PLANNING DIVISION

2600 Hollywood Boulevard Room 315
Hollywood, FL 33022

File No. (internal use only):_____

GENERAL APPLICATION

CITY OF Hollywood FLORIDA

Tel: (954) 921-3471
Fax: (954) 921-3347

This application must be completed in full and submitted with all documents to be placed on a Board or Committee's agenda.

The applicant is responsible for obtaining the appropriate checklist for each type of application.

Applicant(s) or their authorized legal agent must be present at all Board or Committee meetings.

At least one set of the submitted plans for each application must be signed and sealed (i.e. Architect or Engineer).

Documents and forms can be accessed on the City's website at http://www.hollywoodfl.org/DocumentCenter/Home/View/21

APPLICATION TYPE (CHECK ONE):

☒ Technical Advisory Committee ☐ Historic Preservation Board
☐ City Commission ☐ Planning and Development Board

Date of Application:_____

Location Address: 4500 S State Road 7
Lot(s):_____ Block(s):_____ Subdivision:_____
Folio Number(s): 504125010524 & 504125010528
Zoning Classification: TOC N-MU Land Use Classification: Activity Center
Existing Property Use: Surface Parking Lot & Comm. Bldg Sq Ft/Number of Units: 6,811 SF
Is the request the result of a violation notice? ( ) Yes (X) No If yes, attach a copy of violation.
Has this property been presented to the City before? If yes, check al that apply and provide File Number(s) and Resolution(s):_____

☐ Economic Roundtable ☐ Technical Advisory Committee ☐ Historic Preservation Board
☐ City Commission ☐ Planning and Development

Explanation of Request: Redevelopment of property into 230 hotel rooms and 8,500 SF of commercial / retail.

Number of units/rooms: 230 hotel rooms Sq Ft: 162,500 SF (all buildings)
Value of Improvement: TBD Estimated Date of Completion: Est. 2024
Will Project be Phased? (X) Yes ( )No If Phased, Estimated Completion of Each Phase

Name of Current Property Owner: Corporate Coaches, Inc.
Address of Property Owner: 4500 S State Road 7, Fort Lauderdale, FL 33314
Telephone: 954-583-7082 Fax:_____ Email Address: andybardar@aol.com
Name of Consultant/Representative/Tenant (circle one): Debbie Orshefsky
Address: 515 E Las Olas Blvd., Suite 1200, Fort Lauderdale, FL 33301 Telephone: 954.468.7871
Fax:_____ Email Address: debbie.orshefsky@hklaw.com
Date of Purchase: 12/1/2010 Is there an option to purchase the Property? Yes ( ) No (X)
If Yes, Attach Copy of the Contract.
List Anyone Else Who Should Receive Notice of the Hearing:_____
_____ Address:_____
_____ Email Address:_____

PLANNING DIVISION

2600 Hollywood Boulevard Room 315
Hollywood, FL 33022

File No. (internal use only):_____

GENERAL APPLICATION

CERTIFICATION OF COMPLIANCE WITH APPLICABLE REGULATIONS

The applicant/owner(s) signature certifies that he/she has been made aware of the criteria, regulations and guidelines applicable to the request. This information can be obtained in Room 315 of City Hall or on our website at www.hollywoodfl.org. The owner(s) further certifies that when required by applicable law, including but not limited to the City's Zoning and Land Development Regulations, they will post the site with a sign provided by the Office of Planning and Development Services. The owner(s) will photograph the sign the day of posting and submit photographs to the Office of Planning and Development Services as required by applicable law. Failure to post the sign will result in violation of State and Municipal Notification Requirements and Laws.

(I)(We) certify that (I) (we) understand and will comply with the provisions and regulations of the City's Zoning and Land Development Regulations, Design Guidelines, Design Guidelines for Historic Properties and City's Comprehensive Plan as they apply to this project. (I)(We) further certify that the above statements and drawings made on any paper or plans submitted herewith are true to the best of (my)(our) knowledge. (I)(We) understand that the application and attachments become part of the official public records of the City and are not returnable.

Signature of Current Owner: _____ Date: 7/31/20

PRINT NAME: Andrew Bardar Date: _____

Signature of Consultant/Representative:_____ Date: _____

PRINT NAME:_____ Date: _____

Signature of Tenant: _____ Date: _____

PRINT NAME:_____ Date:_____

Current Owner Power of Attorney

I am the current owner of the described real property and that I am aware of the nature and effect the request for Site Plan Approval to my property, which is hereby made by me or I am hereby authorizing Debbie Orshefsky to be my legal representative before the TAC; PZB; City Commission(Board and/or Committee) relative to all matters concerning this application.

Sworn to and subscribed before me
this 31st day of July 2020

ERIC C METZ
Notary Public - State of Florida
Commission # GG 262299
My Comm. Expires Sep 25, 2022
Bonded through National Notary Assn.

_____
Notary Public ERIC METZ
State of Florida
My Commission Expires: 9/25/22 (Check One) ✓ Personally known to me; OR ___ Produced Identification _____

_____
Signature of Current Owner

Andrew Bardar, President
Print Name

Erin Santiago
Arborist FL-5705A | LIAF Inspector #2018-0214
The Santiago Group LLC
thesantiagogroupllc@gmail.com
(954) 947-1087

May 19, 2020

ISA Certified Arborist Report

The following is an arborist report for Newman's Survey (Plat Book 2 Page 26) in Hollywood, FL. The purpose of this report is to identify the trees and evaluate the condition of the trees.

This report is not a risk assessment on a Level 1, 2 or 3 as described by the Levels and Scope of Tree Risk Assessment from the ANSI A300 Part 9: Tree, shrub, and Other Woody Plant Management – Standard Practices. The Santiago Group LLC cannot be held liable for damage to the tree or damage caused by the tree.

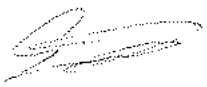
Methods:

An on-site visual inspection at ground level was made on May 1, 2020 to observe the trees. The size of each tree was measured as diameter at breast height (DBH), breast height being 4.5 feet above ground utilizing diameter measure tape. Tree heights were estimated in feet. Some DBH measurements were estimated when access to the tree or tree parts could not be obtained. Canopy spread measured by wheel where possible.

The condition rating of each tree was calculated by rating its various attributes. The rating formula accounts for the health of the small branches, twigs, and foliage and/or buds, and rating both the health and structure of the roots, trunk, and scaffold branches. The tree ratings of the component attributes were tallied and then divided by total possible points to obtain an overall condition rating. The methodology to calculate a tree condition percentage rating is generally adopted from the Guide for Plant Appraisal 9th Edition by ISA and the Council of Tree & Landscape Appraisers. The condition rating of each tree is also described as Excellent, Good, Fair, or Poor. Please refer to ANSI A300 (Part 5)-2012: Management - Annex A for an explanation of non-numeric condition ratings. Refer to Tree Disposition Plan for tree locations, and proposed actions.

See Appendix A for Tree Inventory and Condition, Appendix B for Photographs, and Appendix C for Tree Protection Details.

Respectfully submitted,



Erin Santiago
ISA Certified Arborist FL-5705A | LIAF Inspector #2018-0214

Appendix A: Tree Inventory and Condition

Invasive = Florida Exotic Pest Plant Council FLEPPC List of Invasive Species 2019

					4	4	4	4				4	20	Palms	←Total
					4	4	4	4	4	4	4	4	32	Trees	Possible
					Roots		Trunk		Scaffolds		Small Twigs	Foliage and/or Buds			
Tree #	Common Name	DBH (inches)	Height (feet)	SPR (feet)	Structure	Health	Structure	Health	Structure	Health	Health	Health	Subtotal	Condition Factor/ Rating	Condition	Notes
100	Calophyllum Beauty Leaf *Calophyllum antillanum*	22	18	20	1	2	1	1	2	2	3	3	15	47%	Invasive	Multistem codominant with significant trunk wound.
101	Calophyllum Beauty Leaf *Calophyllum antillanum*	13	25	30	2	2	2	2	2	3	3	3	19	59%	Invasive	Poor structure with damaged crown and canopy voids.
102	Calophyllum Beauty Leaf *Calophyllum antillanum*	13	23	25	3	2	3	3	2	2	3	3	21	66%	Invasive	Root damage; good wound response.
103	Calophyllum Beauty Leaf *Calophyllum antillanum*	12	20	25	3	3	2	2	1	2	3	3	19	59%	Invasive	Poor scaffold structure with canopy voids.
104	Calophyllum Beauty Leaf *Calophyllum antillanum*	8	8	10	2	2	1	2	2	2	3	3	17	53%	Invasive	Topiary: poor trunk structure and multistem codominant
105	Calophyllum Beauty Leaf *Calophyllum antillanum*	7	8	10	2	2	3	2	1	3	3	3	19	59%	Invasive	Topiary: trunk wound and lean
106	Calophyllum Beauty Leaf *Calophyllum antillanum*	6	8	10	2	2	3	3	1	3	3	3	20	63%	Invasive	Topiary
107	Sabal Palm *Sabal palmetto*	11	20CT 270A	12	3	3	2	3				3	14	70%	Fair	Fair
108	Sabal Palm *Sabal palmetto*	12	21CT 280A	14	3	3	2	3				3	14	70%	Fair	Fair
109	Calophyllum Beauty Leaf *Calophyllum antillanum*	6	8	10	1	2	3	3	1	3	3	3	19	59%	Invasive	Topiary: girdling root
110	Sabal Palm *Sabal palmetto*	13	20CT 270A	12	3	3	2	3				3	14	70%	Fair	Fair
111	Sabal Palm *Sabal palmetto*	12	21CT 280A	12	3	3	2	3				3	14	70%	Fair	Fair
112	Calophyllum Beauty Leaf *Calophyllum antillanum*	7	7	10	2	2	3	3	1	3	3	3	20	63%	Invasive	Topiary: crossover roots
113	Sabal Palm *Sabal palmetto*	10	23CT 290A	11	3	3	2	3				3	14	70%	Fair	Fair
114	Sabal Palm *Sabal palmetto*	12	21CT 270A	12	3	3	2	3				3	14	70%	Fair	Fair
115	Calophyllum Beauty Leaf *Calophyllum antillanum*	7	8	8	3	2	3	3	1	3	3	3	21	66%	Invasive	topiary.
116	Sabal Palm *Sabal palmetto*	12	20CT 270A	12	3	3	2	3				3	14	70%	Fair	Fair
117	Calophyllum Beauty Leaf *Calophyllum antillanum*	5	6	6	2	2	3	3	1	3	3	3	20	63%	Invasive	Topiary: some root damage
118	Sabal Palm *Sabal palmetto*	12	23CT 300A	12	3	3	2	3				3	14	70%	Fair	Fair
119	Sabal Palm *Sabal palmetto*	12	20CT 270A	12	3	3	2	3				3	14	70%	Fair	Fair
120	Sabal Palm *Sabal palmetto*	12	21CT 270A	11	3	3	2	3				3	14	70%	Fair	Fair
121	Sabal Palm *Sabal palmetto*	11	12CT 180A	9	3	3	3	3				3	15	75%	Good	Good
122	Coconut Palm *Cocos nucifera*	9	6CT 200A	18	3	3	3	3				3	15	75%	Good	Good
123	Coconut Palm *Cocos nucifera*	na	3CT 200A	18	3	3	3	3				3	15	75%	Good	Good
124	Foxtail Palm *Wodetia bifurcata*	10	20CT 280A	14	3	3	3	3				3	15	75%	Good	Good
125	Foxtail Palm *Wodetia bifurcata*	8	16CT 210A	15	3	3	3	3				3	15	75%	Good	Nutrient deficiency
126	Sabal Palm *Sabal palmetto*	10	5CT 90A	10	3	3	3	3				3	15	75%	Good	Good

Appendix A: Tree Inventory and Condition

Invasive = Florida Exotic Pest Plant Council FLEPPC List of Invasive Species 2019

					4	4	4	4				4	20	Palms	←Total
					4	4	4	4	4	4	4	4	32	Trees	Possible
					Roots		Trunk		Scaffolds		Small Twigs	Foliage and/or Buds			
Tree #	Common Name	DBH (inches)	Height (feet)	SPR (feet)	Structure	Health	Structure	Health	Structure	Health	Health	Health	Subtotal	Condition Factor/ Rating	Condition	Notes
127	Sabal Palm *Sabal palmetto*	10	7CT 15OA	12	3	3	3	3				3	15	75%	Good	Good
128	Sabal Palm *Sabal palmetto*	10	5CT 11OA	10	3	3	3	3				3	15	75%	Good	Good
129	Foxtail Palm *Wodetia bifurcata*	5	10CT 15OA	10	3	3	3	3				3	15	75%	Good	Good
130	Sabal Palm *Sabal palmetto*	na	1CT 10OA	10	3	3	3	3				3	15	75%	Good	Good
131	Bischofia *Bischofia javanica*	19	20	16	2	1	1	2	1	1	1	1	10	31%	Invasive	Multistem codominant with significant dieback.
132	Umbrella Tree *Schefflera actinophylla*	28	19	15	2	1	1	2	1	1	1	1	10	31%	Invasive	Multistem codominant with significant dieback.
133	Melaleuca *Melaleuca quinquenervia*	40	30	35									0	0%	Invasive	Multistem codominant with damage throughout and vines.
172	Brazilian Pepper *Schinus terebinthifolia*	37	20	35	1	2	1	2	2	3	3	3	17	53%	Invasive	Invasive multistem
173	Brazilian Pepper *Schinus terebinthifolia*	15	11	18	1	2	1	1	1	2	2	3	13	41%	Invasive	Invasive multistem
174	Pond Apple *Annona glabra*	16	26	20	2	2	1	2	2	3	3	3	18	56%	Poor	Multistem codominance
175	White Mangrove *Laguncularia racemosa*	4	10	12	2	2	2	3	3	3	3	3	21	66%	Fair	Generally normal for species
176	Umbrella Tree *Schefflera actinophylla*	21	26	20	2	2	1	3	2	3	3	3	19	59%	Invasive	Multistem codominance
177	Strangler Fig *Ficus aurea*	12	18	16	2	2	2	2	2	3	3	2	18	56%	Poor	Poor structure due to competition, whitefly.
178	Pond Apple *Annona glabra*	4	8	10	3	3	2	3	2	3	3	3	22	69%	Fair	Structure impacted by shade
179	Pond Apple *Annona glabra*	7	9	10	3	3	2	3	2	3	3	3	22	69%	Fair	Structure impacted by shade
180	Bald Cypress *Taxodium distichum*	25	26	25	2	2	2	2	2	3	3	3	19	59%	Poor	Codominant due to damage, poor root structure, trunk wound.
181	Pond Apple *Annona glabra*	60	25	20	2	2	1	2	2	3	3	3	18	56%	Poor	Decay in trunk, multistem codominant, contact friction wounds in scaffolds.
182	Pond Apple *Annona glabra*	50	20	17	2	2	1	2	2	3	3	3	18	56%	Poor	Decay in trunk, multistem codominant.
183	Weeping Fig *Ficus benjamina*	60	27	95	3	2	2	2	3	2	2	3	19	59%	Poor	Canopy voids due to damage, decay throughout crown, multistem codominance, moderate small twig dieback.

Appendix B: Photographs

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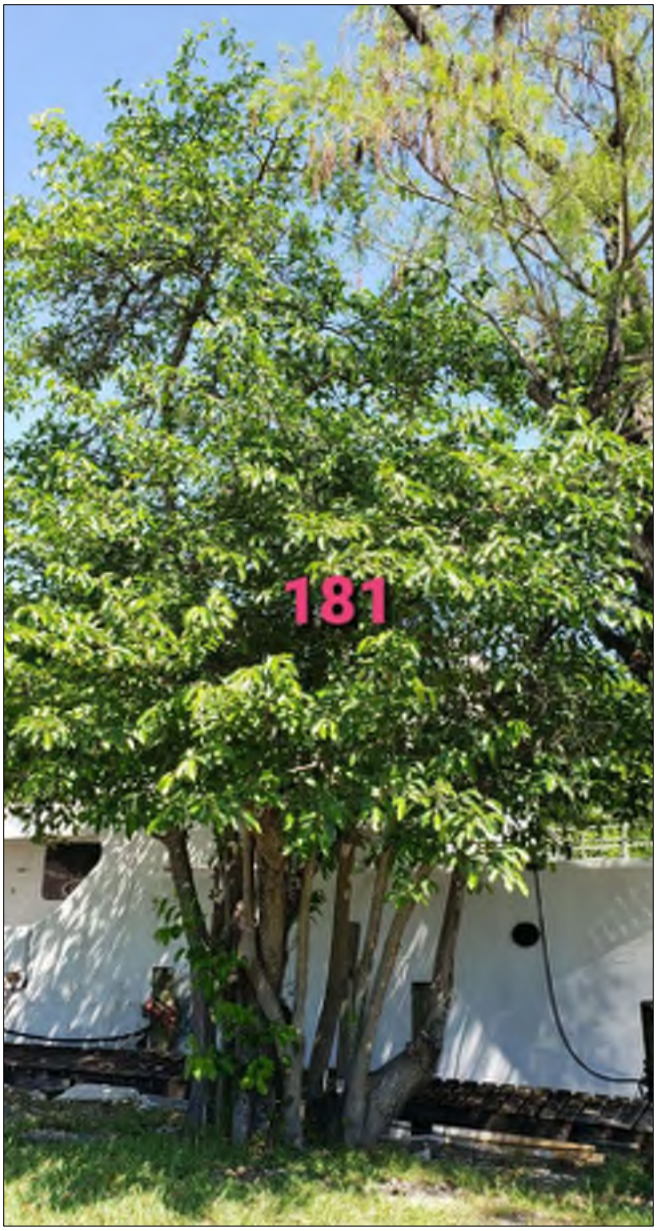
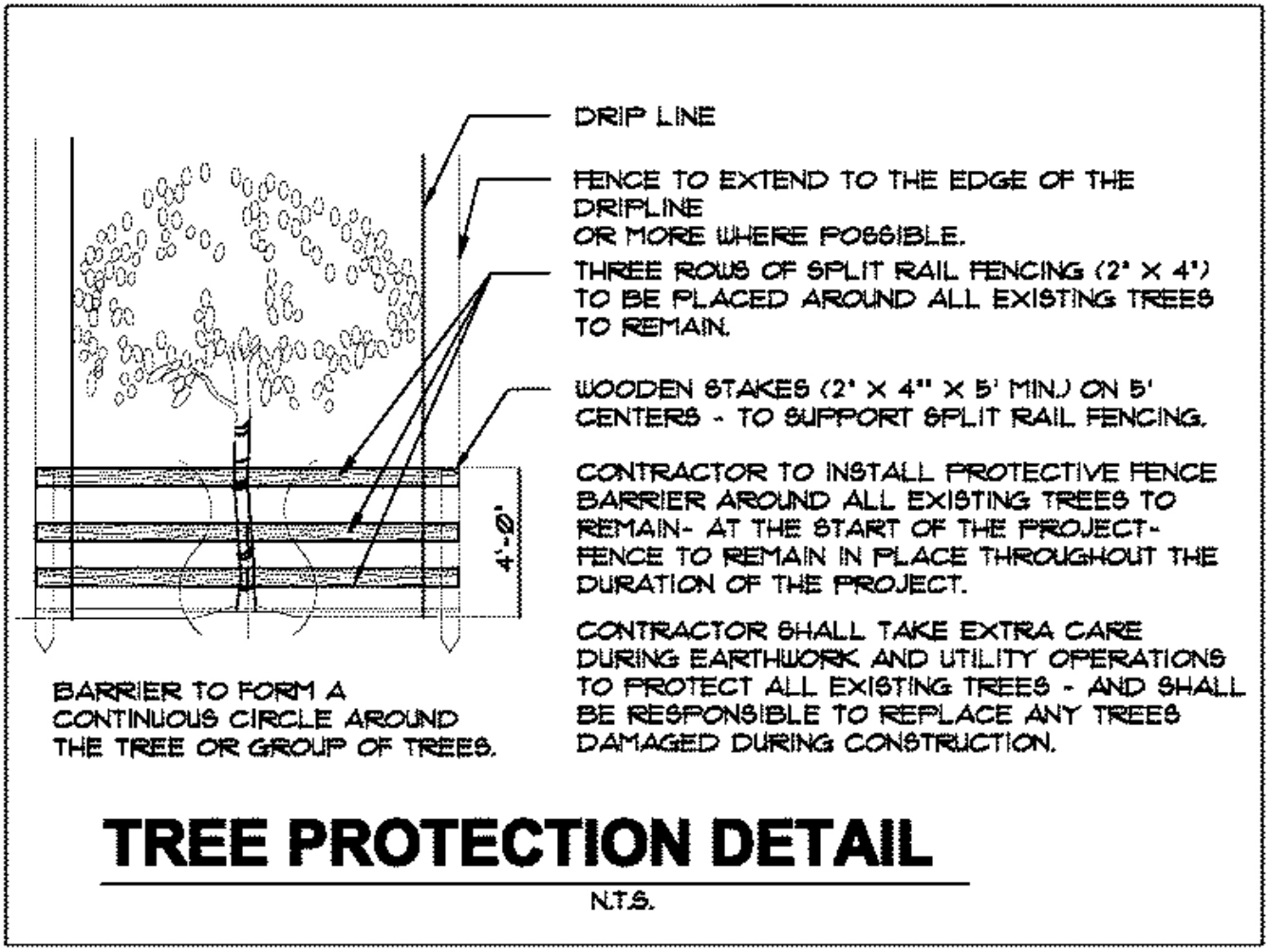


Appendix B: Photographs

Appendix C: Tree Protection Detail



Traffic Impact Analysis

Harbor Landings Mixed-Use Redevelopment

July 2020
143236000

Traffic Impact Analysis

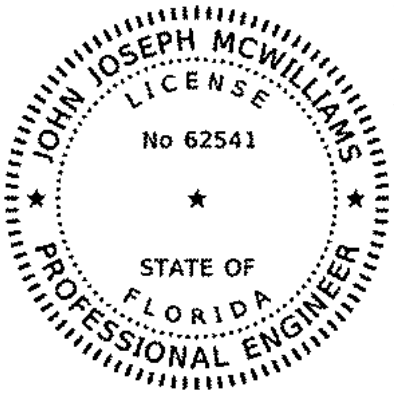
Harbor Landings Mixed-Use Redevelopment

Prepared for:

Corporate Coaches, Inc.

Prepared by:

Kimley-Horn and Associates, Inc.



This document has been digitally signed and sealed by John J. McWilliams, P.E., on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

John J. McWilliams, P.E.
Florida Registration Number 62541
Kimley-Horn and Associates, Inc.
600 North Pine Island Road
Fort Lauderdale, FL 33324
Registry 00000696

July 2020
143236000

EXECUTIVE SUMMARY

Corporate Coaches, Inc. is proposing to redevelop the property generally located at 4500 South SR-7/US-441, north of SR-818/Griffin Road. Currently, the site proposed for redevelopment is occupied by 28 mobile home residential units and a 4,311 square-foot U-Haul rental store. The proposed redevelopment consists of 275 mid-rise residential units, a 230-room hotel, and 11,500 square feet of retail space. Note that 2,500 square feet of the proposed retail space may include a fast-food restaurant with drive-through window or drive-in bank. The project is expected to be completed and opened by year 2023.

Access to the site will be provided via one (1) limited access (right-in/right-out) driveway and one (1) directional (right-in/right-out/left-in) driveway along SR-7/US-441.

Trip generation calculations for the proposed development were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition. The project is expected to generate 196 net new weekday A.M. peak hour vehicular trips and 268 net new weekday P.M. peak hour vehicular trips.

Intersection capacity analyses indicate that the study intersections are expected to operate at level of service (LOS) D or better during the A.M. and P.M. peak hours under all analysis scenarios with the exception of the intersection of SR-818/Griffin Road and SR-7/US-441 under existing, future background, and future total conditions during the A.M. and P.M. peak hours. Please note that the project assigns net new traffic equivalent to less than 2.0 percent (<2.0%) of the overall traffic volume at this intersection during the A.M. peak hour and less than 2.4 percent (<2.4%) during the P.M. peak hour.

A 95th percentile queue analysis indicates that the existing exclusive left-turn lanes lengths at the northbound approach at the intersection of SR-7/US-441 and Orange Drive and the southbound approach at the intersection of SR-7/US-441 and the South Project Driveway are able to accommodate the expected vehicle queues at the study intersections under all analysis conditions with the exception of the northbound left-turn at the intersection of SR-7/US-441 and Orange Drive under future total conditions during the A.M. peak hour. Project traffic is expected to increase the 95th percentile queue length by less than three (3) vehicles for this movement. Pending FDOT approval, the project proposes to extend the northbound left-turn storage length by eliminating the existing landscaped median and maximizing the available distance between the northbound and southbound left-turn lanes. Note that the northbound left-turn lane can be extended to 290 feet without impacting the southbound left-turn lane providing the additional queue storage length necessary to accommodate three (3) vehicles.

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

LIST OF APPENDICES

INTRODUCTION

Corporate Coaches, Inc. is proposing to redevelop the property generally located at 4500 South SR-7/US-441, north of SR-818/Griffin Road. Currently, the site proposed for redevelopment is occupied by 28 mobile home residential units and a 4,311 square-foot U-Haul rental store. The proposed redevelopment consists of 275 mid-rise residential units, a 230-room hotel, and 11,500 square feet of retail space. Note that 2,500 square feet of the proposed retail space may include a fast-food restaurant with drive-through window or drive-in bank. The project is expected to be completed and opened by year 2023. A project location map is provided as Figure 1. A conceptual site plan is provided in Appendix A.

Kimley-Horn and Associates, Inc. has completed this traffic impact analysis. The purpose of the study is to assess the project's impact on the surrounding roadway network. Methodology correspondence detailing the traffic study requirements is included in Appendix B. This report summarizes the data collection, project trip generation, trip distribution and assignment, capacity analysis, and 95th percentile queue analysis.

Figure 1
Project Location Map
Hollywood-Dania Beach Mixed-Use Redevelopment

Kimley»Horn

EXISTING TRAFFIC

As a result of atypical traffic conditions due to the COVID-19 virus, turning movement count data was gathered from a previous traffic study prepared within the vicinity of the site. Traffic data collected on May 25, 2017 (Thursday) as part of the *441 ROC Traffic Impact Analysis,* June 2017, was utilized for the analysis. The turning movement count data was collected during the A.M. (7:00 A.M. to 9:00 A.M.) and P.M. (4:00 P.M. to 6:00 P.M.) peak periods at the following two (2) intersections:

- Orange Drive and SR-7/US-441
- SR-818/Griffin Road and SR-7/US-441

All traffic volumes were collected in 15-minute intervals and the peak hour was determined for each intersection. Turning movement counts also included pedestrian and bicycle data. The appropriate Florida Department of Transportation (FDOT) peak season conversion factor of 1.03 was applied to the collected traffic data. A growth rate of 3.04% was applied to the collected data to achieve existing (2020) traffic volumes based on historic FDOT counts. Detailed growth rate calculations are provided in the Future Background Traffic section of this report. Signal timing information was obtained from Broward County Traffic Engineering Division for all study area signalized intersections.

The turning movement counts, FDOT peak season factor category report, and signal timing data are included in Appendix C. Figure 2 presents the estimated existing (2020) turning movement volumes at the study intersections during the A.M. and P.M. peak hours.

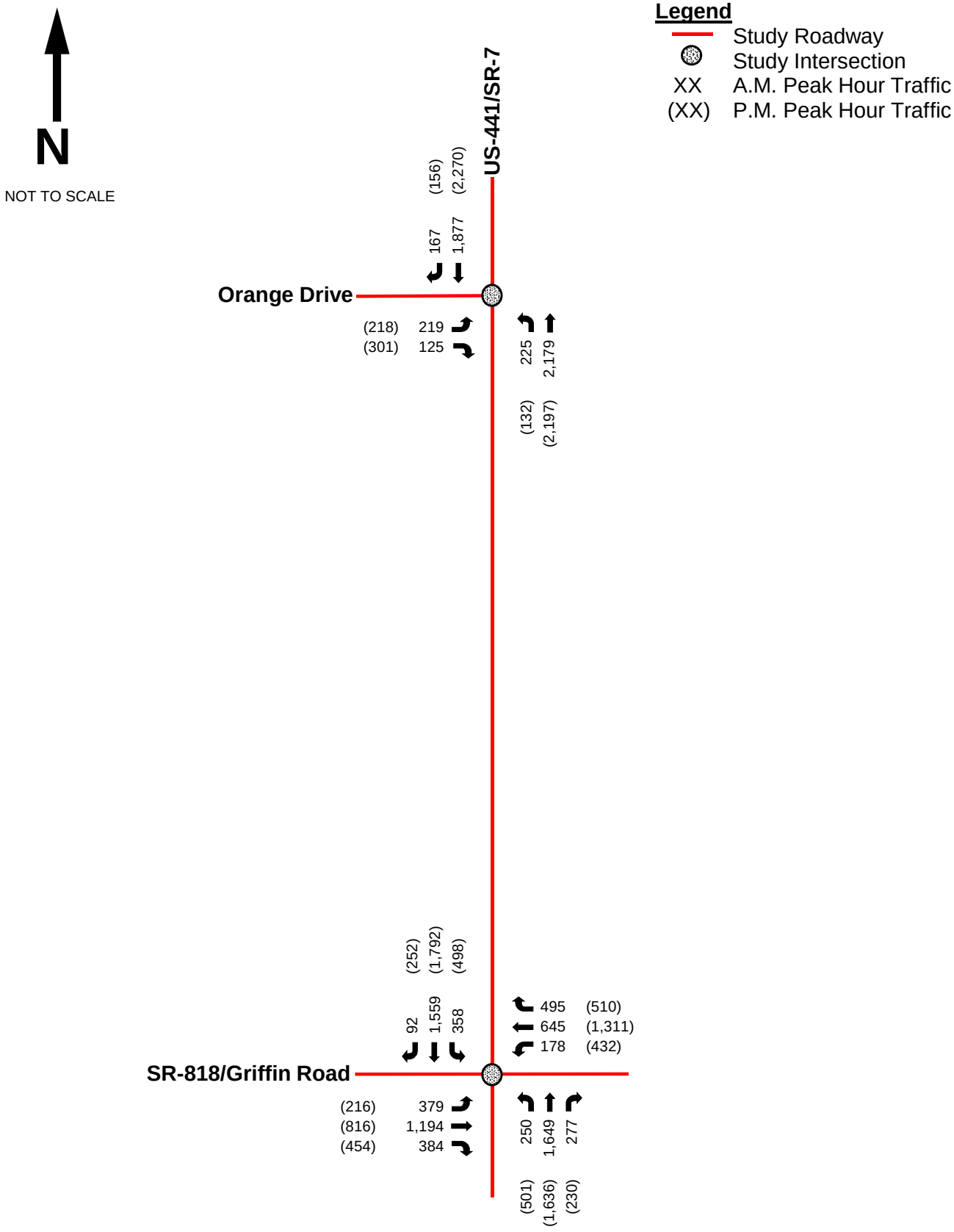


Figure 2
Existing (2020) Peak Hour Traffic
Harbor Landings Mixed-Use Redevelopment

Kimley»Horn

FUTURE BACKGROUND TRAFFIC

Future background traffic conditions are defined as expected traffic conditions on the roadway network in the year 2023 (anticipated build-out year) without the construction of the proposed development. Future background traffic volumes used in the analysis are the sum of the existing traffic and additional traffic generated by growth in the study area. Refer to Figure 3 for the future background 2023 peak hour traffic volumes.

Background Area Growth

Traffic growth on the transportation network was determined based upon (a) historic growth trends at nearby FDOT traffic count stations and (b) traffic volume comparisons from the year 2015 and 2045 Florida Standard Urban Transportation Model Structure (FSUTMS) - Southeast Florida Regional Planning Model (SERPM).

The FDOT count station referenced in this analysis is count station #860245: SR-7/US-441, north of SR-818/Griffin Road. The historic growth rate analysis, based on FDOT count stations, examined linear growth rates for the most recent five (5) year and ten (10) year data. The historic growth rate analysis yielded a growth rate of 3.04 percent (3.04%) over the most recent five (5) year period and a growth rate of 1.11 percent (1.11%) for the most recent ten (10) year period.

Based on the forecasted volumes obtained from the 2015 and 2045 FSUTMS SERPM, an annual growth rate of 0.91 percent (0.91%) was calculated in the vicinity of the development.

To provide for a conservative analysis, the higher growth rate of 3.04 percent (3.04%) was applied to the 2017 traffic volumes to establish existing (2020) conditions and to determine future traffic volumes for the project's expected opening year of 2023. The worksheets used to analyze the historic growth trends along with the FSUTMS transportation model outputs are included in Appendix D.

Committed Development

The adjacent 401 ROC development was identified as a committed development and was included as a future background condition. Trip assignment information for the committed development is included in Appendix D.

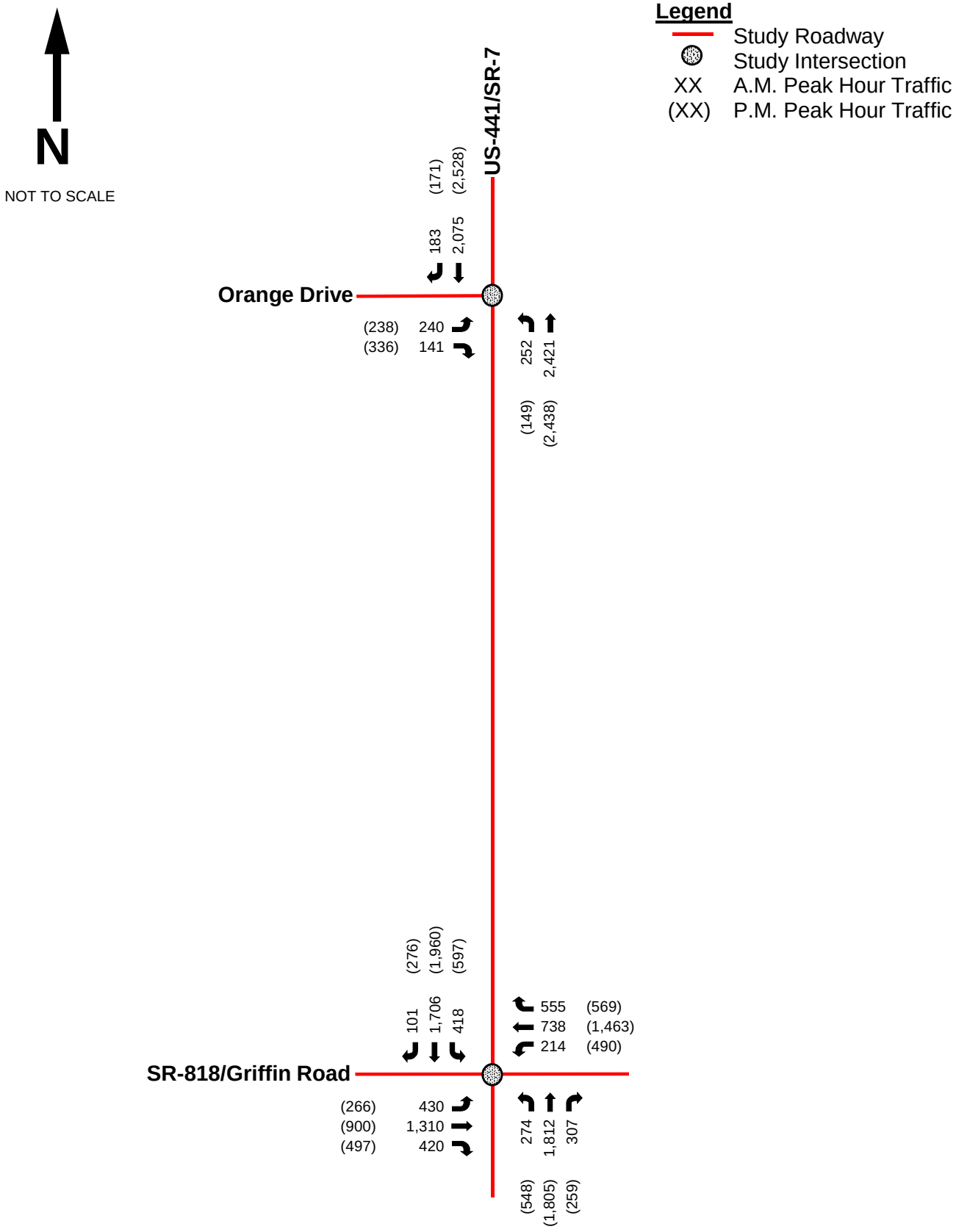


Figure 3
Future Background (2023) Peak Hour Traffic
Harbor Landings Mixed-Use Redevelopment

PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the project and the distribution and assignment of that traffic over the study roadway network.

Existing Land Use

Currently, the site proposed for redevelopment is occupied by 28 mobile home residential units and a 4,311 square-foot U-Haul rental store.

Proposed Land Use

The proposed redevelopment consists of 275 mid-rise residential units, a 230-room hotel, and 11,500 square feet of retail space. Note that 2,500 square feet of the proposed retail space may include a fast-food restaurant with drive-through window or drive-in bank.

Project Access

Access to the site will be provided via one (1) limited access (right-in/right-out) driveway and one (1) directional (right-in/right-out/left-in) driveway along SR-7/US-441.

Trip Generation

Trip generation calculations for the proposed development were performed using Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition. The trip generation for the existing development was determined using ITE Land Use Code (LUC) 240 (Mobile Home Park) and ITE LUC 811 (Construction Equipment Rental Store). The trip generation for the proposed redevelopment was determined using ITE LUC 221 (Multifamily Housing [Mid-Rise]), ITE LUC 310 (Hotel), and ITE LUC 820 (Shopping Center).

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tracts containing the redevelopment. The US Census data indicated that there is a 4.0 percent (4.0%) multimodal factor within the vicinity of the redevelopment. This factor was applied to the trip generation calculations to account for the environment in which the project site is located. It is expected that residents, guests, employees, and patrons will choose to walk, bike, or use public transit to and from the proposed redevelopment.

Internal capture is expected between the complementary land uses within the project. Internal capture trips for the project were determined based upon methodology contained in the *ITE's Trip Generation Handbook*, 3rd Edition. An internal capture rate of 12.5 percent (12.5%) for the P.M. peak hour trip generation was calculated for the existing development. Internal capture rates of 1.0 percent (1.0%) for the A.M. peak hour trip generation and 13.4 percent (13.4%) for the P.M. peak hour trip generation are expected for the proposed redevelopment.

Pass-by capture trip rates were determined based on average rates provided in the ITE's *Trip Generation Handbook*, 3rd Edition. The pass-by rate for the shopping center land use is 34 percent (34%) during the P.M. peak hour.

As shown in Table 1, the project is expected to generate 196 weekday A.M. peak hour vehicular trips and 268 weekday P.M. peak hour trips. Detailed trip generation information is included in Appendix E.

Table 1: Proposed Net New Trip Generation

A.M. (P.M.) Peak Hour				
Future Land Use (ITE Code)	**Scale**	**Net New External Trips**	**Entering Trips**	**Exiting Trips**
Existing Development				
Mobile Home Park (240)	28 dwelling units	7 (11)	2 (6)	5 (5)
Construction Equipment Rental Store (811)	4,311 square feet	0 (3)	0 (1)	0 (2)
Existing Development Vehicle Trips (vehicles per hour)		7 (14)	2 (7)	5 (7)
Proposed Development				
Multifamily Housing (Mid-Rise) (221)	275 dwelling units	87 (92)	23 (54)	64 (38)
Hotel (310)	230 rooms	106 (135)	62 (67)	44 (68)
Shopping Center (820)	11,500 square feet	10 (55)	6 (30)	4 (25)
Proposed Redevelopment Vehicle Trips (vph)		203 (282)	91 (151)	112 (131)
Net New Redevelopment				
Net New Vehicle Trips (vph)		196 (268)	89 (144)	107 (124)

Trip Distribution and Assignment

The distribution of project traffic was estimated for the trips expected to be generated by the proposed redevelopment. The trip distribution was developed based on traffic characteristics within the study and a selected zone analysis performed using the 2015/2045 FSUTMS – SERPM. It is expected that 16 percent (16%) of trips will access the site to/from the north, 10 percent (10%) will access the site to/from the south, 48 percent (48%) will access the site to/from the east, and 26 percent (26%) will access the site to/from the west of the project site.

Figure 4 details the project's trip distribution for the weekday A.M. and P.M. peak hour and Figure 5 details the project's net new trip assignment for the A.M. and P.M. peak hour. Figure 6 details the project's pass-by trip distribution for the weekday P.M. peak hour and Figure 7 details the project's pass-by trip assignment for the P.M. peak hour. The detailed trip distribution from the FSUTMS – SERPM model is included in Appendix F.

