17:45	0	30	0	42	0	0	96	10	0	0	0	0	0	28	71	0	277
Hr Total	0	180	0	185	0	0	373	42	0	0	0	0	0	90	306	0	1176
TOTAL	0	380	0	510	0	0	1231	128	0	0	0	0	0	383	1464	0	4096

SUNSET DRIVE & YUMURI STREET
 CORAL GABLES, FLORIDA
 COUNTED BY: RALPH ESPADA
 SIGNALIZED

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

Site Code : 00140154
 Start Date: 07/15/14
 File I.D. : SUSNYUMU
 Page : 2

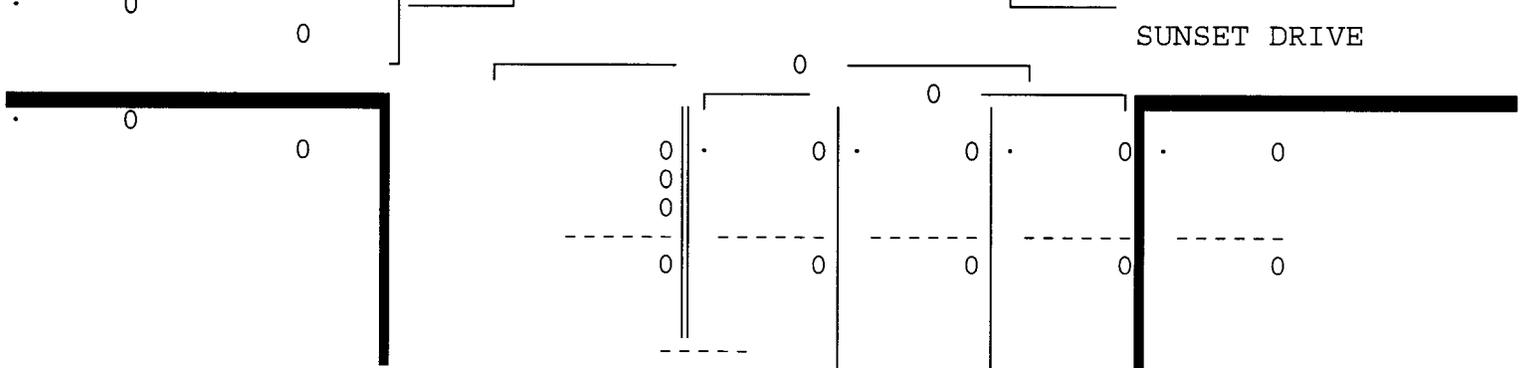
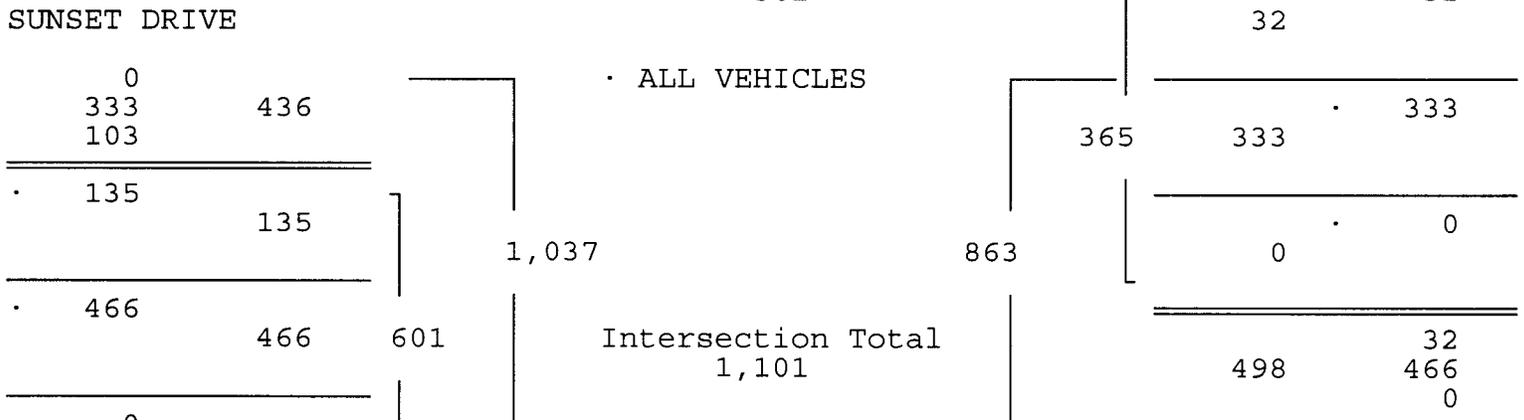
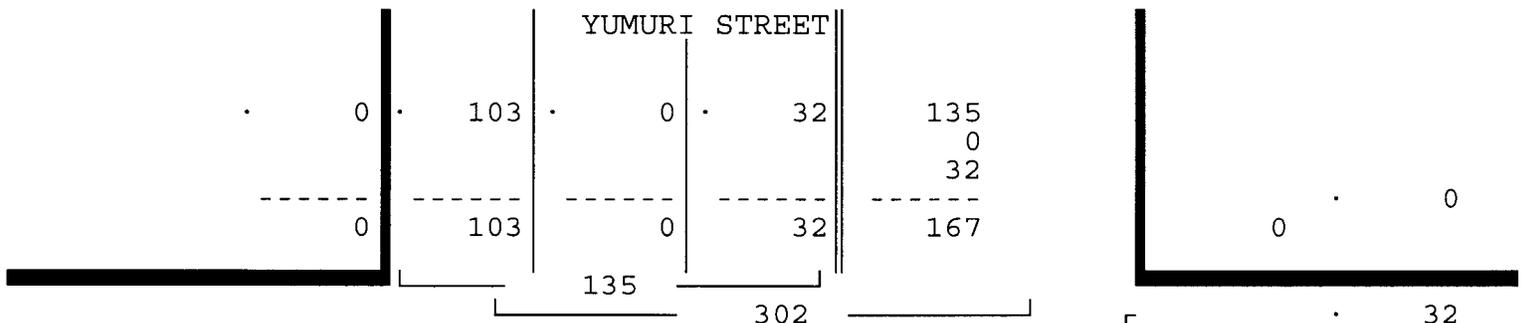
ALL VEHICLES

YUMURI STREET From North				SUNSET DRIVE From East				----- From South				SUNSET DRIVE From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 07/15/14

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 07/15/14

Peak start	08:00				08:00				08:00				08:00			
Volume	0	32	0	103	0	0	333	32	0	0	0	0	0	135	466	0
Percent	0%	24%	0%	76%	0%	0%	91%	9%	0%	0%	0%	0%	0%	22%	78%	0%
Pk total	135				365				0				601			
Highest	08:30				08:45				07:00				08:45			
Volume	0	6	0	34	0	0	99	12	0	0	0	0	0	44	116	0
Hi total	40				111				0				160			
PHF	.84				.82				.0				.94			



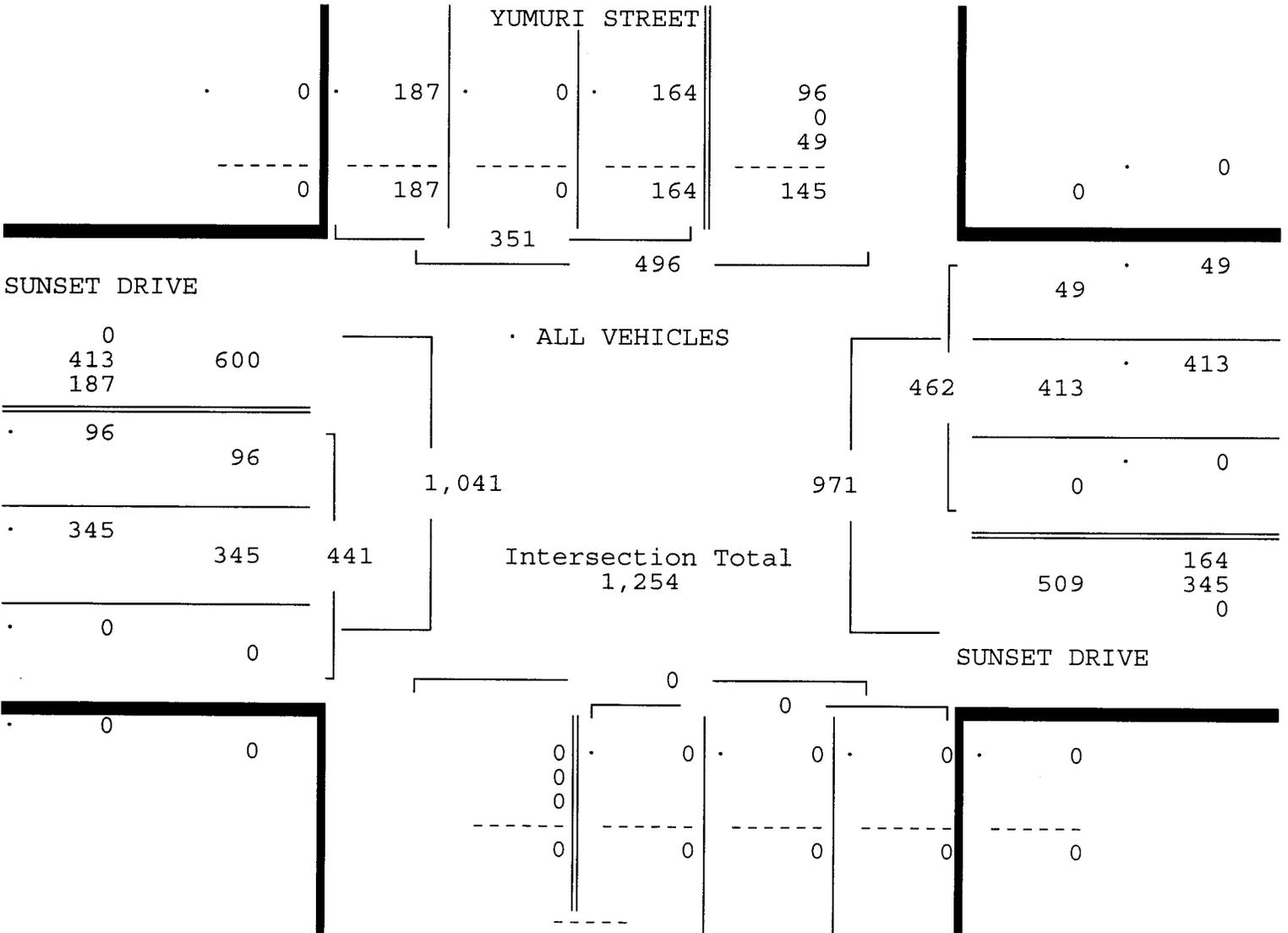
SUNSET DRIVE & YUMURI STREET
 CORAL GABLES, FLORIDA
 COUNTED BY: RALPH ESPADA
 SIGNALIZED