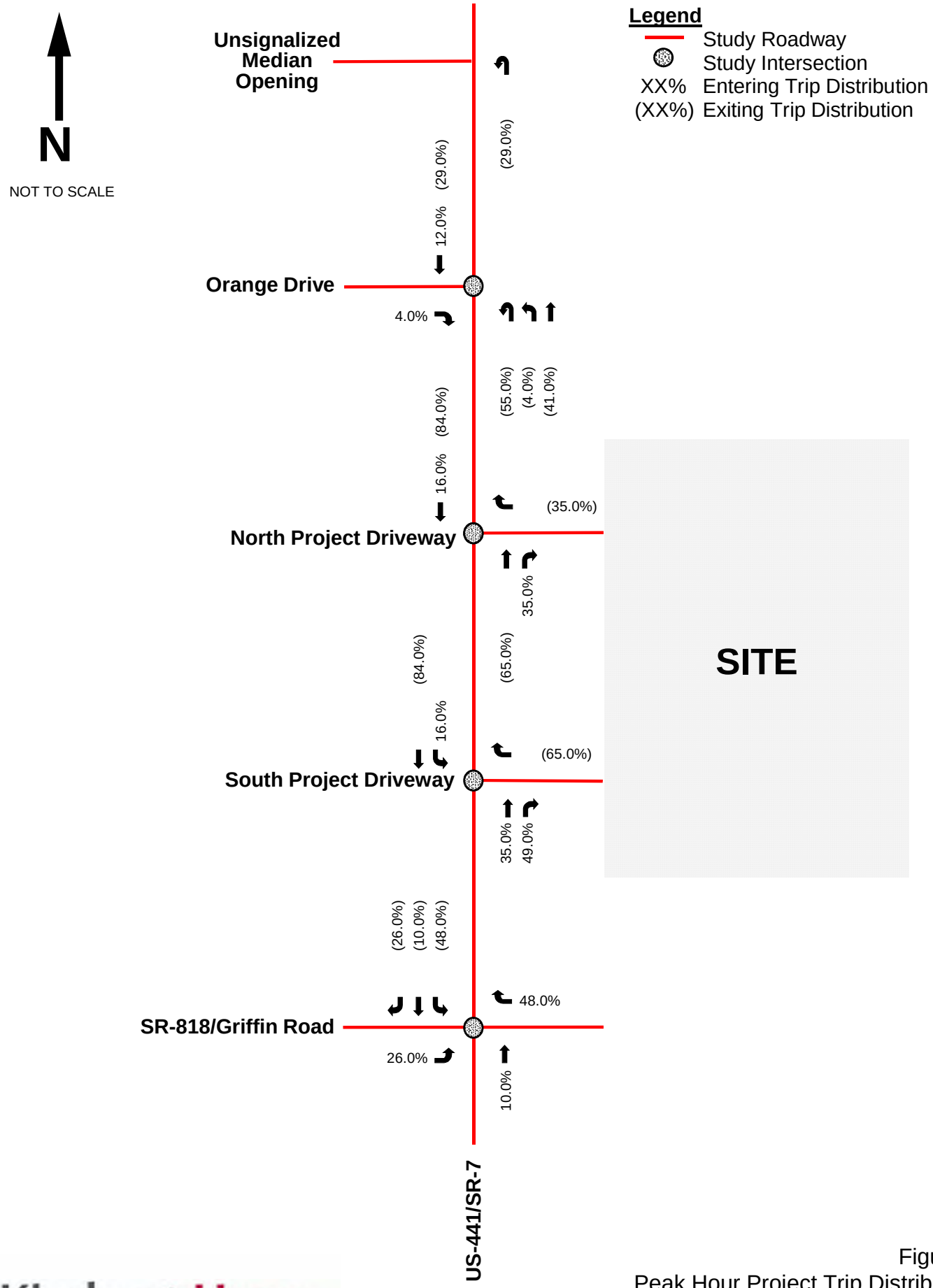
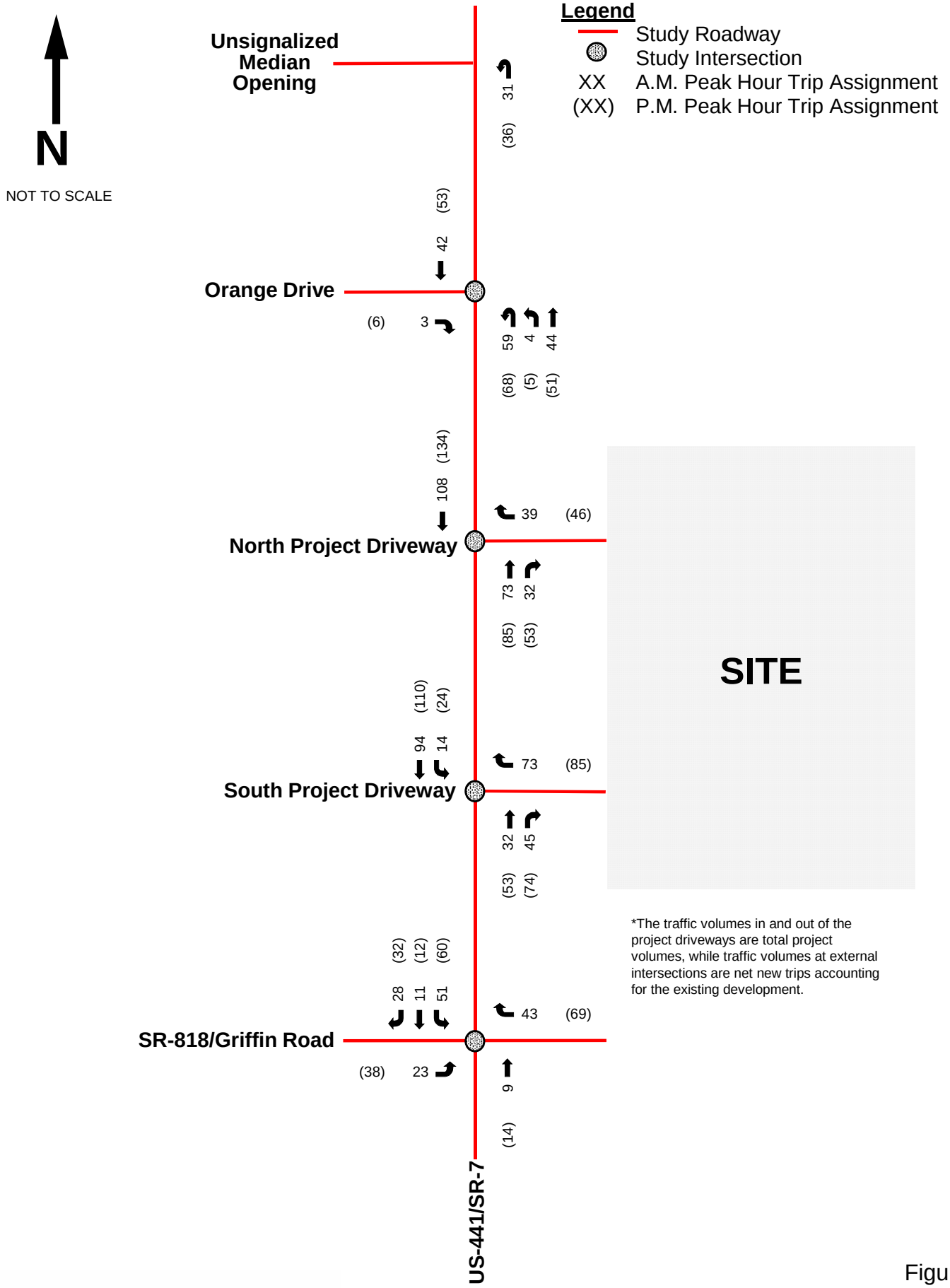


Figure 4
Peak Hour Project Trip Distribution
Harbor Landings Mixed-Use Redevelopment

Kimley»Horn



*The traffic volumes in and out of the project driveways are total project volumes, while traffic volumes at external intersections are net new trips accounting for the existing development.

Figure 5
Peak Hour Project Trip Assignment
Harbor Landings Mixed-Use Redevelopment

Kimley»Horn

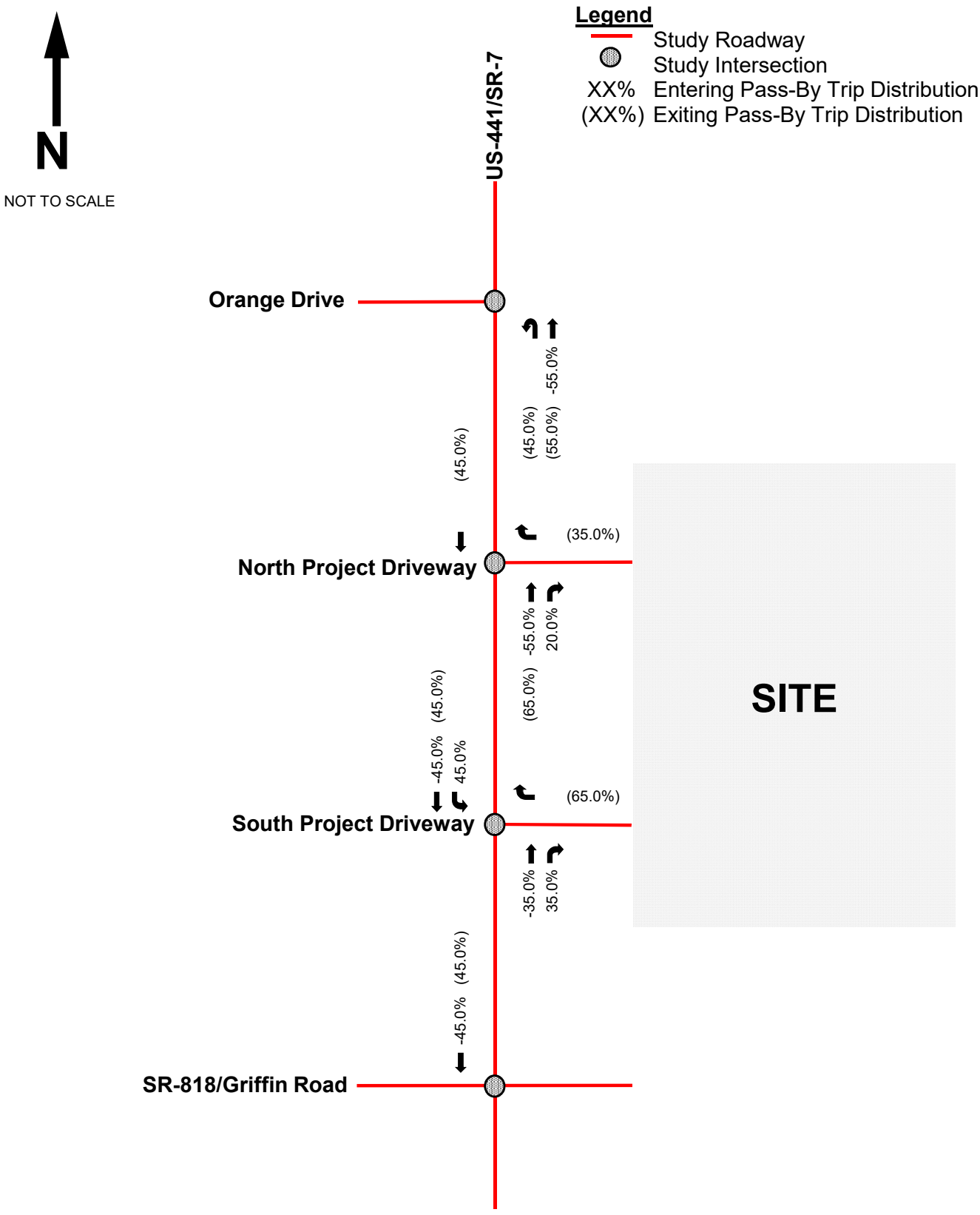


Figure 6
P.M. Peak Hour Pass-By Trip Distribution Harbor Landings Mixed-Use Redevelopment

Kimley»Horn

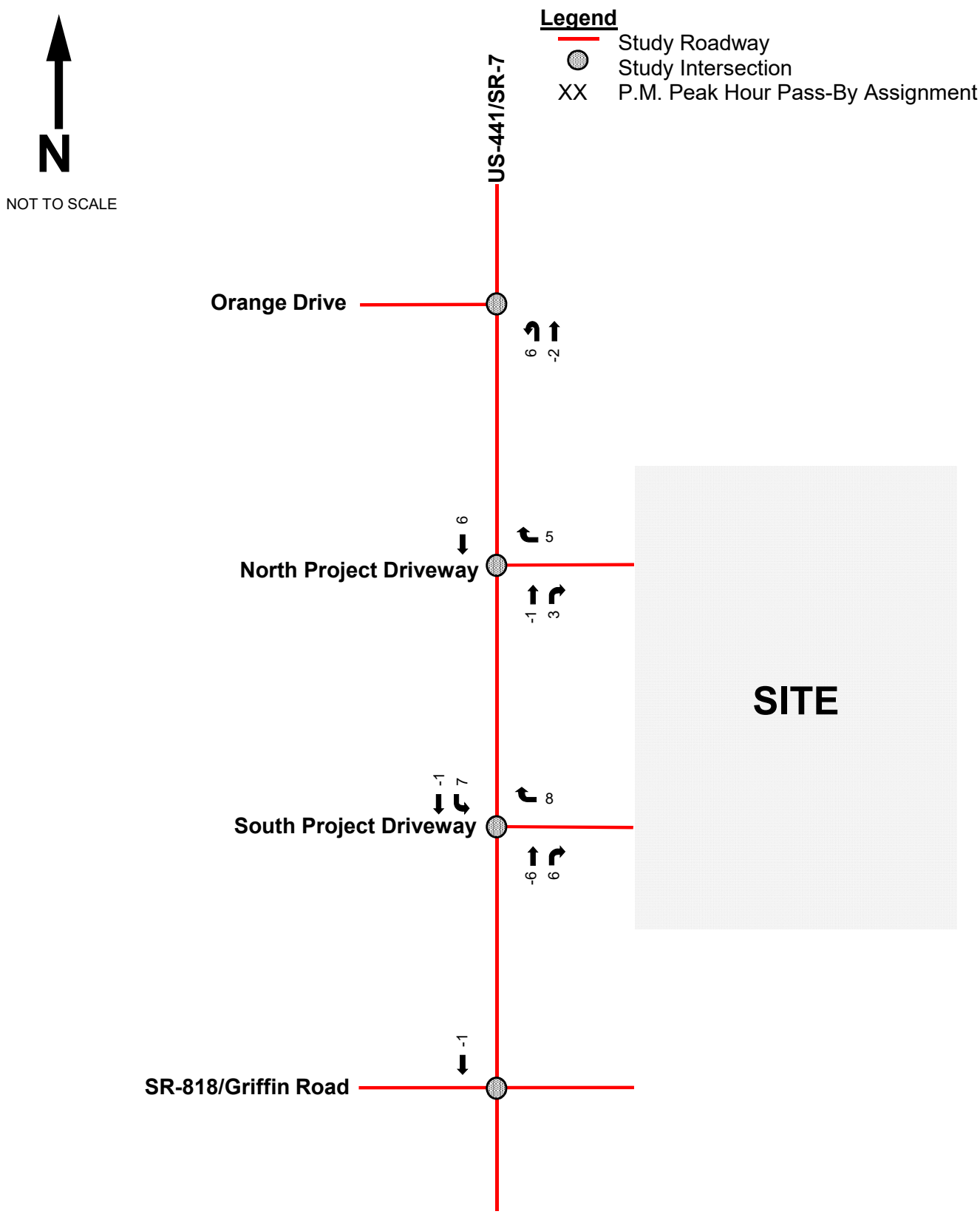
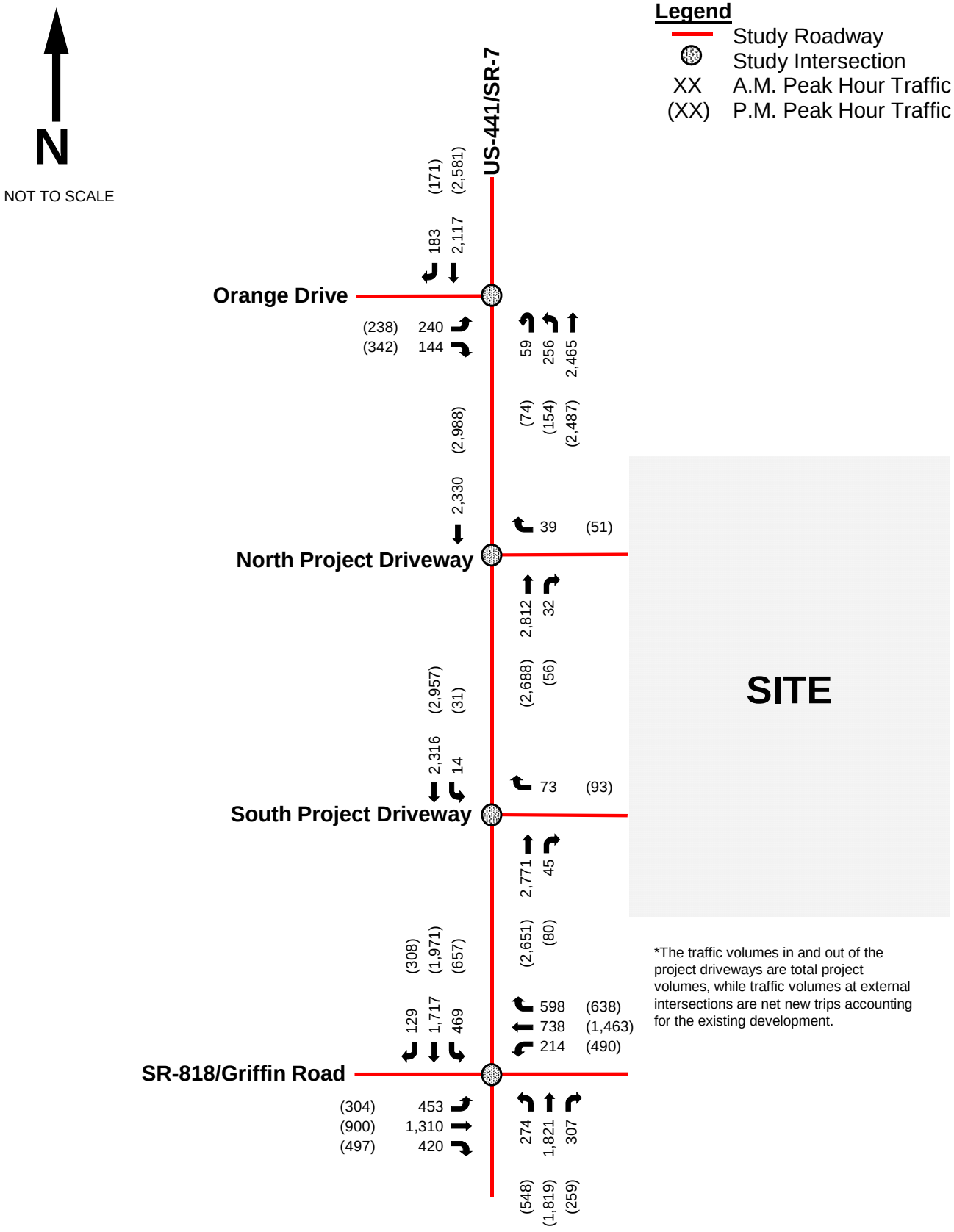


Figure 7
P.M. Peak Hour Pass-By Trip Assignment
Harbor Landings Mixed-Use Redevelopment

Kimley»Horn

FUTURE TOTAL TRAFFIC

Future total traffic conditions are defined as the expected traffic conditions in the year 2023 after the opening of the project. Total traffic volumes considered in the analysis for this project are the sum of the background traffic volumes and the expected project traffic volumes. Figure 8 presents the future total turning movement volumes at the study intersections during the weekday A.M. and P.M. peak hours. Volume Development worksheets for the study intersections are included in Appendix G.



*The traffic volumes in and out of the project driveways are total project volumes, while traffic volumes at external intersections are net new trips accounting for the existing development.

Figure 8
Future Total (2023) Peak Hour Traffic
Harbor Landings Mixed-Use Redevelopment

Kimley»Horn

INTERSECTION CAPACITY ANALYSIS

The study area intersection operating conditions were analyzed for three (3) scenarios (existing conditions, future background conditions, and future total conditions) during the A.M. and P.M. peak hours using Trafficware's *SYNCHRO 10* software, which applies methodologies outlined in the Transportation Research Board's (TRB's) *Highway Capacity Manual* (HCM), 6th Edition. Synchro worksheets for the study intersections are included in Appendix H. A summary of the intersection analyses is presented in Table 2 and Table 3.

Intersection capacity analyses indicate that the study intersections are expected to operate at LOS D or better during the A.M. and P.M. peak hours under all analysis scenarios with the exception of the intersection of SR-818/Griffin Road and SR-7/US-441 under existing, future background, and future total conditions during the A.M. and P.M. peak hours. Please note that the project assigns net new traffic equivalent to less than 2.0 percent (<2.0%) of the overall traffic volume at this intersection during the A.M. peak hour and less than 2.4 percent (<2.4%) during the P.M. peak hour. As the project contributes less than 5.0 percent (<5.0%) of traffic volumes at this intersection, the project is not considered to significantly impact this intersection.

Table 2: A.M. Peak Hour Intersection Capacity Analysis						
Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
			EB	WB	NB	SB
Existing Conditions (Future Background Conditions) [Future Total Conditions]						
Orange Drive and SR-7/US-441	Signalized	A/6.6 sec (A/8.5 sec) [B/12.0 sec]	E (E) [E]	(1)	A (A) [A]	A (A) [A]
SR-818/Griffin Road and SR-7/US-441	Signalized	E/76.1 sec (F/95.9 sec) [F/107.4 sec]	E (F) [F]	F (F) [F]	D (E) [E]	D (E) [F]
North Project Driveway and SR-7/US-441	One-Way, Stop Controlled	(2)	(1)	(1) ((1)) [C]	(3)	(3)
South Project Driveway and SR-7/US-441	One-Way, Stop Controlled	(2)	(1)	(1) ((1)) [C]	(3)	(3)

Notes: (1) Approach does not exist.
(2) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(3) Approach operates under free-flow conditions. LOS is not defined.

Table 3: P.M. Peak Hour Intersection Capacity Analysis						
Intersection	Traffic Control	Overall LOS/Delay	Approach LOS			
			EB	WB	NB	SB
Existing Conditions (Future Background Conditions) [Future Total Conditions]						
Orange Drive and SR-7/US-441	Signalized	B/12.5 sec (B/16.3 sec) [C/24.7 sec]	E (E) [F]	(1)	A (A) [A]	A (B) [C]
SR-818/Griffin Road and SR-7/US-441	Signalized	F/97.5 sec (F/139.5 sec) [F/156.8 sec]	F (F) [F]	F (F) [F]	F (F) [F]	F (F) [F]
North Project Driveway and SR-7/US-441	One-Way, Stop Controlled	(2)	(1)	(1) ((1)) [C]	(3)	(3)
South Project Driveway and SR-7/US-441	One-Way, Stop Controlled	(2)	(1)	(1) ((1)) [D]	(3)	(3)

Notes: (1) Approach does not exist.
(2) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(3) Approach operates under free-flow conditions. LOS is not defined.

TURN LANE QUEUE LENGTH ANALYSIS

A 95th percentile queue analysis was performed to determine if the existing exclusive left-turn lane storage lengths at the northbound approach at the intersection of SR-7/US-441 and Orange Drive and the southbound approach at the intersection of SR-7/US-441 and the South Project Driveway are able to accommodate expected vehicle queue lengths under existing, future background, and future total analysis conditions. The 95th percentile queue lengths were calculated using Trafficware's *SYNCHRO 10* software. The results of the queue length analysis are summarized in Table 4 and Table 5. Synchro worksheets for the study intersections are included in Appendix H. The results of the analysis indicate that the existing exclusive left-turn lanes are able to accommodate the expected vehicle queues at the study intersections under all analysis conditions with the exception of the northbound left-turn at the intersection of SR-7/US-441 and Orange Drive under future total conditions during the A.M. peak hour. Please note that the project is expected to increase the 95th percentile queue length by less than three (3) vehicles. Pending FDOT approval, the project proposes to extend the northbound left-turn storage length by eliminating the existing landscaped median and maximizing the available distance between the northbound and southbound left-turn lanes. Note that the northbound left-turn lane can be extended to 290 feet without impacting the southbound left-turn lane providing the additional queue storage length necessary to accommodate three (3) vehicles.

Table 4: A.M. Peak Hour Turn Lane Queuing Analysis

Existing Conditions (Future Background Conditions) [Future Total Conditions]

Intersection	Movement	95th Percentile Queue (ft)(1)	Existing Storage Length (ft)	Turn Lane Sufficient?
SR-7/US-441 and Orange Drive	Northbound Left-Turn	m198 (m214) [m277]	230	Yes (Yes) [No]
SR-7/US-441 and South Project Driveway	Southbound Left-Turn	(2) ((2)) [38]	260	(2) ((2)) [Yes]

Notes: (1) The 95th percentile queue length is based on Synchro 10 capacity analyses. Minimum queue of 25 feet assumed.
(2) Not analyzed.
m 95th percentile queue is metered by upstream signal.

Table 5: P.M. Peak Hour Turn Lane Queuing Analysis				
Existing Conditions (Future Background Conditions) [Future Total Conditions]				
Intersection	Movement	95th Percentile Queue (ft)(1)	Existing Storage Length (ft)	Turn Lane Sufficient?
SR-7/US-441 and Orange Drive	Northbound Left-Turn	m111 (m121) [m187]	230	Yes (Yes) [Yes]
SR-7/US-441 and South Project Driveway	Southbound Left-Turn	(2) ((2)) [80]	260	(2) ((2)) [Yes]

Notes: (1) The 95th percentile queue length is based on Synchro 10 capacity analyses. Minimum queue of 25 feet assumed.
(2) Not analyzed.
m 95th percentile queue is metered by upstream signal.

CONCLUSION

Corporate Coaches, Inc. is proposing to redevelop the property generally located at 4500 South SR-7/US-441, north of SR-818/Griffin Road. Currently, the site proposed for redevelopment is occupied by 28 mobile home residential units and a 4,311 square-foot U-Haul rental store. The proposed redevelopment consists of 275 mid-rise residential units, a 230-room hotel, and 11,500 square feet of retail space. Note that 2,500 square feet of the proposed retail space may include a fast-food restaurant with drive-through window or drive-in bank. The project is expected to be completed and opened by year 2023.

Access to the site will be provided via one (1) limited access (right-in/right-out) driveway and one (1) directional (right-in/right-out/left-in) driveway along SR-7/US-441.

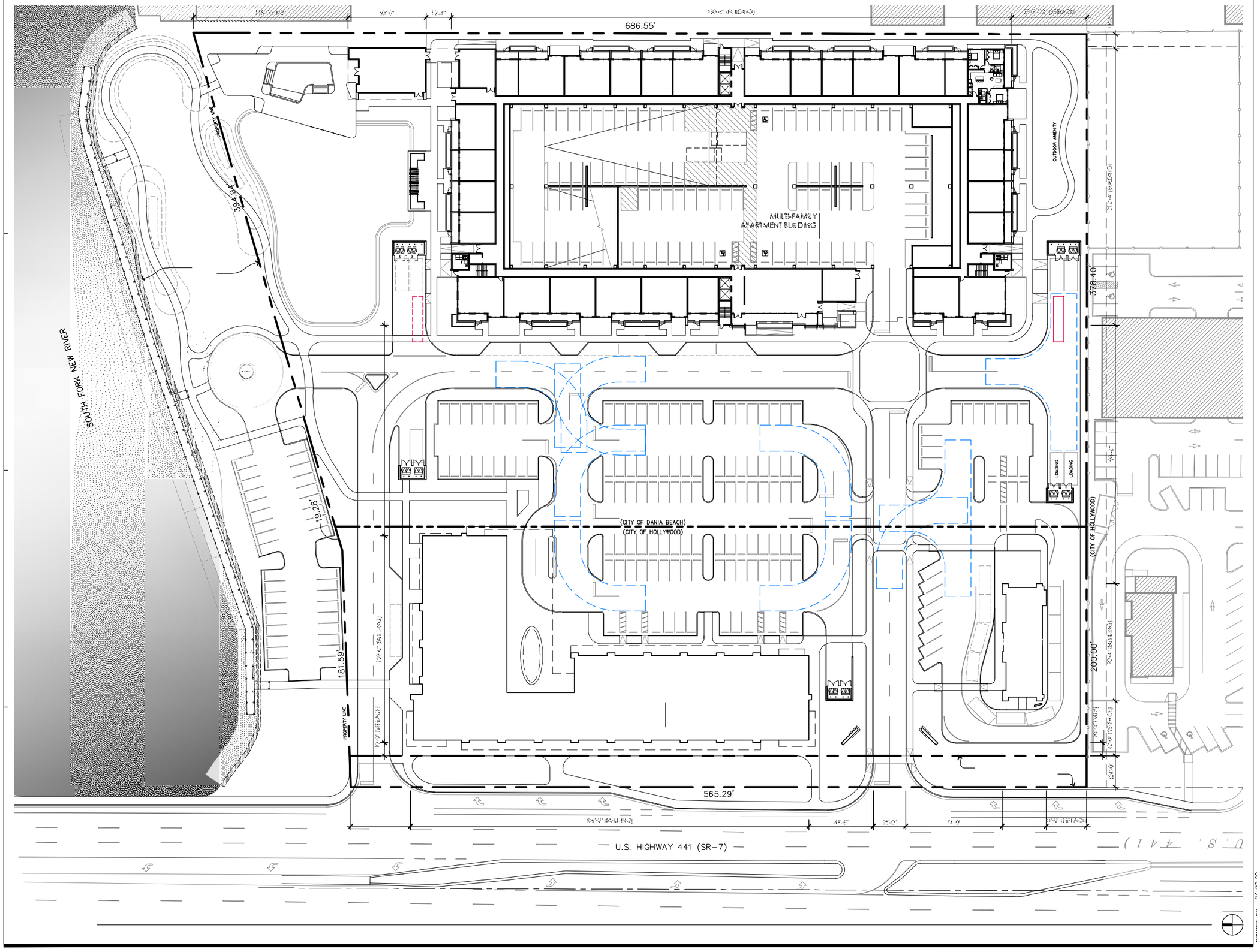
Trip generation calculations for the proposed development were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition. The project is expected to generate 196 net new weekday A.M. peak hour vehicular trips and 268 net new weekday P.M. peak hour vehicular trips.

Intersection capacity analyses indicate that the study intersections are expected to operate at level of service (LOS) D or better during the A.M. and P.M. peak hours under all analysis scenarios with the exception of the intersection of SR-818/Griffin Road and SR-7/US-441 under existing, future background, and future total conditions during the A.M. and P.M. peak hours. Please note that the project assigns net new traffic equivalent to less than 2.0 percent (<2.0%) of the overall traffic volume at this intersection during the A.M. peak hour and less than 2.4 percent (<2.4%) during the P.M. peak hour.

A 95th percentile queue analysis indicates that the existing exclusive left-turn lanes lengths at the northbound approach at the intersection of SR-7/US-441 and Orange Drive and the southbound approach at the intersection of SR-7/US-441 and the South Project Driveway are able to accommodate the expected vehicle queues at the study intersections under all analysis conditions with the exception of the northbound left-turn at the intersection of SR-7/US-441 and Orange Drive under future total conditions during the A.M. peak hour. Project traffic is expected to increase the 95th percentile queue length by less than three (3) vehicles for this movement. Pending FDOT approval, the project proposes to extend the northbound left-turn storage length by eliminating the existing landscaped median and maximizing the available distance between the northbound and southbound left-turn lanes. Note that the northbound left-turn lane can be extended to 290 feet without impacting the southbound left-turn lane providing the additional queue storage length necessary to accommodate three (3) vehicles.

Appendix A

Site Plan



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SITE PLAN SUBMITTAL

Appendix B

Methodology Correspondence

Kimley»Horn

MEMORANDUM

To: Xavier R. Falconi, P.E., Calvin, Giordano & Associates, Inc. (City of Dania Beach)
Rick Mitinger, P.E., City of Hollywood Department of Development Services

From: John McWilliams, P.E.
Omar Kanaan, P.E.

CC: Corinne Lajoie, AICP, City of Dania Beach Community Development
Eleanor Norena, City of Dania Beach Community Development
Shiv Newaldass, City of Hollywood Department of Development Services
Leslie Del Monte, City of Hollywood Planning Division

Date: June 11, 2020

Subject: Harbor Landings Mixed-Use Redevelopment
Site Plan Traffic Impact Study Methodology

The purpose of this memorandum is to summarize the traffic study methodology for the Harbor Landings redevelopment generally located at 4500 South SR-7 in Hollywood, Florida. Note that the site proposed for redevelopment is within the boundary of the City of Dania Beach and the City of Hollywood. However, all vehicular access points are within the City of Hollywood. Currently, the site proposed for redevelopment is occupied by 28 mobile home residential units and a 4,311 square-foot U-Haul rental store. The proposed redevelopment consists of 275 mid-rise residential units, a 230-room hotel, and 11,500 square feet of retail space. Note that 2,500 square feet of the proposed retail space may include a fast-food restaurant with drive-through window or drive-in bank. A project location map and conceptual site plan is included in Attachment A. The following sections summarize our proposed traffic study methodology.

TRIP GENERATION

Trip generation calculations for the proposed redevelopment were performed using Institute of Transportation Engineers' (ITE's) *Trip Generation Manual*, 10th Edition. ITE Land Use Codes (LUC) 240 (Mobile Home Park) and LUC 811 (Construction Equipment Rental Store) were used for the existing development and LUC 221 (Multifamily Housing [Mid-Rise]), LUC 310 (Hotel), and LUC 820 (Shopping Center) were used for the proposed redevelopment.

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tracts in the vicinity of the development. A multimodal factor of 4.0 percent (4.0%) was calculated using the Census data. It is expected that residents, guests, and patrons will choose to walk or use public transit to and from the proposed redevelopment. Transit route information will be documented in the report. Detailed trip generation calculations and US Census *Means of Transportation to Work* data are included in Attachment B.

Internal capture is expected between the complementary land uses within the project. Internal capture trips for the project were determined based upon methodology contained in the *ITE's Trip Generation Handbook*, 3rd Edition. Internal capture rates of 12.5 percent (12.5%) for the P.M. peak hour trip

generation were calculated for the existing development. Internal capture rates of 1.0 percent (1.0%) for the A.M. peak hour trip generation and 13.4 percent (13.4%) for the P.M. peak hour trip generation are expected for the proposed redevelopment.

Pass-by capture trip rates were determined based on average rates provided in the ITE's *Trip Generation Handbook*, 3rd Edition. The pass-by capture rate for the proposed retail space is 34.0 percent (34.0%) during the P.M. peak hour.

The trip generation calculations indicate that the proposed redevelopment will generate 196 net new external trips during the weekday A.M. peak hour and 268 net new external trips during the weekday P.M. peak hour. Detailed trip generation calculations are contained in Attachment B.

DATA COLLECTION

As a result of atypical traffic conditions from COVID-19, turning movement count data was gathered from a previous traffic study prepared within the vicinity of the site. Traffic data collected on May 25, 2017 (Thursday) as part of the *441 ROC Traffic Impact Statement,* June 2017, will be utilized for the analysis. The turning movement count data was collected during the A.M. (7:00 A.M. to 9:00 A.M.) and P.M. (4:00 P.M. to 6:00 P.M.) peak periods. Turning movement counts were collected in 15-minute intervals during the two (2) peak periods. Turning movement counts also include pedestrians and bicyclists. All traffic counts will be will be grown to achieve existing conditions (year 2020) volumes and adjusted to peak season conditions using the appropriate Florida Department of Transportation (FDOT) peak season category factors. Traffic signal timing information will be obtained from Broward County Traffic Engineering Division. All traffic data collected will be provided in the Appendix of the traffic impact study.

STUDY AREA

The following intersections including project driveways will be examined as part of the study area:

1. Orange Drive and US-441/SR-7
2. SR-818/Griffin Road and US-441/SR-7

TRIP DISTRIBUTION

Trip distribution will be determined using a select zone analysis for the appropriate Traffic Analysis Zone (TAZ) in the Southeast Florida Regional Planning Model (SERPM). Adjustments to the traffic distribution will be made to account for project trips utilizing the local roadway network as a result of the site's access management restrictions and based on actual turning movement counts collected at study area intersections.

BACKGROUND GROWTH RATE/MAJOR COMMITTED DEVELOPMENT

A background growth rate will be calculated based on historic growth trends at nearby FDOT traffic count stations. Additionally, growth rates based on the SERPM projected 2015 and 2045 model network volumes will be examined. The higher of the two (2) growth rates will be used in the analysis. The City will identify any committed developments in the vicinity of the study area and will be included as part of future background conditions.

CAPACITY ANALYSIS

Capacity analyses will be conducted for the A.M. and P.M. peak hours at the study intersections and driveways. Intersection analyses will be performed using Trafficware's *Synchro 10* traffic engineering analysis software, which applies the Transportation Research Board's (TRB's) *Highway Capacity Manual* (HCM) 2000, 2010, and 6th Edition methodologies. Capacity analyses will be conducted for three (3) scenarios: existing, build-out year without project, and build-out year with project. The anticipated build-out year will be specified in the analysis.

The following figures will be included for the study intersections:

- Existing conditions
- Future background traffic conditions (with growth rate)
- Trip distribution
- Trip assignment
- Future total traffic conditions (with project)

95TH PERCENTILE QUEUE LENGTH/TURN-LANE ANALYSIS

A 95th percentile queue analysis utilizing *Synchro 10* traffic engineering analysis software, which applies the Transportation Research Board's (TRB) *HCM* methodology, will be performed for the northbound approach at the intersection of SR-7/US-441 and Orange Drive and the southbound approach at the intersection of SR-7/US-441 and the south project driveway. The analysis will examine expected vehicle queuing lengths under existing, future background, and future total traffic conditions. The existing storage and taper lengths of the turn-lanes will be documented in the report. If queuing deficiencies are identified, strategies and improvements may be developed to attain acceptable queuing lengths.

DOCUMENTATION

The results of the traffic analysis will be summarized in a report. The report will include supporting documents including signal timings, lane geometry, and software output sheets. The report will also include text and graphics necessary to summarize the assumptions and analysis.

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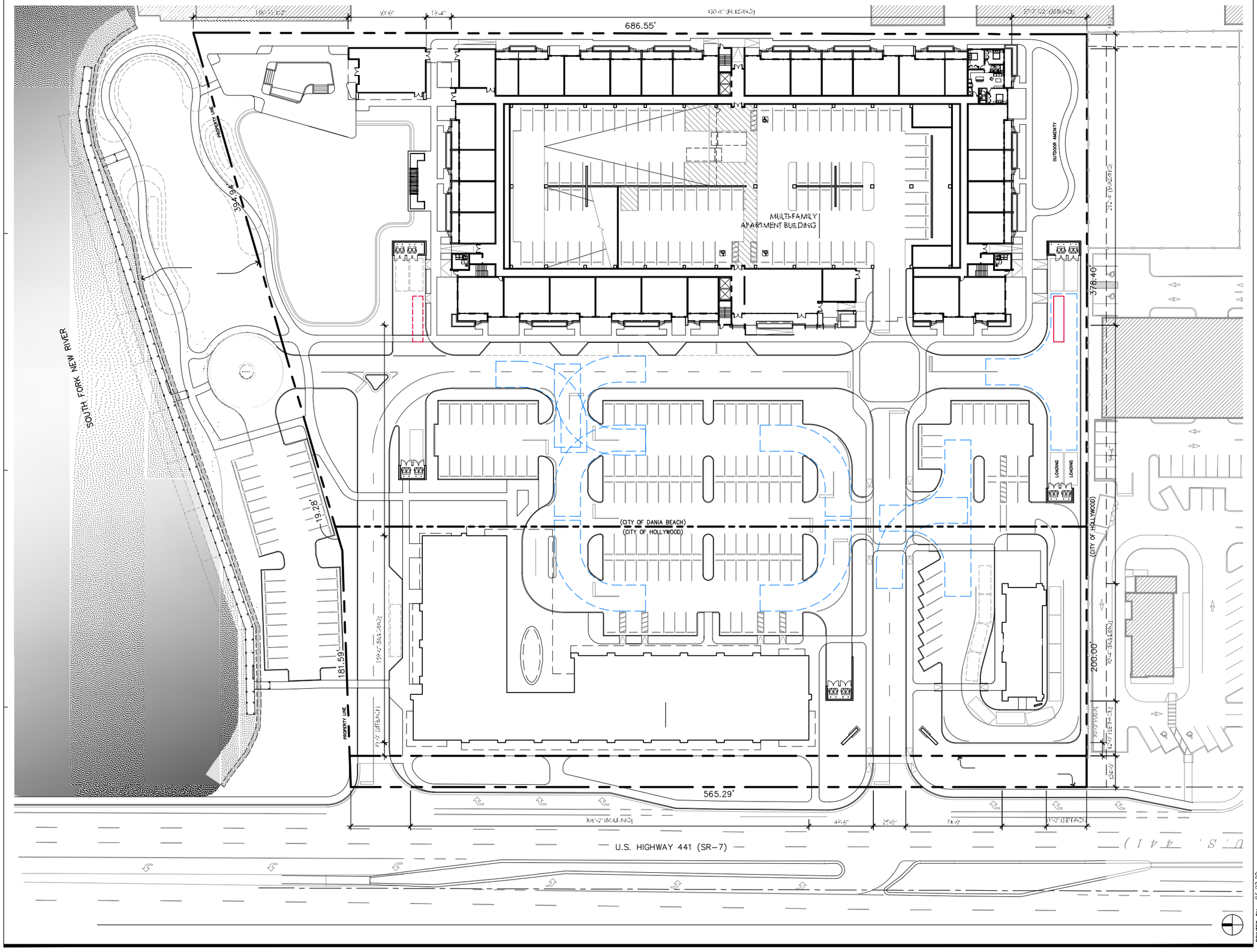
Attachment A

Project Location Map and Conceptual Site Plan

Kimley»Horn

Figure 1
Project Location Map
Hollywood-Dania Beach Mixed-Use Redevelopment
Hollywood and Dania Beach, Florida



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Attachment B

Trip Generation Calculations

AM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		NET NEW EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Mobile Home Park	10	240	28	du	31%	69%	2	5	7	4.0%	0	2	5	7	0.0%	0	2	5	7	0.0%	0	2	5	7
	2	Construction Equipment Rental Store	10	811	4.311	ksf	50%	50%	0	0	0	4.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation			**Total:**		2	5	7	4.0%	0	2	5	7	0.0%	0	2	5	7	0.0%	0	2	5	7
		240		Y=0.26(X)																						
		811		(1)																						

Note: (1) A.M. peak hour trip generation data for LUC 811 is not provided by ITE.

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		NET NEW EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Multifamily (Mid-Rise)	10	221	275	du	26%	74%	24	68	92	4.0%	4	23	65	88	1.1%	1	23	64	87	0.0%	0	23	64	87
	2	Hotel	10	310	230	room	59%	41%	65	45	110	4.0%	4	62	44	106	0.0%	0	62	44	106	0.0%	0	62	44	106
	3	Shopping Center	10	820	11.5	ksf	62%	38%	7	4	11	4.0%	0	7	4	11	9.1%	1	6	4	10	0.0%	0	6	4	10
	4																									
	5																									
	6																									
	7																									
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	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation			**Total:**		96	117	213	4.0%	8	92	113	205	1.0%	2	91	112	203	0.0%	0	91	112	203
		221		LN(Y) = 0.98*LN(X)+-0.98																						
		310		Y=0.5*(X)+-5.34																						
		820		Y=0.94(X)																						

	IN	OUT	TOTAL
NET NEW TRIPS	**89**	**107**	**196**

PM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		NET NEW EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Mobile Home Park	10	240	28	du	62%	38%	8	5	13	4.0%	1	7	5	12	8.3%	1	6	5	11	0.0%	0	6	5	11
	2	Construction Equipment Rental Store	10	811	4.311	ksf	28%	72%	1	3	4	4.0%	0	1	3	4	25.0%	1	1	2	3	0.0%	0	1	2	3
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		Total:							9	8	17	4.0%	1	8	8	16	12.5%	2	7	7	14	0.0%	0	7	7	14

ITE Land Use Code	Rate or Equation
240	Y=0.46(X)
811	Y=0.99(X)

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		NET NEW EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Multifamily (Mid-Rise)	10	221	275	du	61%	39%	71	46	117	4.0%	5	68	44	112	17.9%	20	54	38	92	0.0%	0	54	38	92
	2	Hotel	10	310	230	room	51%	49%	74	72	146	4.0%	6	71	69	140	3.6%	5	67	68	135	0.0%	0	67	68	135
	3	Shopping Center	10	820	11.5	ksf	48%	52%	53	57	110	4.0%	3	52	55	107	21.5%	23	46	38	84	34.0%	29	30	25	55
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		Total:							198	175	373	3.8%	14	191	168	359	13.4%	48	167	144	311	9.3%	29	151	131	282

ITE Land Use Code	Rate or Equation
221	LN(Y) = 0.96*LN(X)+-0.63
310	Y=0.75*(X)+-26.02
820	LN(Y) = 0.74*LN(X)+2.89

	IN	OUT	TOTAL
NET NEW TRIPS	**144**	**124**	**268**

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour based on the Trip Generation Handbook, 3rd Edition, published by the Institute of Transportation Engineers

SUMMARY (EXISTING)

GROSS TRIP GENERATION

INPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	0	0	0	0
Retail	0	0	1	3
Restaurant	0	0	0	0
Cinema/Entertainment	0	0	0	0
Residential	2	5	7	5
Hotel	0	0	0	0
	2	5	8	8

INTERNAL TRIPS

OUTPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	0	0	0	0
Retail	0	0	0	1
Restaurant	0	0	0	0
Cinema/Entertainment	0	0	0	0
Residential	0	0	1	0
Hotel	0	0	0	0
	0	0	1	1

OUTPUT

Total % Reduction	*0.0%*	*12.5%*
Office	0.0%	
Retail		25.0%
Restaurant		
Cinema/Entertainment		
Residential	0.0%	8.3%
Hotel		

EXTERNAL TRIPS

OUTPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	0	0	0	0
Retail	0	0	1	2
Restaurant	0	0	0	0
Cinema/Entertainment	0	0	0	0
Residential	2	5	6	5
Hotel	0	0	0	0
	2	5	7	7

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour based on the Trip Generation Handbook, 3rd Edition, published by the Institute of Transportation Engineers

SUMMARY (PROPOSED)

GROSS TRIP GENERATION

INPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	0	0	0	0
Retail	7	4	52	55
Restaurant	0	0	0	0
Cinema/Entertainment	0	0	0	0
Residential	23	65	68	44
Hotel	62	44	71	69
	92	113	191	168

INTERNAL TRIPS

OUTPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	0	0	0	0
Retail	1	0	6	17
Restaurant	0	0	0	0
Cinema/Entertainment	0	0	0	0
Residential	0	1	14	6
Hotel	0	0	4	1
	1	1	24	24

OUTPUT

Total % Reduction	*1.0%*	*13.4%*
Office		
Retail	9.1%	21.5%
Restaurant		
Cinema/Entertainment		
Residential	1.1%	17.9%
Hotel	0.0%	3.6%

EXTERNAL TRIPS

OUTPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	0	0	0	0
Retail	6	4	46	38
Restaurant	0	0	0	0
Cinema/Entertainment	0	0	0	0
Residential	23	64	54	38
Hotel	62	44	67	68
	91	112	167	144

2SX8ˆLMW MW E QSHM¦IH ZMI[SJ SHYLG HKIMR'IRWYWFYVIY

2SX8ˆLMW HS[RPSEHIH SV TVMRXIH HSGYQIRX QE] RSX FI XLI QSWX GYVVIRX ZIVWMSR

1)%27 83 *%27 %&3 %&3 ;36/

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%QIVMGER 'SQQYRMX] 7YV
9RMXIH I˚½
; SVOW IˆE]VW EZRVH S
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7SYGV9 7 'IRWYWFY&YV˝ %QIVMGER 'SQQYRMX] 7YV XIQEXIW

%PXLSYKL XLI %QIVMGER 'SQQYRMX] 7YVZI] MW XLI PEVKIWX LSYWILSPH WYVZI] MR XLI 9RMXIH 7XEXIW ERH TVSZMHIW IWXMQEXIW
MX MW XLI 'IRWYW &YVIEY ERH)GSRSQMGW ERH 7XEXMWXMGW ERH HMWWIQMREXIW XLI S¨GMEP IWXMQEXIW SJ
XLI TSTYPEXMSR JSV XLI REXMSR WXEXIW GSYRXMIW GMXMIW ERH XS[RW JSV ERH
GSYRXMIW

(EXE EVI FEWIH SR E WEQTPI ERH EVI WYFNIGX XS ZEVMEFMPMX] HYI XS WEQTPMRK JSV ER IWXMQEXI
EVMWMRK JVSQ XLI WEQTPI MW VITVIWIRXIH XLVSYKL XLI YWI SJ E QEVKMR SJ IVVSV WLS[R MR XLI
¸ TIVGIRX GSRJMHIRGI MRXIVZEP MW XLI VERKI JVSQ XLI IWXMQEXI QMRYW XLI QEVKMR SJ IVVSV XS
XLEX XLI IWXMQEXI TPYW XLI QEVKMR SJ IVVSV XLI IWXMQEXI QE] FI PS[IV SV LMKLIV XLER XLI
PS[IV ERH YTTIV GSR¦HIRGI FSYRHW HYI XS RSRWEQTPMRK IVVSV WII XLI %QIVMGER 'SQQYRMX]
IWXMQEXIW EVI FEWIH SR TVSNIGXMSRW SJ XLI TSTYPEXMSR 7SQI WXEXMWXMGW MR XLMW HEXE TVSHYGX
(SGYQIRXEXMSR SJ RSRWEQTPMRK IVVSV XLIWI XEFPIW

; SVOW MRGPYHI QIQFIVW SJ XLI EVQIH JSVGIW ERH SXLIV IQTPS]IIW

;LMPI XLI ˝ %QIVMGER 'SQQYRMX] 7YVZI] XLI .YP] ˇ 3¨GI SJ 1EREKIQIRX
ERH &YHKIX 31& HIPMRIEXMSR SJ QIXVSTSPMXER ERH QMGVSTSPMXER WXEXMWXMGEP EVIEW XLI
REQIW GSHIW ERH FSYRHEVMIW SJ XLI TVMRGMTEP GMXMIW WLS[R MR XLIWI XEFPIW QE] HMJJIV
HYI XS HMJJIVIRGIW MR XLI IJJIGXMZI HEXIW SJ XLI KISKVETLMG IRXMXMIW

)WXMQEXIW SJ YVFER ERH VYVEP TSTYPEXMSR LSYWMRK YRMXW ERH GLEVEGXIVMWXMGW VIJPIGX FSYRHEVMIW SJ YVFER EV
HI¦RIH FEWIH SR 'IRWYW HEXE 'SRWIUYIRXP] HEXE JSV YVFER ERH VYVEP EVIEW JVSQ XLI 7 XSX RIGIWWEVMP]
VI§IGX XLI VIWYPXW SJ SRKSMRK YVFERM^EXMSR

)\TPEREXMSR SJ 7]QFSPW˚
%R]IEV XLI IWXMQEXI GSPYQR MRHMGEXIW XLEX IMXLIV RS SV XSS JI[WEQTPI SFWIV
SFWIVZEXMSRW [IVI EZEMPEFPI XS GSQTYXI ER IWXMQEXI SV E VEXMS SJ QIHMERW GERRSX FI GEPGYPEXIH
ETTVSTVMEXI
%R]IEV XLI IWXMQEXI GSPYQR MRHMGEXIW XLEX IMXLIV RS WEQTPI SFWIV
SFWIVZEXMSRW [IVI EZEMPEFPI XS GSQTYXI ER IWXMQEXI SV E VEXMS SJ QIHMERW GERRSX FI GEPGYPEXIH FIGEYWI SRI
SV FSXL SJ XLI QIHMER IWXMQEXIW JEPPW MR XLI PS[IWX MRXIVZEP SV YTTIV MRXIVZEP SJ ER STIR IRHIH HMWXVMFYXMSR SV
XLI QIHMER GSYPH RSX FI GEPGYPEXIH [MXL EHIUYEXI VIPMEFMPMX]
%R JSPPS[MRK E QIHMER IWXMQEXI QIERW XLI QIHMER JEPPW MR XLI PS[IWX MRXIV
HMWXVMFYXMSR
%R JSPPS[MRK E QIHMER IWXMQEXI QIERW XLI QIHMER JEPPW MR XLI YTTIV MRXIV
HMWXVMFYXMSR
%R]IEV XLI QEVKMR SJ IVVSV GSPYQR MRHMGEXIW XLEX XLI QIHMER JEPPW MR XLI PS[IWX MRXIV
MRXIVZEP SJ ER STIR IRHIH HMWXVMFYXMSR 7XEXMWXMGEP XIWX MW RSX ETTV
%R]IEV XLI QEVKMR SJ IVVSV GSPYQR MRHMGEXIW XLEX XLI IWXMQEXI MW GSRXVSPPIH 7XEXMWXMGEP XIWX JSV
WEQTPMRK ZEVMEFMPMX] MW RSX ETTV
%R 2]IEV XLI IWXMQEXI GSPYQR MRHMGEXIW XLEX HEXE JSV XLMW KISKV
FI HMWTPE]IH FIGEYWI XLI RYQFIV SJ WEQTPI GEWIW MW X
%R < QIERW XLEX XLI IWXMQEXI MW RSX ETTPMGEFPI SV RSX E

7YTTSVXMRK HSGYQIRXEXMSR SR GSHI PMWXIH MR XLI JSPPS[MRK XEFPI GER FI JSYRH SR XLI %QIVMGER 'SQQYRMX] 7YVZI] [IFWMXI

7EQTPI WM^I HEXE YWIH JSV XLI GEPGYPEXMSRW MR XLMW XEFPI GER FI JSYRH SR XLI %QIVMGER 'SQQYRMX] 7YVZI] [IFWMXI

(135+0+0)/3,334 = 4.0%

'IRWYW 8VEGX ˝ ˘ S[IVW

)WXMQEXI

8SXEP°		˘
'EVXVYGOIV° SV Z		˘
(VSZI EPSRI		ˆ˙˘
'EVTSSPIH°		ˆˆ
-R TIVWSR GEVTSSP		˘˘
-R TIVWSR GEVTSSP		
-R ˘ TIVWSR GEVTSSP		
-R ˘ SV ˆ TIVWSR GEVTSSP		
-R ˙ SV QSVI TIVWSR GEVTSSP		
4YFPMG XVERWTSVXEXMSR I\GPYHMRK XE\MGEF°		˘
&YW SV XVSPPI] FYW		˛ˆ
7XVIIXGEV SV XVSPPI] GEV GEVVS TYFPMGS MR 6MS 4YIVXS 6MGS		
7YF[E] SV IPIZEXIH		˛
6EMPVSEH		
*IVV]FSEX		
8E\MGEF		
1SXSVG]GPI		
&MG]GPI		
;EPOIH		
3XLIV QIERW		
;SVOIH EX LSQI		˘˝

Appendix C

Traffic Data

Turning Movement Counts

TRAFFIC SURVEY SPECIALISTS, INC.
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

ORANGE DRIVE & SR 7
DAVIE, FLORIDA
COUNTED BY: D. GONZALEZ & R. MARTINEZ
SIGNALIZED

Site Code : 00170106
Start Date: 05/25/17
File I.D. : ORAN_SR7
Page : 1

ALL VEHICLES

	SR 7 From North				----- From East				SR 7 From South				ORANGE DRIVE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/25/17																	
07:00	0	0	313	38	0	0	0	0	1	35	367	0	0	44	0	21	819
07:15	0	0	356	24	0	0	0	0	2	37	461	0	0	58	0	24	962
07:30	0	0	373	29	0	0	0	0	1	39	501	0	0	57	0	16	1016
07:45	0	0	446	42	0	0	0	0	1	59	519	0	0	34	0	22	1123
Hr Total	0	0	1488	133	0	0	0	0	5	170	1848	0	0	193	0	83	3920
08:00	0	0	371	36	0	0	0	0	4	38	514	0	0	72	0	31	1066
08:15	3	0	449	37	0	0	0	0	3	44	445	0	0	48	0	27	1056
08:30	0	0	401	34	0	0	0	0	7	44	461	0	0	41	0	32	1020
08:45	0	0	394	49	0	0	0	0	8	40	405	0	1	46	0	13	956
Hr Total	3	0	1615	156	0	0	0	0	22	166	1825	0	1	207	0	103	4098
* BREAK *																	
16:00	0	0	386	18	0	0	0	0	3	25	387	0	0	41	0	44	904
16:15	0	0	450	36	0	0	0	0	1	35	455	0	0	38	0	50	1065
16:30	1	0	502	39	0	0	0	0	2	30	420	0	0	51	0	50	1095
16:45	0	0	401	33	0	0	0	0	1	41	444	0	0	51	0	56	1027
Hr Total	1	0	1739	126	0	0	0	0	7	131	1706	0	0	181	0	200	4091
17:00	1	0	483	35	0	0	0	0	7	17	490	0	0	53	0	82	1168
17:15	0	0	523	22	0	0	0	0	5	19	460	0	0	57	0	75	1161
17:30	0	0	476	44	0	0	0	0	2	36	515	0	0	52	0	63	1188
17:45	0	0	536	38	0	0	0	0	2	29	489	0	0	32	0	48	1174
Hr Total	1	0	2018	139	0	0	0	0	16	101	1954	0	0	194	0	268	4691
TOTAL	5	0	6860	554	0	0	0	0	50	568	7333	0	1	775	0	654	16800

TRAFFIC SURVEY SPECIALISTS, INC.

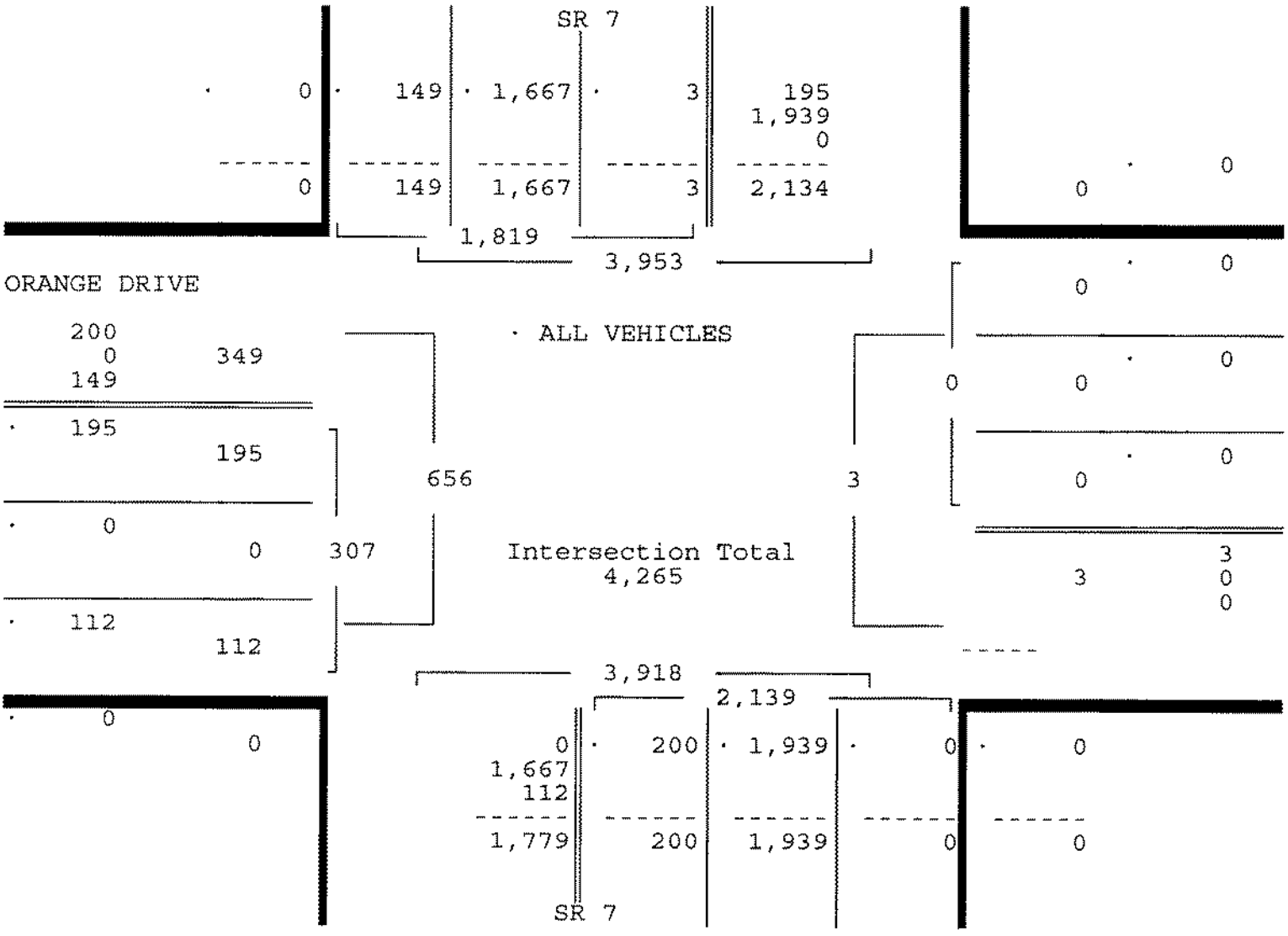
ORANGE DRIVE & SR 7
DAVIE, FLORIDA
COUNTED BY: D. GONZALEZ & R. MARTINEZ
SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170106
Start Date: 05/25/17
File I.D. : ORAN_SR7
Page : 2

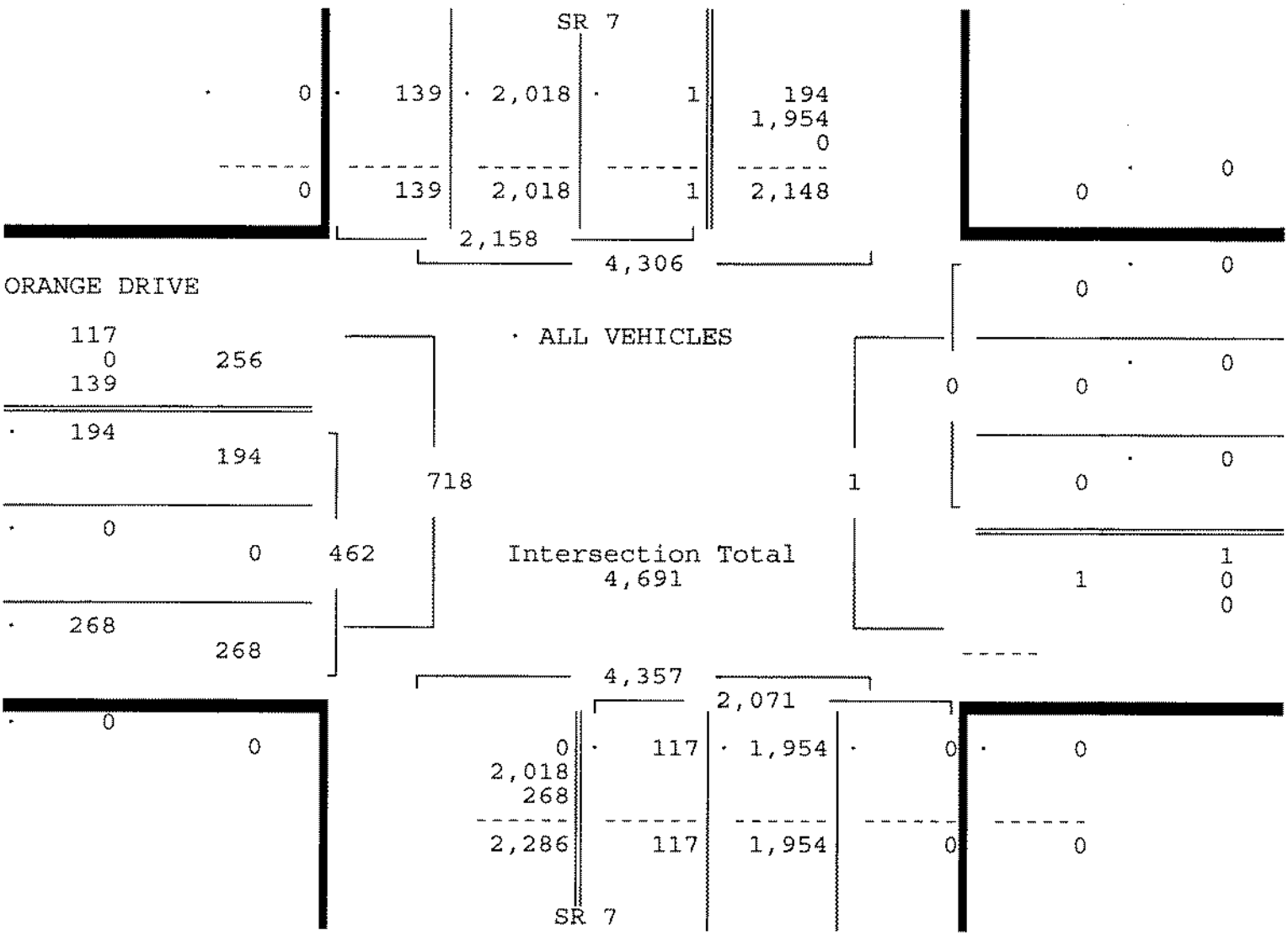
ALL VEHICLES

	SR 7 From North				----- From East				SR 7 From South				ORANGE DRIVE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/25/17																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/25/17																	
Peak start	07:45				07:45				07:45				07:45				
Volume	3	0	1667	149	0	0	0	0	15	185	1939	0	0	195	0	112	
Percent	0%	0%	92%	8%	0%	0%	0%	0%	1%	9%	91%	0%	0%	64%	0%	36%	
Pk total	1819				0				2139				307				
Highest	08:15				07:00				07:45				08:00				
Volume	3	0	449	37	0	0	0	0	1	59	519	0	0	72	0	31	
Hi total	489				0				579				103				
PHF	.93				.0				.92				.75				



ALL VEHICLES

	SR 7 From North				----- From East				SR 7 From South				ORANGE DRIVE From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/25/17																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/25/17																	
Peak start	17:00				17:00				17:00				17:00				
Volume	1	0	2018	139	0	0	0	0	16	101	1954	0	0	194	0	268	
Percent	0%	0%	94%	6%	0%	0%	0%	0%	1%	5%	94%	0%	0%	42%	0%	58%	
Pk total	2158				0				2071				462				
Highest	17:45				07:00				17:30				17:00				
Volume	0	0	536	38	0	0	0	0	2	36	515	0	0	53	0	82	
Hi total	574				0				553				135				
PHF	.94				.0				.94				.86				



TRAFFIC SURVEY SPECIALISTS, INC.

ORANGE DRIVE & SR 7
DAVIE, FLORIDA
COUNTED BY: D. GONZALEZ & R. MARTINEZ
SIGNALIZED

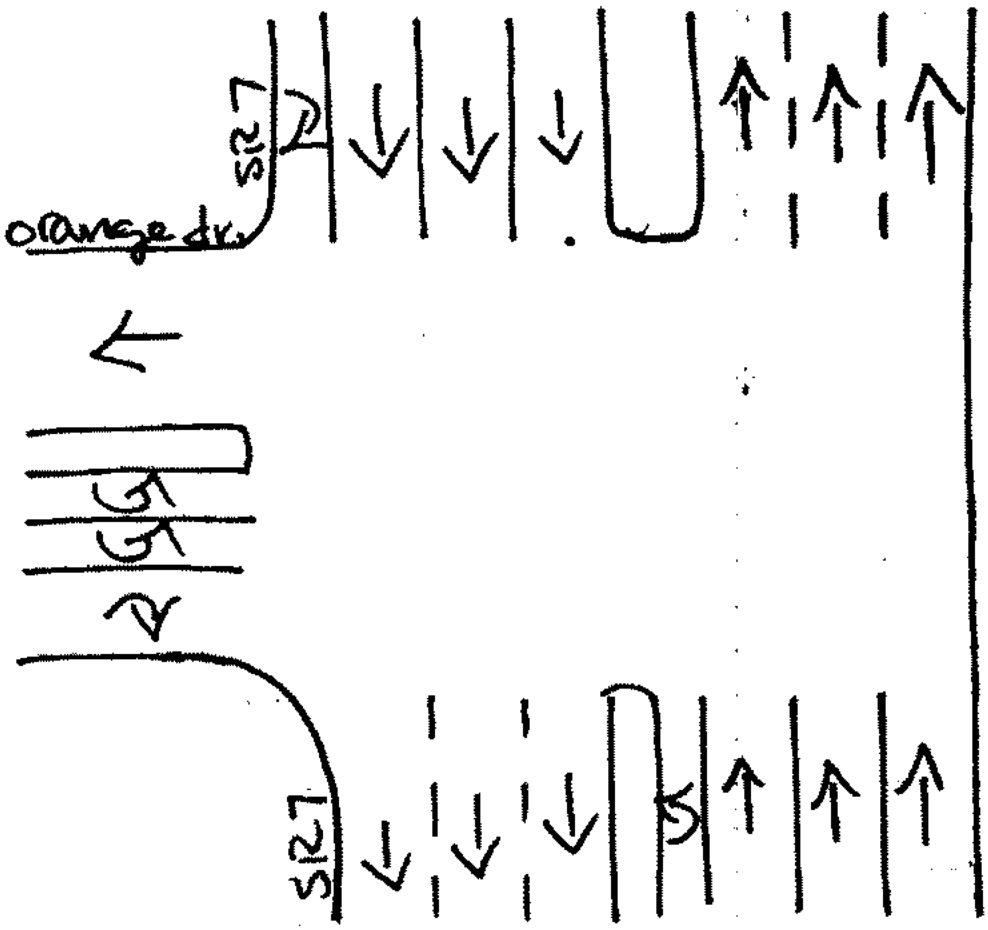
85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170106
Start Date: 05/25/17
File I.D. : ORAN_SR7
Page : 1

PEDESTRIANS & BIKES

	SR 7 From North				----- From East				SR 7 From South				ORANGE DRIVE From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 05/25/17																	
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	3	4
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Hr Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	7
08:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
08:15	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	6
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	1	0	4	0	1	0	5	11
* 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	1	0	0	0	0	0	0	0	1	0	3	0	2	0	2	9
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3
Hr Total	0	1	0	0	0	0	0	0	0	1	0	4	0	2	0	4	12
17:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	4
17:15	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	2	5
17:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Hr Total	0	1	0	0	0	0	0	1	0	0	0	3	0	3	0	4	12
TOTAL	0	2	0	0	0	0	0	1	0	2	0	12	0	7	0	18	42

NORTH



Davie, Florida
May 24, 2017
drawn by: Luis Palomino
Signalized

TRAFFIC SURVEY SPECIALISTS, INC.

GRIFFIN ROAD & SR 7
HOLLYWOOD, FLORIDA
COUNTED BY: S. SALVO, M. MALONE & I. GONZALEZ SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170106
Start Date: 05/25/17
File I.D. : GRIF_SR7
Page : 1

ALL VEHICLES

	SR 7 From North				GRIFFIN ROAD From East				SR 7 From South				GRIFFIN ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/25/17																	
07:00	0	72	263	18	3	29	77	73	3	39	315	65	4	35	209	55	1260
07:15	0	84	261	20	4	39	141	94	5	50	356	60	2	53	292	77	1538
07:30	0	66	322	17	3	39	164	107	4	46	425	76	3	71	274	81	1698
07:45	0	71	374	24	1	35	162	125	4	65	365	57	3	64	292	84	1726
Hr Total	0	293	1220	79	11	142	544	399	16	200	1461	258	12	223	1067	297	6222
08:00	0	89	284	15	3	43	125	115	7	43	333	56	5	100	270	101	1589
08:15	0	92	407	26	2	32	123	94	5	48	344	58	3	88	226	76	1624
08:30	1	107	289	11	0	31	146	111	5	58	356	58	5	47	281	78	1584
08:45	2	51	346	12	4	41	154	92	2	51	295	51	2	55	226	81	1465
Hr Total	3	339	1326	64	9	147	548	412	19	200	1328	223	15	290	1003	336	6262
---------- * BREAK * ----------																	
16:00	2	70	250	30	2	70	224	71	4	89	256	66	6	37	156	72	1405
16:15	3	80	358	38	9	78	213	95	8	69	348	57	9	47	147	103	1662
16:30	4	98	373	41	4	79	249	106	5	90	317	38	5	31	200	85	1725
16:45	3	88	340	43	3	87	275	104	6	76	299	53	6	45	190	97	1715
Hr Total	12	336	1321	152	18	314	961	376	23	324	1220	214	26	160	693	357	6507
17:00	4	93	349	69	2	99	233	110	5	107	358	50	7	30	172	90	1778
17:15	1	116	396	49	10	68	331	104	2	118	358	75	11	34	205	93	1971
17:30	0	106	398	58	3	101	330	136	4	105	349	35	8	59	189	111	1992
17:45	0	123	451	48	3	98	272	103	5	100	390	45	8	35	160	110	1951
Hr Total	5	438	1594	224	18	366	1166	453	16	430	1455	205	34	158	726	404	7692
TOTAL	20	1406	5461	519	56	969	3219	1640	74	1154	5464	900	87	831	3489	1394	26683

TRAFFIC SURVEY SPECIALISTS, INC.

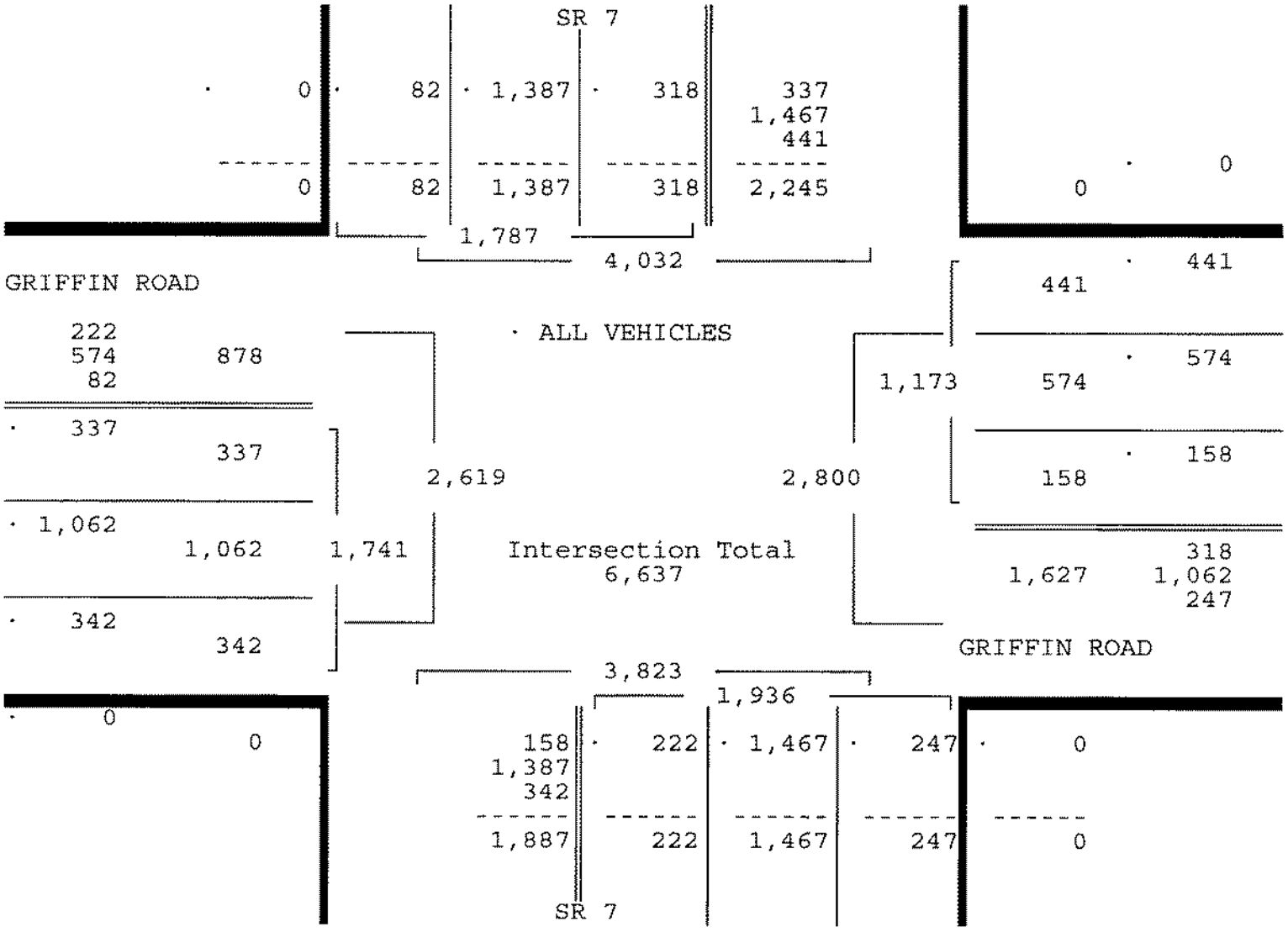
CRIFFIN ROAD & SR 7
HOLLYWOOD, FLORIDA
COUNTED BY: S. SALVO, M. MALONE & I. GONZALEZ SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170106
Start Date: 05/25/17
File I.D. : GRIF_SR7

ALL VEHICLES

	SR 7 From North				GRIFFIN ROAD From East				SR 7 From South				GRIFFIN ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/25/17																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/25/17																	
Peak start 07:30					07:30				07:30				07:30				
Volume	0	318	1387	82	9	149	574	441	20	202	1467	247	14	323	1062	342	
Percent	0%	18%	78%	5%	1%	13%	49%	38%	1%	10%	76%	13%	1%	19%	61%	20%	
Pk total	1787				1173				1936				1741				
Highest	08:15				07:45				07:30				08:00				
Volume	0	92	407	26	1	35	162	125	4	46	425	76	5	100	270	101	
Hi total	525				323				551				476				
PHF	.85				.91				.88				.91				



TRAFFIC SURVEY SPECIALISTS, INC.

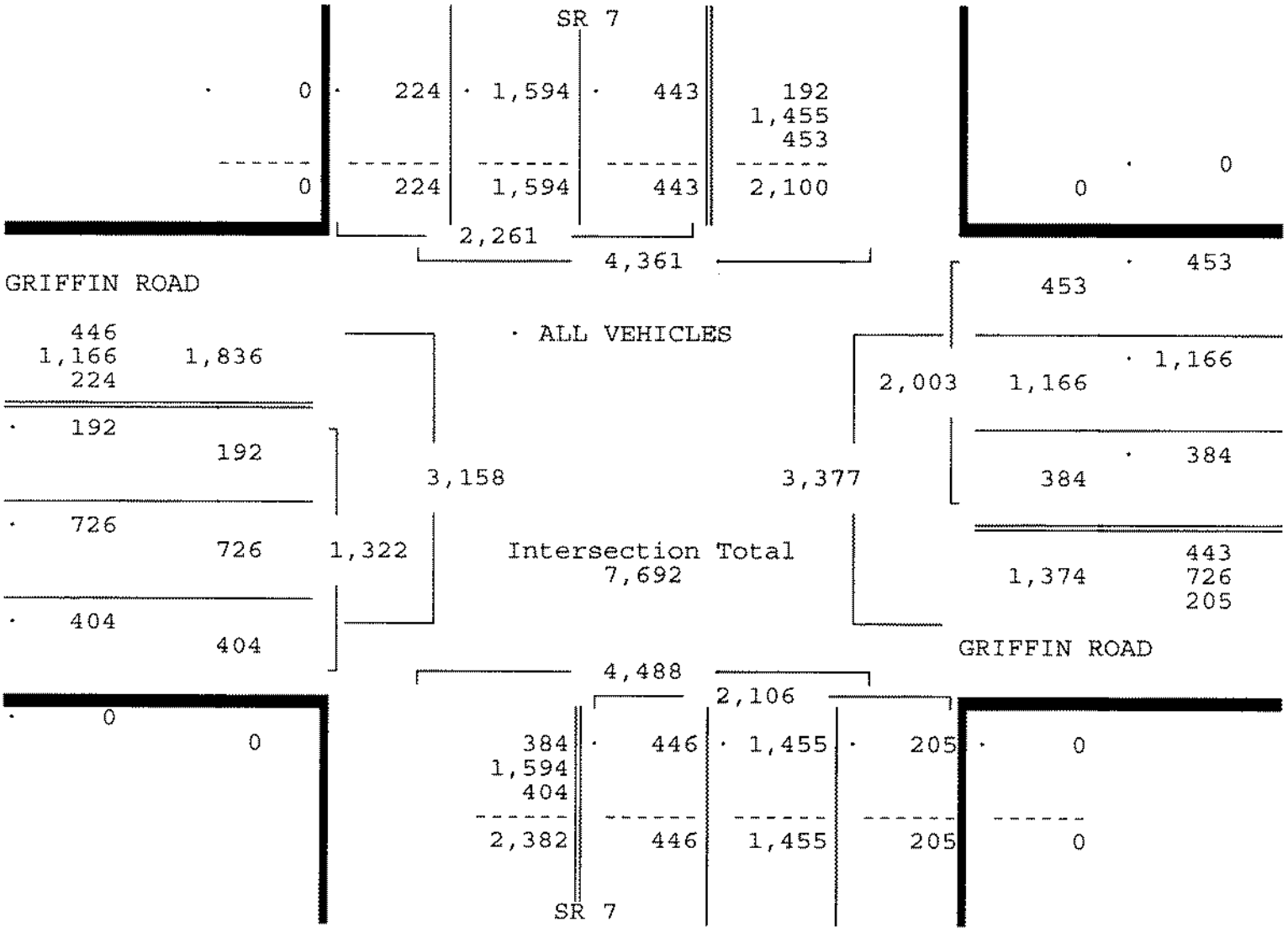
GRIFFIN ROAD & SR 7
HOLLYWOOD, FLORIDA
COUNTED BY: S. SALVO, M. MALONE & I. GONZALEZ SIGNALIZED

85 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170106
Start Date: 05/25/17
File I.D. : GRIF_SR7
Page : 3

ALL VEHICLES

	SR 7 From North				GRIFFIN ROAD From East				SR 7 From South				GRIFFIN ROAD From West				
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Total
Date 05/25/17																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 05/25/17																	
Peak start 17:00					17:00				17:00				17:00				
Volume	5	438	1594	224	18	366	1166	453	16	430	1455	205	34	158	726	404	
Percent	0%	19%	70%	10%	1%	18%	58%	23%	1%	20%	69%	10%	3%	12%	55%	31%	
Pk total	2261				2003				2106				1322				
Highest	17:45				17:30				17:15				17:30				
Volume	0	123	451	48	3	101	330	136	2	118	358	75	8	59	189	111	
Hi total	622				570				553				367				
PHF	.91				.88				.95				.90				



TRAFFIC SURVEY SPECIALISTS, INC.

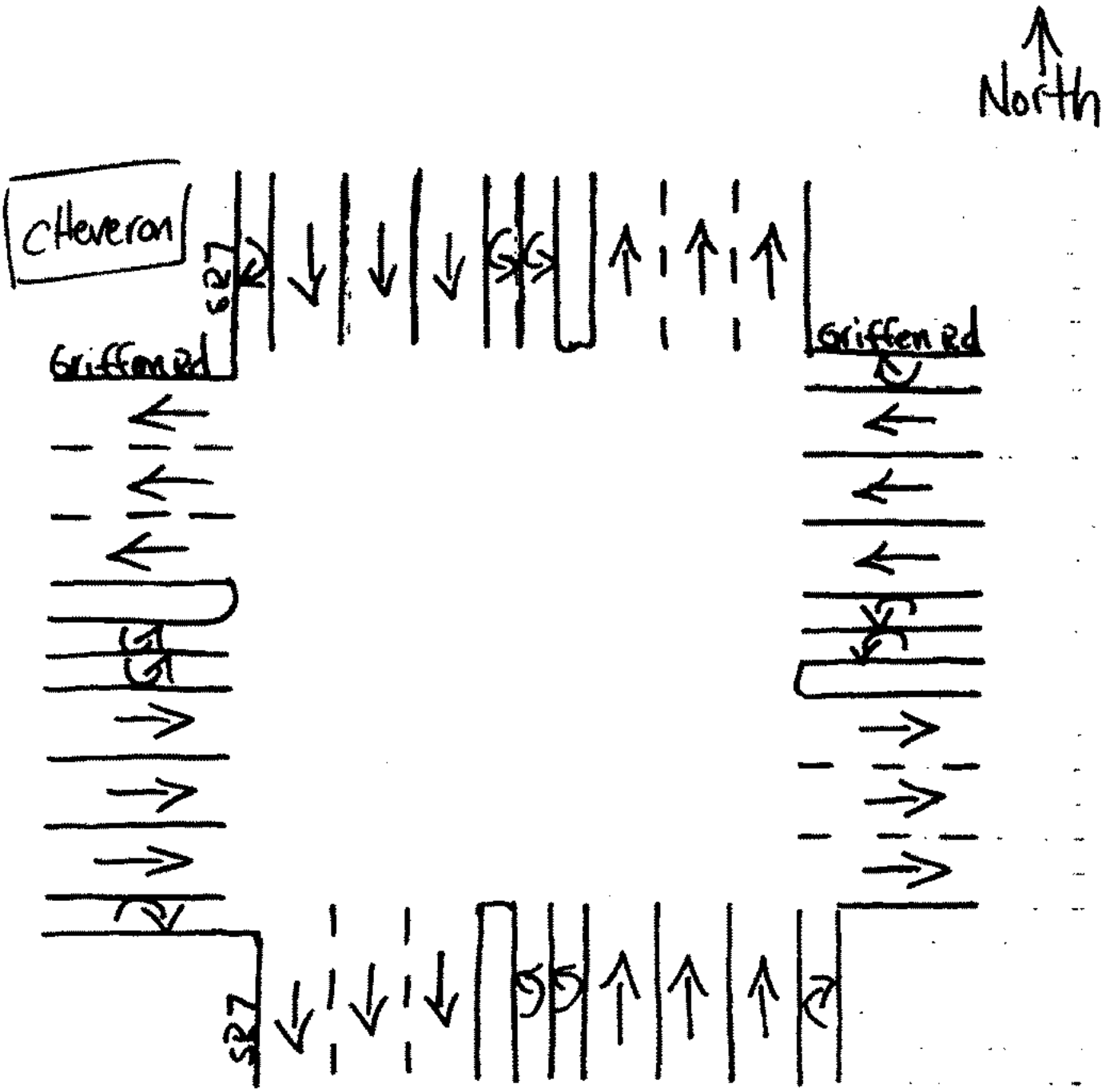
GRIFFIN ROAD & SR 7
HOLLYWOOD, FLORIDA
COUNTED BY: S. SALVO, M. MALONE & I. GONZALEZ SIGNALIZED

65 SE 4TH AVENUE, UNIT 109
DELRAY BEACH, FLORIDA
PHONE (561)272-3255

Site Code : 00170106
Start Date: 05/25/17
File I.D. : GRIF_SR7
Page : 1

PEDESTRIANS & BIKES

	SR 7 From North				GRIFFIN ROAD From East				SR 7 From South				GRIFFIN ROAD From West				
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Total
Date 05/25/17																	
07:00	0	0	0	1	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	1	0	4	0	1	0	0	0	0	0	0	0	0	0	0	6
Hr Total	0	1	0	5	0	1	0	1	0	0	0	0	0	0	0	0	8
08:00	0	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
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	1	0	0	0	0	0	0	0	0	1
08:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	6
* BREAK *																	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	1	0	0	0	0	0	3	0	3	0	1	0	0	8
16:30	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	3
16:45	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	5
Hr Total	0	0	0	2	0	1	0	4	0	3	0	4	0	2	0	0	16
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
17:15	0	0	0	1	0	1	0	2	0	1	0	0	0	0	0	0	5
17:30	0	0	0	0	0	1	0	1	0	1	0	3	0	0	0	1	7
17:45	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hr Total	0	1	0	1	0	3	0	3	0	2	0	3	0	1	0	1	15
TOTAL	0	4	0	10	0	6	0	9	0	5	0	7	0	3	0	1	45



Hollywood, Florida
November 29, 2012
drawn by: Luis Palomino
signalized ✓

Signal Timings

Station : 3254 - SR 7 & Orange Dr (Standard File)

Phase	1	2 (NR)	3	4 (ER)	5 (NL)	6 (SR)	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7										
Ped Clearance				28		11										
Min Green		10		6	4	10										
Gap Ext		3		2	1.5	3										
Max1		50		25	15	50										
Max2																
Yellow Clr		5		4	5	5			3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2	2	2			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON	ON	ON										
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable		ON		ON		ON		ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6				6	6
Min Walk						
Ped Clear						
Track Green					1	
Min Dwell	8				8	8
Max Presence	180				180	180
Track Veh 1					9	
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2				2	4
Dwell Cyc Veh 2	6				5	
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Ped8						
Exit 1	4				2	2
Exit 2					6	5
Exit 3						
Exit 4						

Prepared By	Date Implemented

Reviewed By	Traffic Engineer

Station : 3254 - SR 7 & Orange Dr (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	160	138	2	1	10	50			105		55	48	57		55								
9		3	3	160	60	3	1	10	50			113		47	48	65		47								
15		4	4	160	83	4	1		50			118		42	32	86		42								
20		3	3	160	60	3	1	10	50			113		47	48	65		47								
22		100	254																							
Day Plan 2											**Easy**															
		3	3	160	60	3	1	10	50			113		47	48	65		47								
1		100	254																							
8		3	3	160	60	3	1	10	50			113		47	48	65		47								
Day Plan 3											**Easy**															
		3	3	160	60	3	1	10	50			113		47	48	65		47								
1		100	254																							
8		3	3	160	60	3	1	10	50			113		47	48	65		47								
22		100	254																							

Station : 3254 - SR 7 & Orange Dr (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	Seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											Easy															

Scheduler

	Month											Day of Week							Day of Month									1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																															2
6					1									1																																1	1	1	1	1	1	2
7							1											1					1																													2
8							1							1	1	1	1	1					1																													2
9							1							1										1																													2
10									1					1						1	1	1	1	1	1	1	1																										2
11											1						1																											1	1	1	1	1	1	1			2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																													1						2
14												1		1	1	1	1	1																														1					2
15												1		1																																			1				2
16												1		1				1																																			1	2
17																																																					1
18																																																					1
19																																																					1
20																																																					1
21																																																					1
22																																																					1
23																																																					1
24																																																					1
25																																																					1
26																																																					1
27																																																					1
28																																																					1
29																																																					1
30																																																					1
31																																																					1
32																																																					1

User Comments:

Station : 3077 - SR 7 & Griffin Rd (Standard File)

Phase [1.1.1]

	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	36	0	35	0	38	0	38	0	0	0	0	0	0	0	0
Min Green	5	7	5	6	5	7	5	6	0	0	0	0	0	0	0	0
Gap Ext	1.5	0	1.5	2	1.5	0	1.5	2	0	0	0	0	0	0	0	0
Max1	25	50	20	40	20	50	20	40	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clr	5	5	5	5	5	5	5	5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2.5	2	2.5	2	2.5	2	2.5	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Rest In Walk		ON				ON										

Phase Option [1.1.2]

	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall																
Max Recall		ON				ON										
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	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
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	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
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

Station : 3077 - SR 7 & Griffin Rd (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo
	ON		OFF	OFF	OFF		ON		STD8	OFF	4PH	OFF	1	OFF	OFF	

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
3077								

Port Parameters [6.2]

Comm	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1																								
Overlap 2																								
Overlap 3																								
Overlap 4																								
Overlap 5																								
Overlap 6																								
Overlap 7																								
Overlap 8																								

Detector, Vehicle Parameters 1-16 [5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	1	0	3	4	5	0	7	8	4	8	4	8	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	20	20	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 3077 - SR 7 & Griffin Rd (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8	1	3	5	7				
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT				

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1		1									1	1			
2		1		1							1	1			
3	1								1	1					
4	1		1						1	1					
5				1											
6		1		1											
7			1												
8	1		1												
9															
10															
11															
12															
13		1													
14	1														
15															