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

Site Code : 00140154
 Start Date: 07/15/14
 File I.D. : SUSNYUMU
 Page : 3

ALL VEHICLES

YUMURI STREET From North				SUNSET DRIVE From East				----- From South				SUNSET DRIVE From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
Date 07/15/14																
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 07/15/14																
Peak start 16:15				16:15				16:15				16:15				
Volume	0	164	0	187	0	0	413	49	0	0	0	0	0	96	345	0
Percent	0%	47%	0%	53%	0%	0%	89%	11%	0%	0%	0%	0%	0%	22%	78%	0%
Pk total	351			462				0				441				
Highest	17:00			16:15				07:00				16:30				
Volume	0	49	0	56	0	0	107	23	0	0	0	0	0	27	101	0
Hi total	105			130				0				128				
PHF	.84			.89				.0				.86				



SUNSET DRIVE & YUMURI STREET
 CORAL GABLES, FLORIDA
 COUNTED BY: RALPH ESPADA
 SIGNALIZED

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 624 Gardenia Terrace
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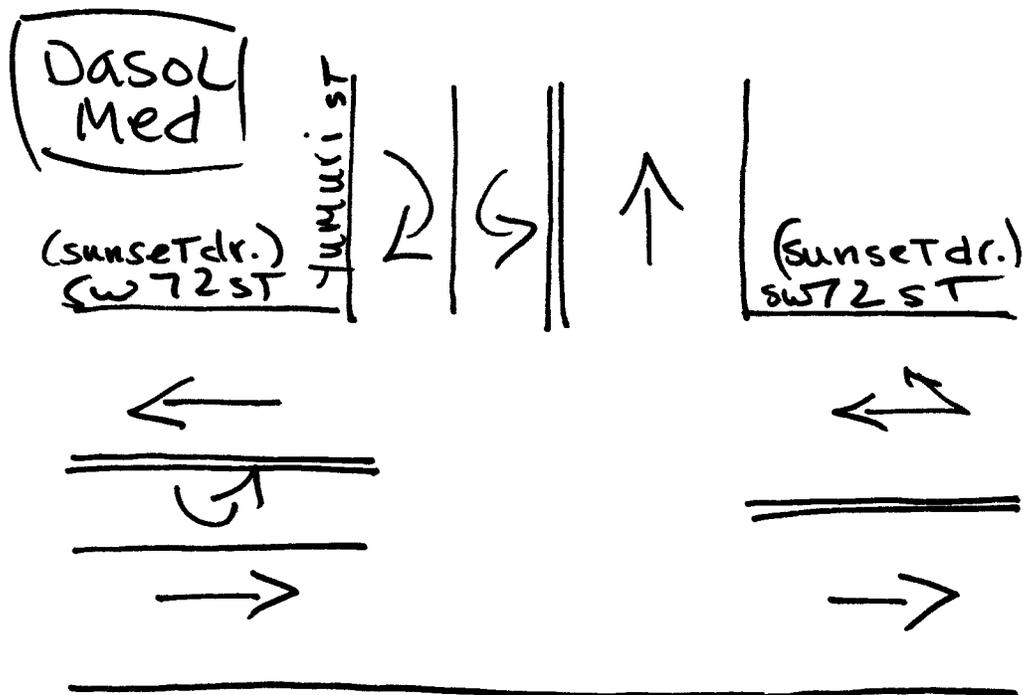
Site Code : 00140154
 Start Date: 07/15/14
 File I.D. : SUSNYUMU
 Page : 1

PEDESTRIANS

Date	YUMURI STREET From North				SUNSET DRIVE From East				----- From South				SUNSET DRIVE From West				Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07/15/14	-----																
07:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
08:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
08:15	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	4
08:30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	8
----- * BREAK * -----																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	1	4
16:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	1	5
17:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
17:15	0	0	0	2	0	0	0	9	0	0	0	0	0	0	0	0	11
17:30	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	8
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	4	0	0	0	17	0	0	0	0	0	0	0	0	21

TOTAL	0	0	0	14	0	0	0	24	0	0	0	0	0	0	0	1	39

↑
North



Coral Gables, Florida
July 15, 2014
drawn by: Luis Palomino
signalized

Signal Timings

TOD Schedule Report
for 5128: Red Rd&San Remo Av

Print Date:
5/4/2014

Print Time:
8:30 AM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
5128	Red Rd&San Remo Av	DOW-1		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

<u>Phase</u>	<u>Walk</u>	<u>Don't Walk</u>	<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>
			1	2	3	1	2	3	1	2	3	1	2	3		
1 -	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	11 - 11 - 11	7	7	7	1	1	1	30	30	30	0	30	30	4	0.5
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	15 - 15 - 15	15	7	7	2.5	-2.5	-2.5	13	13	13	53	13	13	4	0.5
5 -	0 - 0 - 0	0 - 0 - 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 NBT	7 - 7 - 7	11 - 11 - 11	7	7	7	1	1	1	30	30	30	0	30	30	4	0.5
7 WBL	0 - 0 - 0	0 - 0 - 0	5	5	5	2	-2	-2	5	5	5	23	5	5	3	0
8 EBT	7 - 7 - 7	15 - 15 - 15	15	7	7	2.5	-2.5	-2.5	13	13	13	35	13	13	4	0.5

Last In Service Date: unknown

Permitted Phases	
	<u>12345678</u>
Default	-2-4-678
External Permit 0	-2-4-6-8
External Permit 1	-2-4-6-8
External Permit 2	-2-4-6-8

<u>Current</u> TOD Schedule	<u>Plan</u>	<u>Cycle</u>	<u>Green Time</u>								<u>Ring Offset</u>	<u>Offset</u>
			1 -	2 SBT	3 -	4 WBT	5 -	6 NBT	7 WBL	8 EBT		
1		120	0	87	0	25	0	87	7	15	0	43
2		100	0	67	0	25	0	67	6	16	0	20
3		140	0	91	0	41	0	91	16	22	0	39
4		150	0	117	0	25	0	117	7	15	0	25
5		130	0	94	0	28	0	94	6	19	0	35
6		180	0	129	0	43	0	129	15	25	0	63
7		90	0	65	0	17	0	65	0	17	0	28
8		130	0	90	0	32	0	90	9	20	0	31
11		130	0	92	0	30	0	92	9	18	0	66
12		120	0	88	0	24	0	88	6	15	0	42
13		80	0	55	0	17	0	55	0	17	0	54
14		140	0	103	0	29	0	103	8	18	0	51
15		115	0	82	0	25	0	82	6	16	0	51
16		115	0	82	0	25	0	82	6	16	0	51
17		180	0	119	0	53	0	119	23	27	0	94
18		115	0	82	0	25	0	82	6	16	0	51
19		130	0	90	0	32	0	90	9	20	0	31
20		160	0	113	0	39	0	113	13	23	0	112
21		150	0	105	0	35	0	105	8	26	0	51
23		140	0	91	0	41	0	91	16	22	0	39
25		150	0	104	0	38	0	104	13	22	0	115

<u>Local TOD Schedule</u>			
<u>Time</u>	<u>Plan</u>	<u>DOW</u>	
0000	13	Su	S
0000	Free	M T W Th F	
0100	Free	Su	S
0130	Free	M T W Th F	
0200	Free	Su	S
0530	Free	M T W Th F	
0600	17	M T W Th F	
0630	7	Su	S
0830	11	Su	S
0930	20	M T W Th F	
1400	21	Su	S
1530	6	M T W Th F	
1830	14	M T W Th F	
1900	1	M T W Th F	
2000	2	M T W Th F	
2200	7	M T W Th F	
2300	13	Su M T W Th F S	

<u>Current Time of Day Function</u>			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	-----	Su S
0100	TOD OUTPUTS	---5---1	Su S
0630	TOD OUTPUTS	-----	Su S

<u>Local Time of Day Function</u>			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	-----	Su S
0000	TOD OUTPUTS	---5---1	M T W Th F
0100	TOD OUTPUTS	---5---1	Su S
0625	TOD OUTPUTS	-----	M T W Th F
0630	TOD OUTPUTS	-----	Su S

<u>* Settings</u>
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 5129: Sunset Dr&Yumuri St

Print Date:
5/1/2014

Print Time:
9:04 AM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
5129	Sunset Dr&Yumuri St	DOW-5		N/A	0	0	N/A	0	Max 0

Splits

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
EBL	WBT	-	-	-	EBT	-	SBL
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

<u>Phase</u>	<u>Walk</u>	<u>Don't Walk</u>	<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>
			1	2	3	1	2	3	1	2	3	1	2	3		
1 EBL	0 - 0 - 0	0 - 0 - 0	5	5	5	2	2	2	5	5	5	10	7	0	3	0
2 WBT	0 - 0 - 0	0 - 0 - 0	15	15	15	1	1	1	30	30	35	0	45	0	4	1
3 -	0 - 0 - 0	0 - 0 - 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 EBT	0 - 0 - 0	0 - 0 - 0	15	15	15	1	1	1	30	30	35	0	45	0	4	1
7 -	0 - 0 - 0	0 - 0 - 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 SBL	0 - 0 - 0	0 - 0 - 0	7	7	7	2.5	2.5	2.5	15	15	18	25	20	0	4	0.5

Last In Service Date: unknown

<u>Permitted Phases</u>	
12345678	
Default	123--6-8
External Permit 0	-23--6-8
External Permit 1	-23--6-8
External Permit 2	-23--6-8