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	Diag
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Dev Present	ON	ON							ON								ON	
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Station : 3077 - SR 7 & Griffin Rd (Standard File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	
6	
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	ON
18	ON
19	ON
20	ON
21	
22	
23	
24	
25	
26	ON
27	
28	
29	ON
30	ON
31	ON
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	ON
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	ON
61	
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	ON
4	ON
5	
6	
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	ON
18	ON
19	ON
20	ON
21	
22	
23	
24	
25	
26	ON
27	
28	
29	ON
30	ON
31	ON
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	ON
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	ON
61	
62	
63	
64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2	4	1	3	2	4
Dwell Cyc Veh 2	6	8	6	8	5	7
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	3	1	2	4	2	4
Exit 2	7	5	6	8	6	8
Exit 3						
Exit 4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
40	15		

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	ON

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

Station : 3077 - SR 7 & Griffin Rd (Standard File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt	ON	ON	ON	ON	ON	ON
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow	4	4	4	4	4	4
Red	2	2	2	2	2	2
Return Max						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FLOAT

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
RESERVED	TIMED	TIMED	NO_RECYCLE	ON	OFF	OFF	OFF	OFF	0	+	OFF	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time		160	160	160						160				180		
Offset Time		116	39	70						30				70		
Split Number		2	3	4						10				14		
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	beggrn	endgrn	endgrn	endgrn	beggrn	beggrn	beggrn	beggrn	beggrn	endgrn	beggrn	beggrn	beggrn	endgrn	beggrn	beggrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time																
Offset Time																
Split Number																
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn

Station : 3077 - SR 7 & Griffin Rd (Standard File)

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	61	24	50	25	61	34	40								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	56	23	56	25	56	23	56								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	27	61	25	47	27	61	25	47								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	22	70	18	50	30	62	18	50								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Station : 3077 - SR 7 & Griffin Rd (Standard File)

Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	27	81	25	47	27	81	25	47								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Station : 3077 - SR 7 & Griffin Rd (Standard File)

TB Coor, Advanced Scheduler [4.3]

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																														2
5	1													1							1																														2
6					1									1																															1	1	1	1	1	1	1	2
7							1											1					1																													2
8							1							1	1	1	1	1						1																											2
9							1							1											1																											2
10									1					1						1	1	1	1	1	1	1																											2
11											1							1																													1	1	1	1	1	1	1	2
12											1								1																													1	1	1	1	1	1	2
13												1		1				1																															1					2
14												1		1	1	1	1	1																																1			2
15												1		1																																					1			2
16												1		1				1																																			1	2
17																																																					1
18																																																					1
19																																																					1
20																																																					1
21																																																					1
22																																																					1
23																																																					1
24																																																					1
25																																																					1
26																																																					1
27																																																					1
28																																																					1
29																																																					1
30																																																					1
31																																																					1
32																																																					1

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	9	15	20	22										
Minute																
Action	100	2	3	4	3	100										

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		1	8													
Minute																
Action	3	100	3													

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		1	8	22												
Minute																
Action	3	100	3	100												

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Station : 3077 - SR 7 & Griffin Rd (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25	255				0	0						
26					0	0						
27					0	0						
28					0	0						
29					0	0						
30					0	0						
31					0	0						
32					0	0						
33					0	0						
34					0	0						
35					0	0						
36					0	0						
37					0	0						
38					0	0						
39					0	0						
40					0	0						
41					0	0						
42					0	0						
43					0	0						
44					0	0						
45					0	0						
46					0	0						
47					0	0						
48					0	0						
49					0	0						
50					0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99					0	0						
100	254				0	0						

Peak Season Conversion Factor

2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2017 - 01/07/2017	0.96	0.99
2	01/08/2017 - 01/14/2017	0.98	1.01
3	01/15/2017 - 01/21/2017	0.99	1.02
4	01/22/2017 - 01/28/2017	0.99	1.02
* 5	01/29/2017 - 02/04/2017	0.98	1.01
* 6	02/05/2017 - 02/11/2017	0.98	1.01
* 7	02/12/2017 - 02/18/2017	0.97	1.00
* 8	02/19/2017 - 02/25/2017	0.97	1.00
* 9	02/26/2017 - 03/04/2017	0.96	0.99
*10	03/05/2017 - 03/11/2017	0.96	0.99
*11	03/12/2017 - 03/18/2017	0.96	0.99
*12	03/19/2017 - 03/25/2017	0.96	0.99
*13	03/26/2017 - 04/01/2017	0.97	1.00
*14	04/02/2017 - 04/08/2017	0.97	1.00
*15	04/09/2017 - 04/15/2017	0.98	1.01
*16	04/16/2017 - 04/22/2017	0.98	1.01
*17	04/23/2017 - 04/29/2017	0.99	1.02
18	04/30/2017 - 05/06/2017	0.99	1.02
19	05/07/2017 - 05/13/2017	0.99	1.02
20	05/14/2017 - 05/20/2017	1.00	1.03
21	05/21/2017 - 05/27/2017	1.00	1.03
22	05/28/2017 - 06/03/2017	1.00	1.03
23	06/04/2017 - 06/10/2017	1.01	1.04
24	06/11/2017 - 06/17/2017	1.01	1.04
25	06/18/2017 - 06/24/2017	1.01	1.04
26	06/25/2017 - 07/01/2017	1.01	1.04
27	07/02/2017 - 07/08/2017	1.01	1.04
28	07/09/2017 - 07/15/2017	1.02	1.05
29	07/16/2017 - 07/22/2017	1.01	1.04
30	07/23/2017 - 07/29/2017	1.01	1.04
31	07/30/2017 - 08/05/2017	1.01	1.04
32	08/06/2017 - 08/12/2017	1.01	1.04
33	08/13/2017 - 08/19/2017	1.01	1.04
34	08/20/2017 - 08/26/2017	1.05	1.08
35	08/27/2017 - 09/02/2017	1.08	1.11
36	09/03/2017 - 09/09/2017	1.12	1.15
37	09/10/2017 - 09/16/2017	1.16	1.20
38	09/17/2017 - 09/23/2017	1.13	1.16
39	09/24/2017 - 09/30/2017	1.10	1.13
40	10/01/2017 - 10/07/2017	1.08	1.11
41	10/08/2017 - 10/14/2017	1.05	1.08
42	10/15/2017 - 10/21/2017	1.03	1.06
43	10/22/2017 - 10/28/2017	1.02	1.05
44	10/29/2017 - 11/04/2017	1.01	1.04
45	11/05/2017 - 11/11/2017	1.00	1.03
46	11/12/2017 - 11/18/2017	0.99	1.02
47	11/19/2017 - 11/25/2017	0.98	1.01
48	11/26/2017 - 12/02/2017	0.98	1.01
49	12/03/2017 - 12/09/2017	0.97	1.00
50	12/10/2017 - 12/16/2017	0.96	0.99
51	12/17/2017 - 12/23/2017	0.97	1.00
52	12/24/2017 - 12/30/2017	0.98	1.01
53	12/31/2017 - 12/31/2017	0.99	1.02

* PEAK SEASON

Appendix D

Growth Rate Calculations

FDOT Historic Growth Trends

FDOT Growth Rate Summary

Station Number	Location	Historic Growth- Linear			
		5-year	R-squared	10-year	R-squared
0245	SR-7/US-441 -- north of SR-818/Griffin Road	**3.04%**	**38.32%**	1.11%	22.52%

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0245 - SR 7/US 441 - N OF SR 818/GRIFFIN RD

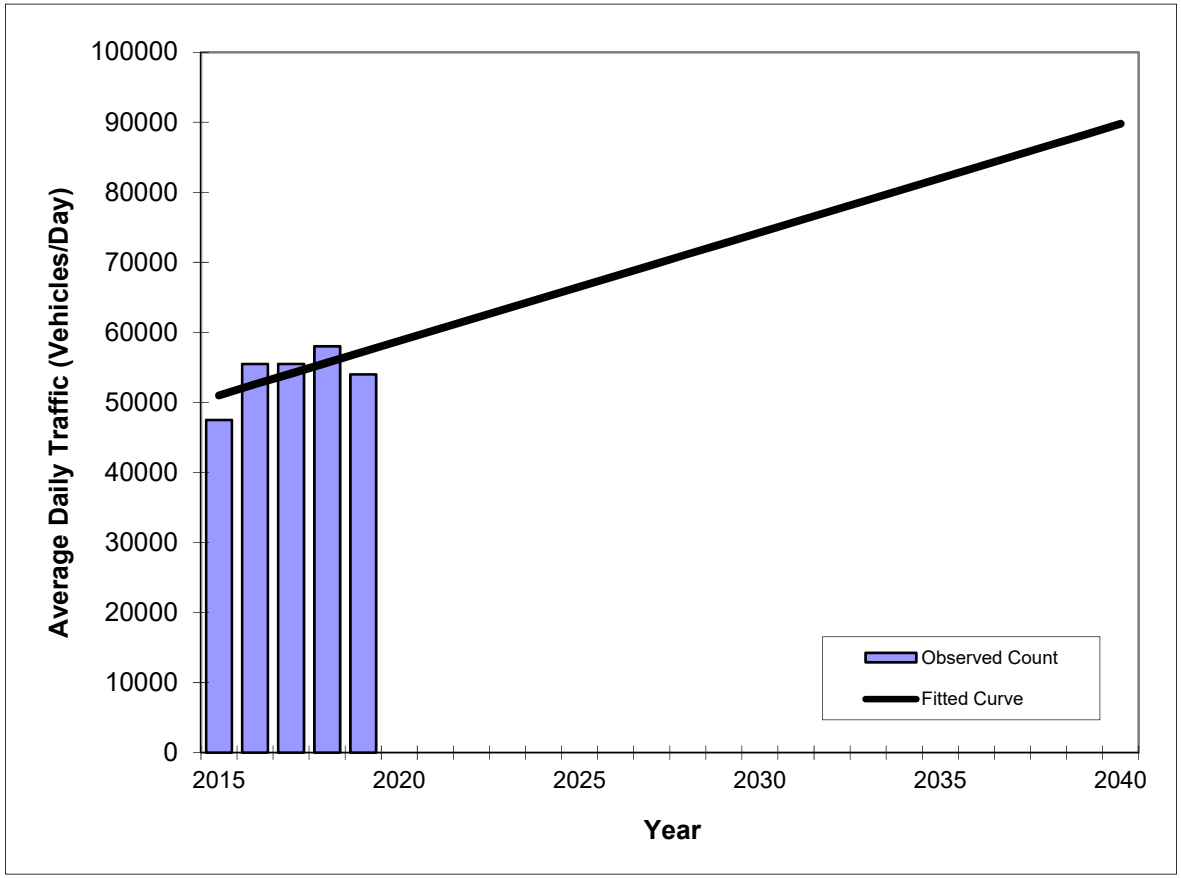
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	54000 C	N 27000	S 27000	9.00	54.60	6.40
2018	58000 C	N 28000	S 30000	9.00	54.50	6.90
2017	55500 C	N 28500	S 27000	9.00	51.90	4.80
2016	55500 C	N 29000	S 26500	9.00	54.10	4.80
2015	47500 C	N 24500	S 23000	9.00	54.00	5.50
2014	52000 C	N 27000	S 25000	9.00	54.20	7.30
2013	46500 C	N 21500	S 25000	9.00	53.60	6.90
2012	51500 C	N 25000	S 26500	9.00	52.20	5.80
2011	53500 C	N 27500	S 26000	9.00	52.50	5.80
2010	52000 C	N 27500	S 24500	8.35	52.69	5.80
2009	51500 C	N 26500	S 25000	8.53	53.89	5.10
2008	51500 C	N 26000	S 25500	8.81	54.16	5.10
2007	52500 C	N 27500	S 25000	8.63	55.75	4.00
2006	53500 C	N 27500	S 26000	8.40	55.34	6.60
2005	49500 C	N 25000	S 24500	8.20	51.70	6.60
2004	48500 C	N 24500	S 24000	9.10	55.30	6.60

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

Traffic Trends

SR-7/US-441 -- north of SR-818/Griffin Road

County:	Broward (86)
Station #:	0245
Highway:	SR-7/US-441



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	47500	51000
2016	55500	52600
2017	55500	54100
2018	58000	55700
2019	54000	57200

Trend R-squared:	38.32%
Trend Annual Historic Growth Rate:	3.04%
Printed:	4-Jun-20

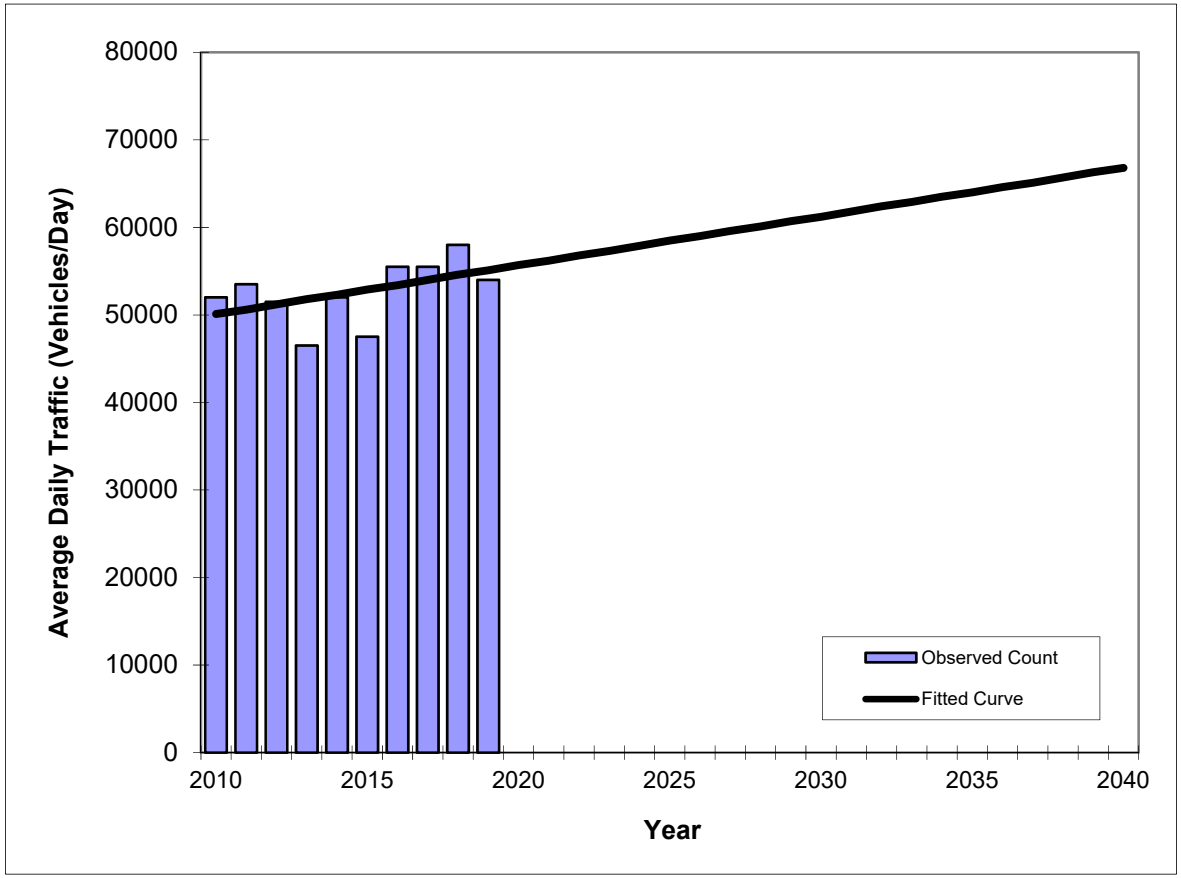
Straight Line Growth Option

***Axle-Adjusted**

Traffic Trends

SR-7/US-441 -- north of SR-818/Griffin Road

County:	Broward (86)
Station #:	0245
Highway:	SR-7/US-441



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2010	52000	50100
2011	53500	50600
2012	51500	51200
2013	46500	51800
2014	52000	52300
2015	47500	52900
2016	55500	53400
2017	55500	54000
2018	58000	54600
2019	54000	55100

Trend R-squared:	22.52%
Trend Annual Historic Growth Rate:	1.11%
Printed:	4-Jun-20

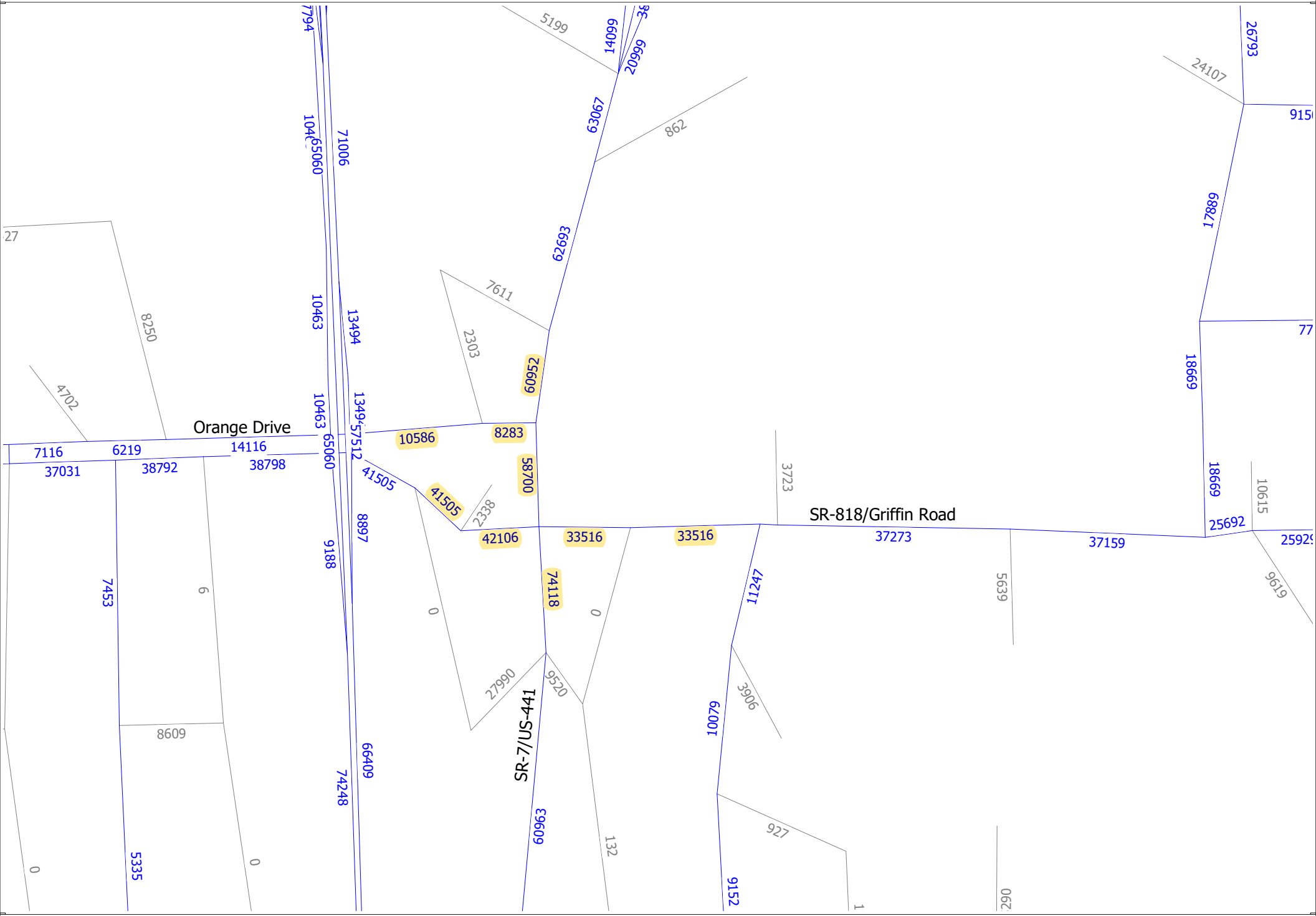
Straight Line Growth Option

***Axle-Adjusted**

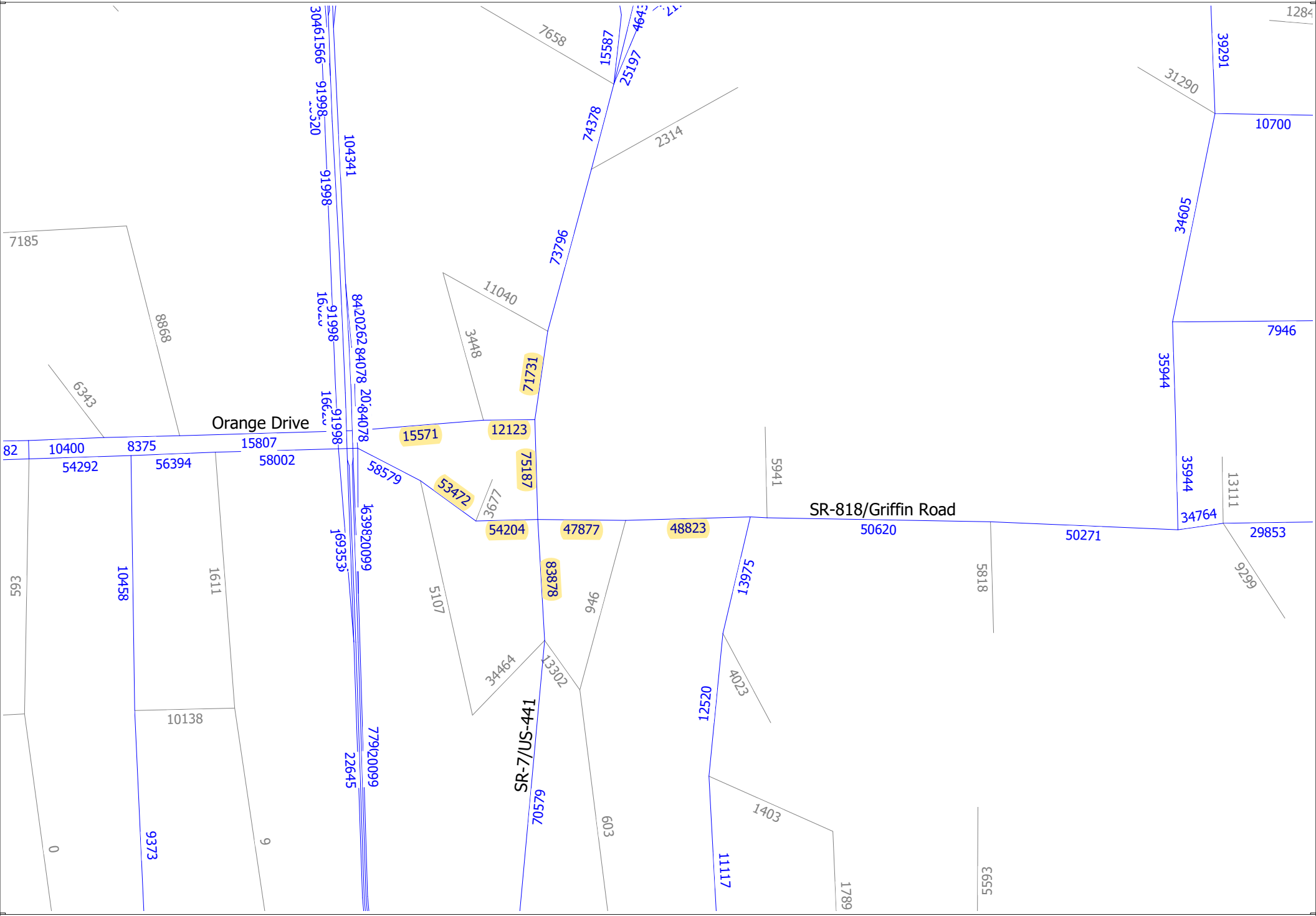
SERPM Analysis

SERPM Growth Rate Summary					
Street Name	**2015**	**2045**	**Difference**	**Growth Rate**	**Annual Growth Rate**
US-441/SR-7	60,952	71,731	10,779	17.68%	0.59%
	58,700	75,187	16,487	28.09%	0.94%
	74,118	83,878	9,760	13.17%	0.44%
Orange Drive	10,586	15,571	4,985	47.09%	1.57%
	8,283	12,123	3,840	46.36%	1.55%
SR-818/Griffin Road	41,505	53,472	11,967	28.83%	0.96%
	42,106	54,204	12,098	28.73%	0.96%
	33,516	47,877	14,361	42.85%	1.43%
	33,516	48,823	15,307	45.67%	1.52%
Total	**363,282**	**462,866**	**99,584**	**27.41%**	**0.91%**

Harbor Landings Mixed-Use Redevelopment
2015 Volumes
SERPM 8.502



Harbor Landings Mixed-Use Redevelopment
2045 Volumes
SERPM 8.502



Committed Development

TRAFFIC IMPACT ANALYSIS

441 ROC
HOLLYWOOD, FL

PREPARED FOR:
LOJETA GROUP OF FLORIDA, INC.

Kimley»Horn

Project #140385000
June 2, 2017
Kimley-Horn and Associates, Inc.
1920 Wekiva Way
West Palm Beach, Florida 33411
561/845-0665 TEL

TABLE 1
441 ROC
TRIP GENERATION

Land Use	Intensity			Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Proposed Development										
Apartment	180 units			1,214	92	18	74	117	76	41
Gas Station with Convenience Market	16 FP 6,119 SF			3,223	163	82	81	292	146	146
Fast Food w/ Drive Through	2,562 SF			1,271	116	59	57	84	44	40
Subtotal				*5,708*	*371*	*159*	*212*	*493*	*266*	*227*
Internal Capture	Daily	AM	PM							
Apartment	*5.9%*	6.5%	4.3%	*72*	*6*	*1*	*5*	*5*	3	2
Gas Station with Convenience Market	*2.3%*	4.3%	1.7%	*74*	*7*	4	*3*	*5*	3	2
Fast Food w/ Drive Through	*5.8%*	6.0%	4.8%	*74*	*7*	4	*3*	*4*	2	2
Subtotal				*220*	*20*	*9*	*11*	*14*	*8*	*6*
Pass By										
Apartment	*0%*			*0*	*0*	*0*	*0*	*0*	*0*	*0*
Gas Station with Convenience Market	*62%*			*1,952*	*97*	*48*	*49*	*178*	*89*	*89*
Fast Food w/ Drive Through	*49%*			*587*	*53*	*27*	*26*	*39*	*21*	*18*
Subtotal				*2,539*	*150*	*75*	*75*	*217*	*110*	*107*
Driveway Volumes				*5,488*	*351*	*150*	*201*	*479*	*258*	*221*
Net New External Trips				*2,949*	*201*	*75*	*126*	*262*	*148*	*114*

Trip generation was calculated using the following data:

Daily Trip Generation

Apartment	[ITE]	=	T = 6.06*(units) +123.56
Gas Station with Convenience Market	[FDOT 2012]	=	256.7*X fuel pumps - 144.5*X / 1,000 SF
Fast Food w/ Drive Through	[ITE]	=	T = 496.12(X)

AM Peak Hour Trip Generation

Apartment	[ITE]	=	T = 0.49*(units) +3.73 (20% inbound, 80% outbound)
Gas Station with Convenience Market	[ITE]	=	T = 10.16* X fuel pumps (50% in, 50% out)
Fast Food w/ Drive Through	[ITE]	=	T = 45.42(X) (51% in, 49% out)

PM Peak Hour Trip Generation

Apartment	[ITE]	=	T = 0.55*(units) +17.65 (65% inbound, 35% outbound)
Gas Station with Convenience Market	[FDOT 2012]	=	T = 12.3* X fuel pumps + 15.5*X / 1,000 SF (50% in, 50% out)
Fast Food w/ Drive Through	[ITE]	=	T = 32.65(X) (52% in, 48% out)

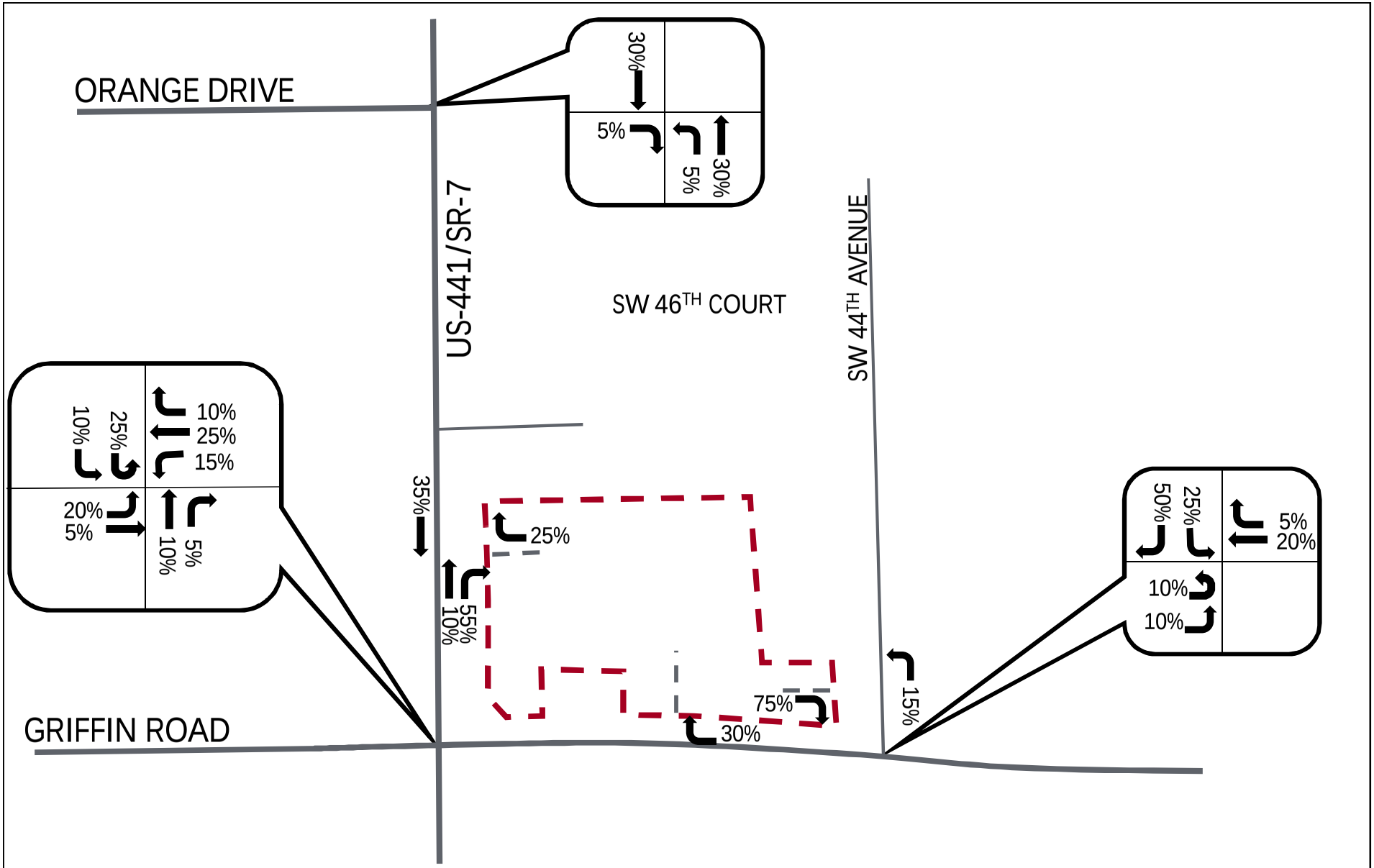


FIGURE 2
SITE TRAFFIC ASSIGNMENT
441 ROC

Kimley»Horn

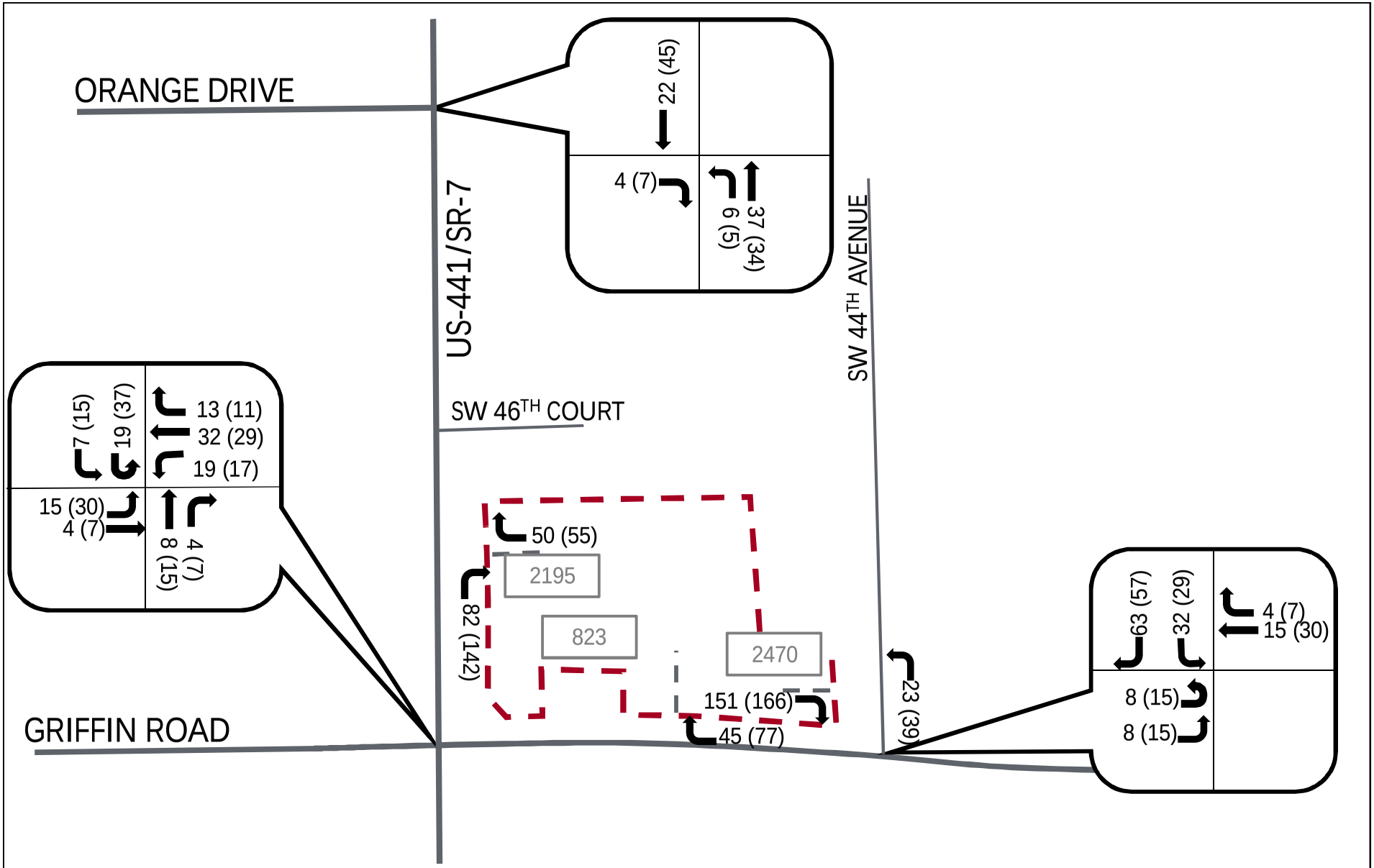


FIGURE 3
PROJECT TRAFFIC
TURNING MOVEMENT COUNTS
441 ROC

Kimley»Horn

Appendix E

Trip Generation

AM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		NET NEW EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Mobile Home Park	10	240	28	du	31%	69%	2	5	7	4.0%	0	2	5	7	0.0%	0	2	5	7	0.0%	0	2	5	7
	2	Construction Equipment Rental Store	10	811	4.311	ksf	50%	50%	0	0	0	4.0%	0	0	0	0	0.0%	0	0	0	0	0.0%	0	0	0	0
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation			**Total:**		2	5	7	4.0%	0	2	5	7	0.0%	0	2	5	7	0.0%	0	2	5	7
		240		Y=0.26(X)																						
		811		(1)																						

Note: (1) A.M. peak hour trip generation data for LUC 811 is not provided by ITE.

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		NET NEW EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Multifamily (Mid-Rise)	10	221	275	du	26%	74%	24	68	92	4.0%	4	23	65	88	1.1%	1	23	64	87	0.0%	0	23	64	87
	2	Hotel	10	310	230	room	59%	41%	65	45	110	4.0%	4	62	44	106	0.0%	0	62	44	106	0.0%	0	62	44	106
	3	Shopping Center	10	820	11.5	ksf	62%	38%	7	4	11	4.0%	0	7	4	11	9.1%	1	6	4	10	0.0%	0	6	4	10
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation			**Total:**		96	117	213	4.0%	8	92	113	205	1.0%	2	91	112	203	0.0%	0	91	112	203
		221		LN(Y) = 0.98*LN(X)+-0.98																						
		310		Y=0.5*(X)+-5.34																						
		820		Y=0.94(X)																						

	IN	OUT	TOTAL
NET NEW TRIPS	**89**	**107**	**196**

PM PEAK HOUR TRIP GENERATION COMPARISON

EXISTING WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		NET NEW EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Mobile Home Park	10	240	28	du	62%	38%	8	5	13	4.0%	1	7	5	12	8.3%	1	6	5	11	0.0%	0	6	5	11
	2	Construction Equipment Rental Store	10	811	4.311	ksf	28%	72%	1	3	4	4.0%	0	1	3	4	25.0%	1	1	2	3	0.0%	0	1	2	3
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		Total:							9	8	17	4.0%	1	8	8	16	12.5%	2	7	7	14	0.0%	0	7	7	14

ITE Land Use Code	Rate or Equation
240	Y=0.46(X)
811	Y=0.99(X)

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			MULTIMODAL REDUCTION		EXTERNAL TRIPS			INTERNAL CAPTURE		NET NEW EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Multifamily (Mid-Rise)	10	221	275	du	61%	39%	71	46	117	4.0%	5	68	44	112	17.9%	20	54	38	92	0.0%	0	54	38	92
	2	Hotel	10	310	230	room	51%	49%	74	72	146	4.0%	6	71	69	140	3.6%	5	67	68	135	0.0%	0	67	68	135
	3	Shopping Center	10	820	11.5	ksf	48%	52%	53	57	110	4.0%	3	52	55	107	21.5%	23	46	38	84	34.0%	29	30	25	55
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		Total:							198	175	373	3.8%	14	191	168	359	13.4%	48	167	144	311	9.3%	29	151	131	282

ITE Land Use Code	Rate or Equation
221	LN(Y) = 0.96*LN(X)+-0.63
310	Y=0.75*(X)+-26.02
820	LN(Y) = 0.74*LN(X)+2.89

	IN	OUT	TOTAL
NET NEW TRIPS	**144**	**124**	**268**

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour based on the Trip Generation Handbook, 3rd Edition, published by the Institute of Transportation Engineers

SUMMARY (EXISTING)

GROSS TRIP GENERATION

INPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	0	0	0	0
Retail	0	0	1	3
Restaurant	0	0	0	0
Cinema/Entertainment	0	0	0	0
Residential	2	5	7	5
Hotel	0	0	0	0
	2	5	8	8

INTERNAL TRIPS

OUTPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	0	0	0	0
Retail	0	0	0	1
Restaurant	0	0	0	0
Cinema/Entertainment	0	0	0	0
Residential	0	0	1	0
Hotel	0	0	0	0
	0	0	1	1

OUTPUT

Total % Reduction	*0.0%*	*12.5%*
Office	0.0%	
Retail		25.0%
Restaurant		
Cinema/Entertainment		
Residential	0.0%	8.3%
Hotel		

EXTERNAL TRIPS

OUTPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	0	0	0	0
Retail	0	0	1	2
Restaurant	0	0	0	0
Cinema/Entertainment	0	0	0	0
Residential	2	5	6	5
Hotel	0	0	0	0
	2	5	7	7

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour based on the Trip Generation Handbook, 3rd Edition, published by the Institute of Transportation Engineers

SUMMARY (PROPOSED)

GROSS TRIP GENERATION

INPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	0	0	0	0
Retail	7	4	52	55
Restaurant	0	0	0	0
Cinema/Entertainment	0	0	0	0
Residential	23	65	68	44
Hotel	62	44	71	69
	92	113	191	168

INTERNAL TRIPS

OUTPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	0	0	0	0
Retail	1	0	6	17
Restaurant	0	0	0	0
Cinema/Entertainment	0	0	0	0
Residential	0	1	14	6
Hotel	0	0	4	1
	1	1	24	24

OUTPUT

Total % Reduction	*1.0%*	*13.4%*
Office		
Retail	9.1%	21.5%
Restaurant		
Cinema/Entertainment		
Residential	1.1%	17.9%
Hotel	0.0%	3.6%

EXTERNAL TRIPS

OUTPUT

Land Use	A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit
Office	0	0	0	0
Retail	6	4	46	38
Restaurant	0	0	0	0
Cinema/Entertainment	0	0	0	0
Residential	23	64	54	38
Hotel	62	44	67	68
	91	112	167	144

2SX8°LMW MW E QSHM¦IH ZMI[SJ [illegible]

2SX8°LMW HS[RPSEHIS [illegible] MREP XEFPI

1)%27 83* %274 [illegible] ;36/

7YZ] 4 [illegible] ½
%QIVMGER 'SQQ[illegible]RMX] 7YV
9RM[illegible]I°½
;SV[illegible]W I[illegible]W [illegible] S
=IEV°½
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)WXMQEXIW°½
˘ ‡EV
8EFPI -(°½
& ″

7S[illegible] 7 'IRWY[illegible]&YV″ %QIVMGER 'S[illegible]QEXIW

%PXLSYKL XLI %QIVMGE[illegible] ' [illegible] YRMX IWXMQEXIW MX MW XLI [illegible] IWXMQEXIW XLI S¨GMEP IWXMQEXIW SJ XLI TSTYPEXMSR JSV XLI REXMSR [illegible] JSV WXEXIW ERH GSYRXMIW

(EXE [illegible] EVI FEWIH SR E WEQ[illegible] J YR[illegible]X] JSV ER IWXMQEXI [illegible] XLI [illegible] QEV PS[IV ERH YTTIV GSR¦HIRGI FSYRH[illegible] IWXMQE [illegible] (SGYQIRXE [illegible] SJ RSRWE [illegible] IH MR XLIWI XEFPIW

;SV[illegible]W MRGPYHI QIQFIVW [illegible] [IIO

;LMPI XLI ″ %QIVMGER [illegible] XLI .YP] ˘ 3¨GI SJ 1EREKIQIRX ERH &YHKIX 31& HIPMR[illegible] XLI REQIW GSHIW ERH FSYRHEVMIW SJ [illegible] HYIS [illegible] IW MRI[illegible] IW SJ [illegible] XMIW

)WXMQEXIW SJ [illegible] SJ YVFER EV HI¦RIH FEWIH SR 'IRWYW [illegible] RSX RIGIWWEVMP] [illegible] SJ SRKSMRK YVFERM^EXMSR

)\TPEREXMSR SJ 7]QFSPW°

%R [illegible] SFWIV [illegible] MW RSX ETT[illegible]MEXI
%R [illegible] WEQTPI SFWIV [illegible] ERH GERRSX FI GEPGYPEXIH FIGEYWI SRI SV FSXL SJ XLI QIHMER IWXMQEX [illegible] MX WIPJ
%R JSPPS[MRK E QIHMER IWXMQEXI QIERW [illegible] MR XLI PS[IWX MRXIV HMWXVMFYXMSR
%R JSPPS[MRK E QIHMER IWXMQEXI QIERW [illegible] MR XLI YTTIV MRXIV HMWXVMFYXMSR
%R [illegible] MR XLI PS[IWX MRXIV MR [illegible] SJ ER STIR IRHIH HMWXVMFYXMS [illegible] XIWX MW RSX ETTV
%R [illegible] JSV WEQTP [illegible] ETTV
%R 2 [illegible] KISKV FI HM [illegible] MW X
%R < QIERW XLEX XLI IWXMQEX [illegible] ETTPMGEFPI SV RSX E

7YTTSVXMRK HSGYQIRXEXMSR SR GSHI PMWXEWG]WEYRHNWGXXHMIRXMXMGEXMSR XI WHXEXEKEGGIGRY VFI JSYRH SR XLI %QIVMGER 'SQQYRMX]WYVZI] 'EXE (SGYQIRXEXMSR

7EQTPI WM^I HEXE UYEPMX] QIEWYVIW EPPSG EXMSR VEXIW JSV XLIWI GER FI JSYRH SR XLI %QIVMGER 'SQQYRMX]WYVZI] 0MFVEV] HSGYQIRXEXMSR