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

Local TOD Schedule

<u>Time</u>	<u>Plan</u>	<u>DOW</u>
0000	Flash	Su M T W Th F S
0530	Free	M T W Th F
0600	Free	Su S

Current Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	-----	SuM T W ThF S
0530	TOD OUTPUTS	----3--	M T W ThF
0630	TOD OUTPUTS	----2-	M T W ThF
0900	TOD OUTPUTS	----3--	M T W ThF
1500	TOD OUTPUTS	----2-	M T W ThF
1900	TOD OUTPUTS	----3--	M T W ThF
2000	TOD OUTPUTS	-----1	M T W ThF

Local Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	-----	SuM T W ThF S
0530	TOD OUTPUTS	----3--	M T W ThF
0600	TOD OUTPUTS	-----1	Su S
0630	TOD OUTPUTS	----2-	M T W ThF
0900	TOD OUTPUTS	----3--	M T W ThF
1000	TOD OUTPUTS	----3--	Su S
1500	TOD OUTPUTS	----2-	M T W ThF
1900	TOD OUTPUTS	----3--	M T W ThF
2000	TOD OUTPUTS	-----1	M T W ThF
2000	TOD OUTPUTS	-----1	Su S

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

No Calendar Defined/Enabled

Historic Background Growth

14194

Shoma Park Tower

Background Growth Rate

Station	Location	2008	2009	2010	2011	2012	2013
0127	SR 5/US-1 400' E SW 57 Ave	82,000	78,000	77,000	79,500	82,000	74,000
0034	SR 959/Red Rd 200' N SR 5 /US-1	23,500	23,000	22,000	24,500	23,500	21,400
2552	SR 959/Red Rd 200' S Bird Rd	17,200	17,500	17,600	16,700	17,900	18,000
9800	SR 5/US-1 S Granada Blvd	77,000	78,000	83,500	81,500	77,500	74,000
0521	SR 5/US-1 200' S Grand Av	77,500	78,500	87,000	86,500	83,000	85,000
0164	SR 5/US-1 200' S SW 80 St	85,000	78,000	86,500	87,500	90,000	79,000
Total		362,200	353,000	373,600	376,200	373,900	351,400
Yearly Growth			-2.5%	5.8%	0.7%	-0.6%	-6.0%
Growth Trend							-0.5%

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

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

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	74000	C	N 40000		S 34000	9.00	58.90	4.80
2012	77500	C	N 39500		S 38000	9.00	59.70	3.80
2011	81500	C	N 42000		S 39500	9.00	58.20	5.70
2010	83500	C	N 43000		S 40500	7.87	58.27	5.70
2009	78000	C	N 38500		S 39500	7.98	59.96	5.20
2008	77000	C	N 39000		S 38000	8.07	66.31	5.40
2007	76500	C	N 36000		S 40500	7.90	63.12	5.30
2006	80500	C	N 40000		S 40500	7.39	58.66	4.00
2005	79500	C	N 39500		S 40000	7.70	65.70	7.20
2004	86000	C	N 46500		S 39500	8.20	67.10	7.20
2003	81500	C	N 38500		S 43000	8.10	72.30	2.30
2002	80000	C	N 38500		S 41500	9.20	68.00	3.00
2001	86000	C	N 45500		S 40500	8.20	53.50	2.80
2000	78000	C	N 40000		S 38000	8.20	53.10	2.80
1999	78500	C	N 40000		S 38500	9.10	52.70	2.40
1998	81000	C	N 39000		S 42000	9.30	52.70	1.90

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

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

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	74000	C	N 37500		S 36500	9.00	58.90	5.00
2012	82000	C	N 41000		S 41000	9.00	59.70	5.10
2011	79500	C	N 40000		S 39500	9.00	58.20	3.90
2010	77000	C	N 39000		S 38000	7.87	58.27	4.30
2009	78000	C	N 39000		S 39000	7.98	59.96	4.90
2008	82000	C	N 41500		S 40500	8.07	66.31	3.70
2007	82500	C	N 42000		S 40500	7.90	63.12	3.50
2006	79000	C	N 40000		S 39000	7.39	58.66	8.00
2005	81000	C	N 41500		S 39500	7.70	65.70	5.50
2004	92500	C	N 48500		S 44000	8.20	67.10	4.90
2003	89000	C	N 45000		S 44000	8.10	72.30	3.40
2002	84000	C	N 44000		S 40000	9.20	68.00	4.30
2001	87500	C	N 42000		S 45500	8.20	53.50	3.00
2000	81500	C	N 42500		S 39000	8.20	53.10	3.20
1999	76500	C	N 39500		S 37000	9.10	52.70	4.90
1998	89000	C	N 44000		S 45000	9.30	52.70	3.30

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0164 - SR 5/US-1, 200' S DAVIS ST/SW 80 ST

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	79000	C	N 38000		S 41000	9.00	58.90	5.00
2012	90000	C	N 43000		S 47000	9.00	59.70	5.10
2011	87500	C	N 44500		S 43000	9.00	58.20	3.90
2010	86500	C	N 43000		S 43500	7.87	58.27	4.30
2009	78000	C	N 40000		S 38000	7.98	59.96	4.90
2008	85000	C	N 43500		S 41500	8.07	66.31	3.70
2007	81500	C	N 41000		S 40500	7.90	63.12	3.50
2006	82000	C	N 40000		S 42000	7.39	58.66	8.00
2005	84500	C	N 41500		S 43000	7.70	65.70	5.50
2004	99000	C	N 50500		S 48500	8.20	67.10	4.90
2003	97000	C	N 50000		S 47000	8.10	72.30	3.40
2002	89000	C	N 45500		S 43500	9.20	68.00	4.30
2001	87000	F	N 43000		S 44000	8.20	53.50	3.00
2000	87000	C	N 43000		S 44000	8.20	53.10	3.20
1999	77000	C	N 37500		S 39500	9.10	52.70	4.90
1998	70500	C	N 34500		S 36000	9.30	52.70	3.30

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0521 - SR 5/US-1, 200' S GRAND AV(CORAL GABLES)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	85000	C	N 46000		S 39000	9.00	58.90	5.00
2012	83000	C	N 42000		S 41000	9.00	59.70	5.10
2011	86500	C	N 43500		S 43000	9.00	58.20	3.90
2010	87000	C	N 42500		S 44500	7.87	58.27	4.30
2009	78500	C	N 39000		S 39500	7.98	59.96	4.90
2008	77500	C	N 38000		S 39500	8.07	66.31	3.70
2007	85000	C	N 40500		S 44500	7.90	63.12	3.50
2006	78000	C	N 39500		S 38500	7.39	58.66	8.00
2005	80000	C	N 42000		S 38000	7.70	65.70	5.50
2004	93500	C	N 45500		S 48000	8.20	67.10	4.90
2003	84000	C	N 42500		S 41500	8.10	72.30	3.40
2002	89500	C	N 43500		S 46000	9.20	68.00	4.30
2001	85500	C	N 43500		S 42000	8.20	53.50	3.00
2000	84000	C	N 43000		S 41000	8.20	53.10	3.20
1999	90500	C	N 45000		S 45500	9.10	52.70	4.90
1998	82500	C	N 40500		S 42000	9.30	52.70	3.30

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2552 - SR959/SW57AVE/RED ROAD, 200'S OF BIRD ROAD/SR 976

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	18000	C	N 9400		S 8600	9.00	58.90	4.10
2012	17900	C	N 8900		S 9000	9.00	59.70	5.20
2011	16700	C	N 8300		S 8400	9.00	58.20	4.50
2010	17600	C	N 8700		S 8900	7.87	58.27	3.30
2009	17500	C	N 8700		S 8800	7.98	59.96	5.20
2008	17200	C	N 8900		S 8300	8.07	66.31	5.30
2007	19000	C	N 9200		S 9800	7.90	63.12	4.80
2006	17000	C	N 8100		S 8900	7.39	58.66	7.40
2005	18700	C	N 9300		S 9400	7.70	65.70	2.40
2004	19900	C	N 10000		S 9900	8.20	67.10	8.00
2003	19300	C	N 9600		S 9700	8.10	72.30	3.70
2002	18700	C	N 9300		S 9400	9.20	68.00	3.80
2001	19500	C	N 9700		S 9800	8.20	53.50	3.20

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2013 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

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

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
2013	21400	C	N	9400	S	12000	9.00	58.90	5.40
2012	23500	C	N	11000	S	12500	9.00	59.70	10.00
2011	24500	C	N	11500	S	13000	9.00	58.20	3.20
2010	22000	C	N	11500	S	10500	7.87	58.27	3.20
2009	23000	C	N	11500	S	11500	7.98	59.96	4.50
2008	23500	F	N	12000	S	11500	8.07	66.31	5.80
2007	23500	C	N	12000	S	11500	7.90	63.12	5.80
2006	22500	C	N	10500	S	12000	7.39	58.66	13.10
2005	20500	C	N	10000	S	10500	7.70	65.70	11.90
2004	20400	C	N	9900	S	10500	8.20	67.10	11.90
2003	22000	C	N	11000	S	11000	8.10	72.30	3.30
2002	22500	C	N	11500	S	11000	9.20	68.00	3.60
2001	19400	C	N	9400	S	10000	8.20	53.50	2.40
2000	23500	C	N	11500	S	12000	8.20	53.10	3.00
1999	22000	C	N	10500	S	11500	9.10	52.70	2.30
1998	27500	C	N	11500	S	16000	9.30	52.70	1.90