(135+0+0)/3,334 = 4.0%

'IRW8VEGX ˝ ˘ S[IVEXS

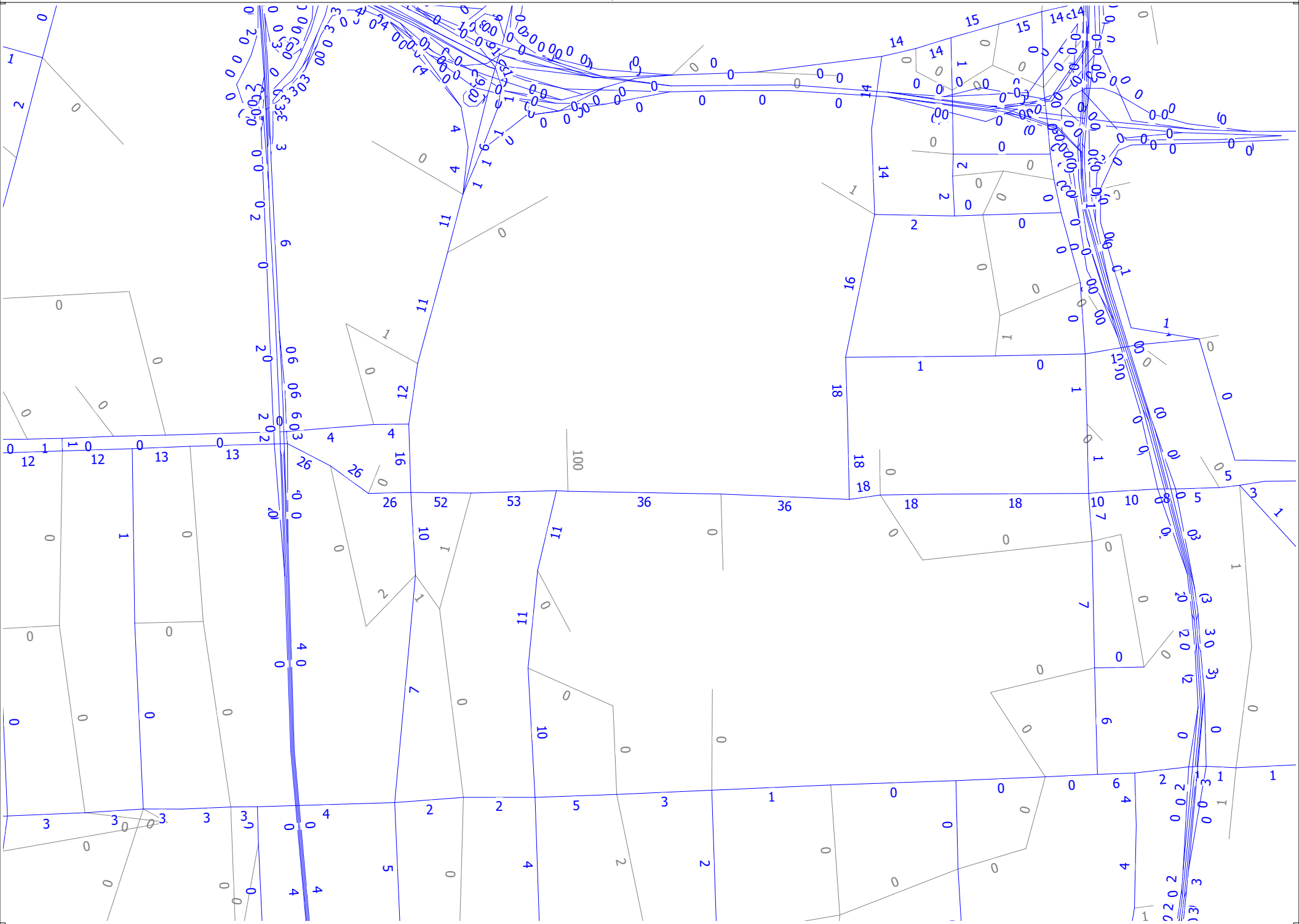
)WXMQEXI

¬ 8SXEP°		˘
¬ 'EVXVYGEOR° SV Z		˘
(VS2I EPSRI		ˆ · ˘
¬ 'EVTSSPIH°		ˆ ˆ
-R TIVWSR GEVTSSP		˘ ˘
-R TIVWSR GEVTSSP		
-R ˘ TIVWSR GEVTSSP		
-R ˘ SV ˆ TIVWSR GEVTSSP		
-R · SV TQSVWSR GEVTSSP		
¬ 4YFPMG XVERWTSVXEXMSR I\GPYHMRK XE\MGEF °		˘
&YW SV XVSPPI] FYW		˛ˆ
7XVIIXGEV SV XVSPPI] GEV SV GEVVS TYFPMGS 6MGS %YIV		
7YF[E] SV IPIZEXIH		˛
6EMPVSEH		
*IVV]FSEX		
8E\MGEF		
1SXSVG]GPI		
&MG]GPI		
;EPOIH		
3XLIV QIERW		
;SVOIH EX LSQI		˘ ˝

Appendix F

Trip Distribution

Hollywood-Dania Mixed-Use
Trip Distribution



Appendix G

Volume Development Worksheets

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Orange Drive and US-441/SR-7
COUNT DATE: May 25, 2017
AM PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.99

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		195	0	112		0	0	0		200	1,939	0		0	1,670	149
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
AM 2017 CONDITIONS		201	0	115		0	0	0		206	1,997	0		0	1,720	153
Years To Present	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%
Traffic Growth		18	0	10		0	0	0		19	182	0		0	157	14
AM EXISTING CONDITIONS		**219**	**0**	**125**		**0**	**0**	**0**		**225**	**2,179**	**0**		**0**	**1,877**	**167**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		194	0	268		0	0	0		117	1,954	0		0	2,019	139
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
PM 2017 CONDITIONS		200	0	276		0	0	0		121	2,013	0		0	2,080	143
Years To Present	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%
Traffic Growth		18	0	25		0	0	0		11	184	0		0	190	13
PM EXISTING CONDITIONS		**218**	**0**	**301**		**0**	**0**	**0**		**132**	**2,197**	**0**		**0**	**2,270**	**156**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
441 ROC				4						6	37				22	
TOTAL "VESTED" TRAFFIC		0	0	4		0	0	0		6	37	0		0	22	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%
AM BACKGROUND TRAFFIC GROWTH		21	0	12		0	0	0		21	205	0		0	176	16
AM NON-PROJECT TRAFFIC		**240**	**0**	**141**		**0**	**0**	**0**		**252**	**2,421**	**0**		**0**	**2,075**	**183**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
441 ROC				7						5	34				45	
TOTAL "VESTED" TRAFFIC		0	0	7		0	0	0		5	34	0		0	45	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%
PM BACKGROUND TRAFFIC GROWTH		20	0	28		0	0	0		12	207	0		0	213	15
PM NON-PROJECT TRAFFIC		**238**	**0**	**336**		**0**	**0**	**0**		**149**	**2,438**	**0**		**0**	**2,528**	**171**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering				4.0%											12.0%	
	Exiting									55.0%	4.0%	41.0%				29.0%	

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering											-55.0%					
	Exiting									45.0%		55.0%					
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering				4.0%											12.0%	
	Exiting									55.0%	4.0%	41.0%				29.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New				3					59	4	44				42	
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**3**		**0**	**0**	**0**	**59**	**4**	**44**	**0**		**0**	**42**	**0**
AM TOTAL TRAFFIC			**240**	**0**	**144**		**0**	**0**	**0**	**59**	**256**	**2,465**	**0**		**0**	**2,117**	**183**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By									6		-2					
	Valet																
	Net New				6					68	5	51				53	
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**6**		**0**	**0**	**0**	**74**	**5**	**49**	**0**		**0**	**53**	**0**
PM TOTAL TRAFFIC			**238**	**0**	**342**		**0**	**0**	**0**	**74**	**154**	**2,487**	**0**		**0**	**2,581**	**171**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR-818/Griffin Road and US-441/SR-7
COUNT DATE: May 25, 2017
AM PEAK HOUR FACTOR: 0.96
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		337	1,062	342		158	574	441		222	1,467	247		318	1,387	82
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
AM 2017 CONDITIONS		347	1,094	352		163	591	454		229	1,511	254		328	1,429	84
Years To Present	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%
Traffic Growth		32	100	32		15	54	41		21	138	23		30	130	8
AM EXISTING CONDITIONS		**379**	**1,194**	**384**		**178**	**645**	**495**		**250**	**1,649**	**277**		**358**	**1,559**	**92**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		192	726	404		384	1,166	453		446	1,455	205		443	1,594	224
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
PM 2017 CONDITIONS		198	748	416		396	1,201	467		459	1,499	211		456	1,642	231
Years To Present	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%
Traffic Growth		18	68	38		36	110	43		42	137	19		42	150	21
PM EXISTING CONDITIONS		**216**	**816**	**454**		**432**	**1,311**	**510**		**501**	**1,636**	**230**		**498**	**1,792**	**252**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
441 ROC		15	4			19	32	13			8	4		26		
TOTAL "VESTED" TRAFFIC		15	4	0		19	32	13		0	8	4		26	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%
AM BACKGROUND TRAFFIC GROWTH		36	112	36		17	61	47		24	155	26		34	147	9
AM NON-PROJECT TRAFFIC		**430**	**1,310**	**420**		**214**	**738**	**555**		**274**	**1,812**	**307**		**418**	**1,706**	**101**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
441 ROC		30	7			17	29	11			15	7		52		
TOTAL "VESTED" TRAFFIC		30	7	0		17	29	11		0	15	7		52	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%
PM BACKGROUND TRAFFIC GROWTH		20	77	43		41	123	48		47	154	22		47	168	24
PM NON-PROJECT TRAFFIC		**266**	**900**	**497**		**490**	**1,463**	**569**		**548**	**1,805**	**259**		**597**	**1,960**	**276**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering		26.0%						48.0%			10.0%					
	Exiting														48.0%	10.0%	26.0%

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering															-45.0%	
	Exiting															45.0%	
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering		26.0%						48.0%			10.0%					
	Exiting														48.0%	10.0%	26.0%

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		23						43			9			51	11	28
AM TOTAL PROJECT TRAFFIC			**23**	**0**	**0**		**0**	**0**	**43**		**0**	**9**	**0**		**51**	**11**	**28**
AM TOTAL TRAFFIC			**453**	**1,310**	**420**		**214**	**738**	**598**		**274**	**1,821**	**307**		**469**	**1,717**	**129**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By															-1	
	Valet																
	Net New		38						69			14			60	12	32
PM TOTAL PROJECT TRAFFIC			**38**	**0**	**0**		**0**	**0**	**69**		**0**	**14**	**0**		**60**	**11**	**32**
PM TOTAL TRAFFIC			**304**	**900**	**497**		**490**	**1,463**	**638**		**548**	**1,819**	**259**		**657**	**1,971**	**308**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: North Project Driveway
COUNT DATE: May 25, 2017
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	0		0	0	0		0	2,192	0		0	1,785	0
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
AM 2017 CONDITIONS		0	0	0		0	0	0		0	2,258	0		0	1,839	0
Years To Present	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%
Traffic Growth		0	0	0		0	0	0		0	206	0		0	168	0
AM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**2,464**	**0**		**0**	**2,007**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		0	0	0		0	2,086	0		0	2,274	0
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
PM 2017 CONDITIONS		0	0	0		0	0	0		0	2,149	0		0	2,342	0
Years To Present	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%
Traffic Growth		0	0	0		0	0	0		0	196	0		0	214	0
PM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**2,345**	**0**		**0**	**2,556**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
441 ROC											43				26	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	43	0		0	26	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	232	0		0	189	0
AM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**2,739**	**0**		**0**	**2,222**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
441 ROC											39				52	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	39	0		0	52	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	220	0		0	240	0
PM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**2,604**	**0**		**0**	**2,848**	**0**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering												35.0%			16.0%	
	Exiting								35.0%			65.0%				84.0%	

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering											-55.0%	20.0%				
	Exiting								35.0%			65.0%				45.0%	
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering												35.0%			16.0%	
	Exiting								35.0%			65.0%				84.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New								39			73	32			108	
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**39**		**0**	**73**	**32**		**0**	**108**	**0**
AM TOTAL TRAFFIC			**0**	**0**	**0**		**0**	**0**	**39**		**0**	**2,812**	**32**		**0**	**2,330**	**0**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By								5			-1	3			6	
	Valet																
	Net New								46			85	53			134	
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**51**		**0**	**84**	**56**		**0**	**140**	**0**
PM TOTAL TRAFFIC			**0**	**0**	**0**		**0**	**0**	**51**		**0**	**2,688**	**56**		**0**	**2,988**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: South Project Driveway
COUNT DATE: May 25, 2017
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	0		0	0	0		0	2,192	0		0	1,785	0
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
AM 2017 CONDITIONS		0	0	0		0	0	0		0	2,258	0		0	1,839	0
Years To Present	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%
Traffic Growth		0	0	0		0	0	0		0	206	0		0	168	0
AM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**2,464**	**0**		**0**	**2,007**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		0	0	0		0	2,086	0		0	2,274	0
Peak Season Correction Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
PM 2017 CONDITIONS		0	0	0		0	0	0		0	2,149	0		0	2,342	0
Years To Present	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%
Traffic Growth		0	0	0		0	0	0		0	196	0		0	214	0
PM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**2,345**	**0**		**0**	**2,556**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
441 ROC											43				26	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	43	0		0	26	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	232	0		0	189	0
AM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**2,739**	**0**		**0**	**2,222**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
441 ROC											39				52	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	39	0		0	52	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%	3.04%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	220	0		0	240	0
PM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**2,604**	**0**		**0**	**2,848**	**0**

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering											35.0%	49.0%		16.0%		
	Exiting								65.0%							84.0%	

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering											-35.0%	35.0%		45.0%	-45.0%	
	Exiting								65.0%							45.0%	
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering											35.0%	49.0%		16.0%		
	Exiting								65.0%							84.0%	

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New								73			32	45		14	94	
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**73**		**0**	**32**	**45**		**14**	**94**	**0**
AM TOTAL TRAFFIC			**0**	**0**	**0**		**0**	**0**	**73**		**0**	**2,771**	**45**		**14**	**2,316**	**0**

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By								8			-6	6		7	-1	
	Valet																
	Net New								85			53	74		24	110	
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**93**		**0**	**47**	**80**		**31**	**109**	**0**
PM TOTAL TRAFFIC			**0**	**0**	**0**		**0**	**0**	**93**		**0**	**2,651**	**80**		**31**	**2,957**	**0**

Appendix H

Intersection Capacity Analysis Worksheets

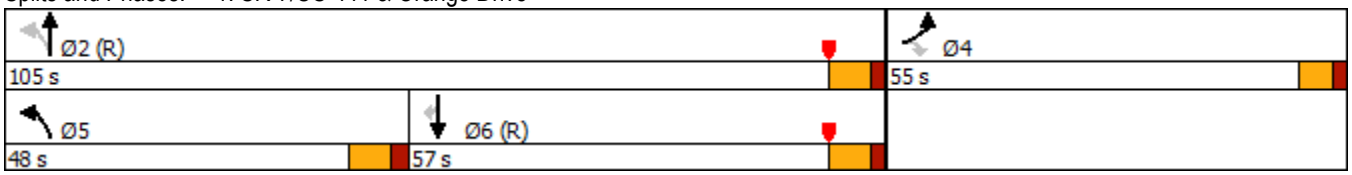
Existing A.M.

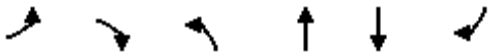
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	219	125	225	2179	1877	167
Future Volume (vph)	219	125	225	2179	1877	167
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	11.0	25.0	25.0	25.0
Total Split (s)	55.0	55.0	48.0	105.0	57.0	57.0
Total Split (%)	34.4%	34.4%	30.0%	65.6%	35.6%	35.6%
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 138 (86%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: SR-7/US-441 & Orange Drive





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	231	132	237	2294	1976	176
v/c Ratio	0.71	0.49	0.86	0.55	0.58	0.19
Control Delay	81.8	16.1	43.3	5.9	15.9	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.8	16.1	43.3	5.9	15.9	7.1
Queue Length 50th (ft)	123	0	183	258	378	34
Queue Length 95th (ft)	167	67	m198	m265	541	86
Internal Link Dist (ft)	521			1271	322	
Turn Bay Length (ft)	165		230			215
Base Capacity (vph)	1051	568	525	4186	3433	946
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.23	0.45	0.55	0.58	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	219	125	225	2179	1877	167
Future Volume (veh/h)	219	125	225	2179	1877	167
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
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	231	132	237	2294	1976	176
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	340	156	260	4188	3723	1037
Arrive On Green	0.10	0.10	0.06	1.00	0.97	0.97
Sat Flow, veh/h	3456	1585	1781	5274	5274	1422
Grp Volume(v), veh/h	231	132	237	2294	1976	176
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1702	1702	1422
Q Serve(g_s), s	10.3	13.1	5.4	0.0	3.9	0.7
Cycle Q Clear(g_c), s	10.3	13.1	5.4	0.0	3.9	0.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	340	156	260	4188	3723	1037
V/C Ratio(X)	0.68	0.85	0.91	0.55	0.53	0.17
Avail Cap(c_a), veh/h	1058	485	632	4188	3723	1037
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	0.16	0.16	1.00	1.00
Uniform Delay (d), s/veh	69.7	70.9	16.2	0.0	0.7	0.7
Incr Delay (d2), s/veh	0.9	4.7	0.9	0.1	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	11.4	5.9	0.0	0.9	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	70.6	75.7	17.1	0.1	1.3	1.0
LnGrp LOS	E	E	B	A	A	A
Approach Vol, veh/h	363			2531	2152	
Approach Delay, s/veh	72.4			1.7	1.2	
Approach LOS	E			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		138.2		21.8	14.6	123.7
Change Period (Y+Rc), s		7.0		6.0	7.0	7.0
Max Green Setting (Gmax), s		98.0		49.0	41.0	50.0
Max Q Clear Time (g_c+I1), s		2.0		15.1	7.4	5.9
Green Ext Time (p_c), s		47.0		0.7	0.2	26.1

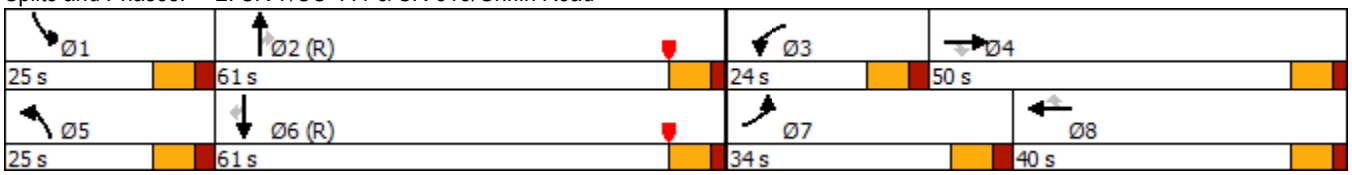
Intersection Summary	
HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	379	1194	384	178	645	495	250	1649	277	358	1559	92
Future Volume (vph)	379	1194	384	178	645	495	250	1649	277	358	1559	92
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	12.5	49.0	49.0	12.5	52.0	52.0	12.5	50.0	50.0	12.5	52.0	52.0
Total Split (s)	34.0	50.0	50.0	24.0	40.0	40.0	25.0	61.0	61.0	25.0	61.0	61.0
Total Split (%)	21.3%	31.3%	31.3%	15.0%	25.0%	25.0%	15.6%	38.1%	38.1%	15.6%	38.1%	38.1%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.0	7.0	7.5	7.0	7.0	7.5	7.0	7.0	7.5	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 116 (73%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 2: SR-7/US-441 & SR-818/Griffin Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	379	1194	384	178	645	495	250	1649	277	358	1559	92
Future Volume (veh/h)	379	1194	384	178	645	495	250	1649	277	358	1559	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	395	1244	400	185	672	516	260	1718	289	373	1624	96
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	440	1366	422	228	1053	320	301	1919	596	378	2033	622
Arrive On Green	0.13	0.27	0.27	0.07	0.21	0.21	0.12	0.50	0.50	0.15	0.53	0.53
Sat Flow, veh/h	3456	5106	1576	3456	5106	1551	3456	5106	1585	3456	5106	1563
Grp Volume(v), veh/h	395	1244	400	185	672	516	260	1718	289	373	1624	96
Grp Sat Flow(s),veh/h/ln	1728	1702	1576	1728	1702	1551	1728	1702	1585	1728	1702	1563
Q Serve(g_s), s	18.0	37.8	39.9	8.5	19.2	33.0	11.8	48.7	19.3	17.2	41.5	5.0
Cycle Q Clear(g_c), s	18.0	37.8	39.9	8.5	19.2	33.0	11.8	48.7	19.3	17.2	41.5	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	440	1366	422	228	1053	320	301	1919	596	378	2033	622
V/C Ratio(X)	0.90	0.91	0.95	0.81	0.64	1.61	0.86	0.90	0.49	0.99	0.80	0.15
Avail Cap(c_a), veh/h	572	1372	424	356	1053	320	378	1919	596	378	2033	622
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.80	0.80
Uniform Delay (d), s/veh	68.8	56.8	57.5	73.7	58.0	63.5	69.8	37.1	29.8	68.2	32.4	23.8
Incr Delay (d2), s/veh	12.3	9.1	30.6	3.7	1.0	289.8	13.2	7.0	2.8	37.8	2.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	17.4	19.5	3.9	8.4	38.8	5.7	20.3	7.5	9.4	16.5	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.1	65.9	88.1	77.5	59.0	353.3	83.0	44.1	32.6	106.0	35.2	24.3
LnGrp LOS	F	E	F	E	E	F	F	D	C	F	D	C
Approach Vol, veh/h		2039			1373			2267			2093	
Approach Delay, s/veh		73.2			172.1			47.1			47.3	
Approach LOS		E			F			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.0	67.1	18.1	49.8	21.5	70.7	27.9	40.0				
Change Period (Y+Rc), s	7.5	7.0	7.5	7.0	7.5	7.0	7.5	7.0				
Max Green Setting (Gmax), s	17.5	54.0	16.5	43.0	17.5	54.0	26.5	33.0				
Max Q Clear Time (g_c+I1), s	19.2	50.7	10.5	41.9	13.8	43.5	20.0	35.0				
Green Ext Time (p_c), s	0.0	1.5	0.1	0.8	0.1	2.6	0.3	0.0				

Intersection Summary

HCM 6th Ctrl Delay	76.1
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.

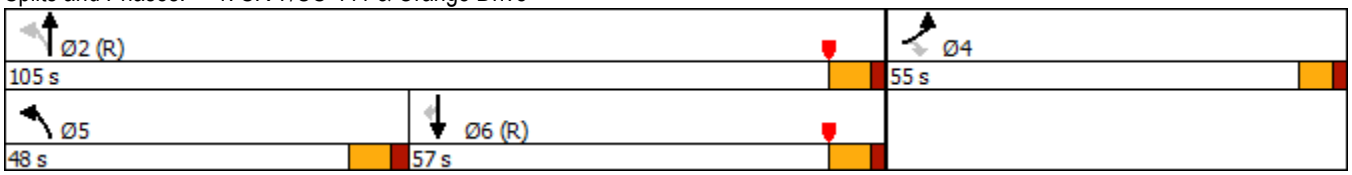
Future Background A.M.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	240	141	252	2421	2075	183
Future Volume (vph)	240	141	252	2421	2075	183
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	11.0	25.0	25.0	25.0
Total Split (s)	55.0	55.0	48.0	105.0	57.0	57.0
Total Split (%)	34.4%	34.4%	30.0%	65.6%	35.6%	35.6%
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 138 (86%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 1: SR-7/US-441 & Orange Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	253	148	265	2548	2184	193
v/c Ratio	0.72	0.51	0.96	0.61	0.66	0.21
Control Delay	81.6	15.2	49.4	8.4	19.8	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.6	15.2	49.4	8.4	19.8	8.7
Queue Length 50th (ft)	134	0	227	295	485	44
Queue Length 95th (ft)	179	69	m214	m272	686	105
Internal Link Dist (ft)	521			1271	322	
Turn Bay Length (ft)	165		230			215
Base Capacity (vph)	1051	579	501	4153	3311	915
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.26	0.53	0.61	0.66	0.21

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	240	141	252	2421	2075	183
Future Volume (veh/h)	240	141	252	2421	2075	183
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
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	253	148	265	2548	2184	193
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	376	173	285	4135	3474	967
Arrive On Green	0.11	0.11	0.11	1.00	0.90	0.90
Sat Flow, veh/h	3456	1585	1781	5274	5274	1421
Grp Volume(v), veh/h	253	148	265	2548	2184	193
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1702	1702	1421
Q Serve(g_s), s	11.3	14.7	11.5	0.0	15.1	2.5
Cycle Q Clear(g_c), s	11.3	14.7	11.5	0.0	15.1	2.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	376	173	285	4135	3474	967
V/C Ratio(X)	0.67	0.86	0.93	0.62	0.63	0.20
Avail Cap(c_a), veh/h	1058	485	588	4135	3474	967
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	68.6	70.1	34.0	0.0	3.2	2.6
Incr Delay (d2), s/veh	0.8	4.7	0.6	0.1	0.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	12.7	10.4	0.0	3.1	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	69.3	74.8	34.6	0.1	4.0	3.0
LnGrp LOS	E	E	C	A	A	A
Approach Vol, veh/h	401			2813	2377	
Approach Delay, s/veh	71.3			3.3	3.9	
Approach LOS	E			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		136.6		23.4	20.7	115.8
Change Period (Y+Rc), s		7.0		6.0	7.0	7.0
Max Green Setting (Gmax), s		98.0		49.0	41.0	50.0
Max Q Clear Time (g_c+I1), s		2.0		16.7	13.5	17.1
Green Ext Time (p_c), s		58.5		0.7	0.2	24.2

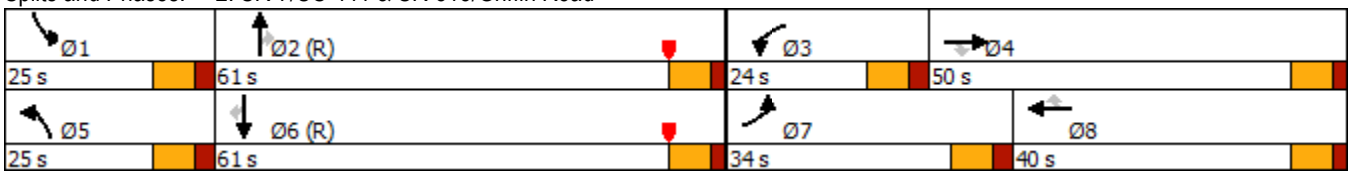
Intersection Summary	
HCM 6th Ctrl Delay	8.5
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	430	1310	420	214	738	555	274	1812	307	418	1706	101
Future Volume (vph)	430	1310	420	214	738	555	274	1812	307	418	1706	101
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	12.5	49.0	49.0	12.5	52.0	52.0	12.5	50.0	50.0	12.5	52.0	52.0
Total Split (s)	34.0	50.0	50.0	24.0	40.0	40.0	25.0	61.0	61.0	25.0	61.0	61.0
Total Split (%)	21.3%	31.3%	31.3%	15.0%	25.0%	25.0%	15.6%	38.1%	38.1%	15.6%	38.1%	38.1%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.0	7.0	7.5	7.0	7.0	7.5	7.0	7.0	7.5	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 116 (73%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 2: SR-7/US-441 & SR-818/Griffin Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	430	1310	420	214	738	555	274	1812	307	418	1706	101
Future Volume (veh/h)	430	1310	420	214	738	555	274	1812	307	418	1706	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	448	1365	438	223	769	578	285	1888	320	435	1777	105
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	491	1386	428	266	1053	320	326	1843	572	378	1921	588
Arrive On Green	0.14	0.27	0.27	0.08	0.21	0.21	0.13	0.48	0.48	0.15	0.50	0.50
Sat Flow, veh/h	3456	5106	1576	3456	5106	1551	3456	5106	1585	3456	5106	1563
Grp Volume(v), veh/h	448	1365	438	223	769	578	285	1888	320	435	1777	105
Grp Sat Flow(s),veh/h/ln	1728	1702	1576	1728	1702	1551	1728	1702	1585	1728	1702	1563
Q Serve(g_s), s	20.4	42.5	43.4	10.2	22.5	33.0	13.0	57.8	23.0	17.5	51.8	5.9
Cycle Q Clear(g_c), s	20.4	42.5	43.4	10.2	22.5	33.0	13.0	57.8	23.0	17.5	51.8	5.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	491	1386	428	266	1053	320	326	1843	572	378	1921	588
V/C Ratio(X)	0.91	0.98	1.02	0.84	0.73	1.81	0.88	1.02	0.56	1.15	0.93	0.18
Avail Cap(c_a), veh/h	572	1386	428	356	1053	320	378	1843	572	378	1921	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.71	0.71	0.71
Uniform Delay (d), s/veh	67.6	58.0	58.3	72.9	59.3	63.5	69.1	41.6	32.5	68.4	37.9	26.4
Incr Delay (d2), s/veh	16.2	20.5	49.6	9.7	2.3	375.1	16.4	27.4	3.9	87.8	6.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	20.9	23.2	4.9	10.0	46.4	6.3	27.4	9.0	12.2	21.5	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.9	78.4	107.9	82.6	61.6	438.6	85.5	68.9	36.5	156.2	44.7	26.9
LnGrp LOS	F	E	F	F	E	F	F	F	D	F	D	C
Approach Vol, veh/h		2251			1570			2493			2317	
Approach Delay, s/veh		85.2			203.4			66.7			64.8	
Approach LOS		F			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	64.8	19.8	50.4	22.6	67.2	30.2	40.0
Change Period (Y+Rc), s	7.5	7.0	7.5	7.0	7.5	7.0	7.5	7.0
Max Green Setting (Gmax), s	17.5	54.0	16.5	43.0	17.5	54.0	26.5	33.0
Max Q Clear Time (g_c+I1), s	19.5	59.8	12.2	45.4	15.0	53.8	22.4	35.0
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.1	0.1	0.3	0.0

Intersection Summary

HCM 6th Ctrl Delay	95.9
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

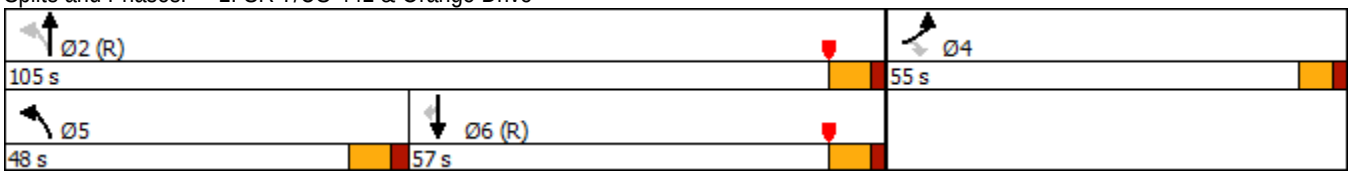
Future Total A.M.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	240	144	315	2465	2117	183
Future Volume (vph)	240	144	315	2465	2117	183
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	11.0	25.0	25.0	25.0
Total Split (s)	55.0	55.0	48.0	105.0	57.0	57.0
Total Split (%)	34.4%	34.4%	30.0%	65.6%	35.6%	35.6%
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 138 (86%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 1: SR-7/US-441 & Orange Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	253	152	332	2595	2228	193
v/c Ratio	0.72	0.52	0.99	0.62	0.72	0.22
Control Delay	81.6	15.2	59.3	7.7	25.2	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.6	15.2	59.3	7.7	25.2	10.9
Queue Length 50th (ft)	134	0	307	302	569	51
Queue Length 95th (ft)	179	69	m277	m279	793	119
Internal Link Dist (ft)	521			199	322	
Turn Bay Length (ft)	165		230			215
Base Capacity (vph)	1051	582	493	4153	3103	861
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.26	0.67	0.62	0.72	0.22

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	240	144	315	2465	2117	183
Future Volume (veh/h)	240	144	315	2465	2117	183
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
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	253	152	332	2595	2228	193
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	385	177	351	4123	3208	893
Arrive On Green	0.11	0.11	0.18	1.00	0.84	0.84
Sat Flow, veh/h	3456	1585	1781	5274	5274	1421
Grp Volume(v), veh/h	253	152	332	2595	2228	193
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1702	1702	1421
Q Serve(g_s), s	11.2	15.1	19.4	0.0	27.4	4.4
Cycle Q Clear(g_c), s	11.2	15.1	19.4	0.0	27.4	4.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	385	177	351	4123	3208	893
V/C Ratio(X)	0.66	0.86	0.95	0.63	0.69	0.22
Avail Cap(c_a), veh/h	1058	485	566	4123	3208	893
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.2	69.9	42.4	0.0	7.1	5.2
Incr Delay (d2), s/veh	0.7	4.7	13.7	0.7	1.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	13.0	14.1	0.3	6.5	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	68.9	74.6	56.1	0.7	8.4	5.8
LnGrp LOS	E	E	E	A	A	A
Approach Vol, veh/h	405			2927	2421	
Approach Delay, s/veh	71.0			7.0	8.2	
Approach LOS	E			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		136.2		23.8	28.7	107.5
Change Period (Y+Rc), s		7.0		6.0	7.0	7.0
Max Green Setting (Gmax), s		98.0		49.0	41.0	50.0
Max Q Clear Time (g_c+I1), s		2.0		17.1	21.4	29.4
Green Ext Time (p_c), s		60.6		0.7	0.3	17.0

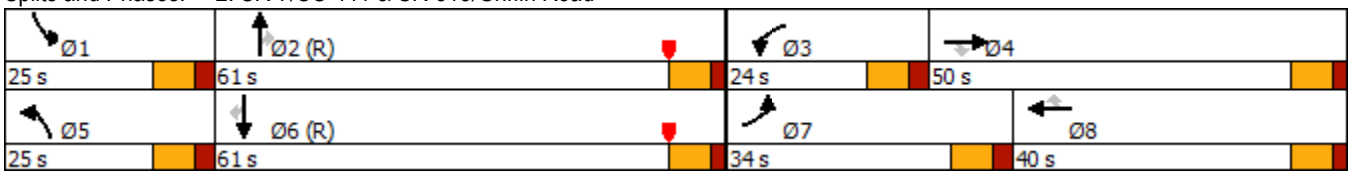
Intersection Summary	
HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	453	1310	420	214	738	598	274	1821	307	469	1717	129
Future Volume (vph)	453	1310	420	214	738	598	274	1821	307	469	1717	129
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	12.5	49.0	49.0	12.5	52.0	52.0	12.5	50.0	50.0	12.5	52.0	52.0
Total Split (s)	34.0	50.0	50.0	24.0	40.0	40.0	25.0	61.0	61.0	25.0	61.0	61.0
Total Split (%)	21.3%	31.3%	31.3%	15.0%	25.0%	25.0%	15.6%	38.1%	38.1%	15.6%	38.1%	38.1%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.0	7.0	7.5	7.0	7.0	7.5	7.0	7.0	7.5	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 116 (73%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 2: SR-7/US-441 & SR-818/Griffin Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	472	1365	438	223	769	623	285	1897	320	489	1789	134
v/c Ratio	0.90	0.94	0.71	0.75	0.69	1.23	0.83	1.11	0.45	1.30	1.01	0.20
Control Delay	86.4	68.9	31.3	86.9	61.8	151.7	90.7	105.0	10.6	213.8	68.9	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.4	68.9	31.3	86.9	61.8	151.7	90.7	105.0	10.6	213.8	68.9	8.4
Queue Length 50th (ft)	250	516	205	119	278	~628	152	~824	43	~344	~717	2
Queue Length 95th (ft)	#328	#638	351	165	330	#879	205	#916	130	#468	#816	m62
Internal Link Dist (ft)		601			565			482			611	
Turn Bay Length (ft)	455		300	360		335	430		430	430		430
Base Capacity (vph)	568	1449	614	354	1109	507	375	1716	706	375	1763	659
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.94	0.71	0.63	0.69	1.23	0.76	1.11	0.45	1.30	1.01	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	453	1310	420	214	738	598	274	1821	307	469	1717	129
Future Volume (veh/h)	453	1310	420	214	738	598	274	1821	307	469	1717	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	472	1365	438	223	769	623	285	1897	320	489	1789	134
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	514	1420	438	266	1053	320	326	1810	562	378	1887	578
Arrive On Green	0.15	0.28	0.28	0.08	0.21	0.21	0.13	0.47	0.47	0.15	0.49	0.49
Sat Flow, veh/h	3456	5106	1577	3456	5106	1551	3456	5106	1585	3456	5106	1563
Grp Volume(v), veh/h	472	1365	438	223	769	623	285	1897	320	489	1789	134
Grp Sat Flow(s),veh/h/ln	1728	1702	1577	1728	1702	1551	1728	1702	1585	1728	1702	1563
Q Serve(g_s), s	21.5	42.1	44.4	10.2	22.5	33.0	13.0	56.7	23.3	17.5	53.4	7.9
Cycle Q Clear(g_c), s	21.5	42.1	44.4	10.2	22.5	33.0	13.0	56.7	23.3	17.5	53.4	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	514	1420	438	266	1053	320	326	1810	562	378	1887	578
V/C Ratio(X)	0.92	0.96	1.00	0.84	0.73	1.95	0.88	1.05	0.57	1.29	0.95	0.23
Avail Cap(c_a), veh/h	572	1420	438	356	1053	320	378	1810	562	378	1887	578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.1	56.9	57.7	72.9	59.3	63.5	69.1	42.3	33.5	68.4	39.2	27.6
Incr Delay (d2), s/veh	17.9	15.5	42.7	9.7	2.3	437.4	16.4	35.1	4.2	150.6	11.6	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	20.2	22.9	4.9	10.0	51.9	6.3	28.3	9.2	15.5	23.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.1	72.4	100.5	82.6	61.6	500.9	85.5	77.4	37.6	219.0	50.8	28.6
LnGrp LOS	F	E	F	F	E	F	F	F	D	F	D	C
Approach Vol, veh/h		2275			1615			2502			2412	
Approach Delay, s/veh		80.4			234.0			73.2			83.7	
Approach LOS		F			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	63.7	19.8	51.5	22.6	66.1	31.3	40.0
Change Period (Y+Rc), s	7.5	7.0	7.5	7.0	7.5	7.0	7.5	7.0
Max Green Setting (Gmax), s	17.5	54.0	16.5	43.0	17.5	54.0	26.5	33.0
Max Q Clear Time (g_c+I1), s	19.5	58.7	12.2	46.4	15.0	55.4	23.5	35.0
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.1	0.0	0.3	0.0

Intersection Summary

HCM 6th Ctrl Delay		107.4	
HCM 6th LOS		F	

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	39	2812	32	0	2330
Future Vol, veh/h	0	39	2812	32	0	2330
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	-	145	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	42	3057	35	0	2533

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1529	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	5	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3	-	-	-	-
Pot Cap-1 Maneuver	0	254	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	254	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	254	-
HCM Lane V/C Ratio	-	-	0.167	-
HCM Control Delay (s)	-	-	22	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.6	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	73	2771	45	14	2316
Future Vol, veh/h	0	73	2771	45	14	2316
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	-	140	260	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	79	3012	49	15	2517

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1506	0	0	3061	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	5	-	-	5.34	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3	-	-	3.12	-
Pot Cap-1 Maneuver	0	260	-	-	35	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	260	-	-	35	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.8	0	1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	260	35	-
HCM Lane V/C Ratio	-	-	0.305	0.435	-
HCM Control Delay (s)	-	-	24.8	171.2	-
HCM Lane LOS	-	-	C	F	-
HCM 95th %tile Q(veh)	-	-	1.2	1.5	-

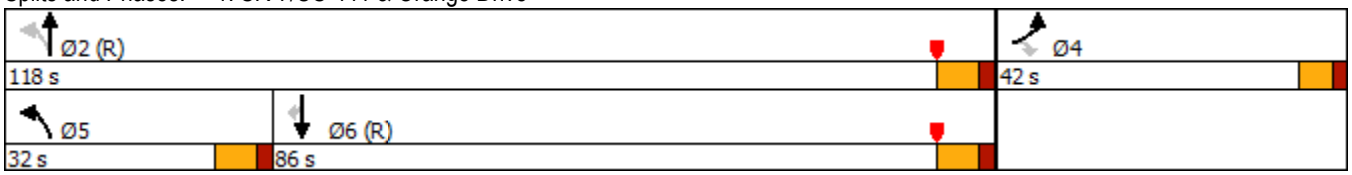
Existing P.M.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	218	301	132	2197	2270	156
Future Volume (vph)	218	301	132	2197	2270	156
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	11.0	25.0	25.0	25.0
Total Split (s)	42.0	42.0	32.0	118.0	86.0	86.0
Total Split (%)	26.3%	26.3%	20.0%	73.8%	53.8%	53.8%
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 83 (52%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: SR-7/US-441 & Orange Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	220	304	133	2219	2293	158
v/c Ratio	0.66	0.79	0.76	0.53	0.63	0.16
Control Delay	79.2	26.8	36.6	9.0	13.9	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.2	26.8	36.6	9.0	13.9	4.9
Queue Length 50th (ft)	117	41	93	306	408	22
Queue Length 95th (ft)	155	148	m111	m344	617	63
Internal Link Dist (ft)	521			1271	322	
Turn Bay Length (ft)	165		230			215
Base Capacity (vph)	772	553	333	4181	3637	1003
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.55	0.40	0.53	0.63	0.16

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	218	301	132	2197	2270	156
Future Volume (veh/h)	218	301	132	2197	2270	156
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	220	304	133	2219	2293	158
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	706	324	177	3648	3226	880
Arrive On Green	0.20	0.20	0.05	0.95	0.84	0.84
Sat Flow, veh/h	3456	1585	1781	5274	5274	1393
Grp Volume(v), veh/h	220	304	133	2219	2293	158
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1702	1702	1393
Q Serve(g_s), s	8.7	30.2	4.1	8.2	28.5	3.4
Cycle Q Clear(g_c), s	8.7	30.2	4.1	8.2	28.5	3.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	706	324	177	3648	3226	880
V/C Ratio(X)	0.31	0.94	0.75	0.61	0.71	0.18
Avail Cap(c_a), veh/h	778	357	386	3648	3226	880
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	0.24	0.24	1.00	1.00
Uniform Delay (d), s/veh	54.1	62.7	24.3	1.3	7.0	5.0
Incr Delay (d2), s/veh	0.1	29.9	0.6	0.2	1.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	26.9	3.4	1.4	6.6	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	54.2	92.6	24.8	1.5	8.3	5.4
LnGrp LOS	D	F	C	A	A	A
Approach Vol, veh/h	524			2352	2451	
Approach Delay, s/veh	76.5			2.8	8.1	
Approach LOS	E			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		121.3		38.7	13.2	108.1
Change Period (Y+Rc), s		7.0		6.0	7.0	7.0
Max Green Setting (Gmax), s		111.0		36.0	25.0	79.0
Max Q Clear Time (g_c+I1), s		10.2		32.2	6.1	30.5
Green Ext Time (p_c), s		44.5		0.5	0.1	33.6