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

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

Appendix D
Intersection Capacity Analysis
Worksheets

Existing Conditions

HCM 2010 Signalized Intersection Capacity Analysis
6: Red Road & San Remo Avenue

14194 Existing AM
7/28/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	4	20	33	0	40	0	549	119	110	395	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	0	1863	0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	6	4	22	35	0	32	0	590	128	118	425	0
Adj No. of Lanes	0	1	1	1	0	1	0	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	0
Opposing Right Turn Influence	Yes			Yes			No			Yes		
Cap, veh/h	39	0	39	95	0	0	0	2403	520	663	3096	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.02	0.02	0.02	0.03	0.00	0.00	0.00	0.87	0.87	0.87	0.87	0.00
Ln Grp Delay, s/veh	73.6	0.0	83.1	73.7	0.0	0.0	0.0	1.8	1.9	2.8	1.4	0.0
Ln Grp LOS	E		F	E				A	A	A	A	
Approach Vol, veh/h		32			35			718				543
Approach Delay, s/veh		80.1			73.7			1.9				1.7
Approach LOS		F			E			A				A
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	3	4		6					
Case No			8.0	1.2	7.0		6.0					
Phs Duration (G+Y+Rc), s			133.0	6.8	7.7		133.0					
Change Period (Y+Rc), s			4.0	3.0	4.0		4.0					
Max Green (Gmax), s			129.0	15.0	25.0		129.0					
Max Allow Headway (MAH), s			4.0	3.8	4.5		4.0					
Max Q Clear (g_c+I1), s			7.1	4.9	4.0		11.6					
Green Ext Time (g_e), s			5.3	0.0	0.1		5.3					
Prob of Phs Call (p_c)			1.00	0.76	0.73		1.00					
Prob of Max Out (p_x)			0.00	0.00	0.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt			5	3	7		1					
Mvmt Sat Flow, veh/h			0	1774	0		731					
Through Movement Data												
Assigned Mvmt			2		4		6					
Mvmt Sat Flow, veh/h			2840		0		3632					
Right-Turn Movement Data												
Assigned Mvmt			12		14		16					
Mvmt Sat Flow, veh/h			594		1583		0					
Left Lane Group Data												
Assigned Mvmt		0	5	3	7	0	1	0	0			
Lane Assignment			(Pr/Pm)		L+T							
Lanes in Grp		0	0	1	1	0	1	0	0			

HCM 2010 Signalized Intersection Capacity Analysis
6: Red Road & San Remo Avenue

14194 Existing AM
7/28/2014

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.6	0.0	0.0	0.0	1.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.15	0.00	0.00	0.00	0.22	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		T+R		R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	338	0	22	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1572	0	1583	0	0	0	0
Q Serve Time (g_s), s	0.0	5.1	0.0	2.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.1	0.0	2.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.38	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1375	0	39	0	0	0	0
V/C Ratio (X)	0.00	0.25	0.00	0.56	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1375	0	268	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	1.5	0.0	71.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	12.0	0.0	0.0	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
Control Delay (d), s/veh	0.0	1.9	0.0	83.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.2	0.0	0.9	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.3	0.0	1.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.14	0.00	0.34	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 2010 Ctrl Delay	5.6
HCM 2010 LOS	A

HCM 2010 Signalized Intersection Capacity Analysis
6: Red Road & San Remo Avenue

7/28/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	8	40	167	0	146	0	478	68	100	606	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	0	1863	0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	21	8	41	172	0	141	0	493	70	103	625	0
Adj No. of Lanes	0	1	1	1	0	1	0	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	0
Opposing Right Turn Influence	Yes			Yes			No			Yes		
Cap, veh/h	41	0	60	242	0	0	0	2305	326	668	2760	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.04	0.04	0.04	0.11	0.00	0.00	0.00	0.78	0.78	0.78	0.78	0.00
Ln Grp Delay, s/veh	91.2	0.0	85.2	71.9	0.0	0.0	0.0	4.8	4.8	6.6	4.7	0.0
Ln Grp LOS	F		F	E				A	A	A	A	
Approach Vol, veh/h		70			172			563			728	
Approach Delay, s/veh		87.7			71.9			4.8			4.9	
Approach LOS		F			E			A			A	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	3	4		6					
Case No			8.0	1.2	7.0		6.0					
Phs Duration (G+Y+Rc), s			123.0	19.8	9.8		123.0					
Change Period (Y+Rc), s			4.0	3.0	4.0		4.0					
Max Green (Gmax), s			119.0	23.0	27.0		119.0					
Max Allow Headway (MAH), s			3.9	3.8	4.6		3.9					
Max Q Clear (g_c+I1), s			8.8	16.6	5.9		14.4					
Green Ext Time (g_e), s			5.3	0.2	0.2		5.3					
Prob of Phs Call (p_c)			1.00	1.00	0.95		1.00					
Prob of Max Out (p_x)			0.00	0.11	0.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt			5	3	7		1					
Mvmt Sat Flow, veh/h			0	1774	0		844					
Through Movement Data												
Assigned Mvmt			2		4		6					
Mvmt Sat Flow, veh/h			3048		0		3632					
Right-Turn Movement Data												
Assigned Mvmt			12		14		16					
Mvmt Sat Flow, veh/h			418		1583		0					
Left Lane Group Data												
Assigned Mvmt		0	5	3	7	0	1	0	0			
Lane Assignment			(Pr/Pm)		L+T							
Lanes in Grp		0	0	1	1	0	1	0	0			

HCM 2010 Signalized Intersection Capacity Analysis
 6: Red Road & San Remo Avenue

7/28/2014

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.4	0.0	0.0	0.0	3.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.20	0.00	0.00	0.00	0.63	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		T+R		R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	269	0	41	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1603	0	1583	0	0	0	0
Q Serve Time (g_s), s	0.0	6.8	0.0	3.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	6.8	0.0	3.9	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.26	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1250	0	60	0	0	0	0
V/C Ratio (X)	0.00	0.21	0.00	0.68	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1250	0	280	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.4	0.0	72.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	12.8	0.0	0.0	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
Control Delay (d), s/veh	0.0	4.8	0.0	85.2	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.0	0.0	1.7	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.1	0.0	1.9	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.18	0.00	0.63	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 2010 Ctrl Delay	16.2
HCM 2010 LOS	B

HCM 2010 Signalized Intersection Summary
 9: Sunset Drive & Yumuri Street

Existing AM
 7/24/2014



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Volume (veh/h)	100	415	249	22	25	85		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	110	456	274	24	27	93		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	431	779	478	42	688	553		
Arrive On Green	0.08	0.42	0.28	0.28	0.39	0.39		
Sat Flow, veh/h	1774	1863	1689	148	1774	1425		
Grp Volume(v), veh/h	110	456	0	298	27	93		
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1837	1774	1425		
Q Serve(g_s), s	2.0	9.7	0.0	7.2	0.5	2.2		
Cycle Q Clear(g_c), s	2.0	9.7	0.0	7.2	0.5	2.2		
Prop In Lane	1.00			0.08	1.00	1.00		
Lane Grp Cap(c), veh/h	431	779	0	520	688	553		
V/C Ratio(X)	0.25	0.59	0.00	0.57	0.04	0.17		
Avail Cap(c_a), veh/h	536	1626	0	1603	688	553		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	10.8	11.6	0.0	15.8	9.8	10.3		
Incr Delay (d2), s/veh	0.3	0.7	0.0	1.0	0.1	0.7		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.0	5.1	0.0	3.7	0.3	2.2		
LnGrp Delay(d),s/veh	11.1	12.3	0.0	16.8	9.9	11.0		
LnGrp LOS	B	B		B	A	B		
Approach Vol, veh/h		566	298		120			
Approach Delay, s/veh		12.0	16.8		10.8			
Approach LOS		B	B		B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				26.6		25.0	7.0	19.6
Change Period (Y+Rc), s				5.0		5.0	3.0	5.0
Max Green Setting (Gmax), s				45.0		20.0	7.0	45.0
Max Q Clear Time (g_c+I1), s				11.7		4.2	4.0	9.2
Green Ext Time (p_c), s				5.4		0.3	0.1	5.4
Intersection Summary								
HCM 2010 Ctrl Delay			13.3					
HCM 2010 LOS			B					

HCM 2010 Signalized Intersection Summary
 9: Sunset Drive & Yumuri Street

14194 Existing PM
 7/28/2014



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Volume (veh/h)	99	346	392	45	173	180		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	103	360	408	47	180	188		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	379	885	578	67	621	499		
Arrive On Green	0.07	0.48	0.35	0.35	0.35	0.35		
Sat Flow, veh/h	1774	1863	1640	189	1774	1425		
Grp Volume(v), veh/h	103	360	0	455	180	188		
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1829	1774	1425		
Q Serve(g_s), s	1.9	7.2	0.0	12.3	4.2	5.6		
Cycle Q Clear(g_c), s	1.9	7.2	0.0	12.3	4.2	5.6		
Prop In Lane	1.00			0.10	1.00	1.00		
Lane Grp Cap(c), veh/h	379	885	0	644	621	499		
V/C Ratio(X)	0.27	0.41	0.00	0.71	0.29	0.38		
Avail Cap(c_a), veh/h	472	1467	0	1441	621	499		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	10.9	9.8	0.0	16.0	13.4	13.9		
Incr Delay (d2), s/veh	0.4	0.3	0.0	1.4	1.2	2.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.0	3.7	0.0	6.5	2.3	5.2		
LnGrp Delay(d),s/veh	11.3	10.1	0.0	17.4	14.6	16.1		
LnGrp LOS	B	B		B	B	B		
Approach Vol, veh/h		463	455		368			
Approach Delay, s/veh		10.3	17.4		15.4			
Approach LOS		B	B		B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				32.1		25.0	7.0	25.1
Change Period (Y+Rc), s				5.0		5.0	3.0	5.0
Max Green Setting (Gmax), s				45.0		20.0	7.0	45.0
Max Q Clear Time (g_c+I1), s				9.2		7.6	3.9	14.3
Green Ext Time (p_c), s				6.0		0.9	0.1	5.9
Intersection Summary								
HCM 2010 Ctrl Delay			14.3					
HCM 2010 LOS			B					

Intersection

Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEU	NEL	NET	NER
Vol, veh/h	0	4	55	34	0	1	20	1	0	67	94	8
Peak Hour Factor	0.92	0.78	0.78	0.78	0.92	0.78	0.78	0.78	0.92	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	71	44	0	1	26	1	0	86	121	10
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	SE	NW	NE
Opposing Approach	NW	SE	SW
Opposing Lanes	1	1	1
Conflicting Approach Left	SW	NE	SE
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NE	SW	NW
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.1	7.8	8.9
HCM LOS	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	40%	5%	4%	11%
Vol Thru, %	56%	91%	59%	70%
Vol Right, %	5%	5%	37%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	169	22	93	37
LT Vol	94	20	55	26
Through Vol	8	1	34	7
RT Vol	67	1	4	4
Lane Flow Rate	217	28	119	47
Geometry Grp	1	1	1	1
Degree of Util (X)	0.257	0.036	0.144	0.058
Departure Headway (Hd)	4.388	4.656	4.36	4.414
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	823	772	826	814
Service Time	2.388	2.665	2.365	2.426
HCM Lane V/C Ratio	0.264	0.036	0.144	0.058
HCM Control Delay	8.9	7.8	8.1	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	0.1	0.5	0.2

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SWU	SWL	SWT	SWR
Vol, veh/h	0	4	26	7
Peak Hour Factor	0.92	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	5	33	9
Number of Lanes	0	0	1	0

Approach SW

Opposing Approach	NE
Opposing Lanes	1
Conflicting Approach Left	NW
Conflicting Lanes Left	1
Conflicting Approach Right	SE
Conflicting Lanes Right	1
HCM Control Delay	7.7
HCM LOS	A

Lane

Intersection												
Intersection Delay, s/veh	8.7											
Intersection LOS	A											
Movement	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEU	NEL	NET	NER
Vol, veh/h	0	10	54	42	0	10	38	1	0	59	79	22
Peak Hour Factor	0.92	0.84	0.84	0.84	0.92	0.84	0.84	0.84	0.92	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	64	50	0	12	45	1	0	70	94	26
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	SE	NW	NE
Opposing Approach	NW	SE	SW
Opposing Lanes	1	1	1
Conflicting Approach Left	SW	NE	SE
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NE	SW	NW
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.5	8.4	9
HCM LOS	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	37%	20%	9%	4%
Vol Thru, %	49%	78%	51%	82%
Vol Right, %	14%	2%	40%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	160	49	106	124
LT Vol	79	38	54	102
Through Vol	22	1	42	17
RT Vol	59	10	10	5
Lane Flow Rate	190	58	126	148
Geometry Grp	1	1	1	1
Degree of Util (X)	0.24	0.079	0.16	0.185
Departure Headway (Hd)	4.53	4.896	4.566	4.514
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	792	730	785	794
Service Time	2.561	2.935	2.6	2.547
HCM Lane V/C Ratio	0.24	0.079	0.161	0.186
HCM Control Delay	9	8.4	8.5	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	0.3	0.6	0.7

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SWU	SWL	SWT	SWR
Vol, veh/h	0	5	102	17
Peak Hour Factor	0.92	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	6	121	20
Number of Lanes	0	0	1	0

Approach SW

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

Lane

Intersection

Int Delay, s/veh 1.3

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	446	139	116	438	30	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	120	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	519	162	135	509	35	63

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	680
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	908
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	908
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	NB	SB	SW
HCM Control Delay, s			18.5
HCM LOS			C

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1	SWLn2
Capacity (veh/h)	-	-	908	-	169	656
HCM Lane V/C Ratio	-	-	0.149	-	0.206	0.096
HCM Control Delay (s)	-	-	9.7	-	31.8	11.1
HCM Lane LOS	-	-	A	-	D	B
HCM 95th %tile Q(veh)	-	-	1	-	1	0

Intersection

Int Delay, s/veh 6.7

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	510	117	129	566	119	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	120	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	531	122	134	590	124	129

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	653
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	930
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	930
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	NB	SB	SW
HCM Control Delay, s			42.9
HCM LOS			E

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1	SWLn2
Capacity (veh/h)	-	-	930	-	163	669
HCM Lane V/C Ratio	-	-	0.144	-	0.76	0.193
HCM Control Delay (s)	-	-	9.5	-	75.5	11.7
HCM Lane LOS	-	-	A	-	F	B
HCM 95th %tile Q(veh)	-	-	1	-	5	1

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	18	27	6	134	142	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	36	8	181	192	15

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	396	199	207 0
Stage 1	199	-	- -
Stage 2	197	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	609	842	1364 -
Stage 1	835	-	- -
Stage 2	836	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	605	842	1364 -
Mov Cap-2 Maneuver	605	-	- -
Stage 1	835	-	- -
Stage 2	830	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.3	
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1364	-	728	-	-
HCM Lane V/C Ratio	0.006	-	0.084	-	-
HCM Control Delay (s)	7.7	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	29	50	16	251	239	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	56	18	279	266	22

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	591	277	288 0
Stage 1	277	-	- -
Stage 2	314	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	470	762	1274 -
Stage 1	770	-	- -
Stage 2	741	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	462	762	1274 -
Mov Cap-2 Maneuver	462	-	- -
Stage 1	770	-	- -
Stage 2	728	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	11.8	0.5	
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1274	-	615	-	-
HCM Lane V/C Ratio	0.014	-	0.143	-	-
HCM Control Delay (s)	7.9	0	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Future without Project Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	4	21	33	0	42	0	562	121	122	428	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	0	1863	0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	6	4	23	35	0	34	0	604	130	131	460	0
Adj No. of Lanes	0	1	1	1	0	1	0	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	0
Opposing Right Turn Influence	Yes			Yes			No			Yes		
Cap, veh/h	39	0	40	95	0	0	0	2406	517	653	3095	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.03	0.03	0.03	0.00	0.00	0.00	0.87	0.87	0.87	0.87	0.00
Ln Grp Delay, s/veh	73.6	0.0	83.7	73.7	0.0	0.0	0.0	1.9	1.9	3.0	1.4	0.0
Ln Grp LOS	E		F	E				A	A	A	A	
Approach Vol, veh/h		33			35			734			591	
Approach Delay, s/veh		80.6			73.7			1.9			1.8	
Approach LOS		F			E			A			A	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	3	4		6					
Case No			8.0	1.2	7.0		6.0					
Phs Duration (G+Y+Rc), s			133.0	6.8	7.7		133.0					
Change Period (Y+Rc), s			4.0	3.0	4.0		4.0					
Max Green (Gmax), s			129.0	15.0	25.0		129.0					
Max Allow Headway (MAH), s			4.0	3.8	4.5		4.0					
Max Q Clear (g_c+I1), s			7.2	4.9	4.1		12.5					
Green Ext Time (g_e), s			5.7	0.0	0.1		5.7					
Prob of Phs Call (p_c)			1.00	0.76	0.74		1.00					
Prob of Max Out (p_x)			0.00	0.00	0.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt			5	3	7		1					
Mvmt Sat Flow, veh/h			0	1774	0		720					
Through Movement Data												
Assigned Mvmt			2		4		6					
Mvmt Sat Flow, veh/h			2844		0		3632					
Right-Turn Movement Data												
Assigned Mvmt			12		14		16					
Mvmt Sat Flow, veh/h			591		1583		0					
Left Lane Group Data												
Assigned Mvmt		0	5	3	7	0	1	0	0			
Lane Assignment			(Pr/Pm)		L+T							
Lanes in Grp		0	0	1	1	0	1	0	0			

HCM 2010 Signalized Intersection Capacity Analysis
6: Red Road & San Remo Avenue

14194 Without Project AM
7/28/2014

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.6	0.0	0.0	0.0	1.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.16	0.00	0.00	0.00	0.24	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		T+R		R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	346	0	23	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1572	0	1583	0	0	0	0
Q Serve Time (g_s), s	0.0	5.2	0.0	2.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.2	0.0	2.1	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.38	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1375	0	40	0	0	0	0
V/C Ratio (X)	0.00	0.25	0.00	0.58	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1375	0	268	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	1.5	0.0	71.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	12.6	0.0	0.0	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
Control Delay (d), s/veh	0.0	1.9	0.0	83.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.2	0.0	0.9	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.4	0.0	1.1	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.14	0.00	0.35	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 2010 Ctrl Delay	5.5
HCM 2010 LOS	A

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	8	41	170	0	160	0	499	69	104	623	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	0	1863	0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	21	8	42	175	0	155	0	514	71	107	642	0
Adj No. of Lanes	0	1	1	1	0	1	0	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	0
Opposing Right Turn Influence	Yes			Yes			No			Yes		
Cap, veh/h	41	0	61	245	0	0	0	2307	317	651	2753	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.04	0.04	0.04	0.11	0.00	0.00	0.00	0.78	0.78	0.78	0.78	0.00
Ln Grp Delay, s/veh	91.5	0.0	85.4	72.3	0.0	0.0	0.0	4.9	5.0	6.9	4.8	0.0
Ln Grp LOS	F		F	E				A	A	A	A	
Approach Vol, veh/h		71			175			585			749	
Approach Delay, s/veh		87.9			72.3			5.0			5.1	
Approach LOS		F			E			A			A	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	3	4		6					
Case No			8.0	1.2	7.0		6.0					
Phs Duration (G+Y+Rc), s			123.0	20.1	9.9		123.0					
Change Period (Y+Rc), s			4.0	3.0	4.0		4.0					
Max Green (Gmax), s			119.0	23.0	27.0		119.0					
Max Allow Headway (MAH), s			3.9	3.8	4.6		3.9					
Max Q Clear (g_c+I1), s			9.2	16.9	6.0		15.3					
Green Ext Time (g_e), s			5.5	0.2	0.2		5.5					
Prob of Phs Call (p_c)			1.00	1.00	0.95		1.00					
Prob of Max Out (p_x)			0.00	0.14	0.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt			5	3	7		1					
Mvmt Sat Flow, veh/h			0	1774	0		827					
Through Movement Data												
Assigned Mvmt			2		4		6					
Mvmt Sat Flow, veh/h			3059		0		3632					
Right-Turn Movement Data												
Assigned Mvmt			12		14		16					
Mvmt Sat Flow, veh/h			408		1583		0					
Left Lane Group Data												
Assigned Mvmt		0	5	3	7	0	1	0	0			
Lane Assignment			(Pr/Pm)		L+T							
Lanes in Grp		0	0	1	1	0	1	0	0			

HCM 2010 Signalized Intersection Capacity Analysis
6: Red Road & San Remo Avenue

14194 Without Project PM
7/28/2014

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.5	0.0	0.0	0.0	3.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.21	0.00	0.00	0.00	0.66	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		T+R		R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	279	0	42	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1604	0	1583	0	0	0	0
Q Serve Time (g_s), s	0.0	7.2	0.0	4.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.2	0.0	4.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.25	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1248	0	61	0	0	0	0
V/C Ratio (X)	0.00	0.22	0.00	0.69	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1248	0	279	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.6	0.0	72.6	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	12.8	0.0	0.0	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
Control Delay (d), s/veh	0.0	5.0	0.0	85.4	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.1	0.0	1.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.2	0.0	2.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.19	0.00	0.65	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 2010 Ctrl Delay	16.2
HCM 2010 LOS	B