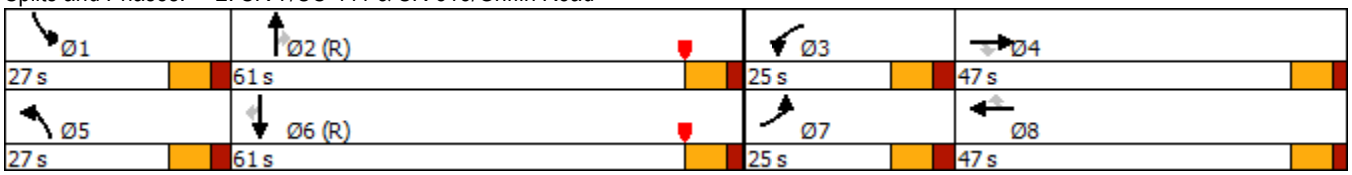
Intersection Summary	
HCM 6th Ctrl Delay	12.5
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	816	454	432	1311	510	501	1636	230	498	1792	252
Future Volume (vph)	216	816	454	432	1311	510	501	1636	230	498	1792	252
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	12.5	49.0	49.0	12.5	52.0	52.0	12.5	50.0	50.0	12.5	52.0	52.0
Total Split (s)	25.0	47.0	47.0	25.0	47.0	47.0	27.0	61.0	61.0	27.0	61.0	61.0
Total Split (%)	15.6%	29.4%	29.4%	15.6%	29.4%	29.4%	16.9%	38.1%	38.1%	16.9%	38.1%	38.1%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.0	7.0	7.5	7.0	7.0	7.5	7.0	7.0	7.5	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 70 (44%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 2: SR-7/US-441 & SR-818/Griffin Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	816	454	432	1311	510	501	1636	230	498	1792	252
Future Volume (veh/h)	216	816	454	432	1311	510	501	1636	230	498	1792	252
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	223	841	468	445	1352	526	516	1687	237	513	1847	260
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	2	2	2	2	2	2	2	2
Cap, veh/h	266	1277	390	378	1442	440	421	1723	526	421	1723	527
Arrive On Green	0.08	0.25	0.25	0.11	0.28	0.28	0.16	0.45	0.45	0.16	0.45	0.45
Sat Flow, veh/h	3456	5106	1559	3456	5106	1557	3456	5106	1560	3456	5106	1561
Grp Volume(v), veh/h	223	841	468	445	1352	526	516	1687	237	513	1847	260
Grp Sat Flow(s),veh/h/ln	1728	1702	1559	1728	1702	1557	1728	1702	1560	1728	1702	1561
Q Serve(g_s), s	10.2	23.7	40.0	17.5	41.4	45.2	19.5	52.0	16.8	19.5	54.0	18.9
Cycle Q Clear(g_c), s	10.2	23.7	40.0	17.5	41.4	45.2	19.5	52.0	16.8	19.5	54.0	18.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	266	1277	390	378	1442	440	421	1723	526	421	1723	527
V/C Ratio(X)	0.84	0.66	1.20	1.18	0.94	1.20	1.23	0.98	0.45	1.22	1.07	0.49
Avail Cap(c_a), veh/h	378	1277	390	378	1442	440	421	1723	526	421	1723	527
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.71	0.71	0.71
Uniform Delay (d), s/veh	72.9	53.9	60.0	71.3	56.0	57.4	67.0	43.5	33.8	67.0	44.1	34.4
Incr Delay (d2), s/veh	7.8	1.0	112.5	104.1	11.7	108.6	120.8	17.2	2.8	112.9	41.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	10.3	28.0	13.2	19.4	31.0	15.5	23.5	6.5	15.0	28.1	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.6	54.9	172.5	175.3	67.8	166.0	187.9	60.8	36.6	179.9	85.1	36.7
LnGrp LOS	F	D	F	F	E	F	F	E	D	F	F	D
Approach Vol, veh/h		1532			2323			2440			2620	
Approach Delay, s/veh		94.6			110.6			85.3			98.9	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	61.0	25.0	47.0	27.0	61.0	19.8	52.2
Change Period (Y+Rc), s	7.5	7.0	7.5	7.0	7.5	7.0	7.5	7.0
Max Green Setting (Gmax), s	19.5	54.0	17.5	40.0	19.5	54.0	17.5	40.0
Max Q Clear Time (g_c+I1), s	21.5	54.0	19.5	42.0	21.5	56.0	12.2	47.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0

Intersection Summary

HCM 6th Ctrl Delay	97.5
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

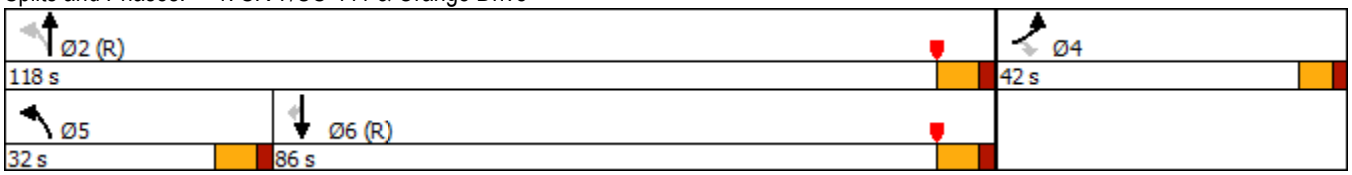
Future Background P.M.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	238	336	149	2438	2528	171
Future Volume (vph)	238	336	149	2438	2528	171
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	11.0	25.0	25.0	25.0
Total Split (s)	42.0	42.0	32.0	118.0	86.0	86.0
Total Split (%)	26.3%	26.3%	20.0%	73.8%	53.8%	53.8%
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 83 (52%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 1: SR-7/US-441 & Orange Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	240	339	151	2463	2554	173
v/c Ratio	0.64	0.84	0.86	0.60	0.73	0.18
Control Delay	75.1	34.7	37.4	12.6	18.6	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.1	34.7	37.4	12.6	18.6	6.4
Queue Length 50th (ft)	127	80	115	375	535	29
Queue Length 95th (ft)	162	194	m121	m389	858	83
Internal Link Dist (ft)	521			1271	322	
Turn Bay Length (ft)	165		230			215
Base Capacity (vph)	772	553	317	4113	3518	973
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.61	0.48	0.60	0.73	0.18

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	238	336	149	2438	2528	171
Future Volume (veh/h)	238	336	149	2438	2528	171
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	240	339	151	2463	2554	173
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	774	355	172	3548	3048	831
Arrive On Green	0.22	0.22	0.07	0.92	0.79	0.79
Sat Flow, veh/h	3456	1585	1781	5274	5274	1392
Grp Volume(v), veh/h	240	339	151	2463	2554	173
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1702	1702	1392
Q Serve(g_s), s	9.3	33.8	6.6	16.3	49.3	4.9
Cycle Q Clear(g_c), s	9.3	33.8	6.6	16.3	49.3	4.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	774	355	172	3548	3048	831
V/C Ratio(X)	0.31	0.96	0.88	0.69	0.84	0.21
Avail Cap(c_a), veh/h	778	357	354	3548	3048	831
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	51.8	61.3	40.2	2.5	11.7	7.2
Incr Delay (d2), s/veh	0.1	35.6	0.5	0.1	2.9	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	30.3	6.1	2.5	14.4	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.9	96.9	40.7	2.6	14.7	7.7
LnGrp LOS	D	F	D	A	B	A
Approach Vol, veh/h	579			2614	2727	
Approach Delay, s/veh	78.2			4.8	14.2	
Approach LOS	E			A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		118.2		41.8	15.7	102.5
Change Period (Y+Rc), s		7.0		6.0	7.0	7.0
Max Green Setting (Gmax), s		111.0		36.0	25.0	79.0
Max Q Clear Time (g_c+I1), s		18.3		35.8	8.6	51.3
Green Ext Time (p_c), s		53.7		0.0	0.1	23.9

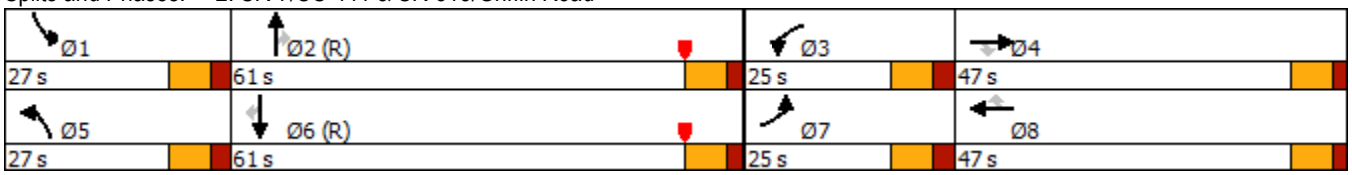
Intersection Summary	
HCM 6th Ctrl Delay	16.3
HCM 6th LOS	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	266	900	497	490	1463	569	548	1805	259	597	1960	276
Future Volume (vph)	266	900	497	490	1463	569	548	1805	259	597	1960	276
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	12.5	49.0	49.0	12.5	52.0	52.0	12.5	50.0	50.0	12.5	52.0	52.0
Total Split (s)	25.0	47.0	47.0	25.0	47.0	47.0	27.0	61.0	61.0	27.0	61.0	61.0
Total Split (%)	15.6%	29.4%	29.4%	15.6%	29.4%	29.4%	16.9%	38.1%	38.1%	16.9%	38.1%	38.1%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.0	7.0	7.5	7.0	7.0	7.5	7.0	7.0	7.5	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 70 (44%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 2: SR-7/US-441 & SR-818/Griffin Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	266	900	497	490	1463	569	548	1805	259	597	1960	276
Future Volume (veh/h)	266	900	497	490	1463	569	548	1805	259	597	1960	276
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	274	928	512	505	1508	587	565	1861	267	615	2021	285
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	2	2	2	2	2	2	2	2
Cap, veh/h	316	1277	390	378	1368	417	421	1723	526	421	1723	527
Arrive On Green	0.09	0.25	0.25	0.11	0.27	0.27	0.16	0.45	0.45	0.16	0.45	0.45
Sat Flow, veh/h	3456	5106	1559	3456	5106	1557	3456	5106	1560	3456	5106	1561
Grp Volume(v), veh/h	274	928	512	505	1508	587	565	1861	267	615	2021	285
Grp Sat Flow(s),veh/h/ln	1728	1702	1559	1728	1702	1557	1728	1702	1560	1728	1702	1561
Q Serve(g_s), s	12.5	26.7	40.0	17.5	42.9	42.9	19.5	54.0	19.5	19.5	54.0	21.3
Cycle Q Clear(g_c), s	12.5	26.7	40.0	17.5	42.9	42.9	19.5	54.0	19.5	19.5	54.0	21.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	316	1277	390	378	1368	417	421	1723	526	421	1723	527
V/C Ratio(X)	0.87	0.73	1.31	1.34	1.10	1.41	1.34	1.08	0.51	1.46	1.17	0.54
Avail Cap(c_a), veh/h	378	1277	390	378	1368	417	421	1723	526	421	1723	527
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.60	0.60	0.60
Uniform Delay (d), s/veh	71.7	55.0	60.0	71.3	58.6	58.6	67.0	44.1	34.6	67.0	44.1	35.1
Incr Delay (d2), s/veh	14.7	1.8	158.4	168.3	57.4	197.2	169.0	46.8	3.5	214.9	81.8	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	11.7	33.0	16.6	25.7	39.7	18.3	29.0	7.6	21.0	34.6	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.4	56.8	218.4	239.5	116.0	255.7	236.0	90.9	38.1	282.0	125.9	37.5
LnGrp LOS	F	E	F	F	F	F	F	F	D	F	F	D
Approach Vol, veh/h		1714			2600			2693			2921	
Approach Delay, s/veh		109.8			171.5			116.1			150.1	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	61.0	25.0	47.0	27.0	61.0	22.1	49.9
Change Period (Y+Rc), s	7.5	7.0	7.5	7.0	7.5	7.0	7.5	7.0
Max Green Setting (Gmax), s	19.5	54.0	17.5	40.0	19.5	54.0	17.5	40.0
Max Q Clear Time (g_c+I1), s	21.5	56.0	19.5	42.0	21.5	56.0	14.5	44.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0

Intersection Summary

HCM 6th Ctrl Delay	139.5
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

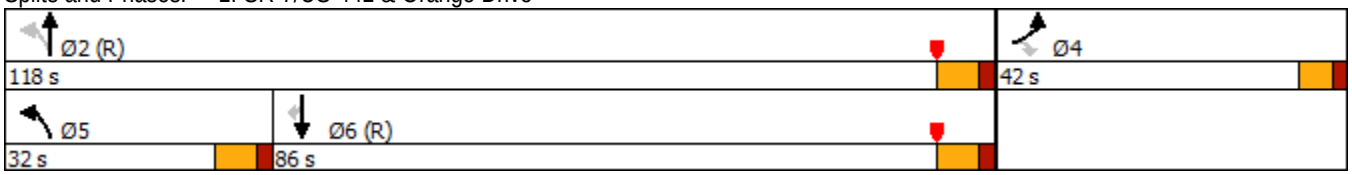
Future Total P.M.

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	238	342	228	2487	2581	171
Future Volume (vph)	238	342	228	2487	2581	171
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	11.0	25.0	25.0	25.0
Total Split (s)	42.0	42.0	32.0	118.0	86.0	86.0
Total Split (%)	26.3%	26.3%	20.0%	73.8%	53.8%	53.8%
Yellow Time (s)	4.0	4.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	7.0	7.0	7.0	7.0
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 83 (52%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated

Splits and Phases: 1: SR-7/US-441 & Orange Drive



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	240	345	230	2512	2607	173
v/c Ratio	0.62	0.85	0.90	0.61	0.80	0.19
Control Delay	74.2	36.2	52.0	11.2	25.0	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.2	36.2	52.0	11.2	25.0	8.6
Queue Length 50th (ft)	127	87	201	363	660	35
Queue Length 95th (ft)	161	202	m187	m402	#1096	99
Internal Link Dist (ft)	521			210	322	
Turn Bay Length (ft)	165		230			215
Base Capacity (vph)	772	553	326	4102	3277	911
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.62	0.71	0.61	0.80	0.19

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	238	342	228	2487	2581	171
Future Volume (veh/h)	238	342	228	2487	2581	171
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	240	345	230	2512	2607	173
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	778	357	250	3542	2759	752
Arrive On Green	0.22	0.22	0.15	0.92	0.72	0.72
Sat Flow, veh/h	3456	1585	1781	5274	5274	1392
Grp Volume(v), veh/h	240	345	230	2512	2607	173
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1702	1702	1392
Q Serve(g_s), s	9.3	34.5	15.4	17.6	71.6	6.7
Cycle Q Clear(g_c), s	9.3	34.5	15.4	17.6	71.6	6.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	778	357	250	3542	2759	752
V/C Ratio(X)	0.31	0.97	0.92	0.71	0.95	0.23
Avail Cap(c_a), veh/h	778	357	333	3542	2759	752
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.6	61.4	52.6	2.6	20.4	11.3
Incr Delay (d2), s/veh	0.1	38.7	22.4	1.2	8.4	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	4.1	31.0	10.5	3.0	25.6	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.7	100.1	75.0	3.8	28.8	12.0
LnGrp LOS	D	F	E	A	C	B
Approach Vol, veh/h	585			2742	2780	
Approach Delay, s/veh	80.3			9.8	27.8	
Approach LOS	F			A	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		118.0		42.0	24.6	93.4
Change Period (Y+Rc), s		7.0		6.0	7.0	7.0
Max Green Setting (Gmax), s		111.0		36.0	25.0	79.0
Max Q Clear Time (g_c+I1), s		19.6		36.5	17.4	73.6
Green Ext Time (p_c), s		55.4		0.0	0.1	5.2

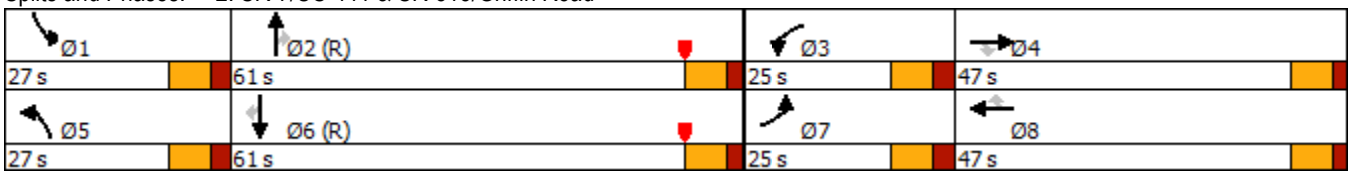
Intersection Summary	
HCM 6th Ctrl Delay	24.7
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	304	900	497	490	1463	638	548	1819	259	657	1971	308
Future Volume (vph)	304	900	497	490	1463	638	548	1819	259	657	1971	308
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	12.5	49.0	49.0	12.5	52.0	52.0	12.5	50.0	50.0	12.5	52.0	52.0
Total Split (s)	25.0	47.0	47.0	25.0	47.0	47.0	27.0	61.0	61.0	27.0	61.0	61.0
Total Split (%)	15.6%	29.4%	29.4%	15.6%	29.4%	29.4%	16.9%	38.1%	38.1%	16.9%	38.1%	38.1%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.0	7.0	7.5	7.0	7.0	7.5	7.0	7.0	7.5	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 70 (44%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 2: SR-7/US-441 & SR-818/Griffin Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	313	928	512	505	1508	658	565	1875	267	677	2032	318
v/c Ratio	0.88	0.73	0.91	1.35	1.16	1.15	1.35	1.09	0.39	1.62	1.18	0.46
Control Delay	94.8	59.0	51.9	223.5	133.1	117.5	223.3	100.5	7.9	334.6	127.7	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.8	59.0	51.9	223.5	133.1	117.5	223.3	100.5	7.9	334.6	127.7	12.0
Queue Length 50th (ft)	168	329	313	~354	~692	~615	~397	~807	19	~534	~920	22
Queue Length 95th (ft)	#243	383	#538	#474	#789	#865	#520	#900	92	#665	#1010	m138
Internal Link Dist (ft)		601			565			482			601	
Turn Bay Length (ft)	455		300	360		335	430		430	430		430
Base Capacity (vph)	375	1271	565	375	1297	574	418	1716	684	418	1716	691
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.73	0.91	1.35	1.16	1.15	1.35	1.09	0.39	1.62	1.18	0.46

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	304	900	497	490	1463	638	548	1819	259	657	1971	308
Future Volume (veh/h)	304	900	497	490	1463	638	548	1819	259	657	1971	308
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	313	928	512	505	1508	658	565	1875	267	677	2032	318
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	2	2	2	2	2	2	2	2
Cap, veh/h	354	1277	390	378	1313	400	421	1723	526	421	1723	527
Arrive On Green	0.10	0.25	0.25	0.11	0.26	0.26	0.16	0.45	0.45	0.16	0.45	0.45
Sat Flow, veh/h	3456	5106	1559	3456	5106	1557	3456	5106	1560	3456	5106	1561
Grp Volume(v), veh/h	313	928	512	505	1508	658	565	1875	267	677	2032	318
Grp Sat Flow(s),veh/h/ln	1728	1702	1559	1728	1702	1557	1728	1702	1560	1728	1702	1561
Q Serve(g_s), s	14.3	26.7	40.0	17.5	41.1	41.1	19.5	54.0	19.5	19.5	54.0	24.6
Cycle Q Clear(g_c), s	14.3	26.7	40.0	17.5	41.1	41.1	19.5	54.0	19.5	19.5	54.0	24.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	354	1277	390	378	1313	400	421	1723	526	421	1723	527
V/C Ratio(X)	0.89	0.73	1.31	1.34	1.15	1.64	1.34	1.09	0.51	1.61	1.18	0.60
Avail Cap(c_a), veh/h	378	1277	390	378	1313	400	421	1723	526	421	1723	527
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.9	55.0	60.0	71.3	59.4	59.4	67.0	44.1	34.6	67.0	44.1	36.0
Incr Delay (d2), s/veh	19.5	1.8	158.4	168.3	76.3	301.1	169.0	49.9	3.5	284.2	87.0	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	11.7	33.0	16.6	27.0	49.7	18.3	29.5	7.6	25.0	35.4	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.4	56.8	218.4	239.5	135.7	360.5	236.0	94.0	38.1	351.3	131.1	41.1
LnGrp LOS	F	E	F	F	F	F	F	F	D	F	F	D
Approach Vol, veh/h		1753			2671			2707			3027	
Approach Delay, s/veh		110.0			210.7			118.1			170.9	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	61.0	25.0	47.0	27.0	61.0	23.9	48.1
Change Period (Y+Rc), s	7.5	7.0	7.5	7.0	7.5	7.0	7.5	7.0
Max Green Setting (Gmax), s	19.5	54.0	17.5	40.0	19.5	54.0	17.5	40.0
Max Q Clear Time (g_c+I1), s	21.5	56.0	19.5	42.0	21.5	56.0	16.3	43.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0

Intersection Summary

HCM 6th Ctrl Delay	156.8
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	51	2688	56	0	2988
Future Vol, veh/h	0	51	2688	56	0	2988
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	-	145	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	55	2922	61	0	3248

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1461	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	5	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3	-	-	-	-
Pot Cap-1 Maneuver	0	273	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	273	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	273	-
HCM Lane V/C Ratio	-	-	0.203	-
HCM Control Delay (s)	-	-	21.5	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.7	-

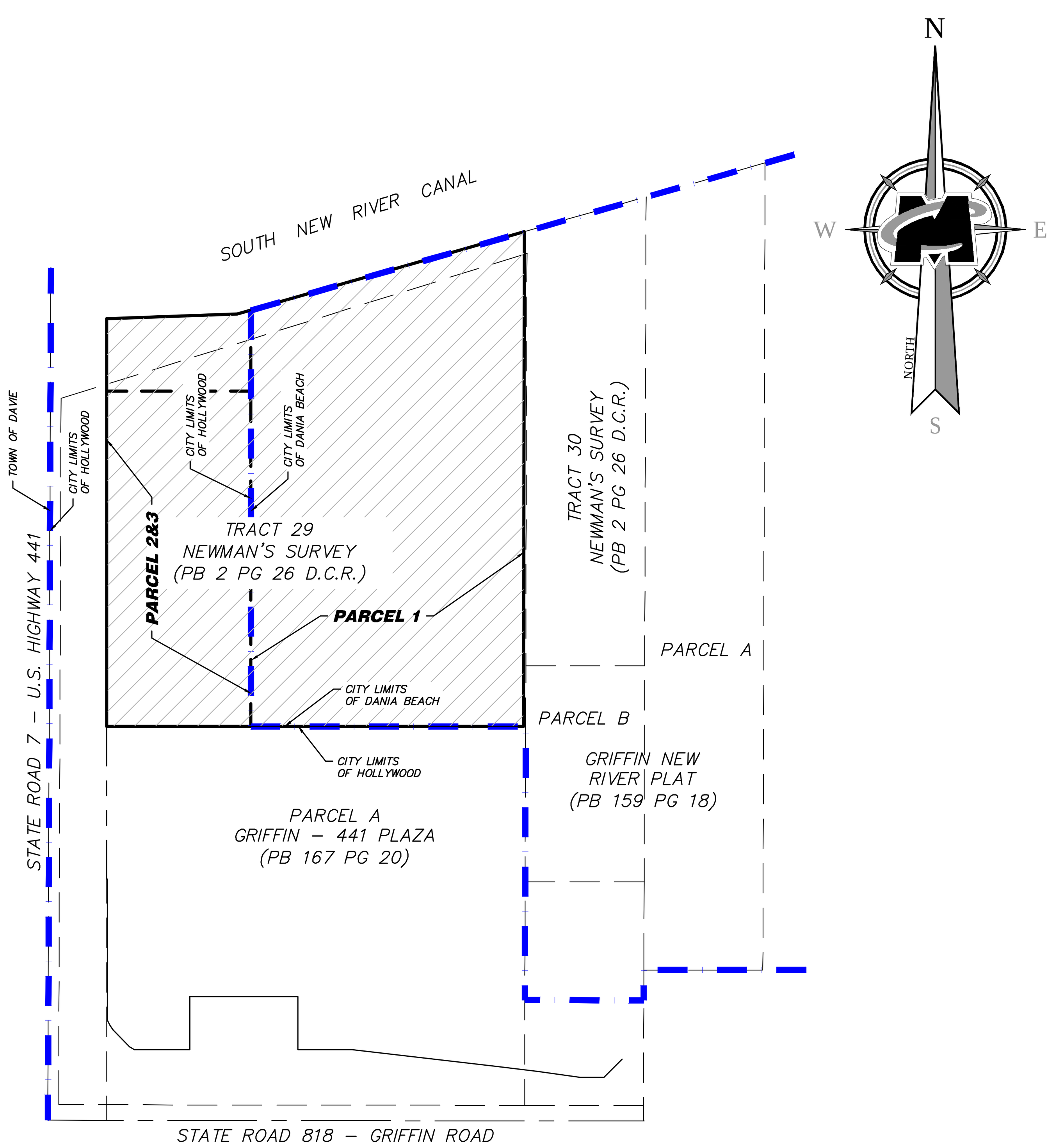
Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	93	2651	80	31	2957
Future Vol, veh/h	0	93	2651	80	31	2957
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	-	140	260	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	101	2882	87	34	3214

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1441	0	0	2969	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	5	-	-	5.34	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3	-	-	3.12	-
Pot Cap-1 Maneuver	0	279	-	-	39	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	279	-	-	39	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.1	0	2.7
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	279	39	-
HCM Lane V/C Ratio	-	-	0.362	0.864	-
HCM Control Delay (s)	-	-	25.1	258.6	-
HCM Lane LOS	-	-	D	F	-
HCM 95th %tile Q(veh)	-	-	1.6	3.2	-



LOCATION MAP
Not to Scale

LEGAL DESCRIPTION:

PARCEL 1

A PORTION OF TRACT 29, SECTION 25, TOWNSHIP 50 SOUTH, RANGE 41 EAST, NEWMAN'S SURVEY, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 2, PAGE 26 OF THE PUBLIC RECORDS OF MIAMI–DADE COUNTY, FLORIDA MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE EAST RIGHT–OF–WAY LINE OF STATE ROAD NO. 7 WITH THE SOUTH LINE OF SAID SECTION 25; THENCE NORTHERLY ALONG THE SAID EAST RIGHT–OF–WAY, NORTH 02°06"55" EAST, 1111.80 FEET TO THE INTERSECTION OF THE EAST RIGHT–OF–WAY LINE OF STATE ROAD NO. 7 AND THE SOUTH RIGHT–OF–WAY LINE OF THE SOUTH NEW RIVER CANAL EASEMENT; THENCE EASTERLY ALONG SAID SOUTH RIGHT–OF–WAY, NORTH 90°00'00" EAST, 181.59 FEET; THENCE NORTH 76°04'42" EAST, 19.28 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 76°04'42" EAST, 394.91 FEET; THENCE SOUTH 02°12'46" WEST 686.55 FEET; THENCE NORTH 87°51'58" WEST, 378.37 FEET; THENCE NORTH 02°06'55" EAST, 577.47 FEET TO THE POINT OF BEGINNING. SAID LANDS SITUATE, LYING AND BEING IN BROWARD COUNTY, FLORIDA. SAID PARCEL CONTAINING 239,463 S.F. (5.5 ACRES ±)

PARCEL IDENTIFICATION NUMBER: 504125010520

TOGETHER WITH

PARCEL 2 AND 3

A PORTION OF TRACT 29, SECTION 25, TOWNSHIP 50 SOUTH, RANGE 41 EAST, NEWMAN'S SURVEY, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 2, PAGE 26, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE EAST RIGHT–OF–WAY LINE OF STATE ROAD NO. 7 WITH THE SOUTH LINE OF SAID SECTION 25; THENCE NORTHERLY ALONG THE SAID EAST RIGHT–OF–WAY NORTH 02° 06' 55" EAST A DISTANCE OF 546.50 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTHERLY, NORTH 02° 06' 55" EAST 565.30 FEET THE INTERSECTION OF THE EAST RIGHT–OF–WAY LINE OF STATE ROAD NO.7 AND THE SOUTH RIGHT–OF–WAY LINE OF THE SOUTH NEW RIVER CANAL EASEMENT; THENCE EASTERLY ALONG SAID SOUTH RIGHT–OF–WAY NORTH 90° 00' 00" EAST, 181.59 FEET; THENCE NORTH 76° 04' 42" EAST, 19.28 FEET; THENCE SOUTH 02° 06' 55" WEST 577.33 FEET; THENCE WESTERLY, NORTH 87° 53' 04" WEST, 200.00 FEET TO THE POINT OF BEGINNING. SAID LANDS SITUATE, LYING AND BEING IN BROWARD COUNTY, FLORIDA. SAID PARCEL CONTAINING 113,840 S.F. (2.6 ACRES ±)

PARCEL IDENTIFICATION NUMBER: 504125010524 & 504125010528

RESTRICTIONS / EASEMENTS:

THE EASEMENTS, ENCUMBRANCES AND RESTRICTIONS EVIDENCED BY RECORDED DOCUMENTS AND/OR OTHER TITLE SEARCH REPORT PROVIDED TO THE SURVEYOR AS NOTED IN RESTRICTIONS/EASEMENTS, OF THE ATTORNEYS' TITLE FUND SERVICES, LLC, PROVIDE FOR: CLARK & MUNEY, PLLC, FUND FILE NUMBER: 861926 DATED MARCH 18, 2020, AS TO THE EXTENT THEY CAN BE LOCATED ARE SHOWN HEREON OR OTHERWISE NOTED AS TO THEIR EFFECT ON THE PROPERTY AS FOLLOWS:

ITEM 2) ALL MATTERS CONTAINED ON THE PLAT OF NEWMAN'S SURVEY, AS RECORDED IN PLAT BOOK 2, PAGE 26, PUBLIC RECORDS OF MIAMI–DADE COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). THERE IS NOT RESTRICTIONS AND/OR EASEMENTS AS SHOWN ON THE FACE OF THE PLAT, HOWEVER THERE ARE RIGHT OF WAY DEDICATION AS SHOWN ON SAID PLAT THAT AFFECTS THE SUBJECT PROPERTY AND IT IS SHOWN HEREON.

ITEM 3) RESERVATIONS AS SET FORTH IN THE DEED FROM THE TRUSTEES OF THE INTERNAL IMPROVEMENT FUND OF THE STATE OF FLORIDA RECORDED IN DEED BOOK 7, PAGE 576, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA; HOWEVER, THE RIGHT OF ENTRY AND EXPLORATION ASSOCIATED WITH THE OIL AND MINERAL RESERVATION HAS BEEN RELEASED PURSUANT TO SEC. 270.11, F.S. (PARCELS 1, 2 AND 3). DOCUMENT PROVIDED TO THE SURVEYOR IS NOT READABLE.

ITEM 4) RESERVATIONS AS SET FORTH IN THE DEED FROM THE TRUSTEES OF THE INTERNAL IMPROVEMENT FUND OF THE STATE OF FLORIDA RECORDED IN DEED BOOK 12, PAGE 508, WHICH WERE PARTIALLY RELEASED BY DEED BOOK 802, PAGE 467, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA; HOWEVER, THE RIGHT OF ENTRY AND EXPLORATION ASSOCIATED WITH THE OIL AND MINERAL RESERVATION HAS BEEN RELEASED PURSUANT TO SEC. 270.11, F.S. (PARCELS 1, 2 AND 3). DOCUMENT PROVIDED TO THE SURVEYOR IS NOT READABLE.

ITEM 5) CANAL EASEMENT CONTAINED IN WARRANTY DEED RECORDED IN O.R. BOOK 2930, PAGE 28, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS THE SUBJECT PARCEL AND IT IS PLOTTED HEREON.

ITEM 6) EASEMENT IN FAVOR OF CENTRAL AND SOUTHERN FLORIDA FLOOD CONTROL DISTRICT RECORDED IN O.R. BOOK 2986, PAGE 809, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS THE SUBJECT PARCEL AND IT IS PLOTTED HEREON.

ITEM 7) EASEMENT IN FAVOR OF CENTRAL AND SOUTHERN FLORIDA FLOOD CONTROL DISTRICT RECORDED IN O.R. BOOK 2986, PAGE 811, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS THE SUBJECT PARCEL AND IT IS PLOTTED HEREON.

ITEM 8) RESOLUTION OF THE CENTRAL BROWARD DRAINAGE DISTRICT RECORDED IN O.R. BOOK 3438, PAGE 60, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS THE SUBJECT PARCEL, HOWEVER IS NOT PLOTABLE.

ITEM 9) LICENSE AGREEMENT WITH BROWARD COUNTY RECORDED IN O.R. BOOK 4492, PAGE 777, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS THE SUBJECT PARCEL, HOWEVER IS BLANKET IN NATURE AND NOT PLOTABLE.

ITEM 10) BROWARD COUNTY ORDINANCE NO. 84–16 (Z) RECORDED IN O.R. BOOK 11676, PAGE 400, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). THE ZONING DISTRICT WITHIN BROWARD COUNTY, BE AND HEREBY ARE CHANGED BY REZONING THE SUBJECT PARCEL FROM T–1 MOBILE HOME PARK TO B–3 GENERAL BUSINESS, SAID DOCUMENT AFFECTS THE SUBJECT PARCEL, HOWEVER IS BLANKET IN NATURE AND NOT PLOTABLE.

ITEM 11) TOWN OF DAVIE ORDINANCE NO. 85–97 RECORDED IN O.R. BOOK 13068, PAGE 486, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). DO NOT AFFECT THE SUBJECT PARCEL.

ITEM 12) EASEMENT IN FAVOR OF FLORIDA POWER & LIGHT COMPANY RECORDED IN O.R. BOOK 17127, PAGE 165, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS THE SUBJECT PARCEL, HOWEVER THE SKETCH AS SHOWN ON EXHIBIT A DOES NOT SHOW ENOUGH DIMENSIONS TO PLOT THE EASEMENT.

ITEM 13) CABLE TELEVISION INSTALLATION AND WIRING AGREEMENT WITH CABLE TV FUND 14–A/B VENTURE RECORDED IN O.R. BOOK 17453, PAGE 243, TOGETHER WITH AND AS AFFECTED BY RELEASE OF EASEMENT RECORDED IN O.R. BOOK 20804, PAGE 660, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS THE SUBJECT PARCEL, HOWEVER IS BLANKET IN NATURE AND NOT PLOTABLE.

ITEM 14) EASEMENT AGREEMENT BY AND BETWEEN SAM B. NEVEL, TRUSTEE, AND RAMGOH SALES COMPANY, INC. RECORDED IN O.R. BOOK 28676, PAGE 655, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS PARCEL A "GRIFFIN – 441 PLAZA", AS SHOWN ON PLAT BOOK 167 AT PAGE 20 FOR THE BENEFIT OF THE SUBJECT PARCEL, AND IT IS PLOTTED HEREON.

ITEM 15) MEMORANDUM OF LEASE FROM RAMGOH SALES, INC., LESSOR, TO NATIONAL ADVERTISING COMPANY, LESSEE, RECORDED IN O.R. BOOK 30829, PAGE 930, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS THE SUBJECT PARCEL, HOWEVER IS NOT A SURVEY MATTER.

ITEM 16) TERMS AND CONDITIONS OF THE NOTICE OF PERMIT FROM THE SOUTH FLORIDA WATER MANAGEMENT DISTRICT RECORDED IN O.R. BOOK 32471, PAGE 1098, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS THE SUBJECT PARCEL, HOWEVER IS NOT A SURVEY MATTER.

ITEM 17) ORDINANCE NO. 2005–53 RECORDED IN O.R. BOOK 41179, PAGE 1696, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. DOES NOT AFFECTS THE SUBJECT PARCEL, HOWEVER IS NOT A SURVEY MATTER.

ITEM 18) COURTESY NOTICE OF SUPER PRIORITY STATUS OF CITY OF DANIA BEACH CODE ENFORCEMENT LIENS RECORDED IN O.R. BOOK 47083, PAGE 1671, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS THE SUBJECT PARCEL, HOWEVER IS BLANKET IN NATURE AND NOT PLOTTABLE.

ITEM 19) UTILITY EASEMENT AND LIFT STATION AGREEMENT RECORDED IN O.R. BOOK 47569, PAGE 1538, ASSIGNMENT OF UTILITY EASEMENT AND LIFT STATION AGREEMENT RECORDED IN INSTRUMENT NUMBER 116276435 AND 116276436, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS THE SUBJECT PARCEL, HOWEVER IS BLANKET IN NATURE AND NOT PLOTTABLE.

ITEM 20) NON–EXCLUSIVE ASSIGNMENT OF EASEMENT AGREEMENT RECORDED IN O.R. BOOK 47569, PAGE 1545, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS THE SUBJECT PARCEL, HOWEVER IS BLANKET IN NATURE AND NOT PLOTTABLE.

ITEM 21) ACCESS EASEMENT AND AGREEMENT RECORDED IN O.R. BOOK 47569, PAGE 1551, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS PARCEL 2 AND 3 FOR THE BENEFIT OF PARCEL 1, AND IT IS PLOTTED HEREON.

ITEM 22) RIGHT OF WAY OCCUPANCY NOTICE OF PERMIT RECORDED IN INSTRUMENT NUMBER 113594665, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS THE SUBJECT PARCEL, HOWEVER IS BLANKET IN NATURE NAD NOT PLOTTABLE.

SURVEYOR'S NOTES:

1. THE LEGAL DESCRIPTION OF THE SUBJECT PROPERTY IS THE SAME AS THE TITLE SEARCH REPORT AS PROVIDED ON FUND FILE NUMBER: 861926.
2. BEARING ARE BASED ON THE EAST RIGHT OF S.R.7 U.S. HIGHWAY 441 AS BEARS NORTH 01°51'43" WEST.
3. THIS SKETCH OF BOUNDARY SURVEY DOES NOT REPRESENT A MEAN HIGH WATER LINE SURVEY AS DEFINED UNDER CHAPTER 5J–17.050(G) FLORIDA ADMINISTRATIVE CODE OR DOES THIS SURVEY SUPPORT TO DETERMINE THE NATURE AND/OR LIMIT OF OWNERSHIP INTERESTS TO THE SUBMERGED LANDS ADJACENT TO THE SUBJECT PROPERTY. THE APPROXIMATELY SHORE LINE AS SHOWN HEREON REPRESENTS THE TOP OF BANK OF THE EXISTING WATERWAY AND NOT NECESSARILY THE SAFE UPLAND LINE AS DEFINED IN SAID CODE. THE MEAN HIGH WATER LINE AS SHOWN HEREON IS BASED ON ELEVATIONS TAKEN IN THE FIELD ON 02–19–2020, ELEVATION 0.37' NAVD88 BASED ON A TIDAL WATER SURVEY PROCEDURAL APPROVAL LETTER FROM THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION DATED 02–12–2020. THERE MAY BE ADDITIONAL SURVEY REQUIREMENTS NECESSARY TO ADDRESS THOSE SPECIFIC PERMIT PROCESSES IN ADDITION TO THE MEAN HIGH WATER LINE SURVEY.
4. ELEVATIONS ARE REFERRED TO THE NORTH AMERICAN VERTICAL DATUM, 1988 (NAVD 88). ELEVATIONS ARE BASED ON FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 4 BRIDGE MONUMENTATION (BRIDGE NO. 860627) BENCHMARK NO. 860627B THE SAME BEING AN ALUMINUM DISK LOCATED 32' EAST OF EAST EDGE OF PAVEMENT OF SR 7 AND 522' NORTH OF NORTH LINE SAID BRIDGE, ELEVATION 5.05' AND BENCHMARK NO. 8696 X 182 RESET THE SAME BEING AN ALUMINUM DISK LOCATED 111' WEST OF EAST EDGE OF PAVEMENT OF SR 7 AND ALIGN WITH THE NORTH LINE OF SAID BRIDGE ELEVATION 8.65'.
5. THE ACCURACY OBTAINED FOR ALL HORIZONTAL CONTROL MEASUREMENTS AND OFFICE CALCULATIONS OF CLOSED GEOMETRIC FIGURES, MEETS OR EXCEEDS THE STANDARDS OF PRACTICE AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS AS CONTAINED IN CHAPTER 5J–17.051 OF 1 FOOT IN 7,500 FEET FOR SUBURBAN AREAS.
6. THERE ARE NO DELINEATION OF THE PARKING SPACES WITHIN THE SURVEY AREA.
7. ALL UTILITIES SERVING THE PROPERTY ENTER THROUGH ADJOINING PUBLIC STREETS AND/OR EASEMENTS OF RECORD.
7. THERE ARE NO ENCROACHMENTS ONTO ADJOINING PREMISES, STREETS OR ALLEYS BY ANY BUILDINGS, STRUCTURES OR OTHER IMPROVEMENTS LOCATED ON THE PROPERTY, AND NO ENCROACHMENTS ONTO THE PROPERTY BY BUILDINGS, STRUCTURES OR OTHER IMPROVEMENTS SITUATED ON ADJOINING PREMISES OTHER THAN SHOWN HEREON.
8. TOTAL GROSS LAND AREA IS 353,303 SQUARE FEET, 8.1 ACRES ±.
9. RIGHT OF WAY AS SHOWN HEREON IS BASED ON THE RECORDED PLAT AND RIGHT OF WAY MAP FOR STATE ROAD No. 7 SECTION No. 8610 (108–202). ANY NOTORIOUS EVIDENCE OF OCCUPATION AND/OR USE OF THE DESCRIBED PARCEL FOR RIGHT–OF–WAY, INGRESS OR EGRESS ARE SHOWN ON THIS SURVEY DRAWING. HOWEVER, THIS SURVEY DOES NOT PURPORT TO REFLECT ANY RECORDED INSTRUMENTS OR RIGHT–OF–WAY OTHER THAN AS SHOWN ON THE UNDERLYING RECORD PLAT OR AS STATED IN THE LEGAL DESCRIPTION OR AS NOTED IN THE RECORDED DOCUMENTS PROVIDED TO THE SURVEYOR.
10. A COMPARISON BETWEEN MEASURED (M), PLAT (P), DEED (D) AND CALCULATED (C) DIMENSIONS IS DELINEATED HEREON. MEASURED DIMENSIONS (M) ARE BASED DIRECTLY ON THE RECOVERED MONUMENTATION. DEED DIMENSIONS IS BASED ON THE LEGAL DESCRIPTION. PLATTED DIMENSIONS ARE BASED ON RECORDED PLAT 167 AT PAGE 20 OF THE PUBLIC RECORDS OF BROWARD COUNTY.
11. THE SUBJECT PROPERTY LIES WITHIN TWO FLOOD AREAS. THAT PORTION OF THE SUBJECT PROPERTY, LYING WITHIN THE WATERWAY, LIES WITHIN A SPECIAL FLOOD HAZARD AREA (SFHA) AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY. THE NATIONAL FLOOD INSURANCE RATE MAP FOR CITY OF DANIA BEACH, AND CITY OF HOLLYWOOD, FLORIDA PANEL No. 12011C554H, COMMUNITY No. 120034 AND 125113, BEARING AN EFFECTIVE AND REVISED DATE OF AUGUST 18, 2014, DELINEATES THAT PORTION OF THE HEREIN DESCRIBED LAND LYING WITHIN THE SFHA TO BE SITUATED WITHIN ZONE AE, BASE FLOOD ELEVATION 4 FEET THE AREA WEST AND SOUTH OF THE WATERWAY LIES WITHIN THE SFHA TO BE SITUATED WITHIN ZONE AH, BASE FLOOD ELEVATION 5, THE BALANCE OF THE HEREIN DESCRIBED LANDS LIES WITHIN TWO ZONE X, AN AREA OUTSIDE OF THE 2% ANNUAL CHANCE FLOODPLAIN AND AN AREA OF THE 0.2% ANNUAL CHANGE FLOOD.
12. THIS MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1/30 & 1/40 OR SMALLER.
13. NO FIELD DELINEATION OF WETLANDS WAS CONDUCTED.
14. THERE IS NO VISIBLE EVIDENCE OF EARTH MOVING WORK AND BUILDING CONSTRUCTION WITHIN THE SITE.
15. THE PROPERTY HAS DIRECT VEHICULAR AND PEDESTRIAN ACCESS TO SR7 U.S. HIGHWAY 441.
16. THE INFORMATION ON THE EXISTING TREES IDENTIFIED ON THIS SURVEY WAS PROVIDED TO MASER CONSULTING ON MAY 7TH, 2020 BY ERIN SANTIAGO, A CERTIFIED ARBORIST, LICENSE NO. FL–5705A, LIAF INSPECTOR # 2018–0214.

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- COLORADO

State of F.L. C.O.A.: 30301 / LB7388

REV	DATE	DRAWN BY	DESCRIPTION
1	03/23/20	ALR	REVISED PER TITLE SEARCH REPORT FILE NUMBER: 861926.
2	05/05/20	JP	UPDATE TO SHOW TREE AND STRUCTURES INFORMATION.

AIMARA DIAZ LA ROSA
FLORIDA PROFESSIONAL
SURVEYOR & MAPPER - LICENSE NUMBER: LS6796

PORTION OF TRACT 29

FOR

CORPORATE COACHES INC & CCI PROPERTIES 1 LLC

NEWMAN'S SURVEY
(PLAT BOOK 2 PAGE 26)
DANIA BEACH/HOLLYWOOD
BROWARD COUNTY
FLORIDA

MIAMI OFFICE
8290 NW 64th Street
Miami, FL 33166
Phone: 305.597.9701
Fax: 305.597.9702

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	02/18/2020	ALR	ALR
PROJECT NUMBER: 19003639A	DRAWING NAME: 19003639A-ALTA SURVEY-R1-SHEET 1-V-SURV		

SHEET TITLE:
ALTA/NSPS LAND TITLE SURVEY

SHEET NUMBER:
1 of 4

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

N

W E

NORTH

S

40 0 40

SCALE : 1" = 40'

POB PARCEL 2 and 3
Found 5/8" Rebar
MCLAUGHLIN

South R/W Line of SOUTH NEW RIVER CANAL

POB PARCEL I

N 72°06'04" E(M) N 76°04'42" E(D) 414.22'(C)
394.94'(M) 394.91'(D)

77.83'

N 86°01'22" E(M) N 90°00'00" E(D)

181.59'(M)(D)

19.28'(M)(D)

ITEM 7
35' Easement for Ingress & Egress purposes only
(ORB 2986 PG 811)

ITEM 6
35' Easement for Ingress & Egress purposes only
(ORB 2986 PG 809)

ITEM 5
Canal Easement
(ORB 2930 PG 28)

ITEM 4
Easement for Construction and Maintenance
(ORB 2986 PG 805)

ZONE AE
(EL 4)

15.00'

PARCEL 2 AND 3
(113,840 S.F. (2.6 ACRES))

ZONE X

ZONE X

S.R.7 U.S. HIGHWAY 441
ITEM 2 (30' R/W PER (PB 2 PG 26))

East R/W Line S.R. No. 7

565.29'(M)
565.30'(D)

S 02°06'55" W 577.33'(P) PARCEL II
N 01°51'43" W 577.32'(M)

N 02°06'55" E 577.47'(D) PARCEL I

PARCEL 1.
(239,463 S.F. (5.5 ACRES))

ZONE AH
(EL 5)

S 01° 45' 52" E(M) S 02°12'46" W(D) 686.55'(D)(M)

TRACT 30
NEWMAN'S SURVEY
(PB 2 PG 26 D.C.R.)