HCM 2010 Signalized Intersection Summary
 9: Sunset Drive & Yumuri Street

14194 Without Project AM
 7/28/2014



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Volume (veh/h)	157	423	254	32	27	94		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	173	465	279	35	30	103		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	452	820	471	59	662	532		
Arrive On Green	0.09	0.44	0.29	0.29	0.37	0.37		
Sat Flow, veh/h	1774	1863	1623	204	1774	1425		
Grp Volume(v), veh/h	173	465	0	314	30	103		
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1827	1774	1425		
Q Serve(g_s), s	3.3	10.0	0.0	7.9	0.6	2.6		
Cycle Q Clear(g_c), s	3.3	10.0	0.0	7.9	0.6	2.6		
Prop In Lane	1.00			0.11	1.00	1.00		
Lane Grp Cap(c), veh/h	452	820	0	531	662	532		
V/C Ratio(X)	0.38	0.57	0.00	0.59	0.05	0.19		
Avail Cap(c_a), veh/h	518	1565	0	1535	662	532		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	11.0	11.2	0.0	16.3	10.7	11.3		
Incr Delay (d2), s/veh	0.5	0.6	0.0	1.1	0.1	0.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.7	5.2	0.0	4.1	0.3	2.6		
LnGrp Delay(d),s/veh	11.6	11.8	0.0	17.3	10.8	12.1		
LnGrp LOS	B	B		B	B	B		
Approach Vol, veh/h		638	314		133			
Approach Delay, s/veh		11.7	17.3		11.8			
Approach LOS		B	B		B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				28.6		25.0	8.0	20.6
Change Period (Y+Rc), s				5.0		5.0	3.0	5.0
Max Green Setting (Gmax), s				45.0		20.0	7.0	45.0
Max Q Clear Time (g_c+I1), s				12.0		4.6	5.3	9.9
Green Ext Time (p_c), s				5.6		0.3	0.1	5.7
Intersection Summary								
HCM 2010 Ctrl Delay			13.4					
HCM 2010 LOS			B					



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Volume (veh/h)	101	353	400	46	176	184		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	105	368	417	48	183	192		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	378	895	587	68	615	494		
Arrive On Green	0.07	0.48	0.36	0.36	0.35	0.35		
Sat Flow, veh/h	1774	1863	1641	189	1774	1425		
Grp Volume(v), veh/h	105	368	0	465	183	192		
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1829	1774	1425		
Q Serve(g_s), s	2.0	7.4	0.0	12.6	4.3	5.9		
Cycle Q Clear(g_c), s	2.0	7.4	0.0	12.6	4.3	5.9		
Prop In Lane	1.00			0.10	1.00	1.00		
Lane Grp Cap(c), veh/h	378	895	0	655	615	494		
V/C Ratio(X)	0.28	0.41	0.00	0.71	0.30	0.39		
Avail Cap(c_a), veh/h	468	1452	0	1426	615	494		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	10.9	9.7	0.0	16.0	13.7	14.2		
Incr Delay (d2), s/veh	0.4	0.3	0.0	1.4	1.2	2.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.0	3.9	0.0	6.6	2.3	5.4		
LnGrp Delay(d),s/veh	11.3	10.0	0.0	17.4	15.0	16.5		
LnGrp LOS	B	B		B	B	B		
Approach Vol, veh/h		473	465		375			
Approach Delay, s/veh		10.3	17.4		15.8			
Approach LOS		B	B		B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				32.7		25.0	7.1	25.7
Change Period (Y+Rc), s				5.0		5.0	3.0	5.0
Max Green Setting (Gmax), s				45.0		20.0	7.0	45.0
Max Q Clear Time (g_c+I1), s				9.4		7.9	4.0	14.6
Green Ext Time (p_c), s				6.2		1.0	0.1	6.0
Intersection Summary								
HCM 2010 Ctrl Delay			14.4					
HCM 2010 LOS			B					

Intersection												
Intersection Delay, s/veh	8.6											
Intersection LOS	A											
Movement	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEU	NEL	NET	NER
Vol, veh/h	0	4	66	35	0	1	22	1	0	68	96	8
Peak Hour Factor	0.92	0.78	0.78	0.78	0.92	0.78	0.78	0.78	0.92	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	85	45	0	1	28	1	0	87	123	10
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	SE	NW	NE
Opposing Approach	NW	SE	SW
Opposing Lanes	1	1	1
Conflicting Approach Left	SW	NE	SE
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NE	SW	NW
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.3	7.9	9.1
HCM LOS	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	40%	4%	4%	19%
Vol Thru, %	56%	92%	63%	64%
Vol Right, %	5%	4%	33%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	172	24	105	42
LT Vol	96	22	66	27
Through Vol	8	1	35	7
RT Vol	68	1	4	8
Lane Flow Rate	221	31	135	54
Geometry Grp	1	1	1	1
Degree of Util (X)	0.271	0.04	0.165	0.067
Departure Headway (Hd)	4.426	4.707	4.411	4.496
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	814	761	814	797
Service Time	2.445	2.732	2.43	2.521
HCM Lane V/C Ratio	0.271	0.041	0.166	0.068
HCM Control Delay	9.1	7.9	8.3	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.1	0.1	0.6	0.2

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SWU	SWL	SWT	SWR
Vol, veh/h	0	8	27	7
Peak Hour Factor	0.92	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	10	35	9
Number of Lanes	0	0	1	0

Approach	SW
Opposing Approach	NE
Opposing Lanes	1
Conflicting Approach Left	NW
Conflicting Lanes Left	1
Conflicting Approach Right	SE
Conflicting Lanes Right	1
HCM Control Delay	7.8
HCM LOS	A

Lane

Intersection

Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEU	NEL	NET	NER
Vol, veh/h	0	10	57	43	0	10	50	5	0	60	81	22
Peak Hour Factor	0.92	0.84	0.84	0.84	0.92	0.84	0.84	0.84	0.92	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	68	51	0	12	60	6	0	71	96	26
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	SE	NW	NE
Opposing Approach	NW	SE	SW
Opposing Lanes	1	1	1
Conflicting Approach Left	SW	NE	SE
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NE	SW	NW
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.6	8.5	9.2
HCM LOS	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	37%	15%	9%	5%
Vol Thru, %	50%	77%	52%	82%
Vol Right, %	13%	8%	39%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	163	65	110	127
LT Vol	81	50	57	104
Through Vol	22	5	43	17
RT Vol	60	10	10	6
Lane Flow Rate	194	77	131	151
Geometry Grp	1	1	1	1
Degree of Util (X)	0.248	0.105	0.168	0.193
Departure Headway (Hd)	4.598	4.884	4.618	4.586
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	780	731	774	780
Service Time	2.637	2.93	2.66	2.626
HCM Lane V/C Ratio	0.249	0.105	0.169	0.194
HCM Control Delay	9.2	8.5	8.6	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	0.4	0.6	0.7

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SWU	SWL	SWT	SWR
Vol, veh/h	0	6	104	17
Peak Hour Factor	0.92	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	124	20
Number of Lanes	0	0	1	0

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

Lane

Intersection

Int Delay, s/veh 2.1

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	458	142	119	482	55	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	120	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	533	165	138	560	64	36

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	698
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	894
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	894
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	NB	SB	SW
HCM Control Delay, s			31.6
HCM LOS			D

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1	SWLn2
Capacity (veh/h)	-	-	894	-	156	647
HCM Lane V/C Ratio	-	-	0.155	-	0.41	0.056
HCM Control Delay (s)	-	-	9.8	-	43.2	10.9
HCM Lane LOS	-	-	A	-	E	B
HCM 95th %tile Q(veh)	-	-	1	-	2	0

Intersection

Int Delay, s/veh 8.1

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	542	119	132	585	121	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	120	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	565	124	138	609	126	131

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	689
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	901
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	901
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	NB	SB	SW
HCM Control Delay, s			53.3
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1	SWLn2
Capacity (veh/h)	-	-	901	-	149	652
HCM Lane V/C Ratio	-	-	0.153	-	0.846	0.201
HCM Control Delay (s)	-	-	9.7	-	96.5	11.9
HCM Lane LOS	-	-	A	-	F	B
HCM 95th %tile Q(veh)	-	-	1	-	6	1

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	18	28	6	138	160	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	38	8	186	216	15

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	427	224	231 0
Stage 1	224	-	- -
Stage 2	203	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	584	815	1337 -
Stage 1	813	-	- -
Stage 2	831	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	580	815	1337 -
Mov Cap-2 Maneuver	580	-	- -
Stage 1	813	-	- -
Stage 2	825	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.3	
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1337	-	703	-	-
HCM Lane V/C Ratio	0.006	-	0.088	-	-
HCM Control Delay (s)	7.7	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	30	51	16	271	247	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	57	18	301	274	22

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	623	286	297 0
Stage 1	286	-	- -
Stage 2	337	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	450	753	1264 -
Stage 1	763	-	- -
Stage 2	723	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	442	753	1264 -
Mov Cap-2 Maneuver	442	-	- -
Stage 1	763	-	- -
Stage 2	711	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	12.1	0.4	
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1264	-	597	-	-
HCM Lane V/C Ratio	0.014	-	0.151	-	-
HCM Control Delay (s)	7.9	0	12.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

Future with Project Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	4	21	32	0	41	0	562	121	122	439	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	0	1863	0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	6	4	23	34	0	33	0	604	130	131	472	0
Adj No. of Lanes	0	1	1	1	0	1	0	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	0
Opposing Right Turn Influence	Yes			Yes			No			Yes		
Cap, veh/h	39	0	40	94	0	0	0	2407	517	653	3096	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.03	0.03	0.03	0.00	0.00	0.00	0.87	0.87	0.87	0.87	0.00
Ln Grp Delay, s/veh	73.6	0.0	83.7	73.6	0.0	0.0	0.0	1.9	1.9	3.0	1.4	0.0
Ln Grp LOS	E		F	E				A	A	A	A	
Approach Vol, veh/h		33			34			734			603	
Approach Delay, s/veh		80.6			73.6			1.9			1.8	
Approach LOS		F			E			A			A	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	3	4		6					
Case No			8.0	1.2	7.0		6.0					
Phs Duration (G+Y+Rc), s			133.0	6.8	7.7		133.0					
Change Period (Y+Rc), s			4.0	3.0	4.0		4.0					
Max Green (Gmax), s			129.0	15.0	25.0		129.0					
Max Allow Headway (MAH), s			4.0	3.8	4.5		4.0					
Max Q Clear (g_c+I1), s			7.2	4.8	4.1		12.5					
Green Ext Time (g_e), s			5.8	0.0	0.1		5.8					
Prob of Phs Call (p_c)			1.00	0.75	0.74		1.00					
Prob of Max Out (p_x)			0.00	0.00	0.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt			5	3	7		1					
Mvmt Sat Flow, veh/h			0	1774	0		720					
Through Movement Data												
Assigned Mvmt			2		4		6					
Mvmt Sat Flow, veh/h			2844		0		3632					
Right-Turn Movement Data												
Assigned Mvmt			12		14		16					
Mvmt Sat Flow, veh/h			591		1583		0					
Left Lane Group Data												
Assigned Mvmt		0	5	3	7	0	1	0	0			
Lane Assignment			(Pr/Pm)		L+T							
Lanes in Grp		0	0	1	1	0	1	0	0			

HCM 2010 Signalized Intersection Capacity Analysis
 6: Red Road & San Remo Avenue

14194 With Project AM
 7/28/2014

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.6	0.0	0.0	0.0	1.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.16	0.00	0.00	0.00	0.25	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		T+R		R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	346	0	23	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1572	0	1583	0	0	0	0
Q Serve Time (g_s), s	0.0	5.2	0.0	2.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.2	0.0	2.1	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.38	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1375	0	40	0	0	0	0
V/C Ratio (X)	0.00	0.25	0.00	0.58	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1375	0	268	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	1.5	0.0	71.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	12.6	0.0	0.0	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
Control Delay (d), s/veh	0.0	1.9	0.0	83.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.2	0.0	0.9	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.4	0.0	1.1	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.14	0.00	0.35	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 2010 Ctrl Delay	5.4
HCM 2010 LOS	A

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	8	41	169	0	159	0	501	68	102	630	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, 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	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	0	1863	0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	21	8	42	174	0	154	0	516	70	105	649	0
Adj No. of Lanes	0	1	1	1	0	1	0	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	0	2	0	2	2	2	2	0
Opposing Right Turn Influence	Yes			Yes			No			Yes		
Cap, veh/h	41	0	61	244	0	0	0	2314	313	651	2755	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.04	0.04	0.04	0.11	0.00	0.00	0.00	0.78	0.78	0.78	0.78	0.00
Ln Grp Delay, s/veh	91.4	0.0	85.3	72.2	0.0	0.0	0.0	4.9	5.0	6.8	4.8	0.0
Ln Grp LOS	F		F	E				A	A	A	A	
Approach Vol, veh/h		71			174			586			754	
Approach Delay, s/veh		87.8			72.2			4.9			5.1	
Approach LOS		F			E			A			A	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	3	4		6					
Case No			8.0	1.2	7.0		6.0					
Phs Duration (G+Y+Rc), s			123.0	20.0	9.9		123.0					
Change Period (Y+Rc), s			4.0	3.0	4.0		4.0					
Max Green (Gmax), s			119.0	23.0	27.0		119.0					
Max Allow Headway (MAH), s			3.9	3.8	4.6		3.9					
Max Q Clear (g_c+I1), s			9.2	16.8	6.0		15.1					
Green Ext Time (g_e), s			5.6	0.2	0.2		5.6					
Prob of Phs Call (p_c)			1.00	1.00	0.95		1.00					
Prob of Max Out (p_x)			0.00	0.13	0.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt			5	3	7		1					
Mvmt Sat Flow, veh/h			0	1774	0		826					
Through Movement Data												
Assigned Mvmt			2		4		6					
Mvmt Sat Flow, veh/h			3067		0		3632					
Right-Turn Movement Data												
Assigned Mvmt			12		14		16					
Mvmt Sat Flow, veh/h			402		1583		0					
Left Lane Group Data												
Assigned Mvmt		0	5	3	7	0	1	0	0			
Lane Assignment			(Pr/Pm)		L+T							
Lanes in Grp		0	0	1	1	0	1	0	0			

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.5	0.0	0.0	0.0	3.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.21	0.00	0.00	0.00	0.67	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		T+R		R				
Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	280	0	42	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1606	0	1583	0	0	0	0
Q Serve Time (g_s), s	0.0	7.2	0.0	4.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.2	0.0	4.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.25	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1250	0	61	0	0	0	0
V/C Ratio (X)	0.00	0.22	0.00	0.69	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1250	0	280	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.6	0.0	72.6	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	12.8	0.0	0.0	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
Control Delay (d), s/veh	0.0	5.0	0.0	85.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.1	0.0	1.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.3	0.0	2.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.19	0.00	0.65	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 2010 Ctrl Delay	16.1
HCM 2010 LOS	B

HCM 2010 Signalized Intersection Summary
 9: Sunset Drive & Yumuri Street

14194 With Project AM
 7/28/2014



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Volume (veh/h)	157	423	254	32	28	95		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	173	465	279	35	31	104		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	452	820	471	59	662	532		
Arrive On Green	0.09	0.44	0.29	0.29	0.37	0.37		
Sat Flow, veh/h	1774	1863	1623	204	1774	1425		
Grp Volume(v), veh/h	173	465	0	314	31	104		
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1827	1774	1425		
Q Serve(g_s), s	3.3	10.0	0.0	7.9	0.6	2.6		
Cycle Q Clear(g_c), s	3.3	10.0	0.0	7.9	0.6	2.6		
Prop In Lane	1.00			0.11	1.00	1.00		
Lane Grp Cap(c), veh/h	452	820	0	531	662	532		
V/C Ratio(X)	0.38	0.57	0.00	0.59	0.05	0.20		
Avail Cap(c_a), veh/h	518	1565	0	1535	662	532		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	11.0	11.2	0.0	16.3	10.7	11.3		
Incr Delay (d2), s/veh	0.5	0.6	0.0	1.1	0.1	0.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.7	5.2	0.0	4.1	0.3	2.6		
LnGrp Delay(d),s/veh	11.6	11.8	0.0	17.3	10.8	12.2		
LnGrp LOS	B	B		B	B	B		
Approach Vol, veh/h		638	314		135			
Approach Delay, s/veh		11.7	17.3		11.9			
Approach LOS		B	B		B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				28.6		25.0	8.0	20.6
Change Period (Y+Rc), s				5.0		5.0	3.0	5.0
Max Green Setting (Gmax), s				45.0		20.0	7.0	45.0
Max Q Clear Time (g_c+I1), s				12.0		4.6	5.3	9.9
Green Ext Time (p_c), s				5.6		0.3	0.1	5.7
Intersection Summary								
HCM 2010 Ctrl Delay			13.4					
HCM 2010 LOS			B					

HCM 2010 Signalized Intersection Summary
 9: Sunset Drive & Yumuri Street

14194 With Project PM
 7/28/2014



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Volume (veh/h)	102	353	400	46	177	184		
Number	7	4	8	18	1	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	106	368	417	48	184	192		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	379	895	587	68	614	494		
Arrive On Green	0.07	0.48	0.36	0.36	0.35	0.35		
Sat Flow, veh/h	1774	1863	1641	189	1774	1425		
Grp Volume(v), veh/h	106	368	0	465	184	192		
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1829	1774	1425		
Q Serve(g_s), s	2.0	7.4	0.0	12.6	4.4	5.9		
Cycle Q Clear(g_c), s	2.0	7.4	0.0	12.6	4.4	5.9		
Prop In Lane	1.00			0.10	1.00	1.00		
Lane Grp Cap(c), veh/h	379	895	0	654	614	494		
V/C Ratio(X)	0.28	0.41	0.00	0.71	0.30	0.39		
Avail Cap(c_a), veh/h	468	1452	0	1426	614	494		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	10.9	9.7	0.0	16.0	13.8	14.3		
Incr Delay (d2), s/veh	0.4	0.3	0.0	1.4	1.2	2.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.0	3.9	0.0	6.6	2.4	5.4		
LnGrp Delay(d),s/veh	11.3	10.0	0.0	17.4	15.0	16.6		
LnGrp LOS	B	B		B	B	B		
Approach Vol, veh/h		474	465		376			
Approach Delay, s/veh		10.3	17.4		15.8			
Approach LOS		B	B		B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				32.7		25.0	7.1	25.7
Change Period (Y+Rc), s				5.0		5.0	3.0	5.0
Max Green Setting (Gmax), s				45.0		20.0	7.0	45.0
Max Q Clear Time (g_c+I1), s				9.4		7.9	4.0	14.6
Green Ext Time (p_c), s				6.2		1.0	0.1	6.0
Intersection Summary								
HCM 2010 Ctrl Delay			14.4					
HCM 2010 LOS			B					

Intersection

Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEU	NEL	NET	NER
Vol, veh/h	0	4	66	35	0	1	23	2	0	68	96	8
Peak Hour Factor	0.92	0.78	0.78	0.78	0.92	0.78	0.78	0.78	0.92	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	85	45	0	1	29	3	0	87	123	10
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	SE	NW	NE
Opposing Approach	NW	SE	SW
Opposing Lanes	1	1	1
Conflicting Approach Left	SW	NE	SE
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NE	SW	NW
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.3	7.9	9.1
HCM LOS	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	40%	4%	4%	19%
Vol Thru, %	56%	88%	63%	64%
Vol Right, %	5%	8%	33%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	172	26	105	42
LT Vol	96	23	66	27
Through Vol	8	2	35	7
RT Vol	68	1	4	8
Lane Flow Rate	221	33	135	54
Geometry Grp	1	1	1	1
Degree of Util (X)	0.272	0.043	0.165	0.067
Departure Headway (Hd)	4.433	4.688	4.416	4.505
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	811	765	813	796
Service Time	2.451	2.712	2.435	2.528
HCM Lane V/C Ratio	0.273	0.043	0.166	0.068
HCM Control Delay	9.1	7.9	8.3	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.1	0.1	0.6	0.2