N 01°51'43" W(M) N02°06'55"E(D) 1111.80' (C)(D)

SW 46th COURT
ITEM 21
Access Easement

15.00'

79.86'(C)(P)
S 88°08'17" W

POB PARCEL II
Found PRM
PLS 4711

N 87°53'04" W(D)
200.00'(D)(M)

North Line of South 525' Tract 29

N 87°51'58" W(D)
378.40'(M) 378.37'(D)

S 88°08'59" W 578.40'(C) 581.04'(M) 581.06'(P)

15' Utility Easement
(PB 167 PG 20)

Found Brass disc
stamped PRM
PLS 4711

PARCEL B
GRIFFIN NEW
RIVER PLAT
(PB 159 PG 18)

PARCEL A
GRIFFIN – 441 PLAZA
(PB 167 PG 20)

ITEM 14 (12' Utility Easement)
(ORB 28876 PG 465)

S.R.7 U.S. HIGHWAY 441
N 01°39'23" W

West Line E 1/2
Section 25-50-41

West Line Tract 29
(PB 2 PG 26 D.C.R.)

15.00'

546.51'(M)
546.50'(D)

South Line TRACT 29
(PB 2 PG 26 D.C.R.)

POC
Intersection of the East R/W line of S.R. No.7 with the South line of Section 25

98.00'

21.50'

N 88°13'35" E
81.82'

Found Rebar in Cut Out
S 1/4 Corner
Section 25

S.R.818 GRIFFIN ROAD

LEGEND:

POC	Point of Commencement
POB	Point of Beginning
PB	Plat Book
PG	Page
D.C.R.	Dade County Records
S.R.	State Road
PRM	Permanent Reference Monument
PLS	Professional Land Surveyor
(C)	Calculated Dimension
(M)	Measure Dimension
(D)	Deed Dimension
(P)	Platted Dimension
℄	Section Line
℄	Centerline
ORB	Official Records Book
EL	Elevation
S.F.	SQUARE FEET

REV	DATE	DRAWN BY	DESCRIPTION
1	03/23/20	AJR	REVISED PER TITLE SEARCH REPORT FILE NUMBER: 8615856.
2	07/05/20	JP	UPDATE TO SHOW TREE AND STRUCTURES INFORMATION.

PORTION OF TRACT 29

FOR

CORPORATE COACHES INC & CCI PROPERTIES 1 LLC

NEWMAN'S SURVEY
(PLAT BOOK 2 PAGE 26)
DANIA
BEACH/HOLLYWOOD
BROWARD COUNTY
FLORIDA

MIAMI OFFICE
8290 NW 64th Street
Miami, FL 33166

Phone: 305.597.9701
Fax: 305.597.9702

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	02/18/2020	AJR	ALR

PROJECT NUMBER: 19003639A

DRAWING NAME: 19003639A-ALTA SURVEY-R1-SHEET 1 OF 4.DWG

SHEET TITLE:
ALTA/NSPS
LAND TITLE SURVEY

SHEET NUMBER:
2 of 4

3638A - Dania-Hollywood - Maxi Real Estate Group\Survey\Dwg\19003639A-ALTA SURVEY-R1-SHEET 1 OF 4.DWG By: JPINO

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

30 0 30 60

SCALE : 1" = 30'

LEGEND:

PB	Plat Book
PG	Page
D.C.R.	Dade County Records
S.R.	State Road
PRM	Permanent Reference Monument
PLS	Professional Land Surveyor
(C)	Calculated Dimension
(M)	Measure Dimension
(D)	Deed Dimension
(P)	Platted Dimension
℄	Section Line
℄	Centerline
MB	Mailbox
CABX	Cable Box
A/C	Air Conditioner
WV	Water Valve
MHS	Sanitary Manhole
COMM	Communication Box
MHE	Electric Manhole
GA	Guy Anchor
ICV	Irrigation Control Valve
WM	Water Meter
EM	Electric Meter
CONC.	Concrete
SWK.	Sidewalk
EB	Electric Box
(E)	Electric Manhole
(S)	Sewer Manhole
	Electric Pole
	Sign
	Light Pole
OHW	Overhead Electric Line
	Guy Anchor
	Tree
	Palm

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REV	DATE	DRAWN BY	DESCRIPTION
1	05/04/20	JP	UPDATE TO SHOW FRD. AND STRUCTURES INFORMATION.

PORTION OF TRACT 29

FOR

CORPORATE COACHES INC & CCI PROPERTIES 1 LLC

NEWMAN'S SURVEY (PLAT BOOK 2 PAGE 26) DIANA BEACH

HOLLYWOOD BROWARD COUNTY FLORIDA

MIAMI OFFICE
8290 NW 64th Street
Miami, FL 33166
Phone: 305.597.9701
Fax: 305.597.9702

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	02/13/20	JP	ADR

PROJECT NUMBER: 19003639A
DRAWING NAME: 19003639A-ALTA SURVEY-R1-SHEET 2

SHEET TITLE: ALTA/NSPS LAND TITLE SURVEY

SHEET NUMBER: 3 of 4

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

Tree #	Common Name	Botanical Name	DBH (inches)	Height (feet)	SPR
100	Calophyllum Beauty Leaf	*Calophyllum antillanum*	22	18	20
101	Calophyllum Beauty Leaf	*Calophyllum antillanum*	13	25	30
102	Calophyllum Beauty Leaf	*Calophyllum antillanum*	13	23	25
103	Calophyllum Beauty Leaf	*Calophyllum antillanum*	12	20	25
104	Calophyllum Beauty Leaf	*Calophyllum antillanum*	8	8	10
105	Calophyllum Beauty Leaf	*Calophyllum antillanum*	7	8	10
106	Calophyllum Beauty Leaf	*Calophyllum antillanum*	6	8	10
107	Sabal Palm	*Sabal palmetto*	11	20CT 27OA	12
108	Sabal Palm	*Sabal palmetto*	12	21CT 28OA	14
109	Calophyllum Beauty Leaf	*Calophyllum antillanum*	6	8	10
110	Sabal Palm	*Sabal palmetto*	13	20CT 27OA	12
111	Sabal Palm	*Sabal palmetto*	12	21CT 28OA	12
112	Calophyllum Beauty Leaf	*Calophyllum antillanum*	7	7	10
113	Sabal Palm	*Sabal palmetto*	10	23CT 29OA	11
114	Sabal Palm	*Sabal palmetto*	12	21CT 27OA	12
115	Calophyllum Beauty Leaf	*Calophyllum antillanum*	7	8	8
116	Sabal Palm	*Sabal palmetto*	12	20CT 27OA	12
117	Calophyllum Beauty Leaf	*Calophyllum antillanum*	5	6	6
118	Sabal Palm	*Sabal palmetto*	12	23CT 30OA	12
119	Sabal Palm	*Sabal palmetto*	12	20CT 27OA	12
120	Sabal Palm	*Sabal palmetto*	12	21CT 27OA	11
121	Sabal Palm	*Sabal palmetto*	11	12CT 18OA	9
122	Coconut Palm	*Cocos nucifera*	9	6CT 20OA	18
123	Coconut Palm	*Cocos nucifera*	na	3CT 20OA	18
124	Foxtail Palm	*Wodetia bifurcata*	10	20CT 28OA	14
125	Foxtail Palm	*Wodetia bifurcata*	8	16CT 21OA	15
126	Sabal Palm	*Sabal palmetto*	10	5CT 9OA	10
127	Sabal Palm	*Sabal palmetto*	10	7CT 15OA	12
128	Sabal Palm	*Sabal palmetto*	10	5CT 11OA	10
129	Foxtail Palm	*Wodetia bifurcata*	5	10CT 15OA	10
130	Sabal Palm	*Sabal palmetto*	na	1CT 10OA	10
131	Bischofia	*Bischofia javanica*	19	20	16
132	Umbrella Tree	*Schefflera actinophylla*	28	19	15
133	Melaleuca	*Melaleuca quinquenervia*	40	30	35
134	Strangler Fig	*Ficus aurea*	20	23	25
135	Adonidia Palm	*Veitchia merrillii*	4	10CT 14OA	9
136	Adonidia Palm	*Veitchia merrillii*	5	6CT 9OA	9
137	Umbrella Tree	*Schefflera actinophylla*	22	18	18
138	Pond Apple	*Annona glabra*	65	25	35
139	Umbrella Tree	*Schefflera actinophylla*	14	20	18
140	Strangler Fig	*Ficus aurea*	14	24	20
141	Gumbo Limbo	*Bursera simaruba*	10	21	23
142	Orchid Tree	*Bauhinia spp*	6	11	12
143	Orchid Tree	*Bauhinia spp*	13	15	17
144	Adonidia Palm	*Veitchia merrillii*	4	9CT 12OA	5
145	Adonidia Palm	*Veitchia merrillii*	5	7CT 9OA	6
146	Weeping Fig	*Ficus benjamina*	10	17	14
147	Coconut Palm	*Cocos nucifera*	na	1CT 11OA	9
148	Date Palm	*Phoenix spp.*	9	14CT 23OA	12
149	Robellini	*Phoenix roebelenii*	4	6CT 9OA	8
150	Norfolk Island Pine	*Araucaria heterophylla*	23	38	22
151	Adonidia Palm (Double)	*Veitchia merrillii*	8	13CT 16OA	10
152	Umbrella Tree	*Schefflera actinophylla*	16	12	14
153	Adonidia Palm	*Veitchia merrillii*	6	12CT 15OA	8
154	Norfolk Island Pine	*Araucaria heterophylla*	20	37	17
155	Bischofia	*Bischofia javanica*	45	42	60
156	Adonidia Palm	*Veitchia merrillii*	3	6CT 9OA	6
157	Norfolk Island Pine	*Araucaria heterophylla*	8	26	11
158	Norfolk Island Pine	*Araucaria heterophylla*	20	45	18
159	Solitaire Palm	*Ptychosperma elegans*	3	19CT 21OA	6
160	ornamental	*n/a*			
161	Norfolk Island Pine	*Araucaria heterophylla*	20	40	20
162	Coconut Palm	*Cocos nucifera*	10	25CT 35OA	24
163	Areca Palm	*Dypsis lutescens*	8	14OA	10
164	Areca Palm	*Dypsis lutescens*	12	14OA	8
165	Areca Palm	*Dypsis lutescens*	12	14OA	10
166	Umbrella Tree	*Schefflera actinophylla*	32	26	20
167	Umbrella Tree	*Schefflera actinophylla*	10	13	14
168	Norfolk Island Pine	*Araucaria heterophylla*	17	35	16
169	Sabal Palm	*Sabal palmetto*	12	18CT 25OA	12
170	Strangler Fig	*Ficus aurea*	39	30	35
171	Seagrape	*Coccoloba uvifera*	3	16	6
172	Brazilian Pepper	*Schinus terebinthifolia*	37	20	35
173	Brazilian Pepper	*Schinus terebinthifolia*	15	11	18
174	Pond Apple	*Annona glabra*	36	26	20
175	White Mangrove	*Laguncularia racemosa*	4	10	12
176	Umbrella Tree	*Schefflera actinophylla*	21	26	20
177	Strangler Fig	*Ficus aurea*	12	18	16
178	Pond Apple	*Annona glabra*	4	8	10
179	Pond Apple	*Annona glabra*	7	9	10
180	Bald Cypress	*Taxodium distichum*	25	26	25
181	Pond Apple	*Annona glabra*	60	25	20
182	Pond Apple	*Annona glabra*	50	20	17
183	Weeping Fig	*Ficus benjamina*	60	27	95
184	Pond Apple	*Annona glabra*	5	11	12
185	Pond Apple	*Annona glabra*	5	11	12
186	Brazilian Pepper	*Schinus terebinthifolia*	17	17	20
187	Pond Apple	*Annona glabra*	35	16	20
188	Pond Apple	*Annona glabra*	6	12	9
189	Pond Apple	*Annona glabra*	15	17	10
190	Pond Apple	*Annona glabra*	15	16	12
191	Pond Apple	*Annona glabra*	8	10	10
192	Pond Apple	*Annona glabra*	19	23	18
193	Adonidia Palm (Double)	*Veitchia merrillii*	9	13CT 16OA	10
194	Adonidia Palm	*Veitchia merrillii*	4	10CT 14OA	8
195	Adonidia Palm	*Veitchia merrillii*	6	14CT 17OA	8
196	Adonidia Palm	*Veitchia merrillii*	5	14CT 17OA	8
197	Norfolk Island Pine	*Araucaria heterophylla*	15	26	10
198	Queen Palm	*Syagrus romanzoffiana*	4	9CT 14OA	10
199	Adonidia Palm	*Veitchia merrillii*	6	11CT 14OA	6
200	Umbrella Tree	*Schefflera actinophylla*	15	22	8
201	Adonidia Palm	*Veitchia merrillii*	6	16CT 19OA	7
202	Adonidia Palm	*Veitchia merrillii*	6	14CT 17OA	7
203	Adonidia Palm	*Veitchia merrillii*	6	13CT 16OA	6
204	Adonidia Palm	*Veitchia merrillii*	4	10CT 14OA	6
205	Areca Palm	*Dypsis lutescens*	18	17OA	16
206	Pond Apple	*Annona glabra*	14	15	15
207	Coconut Palm	*Cocos nucifera*	14	20CT 30OA	20
208	Coconut Palm	*Cocos nucifera*	9	18CT 25OA	20
209	Coconut Palm	*Cocos nucifera*	13	18CT 25OA	20
210	Pond Apple	*Annona glabra*	14	18	10
211	Pond Apple	*Annona glabra*	14	14	15
212	Strangler Fig	*Ficus aurea*	45	28	25
213	Umbrella Tree	*Schefflera actinophylla*	13	17	12
214	Mahoe	*Taliparíti tiliaceum*	30	20	15
215	Mahoe	*Taliparíti tiliaceum*	44	20	17
216	Mahoe	*Taliparíti tiliaceum*	32	27	30
217	Pond Apple	*Annona glabra*	17	16	15
218	Norfolk Island Pine	*Araucaria heterophylla*	6	14	8
219	Norfolk Island Pine	*Araucaria heterophylla*	19	30	8
220	Norfolk Island Pine	*Araucaria heterophylla*	35	38	15
221	Norfolk Island Pine	*Araucaria heterophylla*	49	40	20
222	Adonidia Palm	*Veitchia merrillii*	4	13CT 17OA	7
223	Adonidia Palm (Double)	*Veitchia merrillii*	7	11CT 14OA	7
224	Adonidia Palm (triple)	*Veitchia merrillii*	12	16CT 19OA	10
225	Royal Poinciana	*Delonix regia*	6	20	17
226	Bischofia	*Bischofia javanica*	20	25	27
227	Umbrella Tree	*Schefflera actinophylla*	29	28	20
228	Areca Palm	*Dypsis lutescens*	25	17OA	10
229	Norfolk Island Pine	*Araucaria heterophylla*	18	35	17
230	Umbrella Tree	*Schefflera actinophylla*	34	26	20
231	Pitch Apple	*Clusia rosea*	20	23	15
232	Pond Apple	*Annona glabra*	10	10	12
233	Spindle Palm	*Hyophorbe verschaffeltii*	9	7CT 11OA	8
234	Spindle Palm	*Hyophorbe verschaffeltii*	10	7CT 11OA	8
235	Melaleuca	*Melaleuca quinquenervia*	18	26	20
236	dead	*n/a*	12		
237	dead	*n/a*	36		
238	dead	*n/a*	18		
239	dead	*n/a*	18		
240	dead	*n/a*	8		
241	dead	*n/a*	40		
242	dead	*n/a*	22		
243	dead	*n/a*	10		
244	Melaleuca	*Melaleuca quinquenervia*	36	36	22
245	Melaleuca	*Melaleuca quinquenervia*	9	32	15
246	Melaleuca	*Melaleuca quinquenervia*	15	30	10
247	Melaleuca	*Melaleuca quinquenervia*	24	35	20
248	Melaleuca	*Melaleuca quinquenervia*	14	37	9
249	Melaleuca	*Melaleuca quinquenervia*	48	43	40
250	Melaleuca	*Melaleuca quinquenervia*	22	36	30
251	Mahogany	*Swietenia mahagoni*	?	35	30
252	Lebbeck Tree	*Albizia lebbeck*	4	20	16
253	Melaleuca	*Melaleuca quinquenervia*	31	30	18
254	Melaleuca	*Melaleuca quinquenervia*	20	45	18
255	Melaleuca	*Melaleuca quinquenervia*	30	30	10
256	Melaleuca	*Melaleuca quinquenervia*	27	40	17
257	Melaleuca	*Melaleuca quinquenervia*	26	40	25
258	Melaleuca	*Melaleuca quinquenervia*	20	30	18
261	Umbrella Tree	*Schefflera actinophylla*	?	17	9
259	Melaleuca	*Melaleuca quinquenervia*	15	30	18
260	Melaleuca	*Melaleuca quinquenervia*	13	35	20
262	Melaleuca	*Melaleuca quinquenervia*	16	35	7
263	Melaleuca	*Melaleuca quinquenervia*	20	40	25
264	Melaleuca	*Melaleuca quinquenervia*	11	30	4
265	Melaleuca	*Melaleuca quinquenervia*	16	34	18
266	Melaleuca	*Melaleuca quinquenervia*	49	35	30
267	Melaleuca	*Melaleuca quinquenervia*	22	30	17
268	Strangler Fig	*Ficus aurea*	60	35	60
269	Melaleuca	*Melaleuca quinquenervia*	15	35	15
270	Melaleuca	*Melaleuca quinquenervia*	21	40	15
271	Melaleuca	*Melaleuca quinquenervia*	25	40	20
272	Brazilian Pepper	*Schinus terebinthifolia*	8	18	15
273	Paper Mulberry	*Broussonetia papyrifera*	?	18	10
274	Lebbeck Tree	*Albizia lebbeck*	5	18	12
275	Melaleuca	*Melaleuca quinquenervia*	19	23	15
276	Melaleuca	*Melaleuca quinquenervia*	19	40	20
277	Melaleuca	*Melaleuca quinquenervia*	19	40	18
278	Melaleuca	*Melaleuca quinquenervia*	19	40	16
279	Melaleuca	*Melaleuca quinquenervia*	32	35	24
280	Cuban Laurel	*Ficus nitida*	52	55	30
281	Umbrella Tree	*Schefflera actinophylla*	4	14	8
282	Paper Mulberry	*Broussonetia papyrifera*	8	17	10
283	Lead Tree	*Leucaena leucocephala*	8	20	20
284	Melaleuca	*Melaleuca quinquenervia*	14	35	18
285	Coconut Palm	*Cocos nucifera*	12	25CT 35OA	24
286	Melaleuca	*Melaleuca quinquenervia*	17	28	20
287	Melaleuca	*Melaleuca quinquenervia*	9	22	10
288	Melaleuca	*Melaleuca quinquenervia*	5	15	8
289	Melaleuca	*Melaleuca quinquenervia*	11	12	7
290	Melaleuca	*Melaleuca quinquenervia*	30	16	11
291	Melaleuca	*Melaleuca quinquenervia*	9	15	7
292	dead	*n/a*	15	11	1
293	Sabal Palm	*Sabal palmetto*	11	19CT 26OA	14
294	Melaleuca	*Melaleuca quinquenervia*	56	35	25
295	Melaleuca	*Melaleuca quinquenervia*	6	18	7
296	Melaleuca	*Melaleuca quinquenervia*	18	28	15
297	Umbrella Tree	*Schefflera actinophylla*	6	12	3
298	Melaleuca	*Melaleuca quinquenervia*	20	27	20
299	Melaleuca	*Melaleuca quinquenervia*	16	35	15
300	Melaleuca	*Melaleuca quinquenervia*	25	40	16
301	Melaleuca	*Melaleuca quinquenervia*	17	40	25
302	Solitaire Palm	*Ptychosperma elegans*	4	18CT 24OA	8
303	dead	*n/a*	24	20	2
304	Melaleuca	*Melaleuca quinquenervia*	35	40	35
305	Coconut Palm	*Cocos nucifera*	na	1CT 15OA	15
306	Coconut Palm	*Cocos nucifera*	na	1CT 12OA	10
307	Adonidia Palm	*Veitchia merrillii*	6	18CT 22OA	7
308	Pond Apple	*Annona glabra*	17	18	16
309	Areca Palm	*Dypsis lutescens*	4	8OA	5
310	Norfolk Island Pine	*Araucaria heterophylla*	18	35	10
311	Bischofia	*Bischofia javanica*	33	40	45
312	Areca Palm	*Dypsis lutescens*	20	18OA	17

SEE PAGE 3 OF 4
FOR LOCATION OF THE TREES.

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Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

REV	DATE	DRAWN BY	DESCRIPTION
1	05/04/20	JP	UPDATE TO SHOW TREE AND STRUCTURES INFORMATION.

PORTION OF
TRACT 29

FOR

CORPORATE COACHES INC & CCI PROPERTIES 1 LLC

NEWMAN'S SURVEY
(PLAT BOOK 2 PAGE 26)
DIANA BEACH

HOLLYWOOD
BROWARD COUNTY
FLORIDA

MIAMI OFFICE
8290 NW 64th Street
Miami, FL 33166
Phone: 305.597.9701
Fax: 305.597.9702

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	02/13/20	JP	ADR

PROJECT NUMBER: 19003639A
DRAWING NAME: 19003639A-ALTA SURVEY-B1-SHEET 2

SHEET TITLE:
ALTA/NSPS
LAND TITLE SURVEY

SHEET NUMBER:
4 of 4

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

HARBOR LANDINGS

A MIXED-USED DEVELOPMENT IN HOLLYWOOD AND DANIA BEACH, FLORIDA

PROPOSED DEVELOPMENT:
274 UNIT APARTMENT BUILDING (CITY OF DANIA BEACH), 230 ROOM HOTEL WITH 8500 SF COMMERCIAL STOREFRONT (CITY OF HOLLYWOOD), & 2500 SF RESTAURANT WITH DRIVE-THRU (CITY OF HOLLYWOOD)

OWNER	ARCHITECT	CIVIL ENGINEER	LANDSCAPE ARCHITECT
CORPORATE COACHES, INC.	FSMY ARCHITECTS + PLANNERS	BOTEK THURLOW ENGINEERING, INC.	EDSA
4500 S. STATE ROAD 7	888 S. ANDREWS AVENUE, STE 300	3409 NW 9 AVENUE, STE 1102	1512 E. BROWARD BLVD., STE. 110
HOLLYWOOD, FL 33314	FORT LAUDERDALE, FL 33316	FORT LAUDERDALE, FL 33309	FORT LAUDERDALE, FL 33301
	TELEPHONE 954.764.6575	TELEPHONE 954.568.0888	TELEPHONE 954.524.3330

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HARBOR LANDINGS
A MIXED-USE
DEVELOPMENT IN
HOLLYWOOD &
DANIA BEACH, FLORIDA

4500 S. STATE ROAD NO. 7
HOLLYWOOD, FL 33314

STATE OF FLORIDA
JIRO YATES
AR 91406
REGISTERED ARCHITECT

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COVER SHEET

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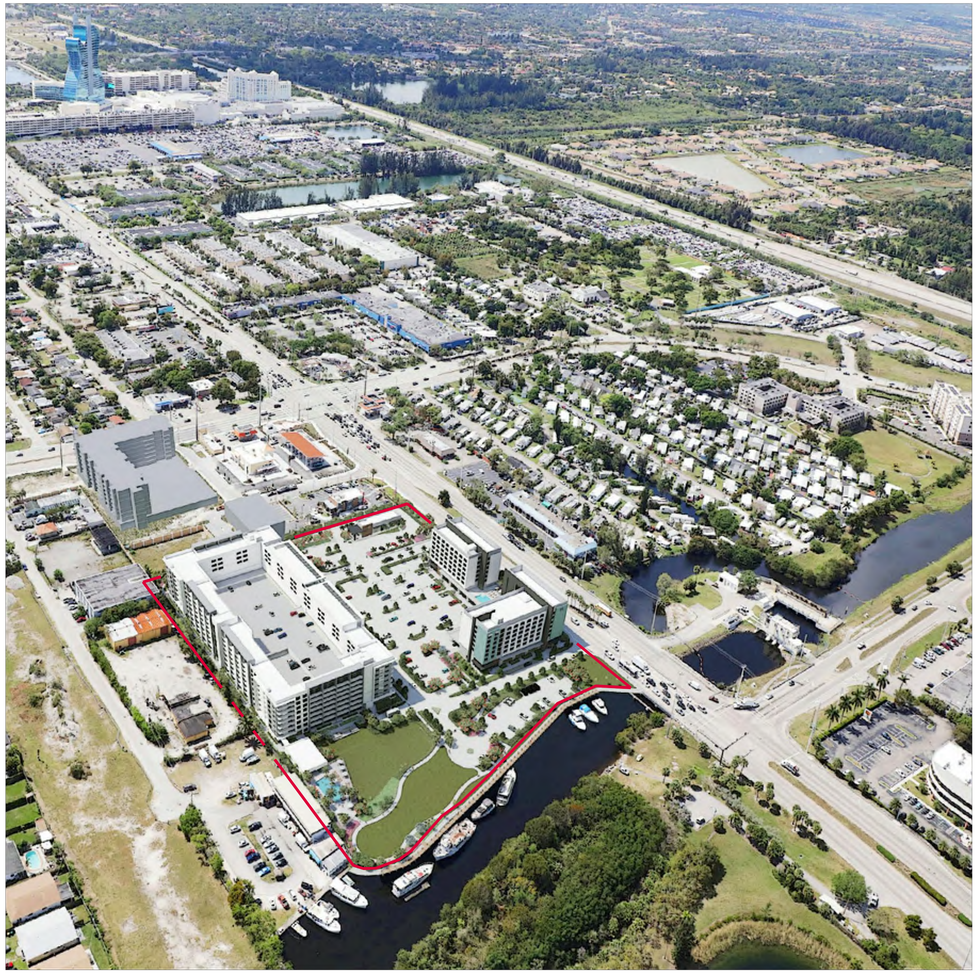

PROPOSED DEVELOPMENT:
274 UNIT APARTMENT BUILDING (CITY OF DANIA BEACH)
230 ROOM HOTEL WITH 8500 SF COMMERCIAL STOREFRONT (CITY OF HOLLYWOOD)
2500 SF RESTAURANT WITH DRIVE-THRU (CITY OF HOLLYWOOD)

SITE LOCATION AERIAL
NTS

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HARBOR LANDINGS

A MIXED-USE DEVELOPMENT IN HOLLYWOOD & DANIA BEACH, FLORIDA

4500 S. STATE ROAD NO. 7
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SHEET INDEX

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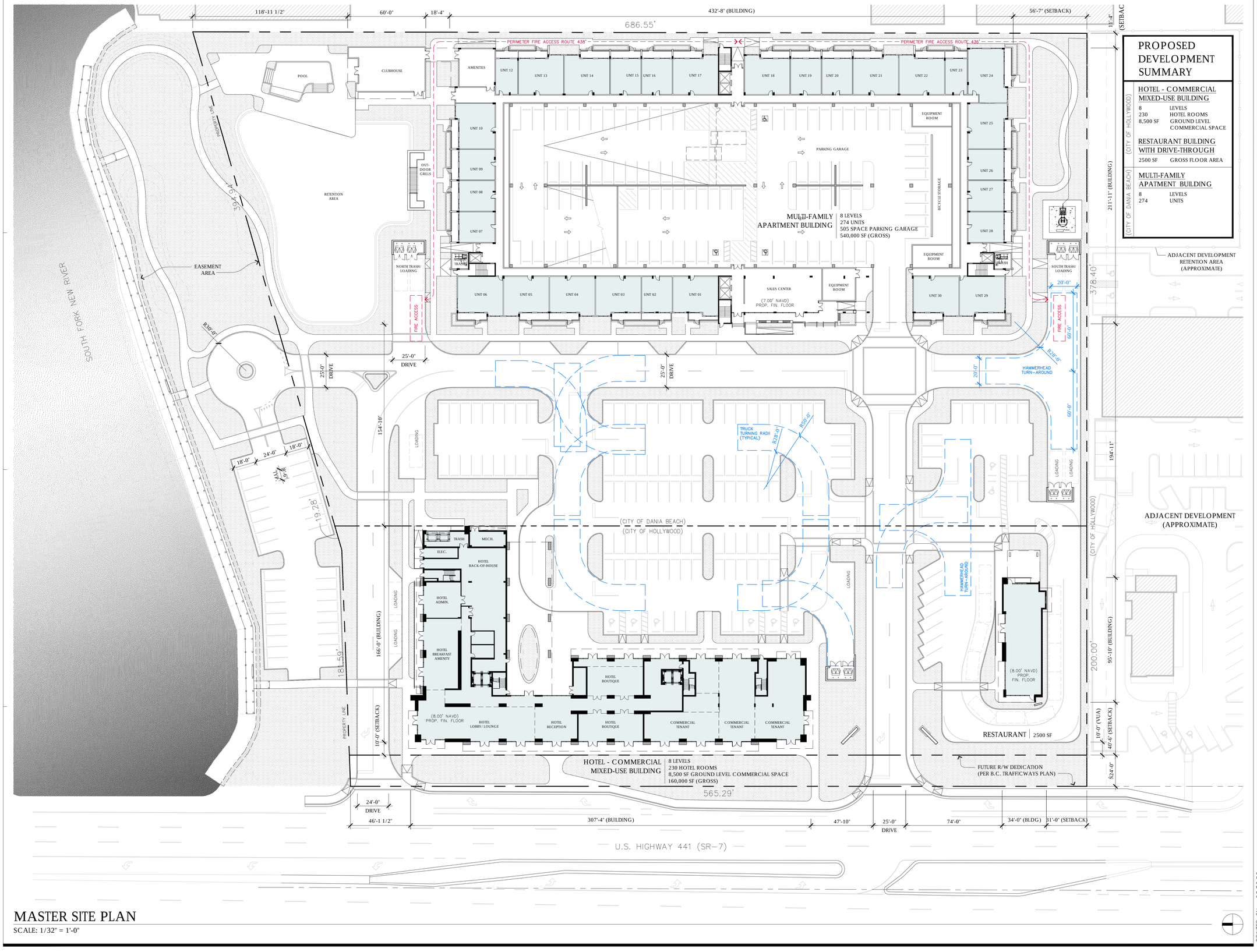

MASTER SITE PLAN

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

PROPOSED DEVELOPMENT SUMMARY

HOTEL - COMMERCIAL MIXED-USE BUILDING (CITY OF HOLLYWOOD)

8	LEVELS
230	HOTEL ROOMS
8,500 SF	GROUND LEVEL COMMERCIAL SPACE

RESTAURANT BUILDING WITH DRIVE-THROUGH (CITY OF DANIA BEACH)

2500 SF	GROSS FLOOR AREA

MULTI-FAMILY APARTMENT BUILDING (CITY OF DANIA BEACH)

8	LEVELS
274	UNITS

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HARBOR LANDINGS

A MIXED-USE DEVELOPMENT IN HOLLYWOOD & DANIA BEACH, FLORIDA

4500 S. STATE ROAD NO. 7
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SITE AERIAL RENDERING

SCALE: NTS

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HARBOR LANDINGS

A MIXED-USE DEVELOPMENT IN HOLLYWOOD & DANIA BEACH, FLORIDA

4500 S. STATE ROAD NO. 7
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SITE RENDERINGS

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AERIAL PERSPECTIVE FROM NORTH-WEST

SCALE: NTS

AERIAL PERSPECTIVE FROM SOUTH-WEST

SCALE: NTS

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HARBOR LANDINGS

A MIXED-USE DEVELOPMENT IN HOLLYWOOD & DANIA BEACH, FLORIDA

4500 S. STATE ROAD NO. 7
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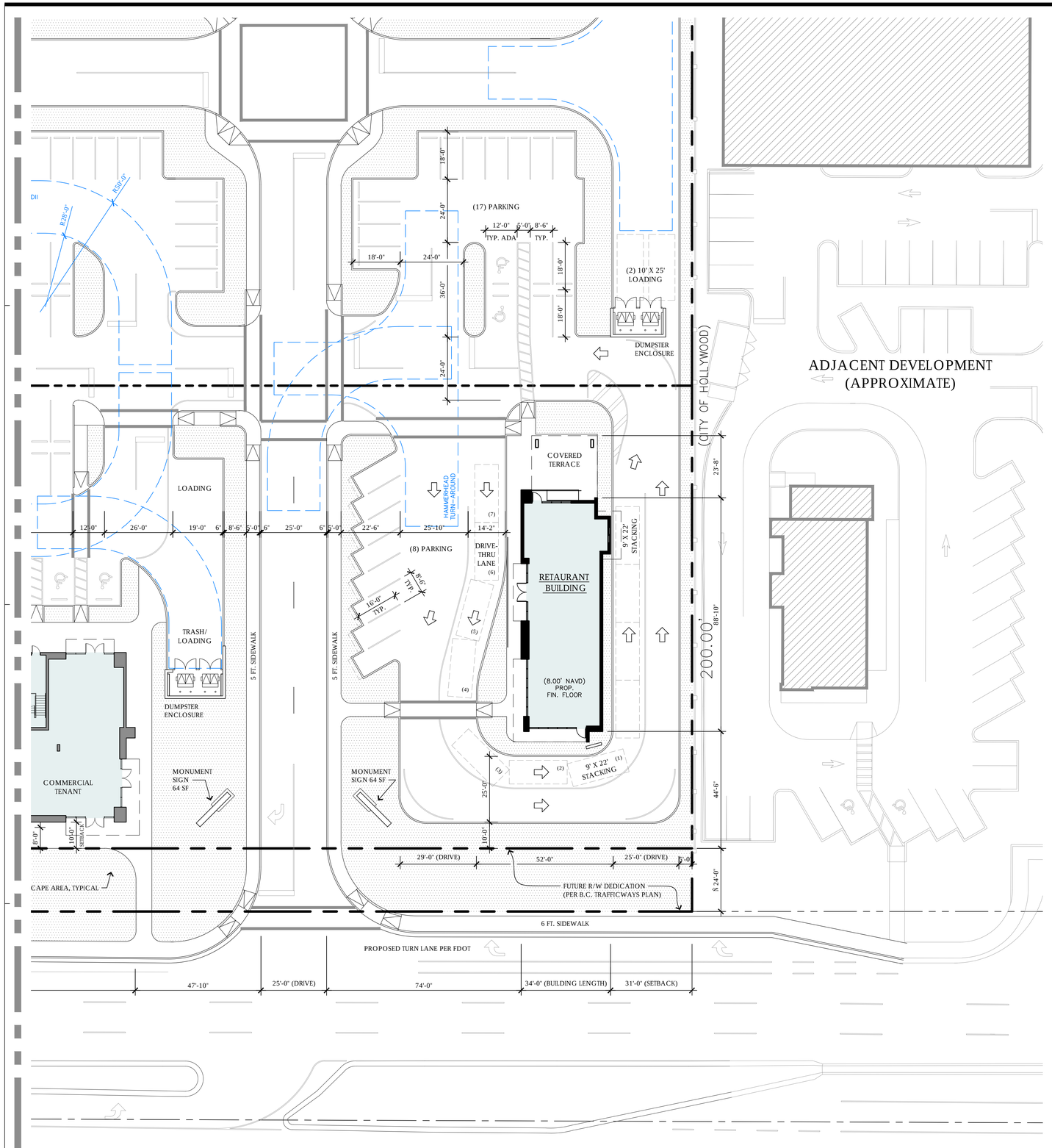

SITE PLAN - CITY OF HOLLYWOOD (PART 1 OF 2)

SCALE: 1" = 20'-0"

SITE PLAN DATA - CITY OF HOLLYWOOD

LEGAL DESCRIPTION

504125010524 NEWMANS SURVEY 2-26 D 25-50-41 THAT PART OF TRACT 29 AS DESC IN OR 2930/28

504125010528 NEWMANS SURVEY 2-26 D 25-50-41 TRACT 29 LYING E OF ST RD LESS S 525 & LESS THAT PART AS DESC IN OR 2930/28 ALSO LESS PORTION LYING OUTSIDE LIMITS OF CITY OF HOLLYWOOD

CURRENT ZONING DISTRICT DESIGNATION:	"N-MU" - NORTH MIXED USE DISTRICT
FUTURE LAND USE DESIGNATION:	"TOC" - TRANSIENT ORIENTED CORRIDOR
PROPERTY AREA (GROSS):	2.613 ACRES (113,840 SF)
PROPERTY AREA (NET):	APPROX. PENDING R/W DEDICATION - 2.302 ACRES (100,262 SF)
REQUESTED VARIANCES:	NONE
MAX. FOOTCANDLE LEVEL AT PROPERTY LINES	0.5 FC
PROPOSED PRINCIPAL USE(S): (TABLE 4.6.D.2.a.i)	HOTEL PERSONAL SERVICE RESTAURANT/ BAR RETAIL (INDOOR)
NUMBER OF HOTEL UNITS ALLOWED:	100 ROOMS/ ACRE X 2.302 ACRES = 230 ROOMS
NUMBER OF HOTEL UNITS PROPOSED:	230

PROPOSED BUILDING PROGRAM

1. HOTEL/ RETAIL MIXED-USE BUILDING:

# FLOORS:	8
BUILDING HEIGHT:	87'-0" (ESTABLISHED GRADE TO FINISHED ROOF)
NO. UNITS:	230
UNIT/ ROOM TYPE:	MIX OF KING, DBL QUEEN AND KING SUITE EACH KEY WITH (1) BATHROOM
NET UNIT/ ROOM AREA:	350 - 375 SF (KING AND DBL QUEEN ROOMS) 525 - 550 SF (KING SUITE ROOMS)
INTERIOR CEILING HEIGHT:	9'-0" (EXCLUDING BATHROOM AREAS)
GROSS FLOOR AREA:	151,000 SF
HOTEL AREA:	142,500 SF
GROUND LEVEL RETAIL AREA:	8500 SF

2. RESTAURANT (WITH DRIVE-THRU):

# FLOORS:	1
BUILDING HEIGHT:	25'-0"
GROSS FLOOR AREA:	2500 SF

SETBACKS

	REQUIRED	PROVIDED
NORTH (SIDE)	0'-0"	48'-6"
SOUTH (SIDE)	0'-0"	31'-0"
EAST (CITY BOUNDARY)	N/A (*)	0'-0"
WEST (SR-7 FRONTAGE)	10'-0" MIN. / 30'-0" MAX.	10'-0"

(*) YARDS/ SETBACKS SHALL NOT BE REQUIRED BETWEEN CONTIGUOUS PARCELS WITHIN PROPOSED DEVELOPMENT.