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SWU	SWL	SWT	SWR
Vol, veh/h	0	8	27	7
Peak Hour Factor	0.92	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	10	35	9
Number of Lanes	0	0	1	0

Approach SW

Opposing Approach	NE
Opposing Lanes	1
Conflicting Approach Left	NW
Conflicting Lanes Left	1
Conflicting Approach Right	SE
Conflicting Lanes Right	1
HCM Control Delay	7.9
HCM LOS	A

Lane

Intersection

Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEU	NEL	NET	NER
Vol, veh/h	0	22	55	43	0	10	48	11	0	60	81	22
Peak Hour Factor	0.92	0.84	0.84	0.84	0.92	0.84	0.84	0.84	0.92	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	26	65	51	0	12	57	13	0	71	96	26
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	SE	NW	NE
Opposing Approach	NW	SE	SW
Opposing Lanes	1	1	1
Conflicting Approach Left	SW	NE	SE
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NE	SW	NW
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.8	8.5	9.3
HCM LOS	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	37%	14%	18%	5%
Vol Thru, %	50%	70%	46%	79%
Vol Right, %	13%	16%	36%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	163	69	120	131
LT Vol	81	48	55	104
Through Vol	22	11	43	21
RT Vol	60	10	22	6
Lane Flow Rate	194	82	143	156
Geometry Grp	1	1	1	1
Degree of Util (X)	0.251	0.111	0.186	0.2
Departure Headway (Hd)	4.648	4.863	4.676	4.615
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	770	734	764	775
Service Time	2.691	2.917	2.723	2.661
HCM Lane V/C Ratio	0.252	0.112	0.187	0.201
HCM Control Delay	9.3	8.5	8.8	8.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	0.4	0.7	0.7

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SWU	SWL	SWT	SWR
Vol, veh/h	0	6	104	21
Peak Hour Factor	0.92	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	124	25
Number of Lanes	0	0	1	0

Approach SW

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

Lane

Intersection

Int Delay, s/veh 2.4

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	457	142	119	481	61	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	120	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	531	165	138	559	71	41

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	697
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	895
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	895
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	NB	SB	SW
HCM Control Delay, s			32.9
HCM LOS			D

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1	SWLn2
Capacity (veh/h)	-	-	895	-	157	648
HCM Lane V/C Ratio	-	-	0.155	-	0.452	0.063
HCM Control Delay (s)	-	-	9.8	-	45.6	10.9
HCM Lane LOS	-	-	A	-	E	B
HCM 95th %tile Q(veh)	-	-	1	-	2	0

Intersection	
Int Delay, s/veh	8.8

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	542	122	136	583	124	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	120	-	0	50
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	565	127	142	607	129	134

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	692
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	899
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	899
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	NB	SB	SW
HCM Control Delay, s			57.2
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1	SWLn2
Capacity (veh/h)	-	-	899	-	147	650
HCM Lane V/C Ratio	-	-	0.158	-	0.879	0.207
HCM Control Delay (s)	-	-	9.8	-	104.3	12
HCM Lane LOS	-	-	A	-	F	B
HCM 95th %tile Q(veh)	-	-	1	-	6	1

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	21	29	5	137	160	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	39	7	185	216	15

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	423	224	231 0
Stage 1	224	-	- -
Stage 2	199	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	588	815	1337 -
Stage 1	813	-	- -
Stage 2	835	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	584	815	1337 -
Mov Cap-2 Maneuver	584	-	- -
Stage 1	813	-	- -
Stage 2	830	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0.3	
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1337	-	699	-	-
HCM Lane V/C Ratio	0.005	-	0.097	-	-
HCM Control Delay (s)	7.7	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	31	49	14	271	246	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	54	16	301	273	24

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	618	286	298 0
Stage 1	286	-	- -
Stage 2	332	-	- -
Critical Hdwy	6.42	6.22	4.12 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.218 -
Pot Cap-1 Maneuver	453	753	1263 -
Stage 1	763	-	- -
Stage 2	727	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	446	753	1263 -
Mov Cap-2 Maneuver	446	-	- -
Stage 1	763	-	- -
Stage 2	716	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	12.1	0.4	
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1263	-	594	-	-
HCM Lane V/C Ratio	0.012	-	0.15	-	-
HCM Control Delay (s)	7.9	0	12.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

Appendix E

Committed Development Information

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

Project: Shoma Park Tower
Phase:

Open Date: 07/14/2014
Analysis Date: 07/14/2014

Description: Committed Development #14194

ITE:Land Use	24 Hour Two-Way Volume	AM Pk Hour		PM Pk Hour	
		Enter	Exit	Enter	Exit
710: General Office Building 61.5384 Th.Sq.Ft. GFA [E]	908	114	16	25	122
Total Driveway Volume	908	114	16	25	122
Total Peak Hour Pass-By Trips		0	0	0	0
Total Peak Hour Vol. Added to Adjacent Streets		114	16	25	122

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

TRIP GENERATION 2013, TRAFFICWARE, LLC

DISPLAY THIS CARD ON FRONT OF JOB
 NO INSPECTION WILL BE MADE UNLESS PERMIT CARD IS
 DISPLAYED AND APPROVED PLANS ARE READILY AVAILABLE.

PERMIT ID: 64234
 CUSTOMER #: 016001



**CITY OF CORAL GABLES
 PUBLIC WORKS DEPARTMENT
 PUBLIC WORKS PERMIT**

2800 SW 72nd AVENUE
 MIAMI, FLORIDA 33155
 (305) 460-5026 or 5025

Site Address: 1515 SUNSET DR
 CORAL GABLES, FL 33143-5878

PERMIT NUMBER: BL-10-09-4191

PARCEL NUMBER: 03-4130-009-1560

Project Name: SUNSET OFFICE CENTER

Legal Description:

PB 28-32 CORAL GABLES RIVIERA SEC 14 2ND REV BLK 205 W9FT LOT 23 & ALL LOTS 24 THRU 27 & E19.40FT LOT 28
 LOT SIZE 22840 SQUARE FEET OR 17852-4235 1097 1 - TEXACO INC TAX DEPT STATEWIDE STATIONS INC

Applicant:
 1515 SUNSET LLC

 133 SEVILLA

 CORAL GABLES, FL 33134

Owner:
 1515 SUNSET LLC
 133 SEVILLA
 CORAL GABLES, FL 33134

Contractor:
 ARELLANO CONSTRUCTION
 7051 SW 12 ST
 MIAMI, FL 33144

Bus License: CGCA08520
Expires: 08/31/2014
State License:

Project Description: ***INCLUSIVE***REVISED FROM A (4 TO A 5) STORY COMMERCIAL OFFICE / RETAIL
 BUILDING***SIMPLIFIED*** REVISED FROM A (5 TO A 7) LEVEL PARKING, COVERED
 WALKWAYS, BALCONIES, ROOF TOP TRELLIS, LANDSCAPE\$12,000,000

DATE OF LAST ROUTING	09/06/2012
# OF NEW RESIDENTIAL UNITS	0
# OF STORIES	4
BUILDING REVIEW	N
OFFICE	61538.4
CONCURRENCY REVIEW	N
FIRE REVIEW	N
ELECTRICAL REVIEW	N
RETAIL	0
BANK	0

This department must have: 24 hrs. notice for all inspections
 (305) 460-5026 or 5025 (fax) 460-5086

**FAILURE TO OBTAIN ALL REQUIRED
 INSPECTIONS WILL RESULT IN AUTOMATIC
 REJECTION OF WORK**

FEES

COMMERCIAL NEW	366,012.66
ART ACQUISITION FUND	120,000.00
FIRE - NEW BLDGS, ALTER, REPA	1,684.00
CERTIFICATE OF OCCUP/COMPL	152.25
DOCUMENT PRESERVATION FEE	619.15
ORDINANCE 2006-27 FILING FEE	427.00
THRESHOLD BLDG FEE	37,925.07
BLDG INSP CERT & FL CONSTR IN	6,030.19
RADON GAS TRUST FEE	6,030.19

TOTAL: \$538,885.51

Issued Date: 09/07/2012

Expiration Date: 12/08/2014

CALL BEFORE YOU DIG FOR ALL UTILITY LOCATES
 SUNSHINE STATE ONE CALL
 1-800-432-4770



*** REQUIREMENTS & CONDITIONS SHEETS ARE PART OF THIS PERMIT
 CALL THE AUTOMATED REQUEST SYSTEM TO SCHEDULE AN INSPECTION: 305-722-8700
 SCHEDULE AN INSPECTION VIA THE WEB: WWW.CORALGABLES.COM**

Appendix F

Project Trip Generation

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

Project: Shoma Park Tower
Phase:

Open Date: 07/14/2014
Analysis Date: 07/14/2014

Description: Proposed #14194

ITE:Land Use	24 Hour Two-Way Volume	AM Pk Hour		PM Pk Hour	
		Enter	Exit	Enter	Exit
230: Residential Condominium / Townhouse 65 Dwelling Units [E]	442	6	31	28	14
826: Specialty Retail Center 3.401 Th.Sq.Ft. GFA [C]	151	0	0	4	5
<hr/>					
Total Driveway Volume	593	6	31	32	19
Total Peak Hour Pass-By Trips		0	0	0	0
Total Peak Hour Vol. Added to Adjacent Streets		6	31	32	19

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

TRIP GENERATION 2013, TRAFFICWARE, LLC

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

Project: Shoma Park Tower
Phase:

Open Date: 07/14/2014
Analysis Date: 07/14/2014

Description: Existing #14194

ITE:Land Use	24 Hour Two-Way Volume	AM Pk Hour		PM Pk Hour	
		Enter	Exit	Enter	Exit
220: Apartments 40 Dwelling Units [E]	366	5	18	26	14
Total Driveway Volume	366	5	18	26	14
Total Peak Hour Pass-By Trips		0	0	0	0
Total Peak Hour Vol. Added to Adjacent Streets		5	18	26	14

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

TRIP GENERATION 2013, TRAFFICWARE, LLC

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