PERVIOUS/IMPERVIOUS AREA

REFER TO LANDSCAPE PLANS

REQUIRED PARKING

230 HOTEL ROOMS
(1) SPACE PER ROOM FOR FIRST TEN ROOMS
+ (0.25) SPACE PER ROOM FOR EACH ADDITIONAL
10 + 220 (0.25) = 65.00 — 65.00 SPACES

2000 SF HOTEL ACCESSORY USE SPACE (BAR/ LOUNGE)
65% OF (1) SPACE PER 60 SF OF (NET) SEATING AREA
1500 SF / 60 SF (0.65)= 16.25 — 16.25 SPACES

2500 SF HOTEL ACCESSORY USE SPACE (RETAIL/ PERSONAL SERVICE)
65% OF (1) SPACE PER 250 SF
2500 SF / 250 SF (0.65)= 6.50 — 6.50 SPACES

6000 SF COMMERCIAL SPACE
(3) SPACES PER 1000 SF
6000 SF / 1000 SF (3) = 18.00 — 18.00 SPACES

2500 SF RESTAURANT
(1) SPACE PER 60 SF OF 60% GROSS AREA
2500 SF (0.60) / 60 SF = 25.00 — 25.00 SPACES

TOTAL REQUIRED PARKING — 130.75 SPACES â 131 SPACES

REQUIRED LOADING

230 HOTEL ROOMS
1 SPACE PER FIRST 100 ROOMS + 1 PER EACH ADDITIONAL 100 ROOMS OR MAJOR FRACTION
1 + 130/100 = 2.30 â 2 SPACES

6000 SF COMMERCIAL SPACE
LESS THAN 10,000 SF NOT REQUIRED
NONE REQUIRED

2500 SF RESTAURANT
LESS THAN 10,000 SF NOT REQUIRED
NONE REQUIRED

TOTAL REQUIRED LOADING — 2 SPACES

PROPOSED PARKING

ON-SITE (CITY BOUNDARY - HOLLYWOOD):	49 SPACES
OFFSITE (CITY BOUNDARY - DANIA BEACH):	89 SPACES
TOTAL PROPOSED PARKING	138 SPACES

PROPOSED LOADING

2 SPACES

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HARBOR LANDINGS

A MIXED-USE DEVELOPMENT IN HOLLYWOOD & DANIA BEACH, FLORIDA

4500 S. STATE ROAD NO. 7
HOLLYWOOD, FL 33314

STATE OF FLORIDA
JIRO YATES
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SITE PLAN (PART 1 OF 2)
CITY OF HOLLYWOOD
SITE PLAN SUBMITTAL

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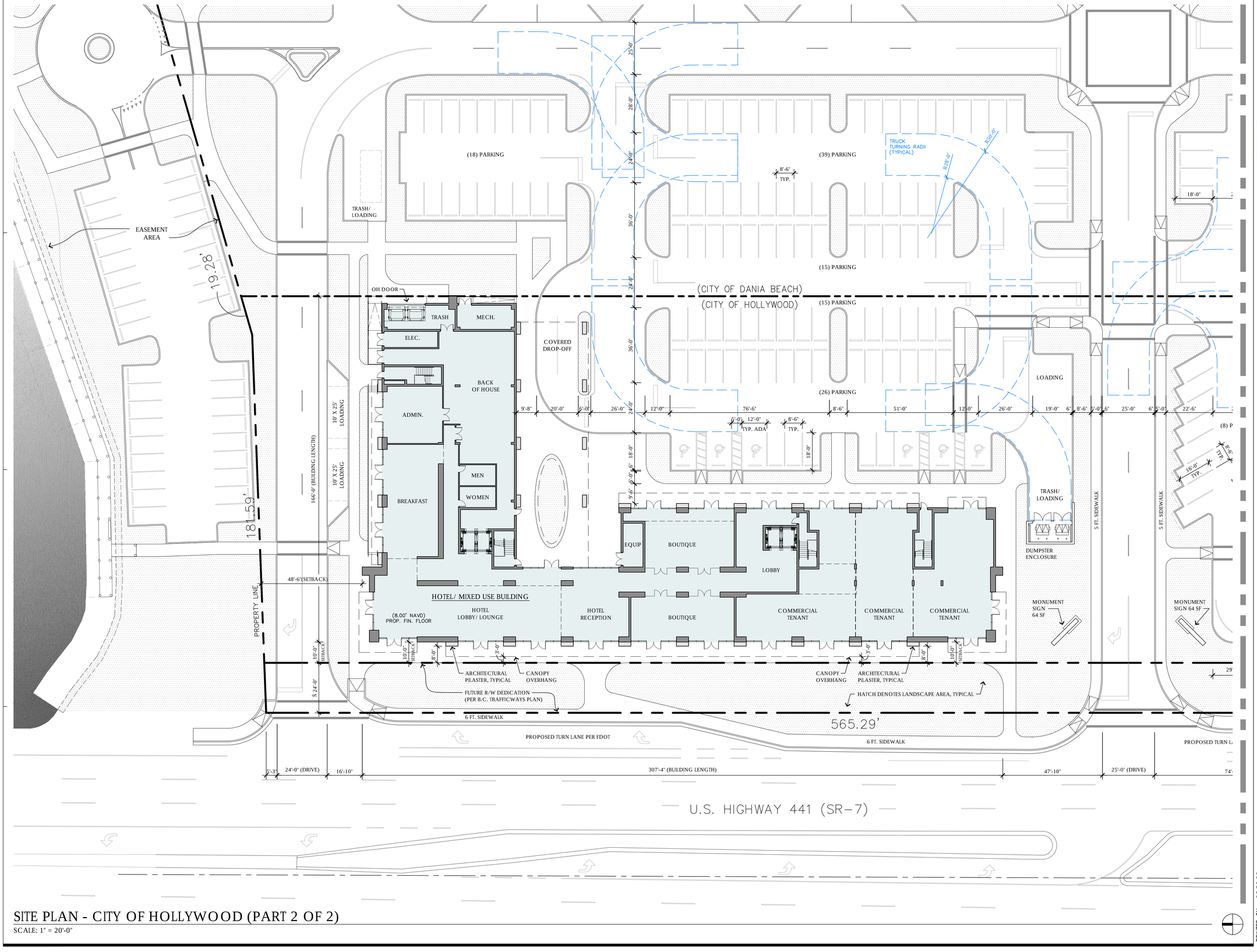

SITE PLAN - CITY OF HOLLYWOOD (PART 2 OF 2)

SCALE: 1" = 20'-0"

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HARBOR LANDINGS

A MIXED-USE DEVELOPMENT IN HOLLYWOOD & DANIA BEACH, FLORIDA

4500 S. STATE ROAD NO. 7
HOLLYWOOD, FL 33314

STATE OF FLORIDA
JIRO YATES
AR 91406
REGISTERED ARCHITECT

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SITE PLAN (PART 2 OF 2)
CITY OF HOLLYWOOD
SITE PLAN SUBMITTAL

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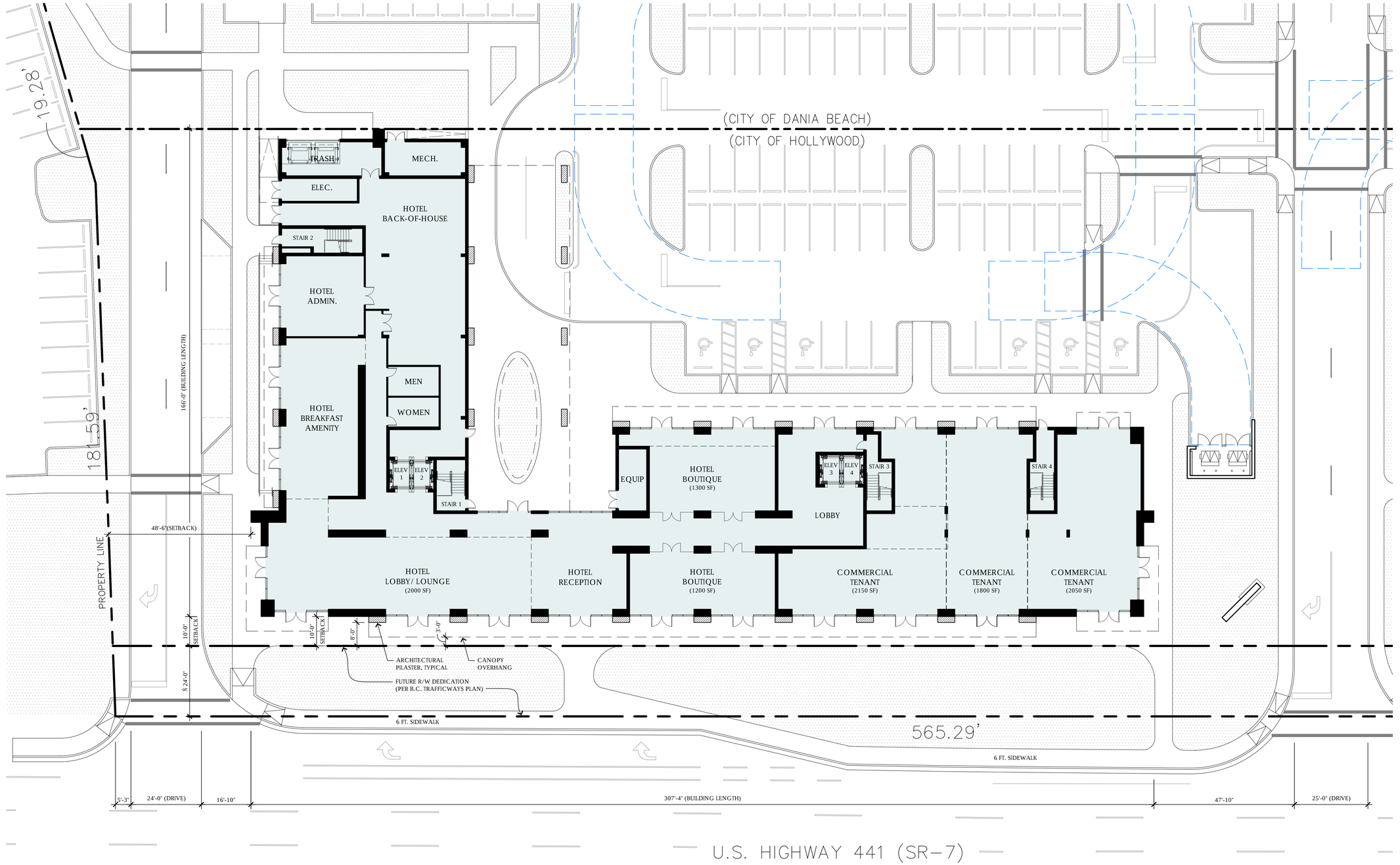

FLOOR PLAN - LEVEL 01 - HOTEL MULTI-USE BUILDING

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

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HARBOR LANDINGS

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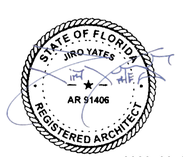

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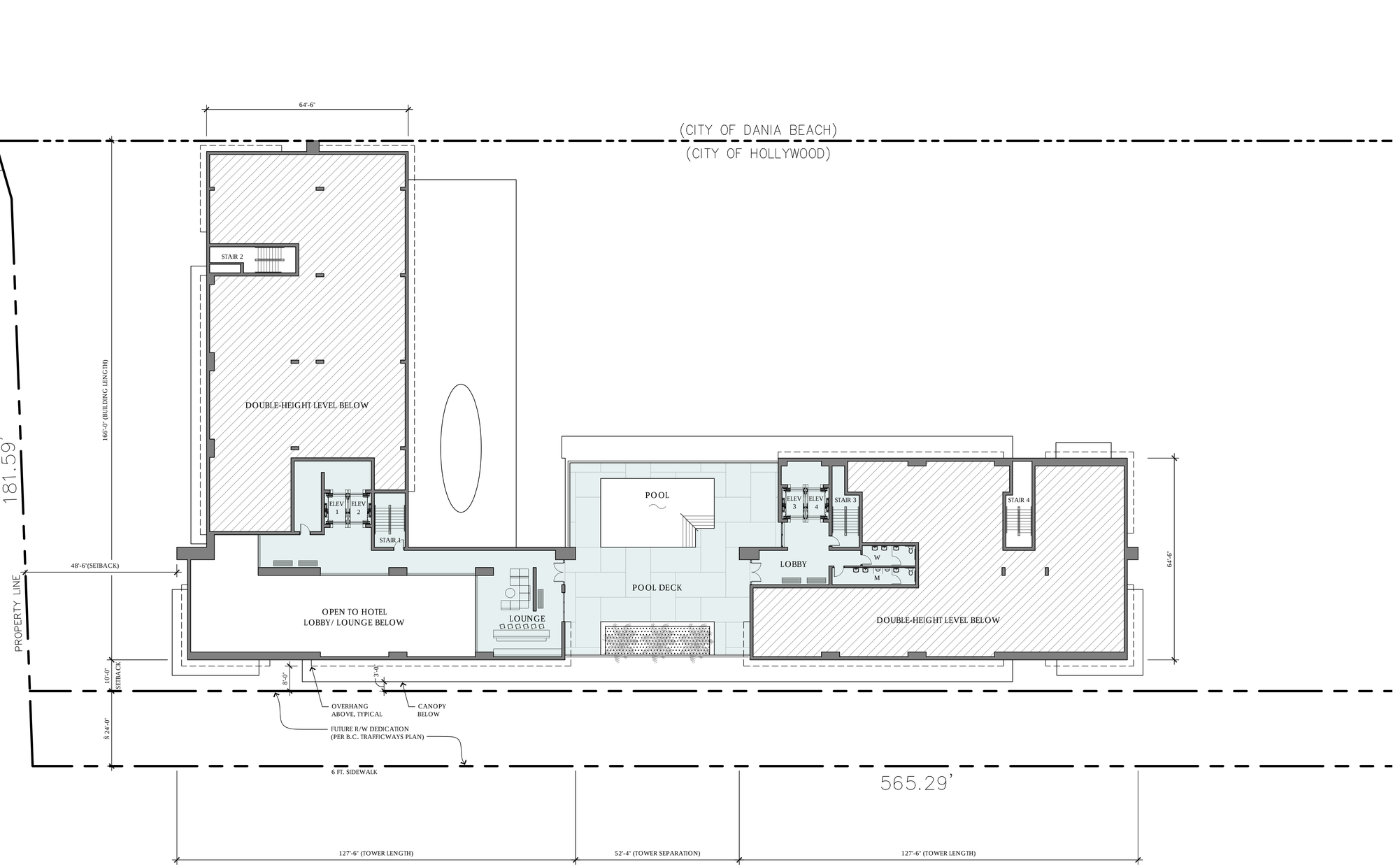
FLOOR PLAN - LEVEL 1
HOTEL MULTI-USE BUILDING
SITE PLAN SUBMITTAL

A-2.01



FLOOR PLAN - LEVEL 02 (POOL TERRACE) - HOTEL MULTI-USE BUILDING

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

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HARBOR LANDINGS
A MIXED-USE DEVELOPMENT IN HOLLYWOOD & DANIA BEACH, FLORIDA

4500 S. STATE ROAD NO. 7
HOLLYWOOD, FL 33314

STATE OF FLORIDA
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AR 91406
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FLOOR PLAN - LEVEL 2
HOTEL MULTI-USE BUILDING
SITE PLAN SUBMITTAL

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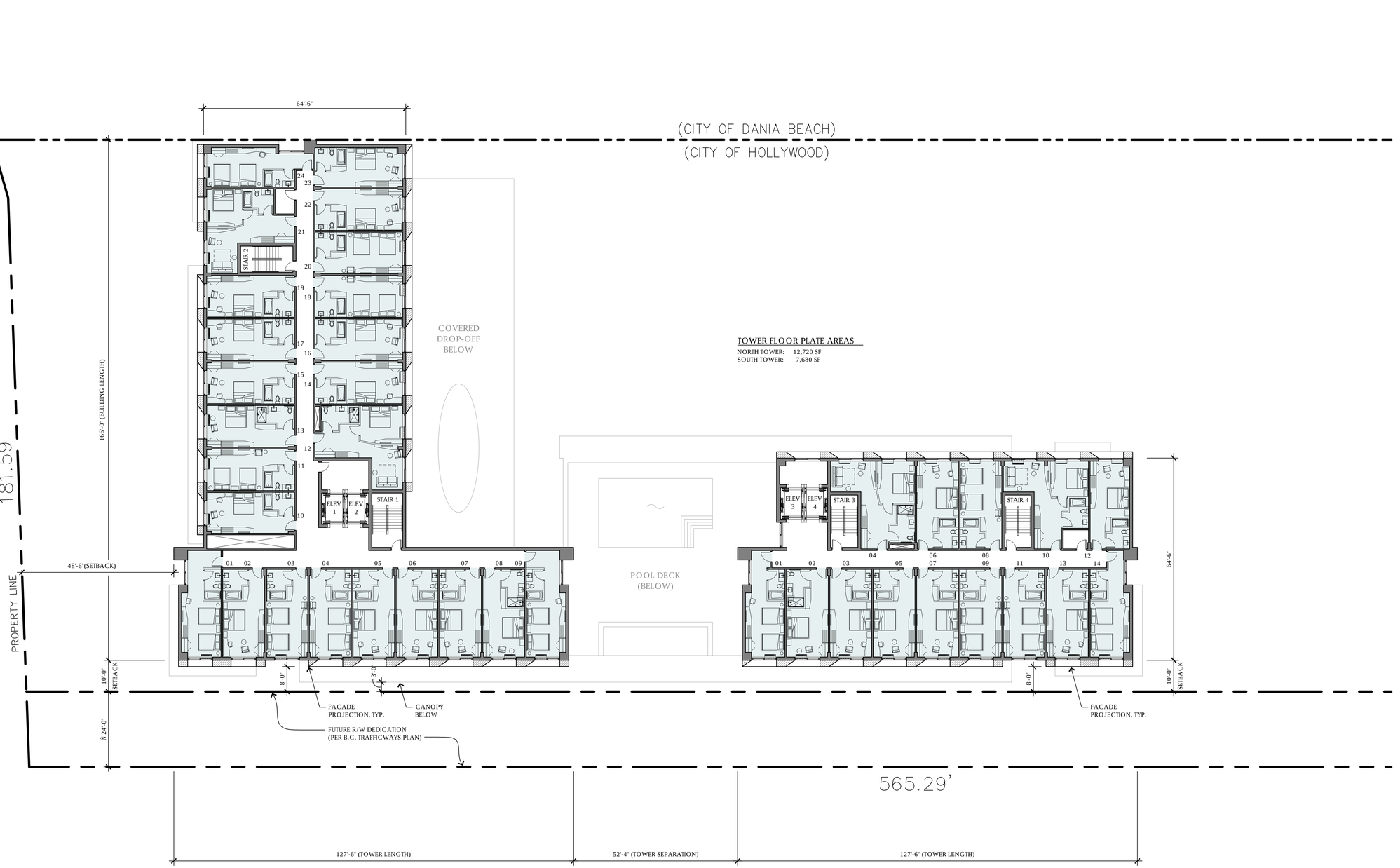
A-2.02



TOWER FLOOR PLATE AREAS

NORTH TOWER: 12,720 SF
SOUTH TOWER: 7,680 SF

FLOOR PLAN - TYPICAL

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

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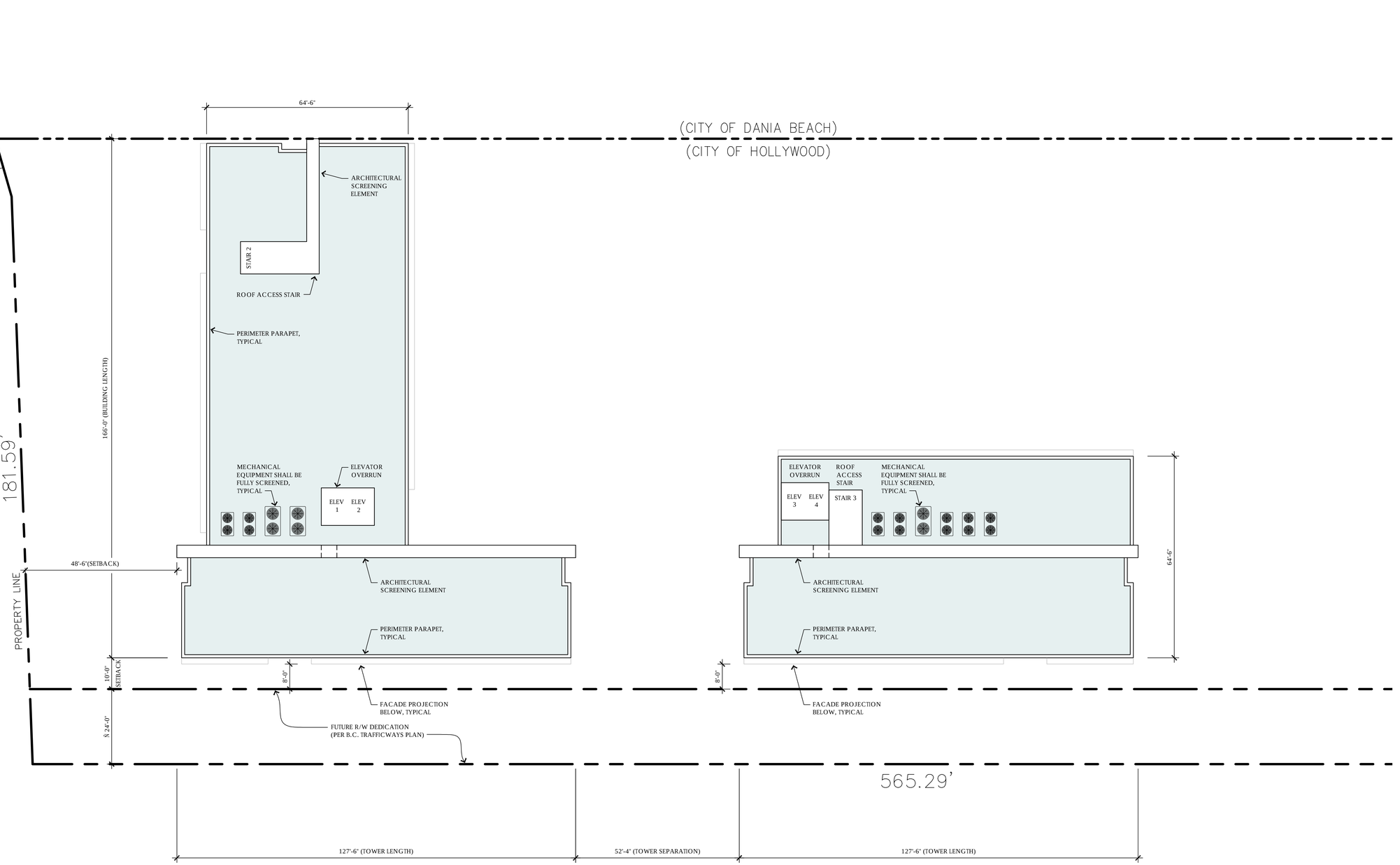
FLOOR PLAN - TYPICAL
HOTEL MULTI-USE BUILDING
SITE PLAN SUBMITTAL

A-2.03



ROOF PLAN - HOTEL MULTI-USE BUILDING

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

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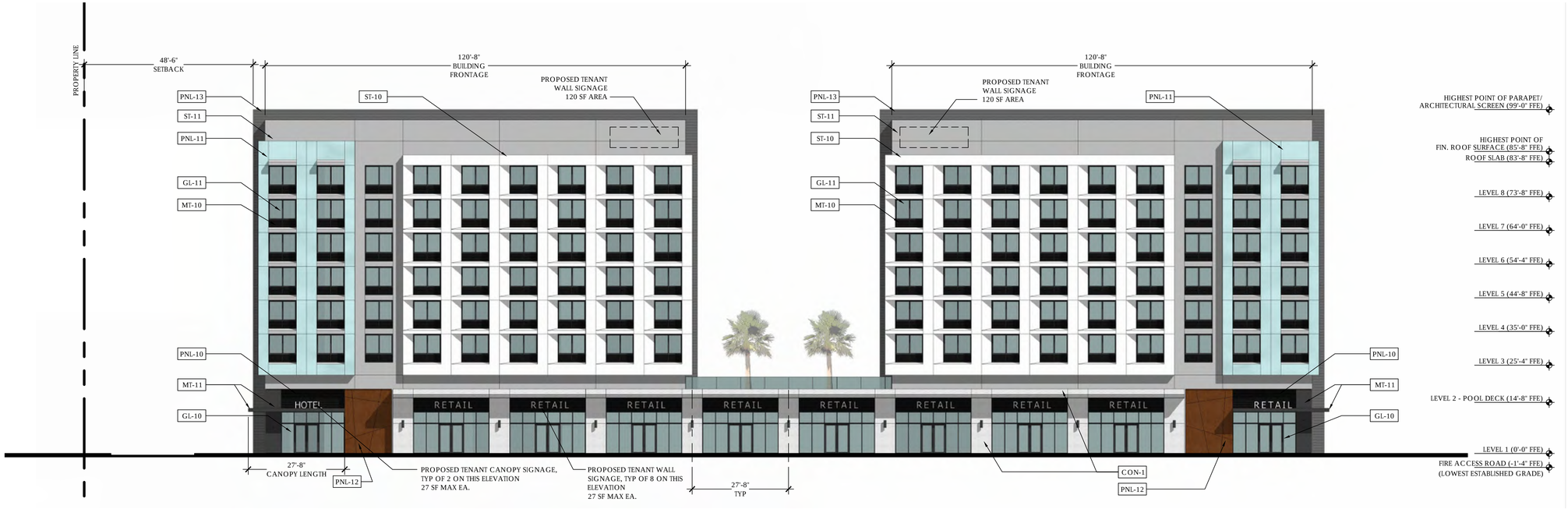
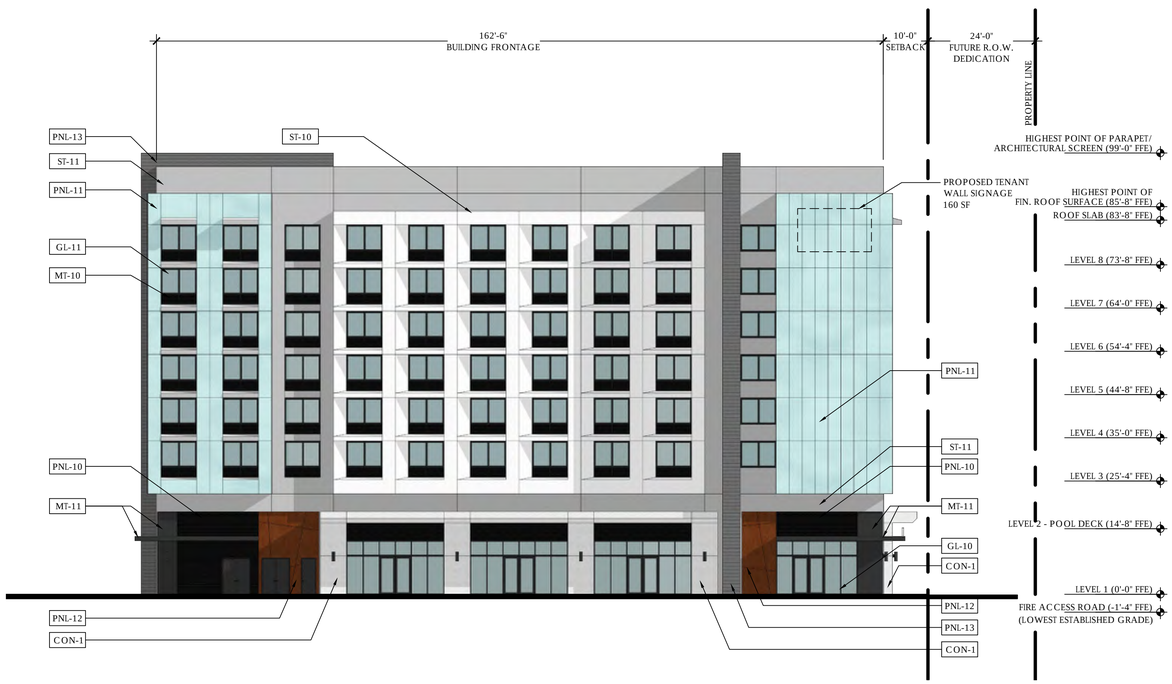
ROOF PLAN
HOTEL MULTI-USE BUILDING
SITE PLAN SUBMITTAL

A-2.04



WEST ELEVATION

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



NORTH ELEVATION

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

MATERIAL & FINISH LEGEND

SYMBOL	DESCRIPTION	COLOR
ST-10	SMOOTH STUCCO FINISH SYSTEM, PAINTED	BRIGHT WHITE
ST-11	FINE SAND STUCCO, PAINTED	MEDIUM GRAY
GL-10	STOREFRONT GLAZING SYSTEM DARK BRONZE FRAMES WITH CLEAR LAMINATED GLASS	DARK BRONZE & CLEAR
GL-11	HOTEL ROOM GLAZING DARK BRONZE FRAMES WITH CLEAR LAMINATED GLASS	DARK BRONZE & CLEAR
MT-10	METAL LOUVERS AT AC UNITS	DARK BRONZE
MT-11	BREAK METAL	DARK BRONZE
PNL-10	HORIZONTAL RIBBED METAL PANEL CLADDING SYSTEM	DARK BRONZE
PNL-11	COMPOSITE PANEL CLADDING SYSTEM	TBD (BASED ON HOTEL BRAND STANDARDS)
PNL-12	WOOD-LOOK WALL PANEL SYSTEM	BROWN
PNL-13	HORIZONTAL RIBBED METAL PANEL CLADDING SYSTEM	DARK GRAY
CON-1	SMOOTH-FINISHED ARCHITECTURAL CONCRETE LOOK (MONOLITHIC OR FINISH PANELS)	GRAY

SIGNAGE INFORMATION

SIGN TYPE	ILLUMINATION TYPE	MAX SIZE ALLOWED	SIZE PROPOSED	QTY ALLOWED	QTY PROPOSED	NOTES
MONUMENT SIGN	INTERNALLY LIT	AREA: 64sf HEIGHT: 16'	64 SF HEIGHT: MAX 16'	SEE NOTES	2	TOTAL SITE FRONTAGE FACING DAVIE BLVD = 565' THREE TOTAL BUILDINGS ON SITE (HOTEL, RESIDENTIAL BUILDING, AND RESTAURANT
CANOPY SIGN	INTERNALLY LIT	**SEE NOTES	MAX 1.5 SQUARE FEET PER LINEAR FOOT OF CANOPY FRONTAGE	*SEE NOTES	3	*EACH GROUND FLOOR TENANT WITH RECOGNIZABLE ENTRANCE IS PERMITTED TWO TOTAL SIGNS, WITH THE OPTION OF AWNING SIGN, CANOPY SIGN, PROJECTING SIGN, OR WALL SIGN. **CANOPY SIGN IS PERMITTED TO BE 1.5 SQUARE FEET PER LINEAR FOOT OF CANOPY FRONTAGE W/ 7.5' VERTICAL CLEARANCE TO THE GROUND. ***WALL SIGN SIZE IS LIMITED TO 1 SQUARE FOOT PER LINEAR FOOT OF BUILDING FRONTAGE WHERE THE SIGN IS TO BE LOCATED. SIGNS MAY BE A MINIMUM OF 25 SQUARE FEET.
WALL SIGN	INTERNALLY LIT	***SEE NOTES	MAX 1 SQUARE FOOT PER LINEAR FOOT OF BUILDING FRONTAGE	*SEE NOTES	18	

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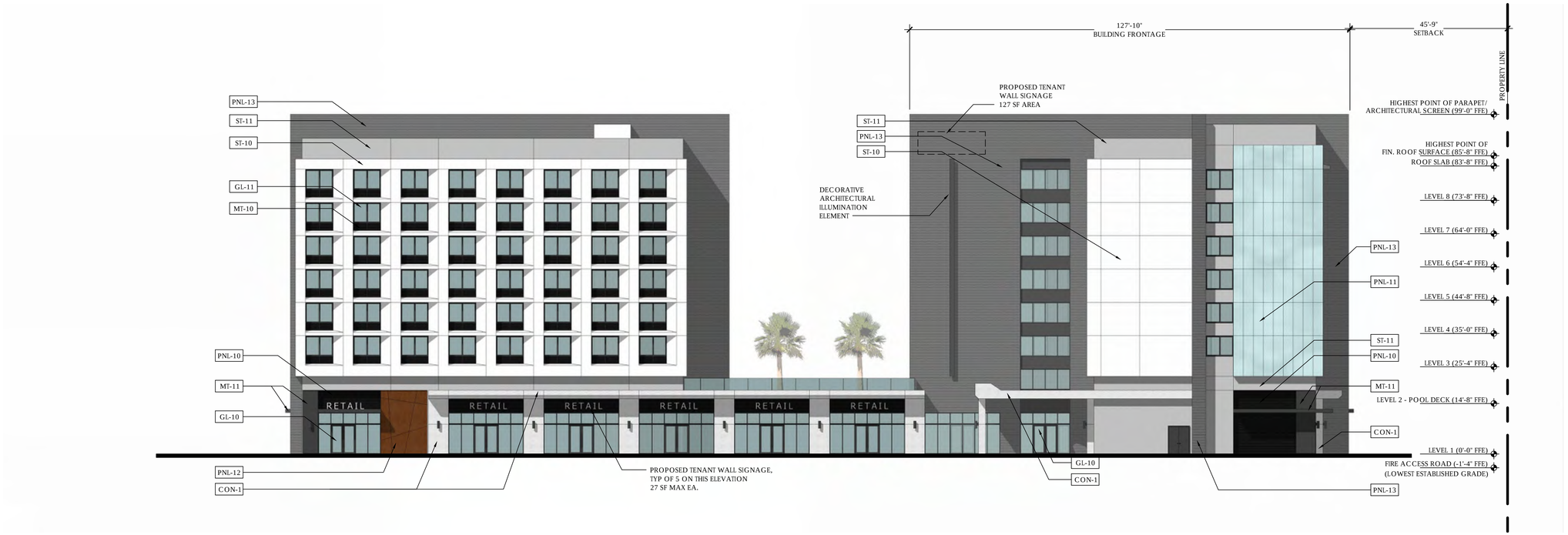
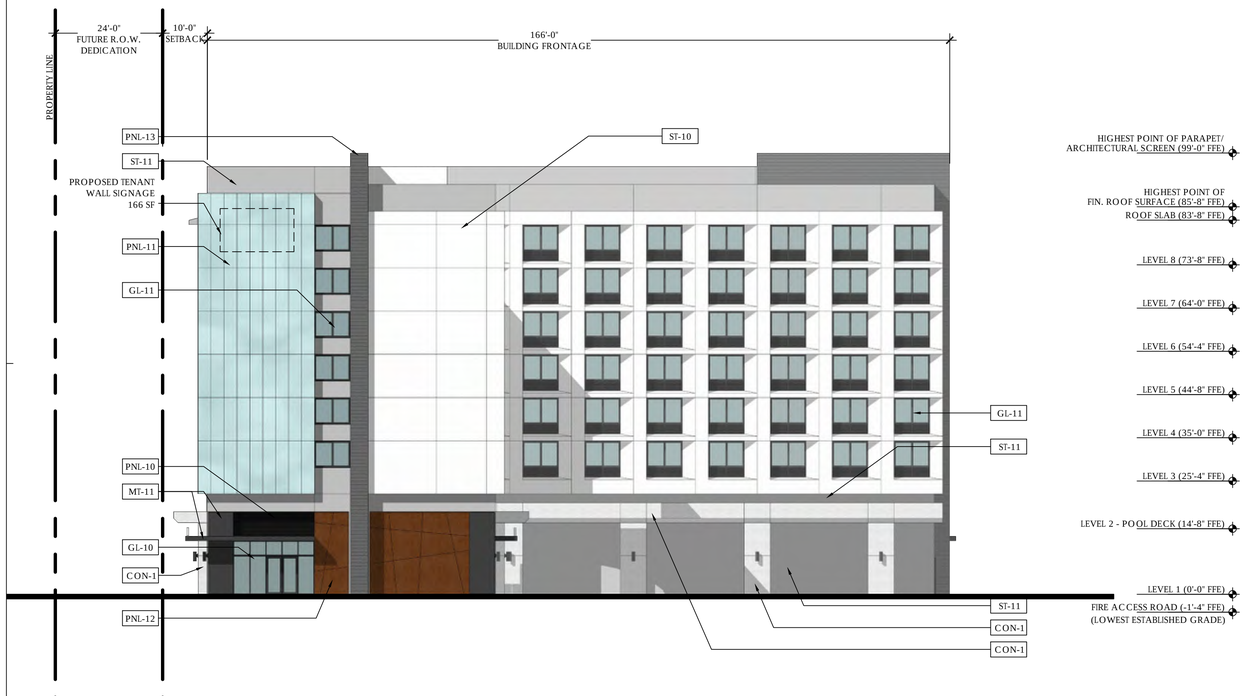
ELEVATIONS
HOTEL MULTI-USE BUILDING
SITE PLAN SUBMITTAL

A-2.11



EAST ELEVATION

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



SOUTH ELEVATION

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

MATERIAL & FINISH LEGEND

SYMBOL	DESCRIPTION	COLOR
ST-10	SMOOTH STUCCO FINISH SYSTEM, PAINTED	BRIGHT WHITE
ST-11	FINE SAND STUCCO, PAINTED	MEDIUM GRAY
GL-10	STOREFRONT GLAZING SYSTEM DARK BRONZE FRAMES WITH CLEAR LAMINATED GLASS	DARK BRONZE & CLEAR
GL-11	HOTEL ROOM GLAZING DARK BRONZE FRAMES WITH CLEAR LAMINATED GLASS	DARK BRONZE & CLEAR
MT-10	METAL LOUVERS AT AC UNITS	DARK BRONZE
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CON-1	SMOOTH-FINISHED ARCHITECTURAL CONCRETE LOOK (MONOLITHIC OR FINISH PANELS)	GRAY

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SITE PLAN SUBMITTAL

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A-2.12

PERSPECTIVE AT SOUTH ENTRANCE

SCALE: NTS

PERSPECTIVE AT SOUTH-EAST CORNER OF HOTEL/ RETAIL STOREFRONT

SCALE: NTS

PERSPECTIVE OF HOTEL/ RETAIL FROM CENTRAL INTERSECTION

SCALE: NTS

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A-2.21

PERSPECTIVE AT WEST FACADE/ STREET FRONTAGE

SCALE: NTS

PERSPECTIVE AT EAST FACADE/ PARKING AND DROP-OFF AREA

SCALE: NTS

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PERSPECTIVES
HOTEL MULTI-USE BUILDING
SITE PLAN SUBMITTAL

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PERSPECTIVE FROM SOUTH FORK NEW RIVER

SCALE: NTS

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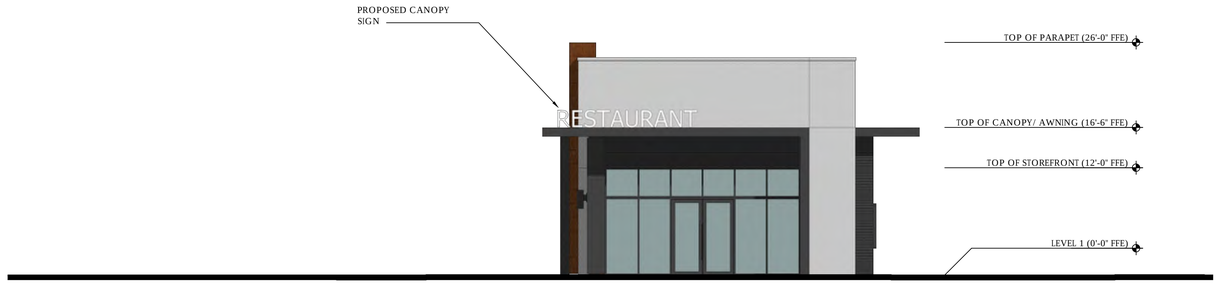
EAST ELEVATION

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



EAST ELEVATION

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

EAST ELEVATION

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

EAST ELEVATION

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

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ELEVATIONS
RESTAURANT
SITE PLAN SUBMITTAL

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A-3.11

PERSPECTIVE AT NORTH-WEST FACADE/ STREET FRONTAGE

SCALE: NTS

PERSPECTIVE AT NORTH-EAST FACADE/ PARKING AND DRIVE-THROUGH ENTRANCE

SCALE: NTS

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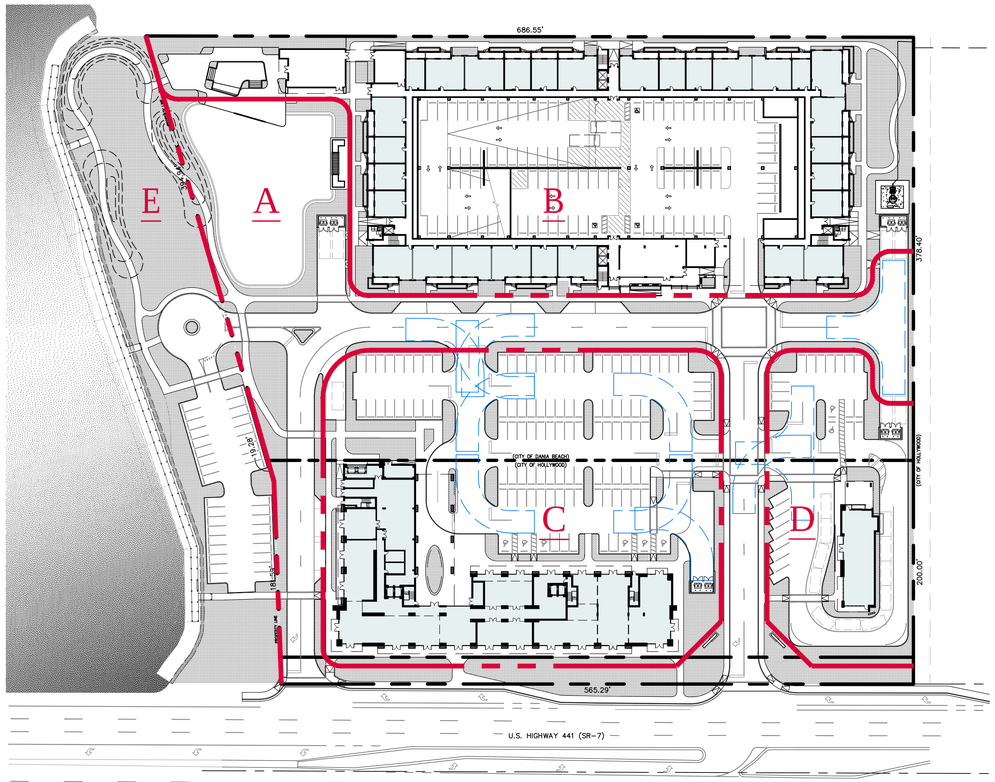
WEST ELEVATION - HOTEL MIXED-USE BUILDING (PHASE C-1)

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



MASTER SITE PLAN - PHASING DIAGRAM

SCALE: 1/64" = 1'-0"

PHASED DEVELOPMENT NARRATIVE

THE PROPOSED DEVELOPMENT IS COMPOSED OF SEPARATE PROGRAM COMPONENTS INTENDED TO ACCOMMODATE PHASED CONSTRUCTION. GENERALLY, ACCESS AND INFRASTRUCTURE ARE PROPOSED TO BE PLACED FIRST, TO SUPPORT SUBSEQUENT PHASES. FLEXIBILITY AMONG SEQUENCING THEREAFTER IS ALSO PROPOSED AS A PRIORITY. PROPOSED PHASES, DELINEATED IN THE MASTER SITE PLAN - PHASING DIAGRAM, ARE OUTLINED BELOW.

A

1. STATE ROAD 7 ACCESS PER FDOT, INCLUDING PROPOSED NORTH AND SOUTH DRIVEWAY ACCESS POINTS
2. ON-SITE MAJOR VEHICULAR CIRCULATION LOOP
3. MAJOR UTILITY INFRASTRUCTURE
4. ON-SITE DRAINAGE/ RETENTION
5. FIRE LINE LOOP

B

1. MULTI-FAMILY BUILDING (INCLUDING STRUCTURED PARKING)
2. AMENITIES BUILDING AND POOL DECK
3. SANITARY PUMP STATION/ TIE-IN TO MAIN SEWER

C

1. HOTEL MIXED-USE BUILDING (NORTH AND SOUTH TOWER WITH GROUND LEVEL RETAIL STOREFRONT)
2. 230 HOTEL ROOMS
3. 6000 SF GROUND LEVEL RETAIL STOREFRONT
4. SURFACE PARKING LOT (113 SPACES)

(OR) PHASED AS C-1 AND C-2:

PHASE C-1

1. HOTEL MIXED-USE BUILDING (NORTH TOWER AND GROUND LEVEL RETAIL FRONTAGE)
2. 144 HOTEL ROOMS
3. 6500 SF GROUND LEVEL RETAIL STOREFRONT
4. SURFACE PARKING LOT (113 SPACES)

PHASE C-2

1. REMOVE GROUND LEVEL RETAIL STOREFRONT
2. ADD SOUTH HOTEL TOWER
3. 84 HOTEL ROOMS
4. 6000 SF GROUND LEVEL RETAIL STOREFRONT

PHASE C NOTES:

PHASE C-1 AND C-2 ARE PROPOSED TO BE AN ALTERNATE OPTION TO CONSTRUCTING THE FULL SCOPE OF THE PROPOSED HOTEL MULIT-USE BUILDING (TWO TOWERS) AT THE SAME TIME. REFERENCE PHASE C-1 BUILDING WEST (FRONTAGE) - ELEVATION, THIS SHEET, PHASE C-1 DEVELOPMENT DATA, THIS SHEET, AND PHASE C-1 FLOOR PLAN, SHEET A-2.32.

D

1. RESTAURANT WITH DRIVE-THRU
2. 2500 SQUARE FEET RESTAURANT
3. SURFACE PARKING LOT (25 SPACES)

E

1. EASEMENT AREA (SUBJECT TO SFWM APPROVAL)
2. ROUND-ABOUT DROP-OFF
3. SURFACE PARKING LOT (36 SPACES)
4. LANDSCAPED LAWN WITH PAVED WALKING PATH
5. RIP-RAP CANAL SHORELINE REVETMENT
6. 6 FOOT WIDE MARGINAL DOCK

PHASE C-1 DATA - CITY OF HOLLYWOOD

PROPOSED BUILDING PROGRAM

1. HOTEL/ RETAIL MIXED-USE BUILDING:

# FLOORS:	8
BUILDING HEIGHT:	90'-0"
NO. UNITS:	144
UNIT/ ROOM TYPE:	MIX OF KING, DBL QUEEN AND KING SUITE EACH KEY WITH (1) BATHROOM
NET UNIT/ ROOM AREA:	350 - 375 SF (KING AND DBL QUEEN ROOMS) 525 - 550 SF (KING SUITE ROOMS)
INTERIOR CEILING HEIGHT:	9'-0" (EXCLUDING BATHROOM AREAS)
GROSS FLOOR AREA:	105,000 SF
HOTEL AREA:	96,000 SF
GROUND LEVEL RETAIL AREA:	9000 SF

REQUIRED PARKING

144 HOTEL ROOMS
(1) SPACE PER ROOM FOR FIRST TEN ROOMS
+ (0.25) SPACE PER ROOM FOR EACH ADDITIONAL
10 + 134 (0.25) = 43.50 — 43.50 SPACES

2000 SF HOTEL ACCESSORY USE SPACE (BAR/ LOUNGE)
65% OF (1) SPACE PER 60 SF OF (NET) SEATING AREA
1500 SF / 60 SF (0.65)= 16.25 — 16.25 SPACES

2500 SF HOTEL ACCESSORY USE SPACE (RETAIL/ PERSONAL SERVICE)
65% OF (1) SPACE PER 250 SF
2500 SF / 250 SF (0.65)= 6.50 — 6.50 SPACES

6500 SF COMMERCIAL SPACE
(3) SPACES PER 1000 SF
6000 SF / 1000 SF (3) = 18.00 — 19.50 SPACES

TOTAL REQUIRED PARKING — 85.75 SPACES â 86 SPACES

PROPOSED PARKING

ON-SITE (CITY BOUNDARY): — 41 SPACES
OFFSITE (CITY BOUNDARY): — 72 SPACES
TOTAL PROPOSED PARKING — 113 SPACES

REQUIRED LOADING

144 HOTEL ROOMS
1 SPACE PER FIRST 100 ROOM + 1 PER EACH 100 OR MAJOR FRACTION THERE OF
1 + 44/100 = 1.44 â 1 SPACE

6500 SF COMMERCIAL SPACE
LESS THAN 10,000 SF NOT REQUIRED
NONE REQUIRED

TOTAL REQUIRED LOADING — 1 SPACES

PROPOSED LOADING

2 SPACES

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PH:(954)764-6575 FAX:(954)764-8622
JEFF FALKANGER, DOUG SNYDER
LARRY MARTINEAU, JIRO YATES

CA # AAC000447
edsa
PLANNING
LANDSCAPE ARCHITECTURE
URBAN DESIGN
1512 E. BROWARD BOULEVARD, SUITE 110
FORT LAUDERDALE, FLORIDA 33301 USA
TEL: 954.524.3330 I LC0000001

DESIGNED	DRAWN	CHECKED
RO	RO	JY

REVISIONS

DATE:	COMM:
06.29.2020	19033

HARBOR LANDINGS

A MIXED-USE DEVELOPMENT IN HOLLYWOOD & DANIA BEACH, FLORIDA

4500 S. STATE ROAD NO. 7
HOLLYWOOD, FL 33314

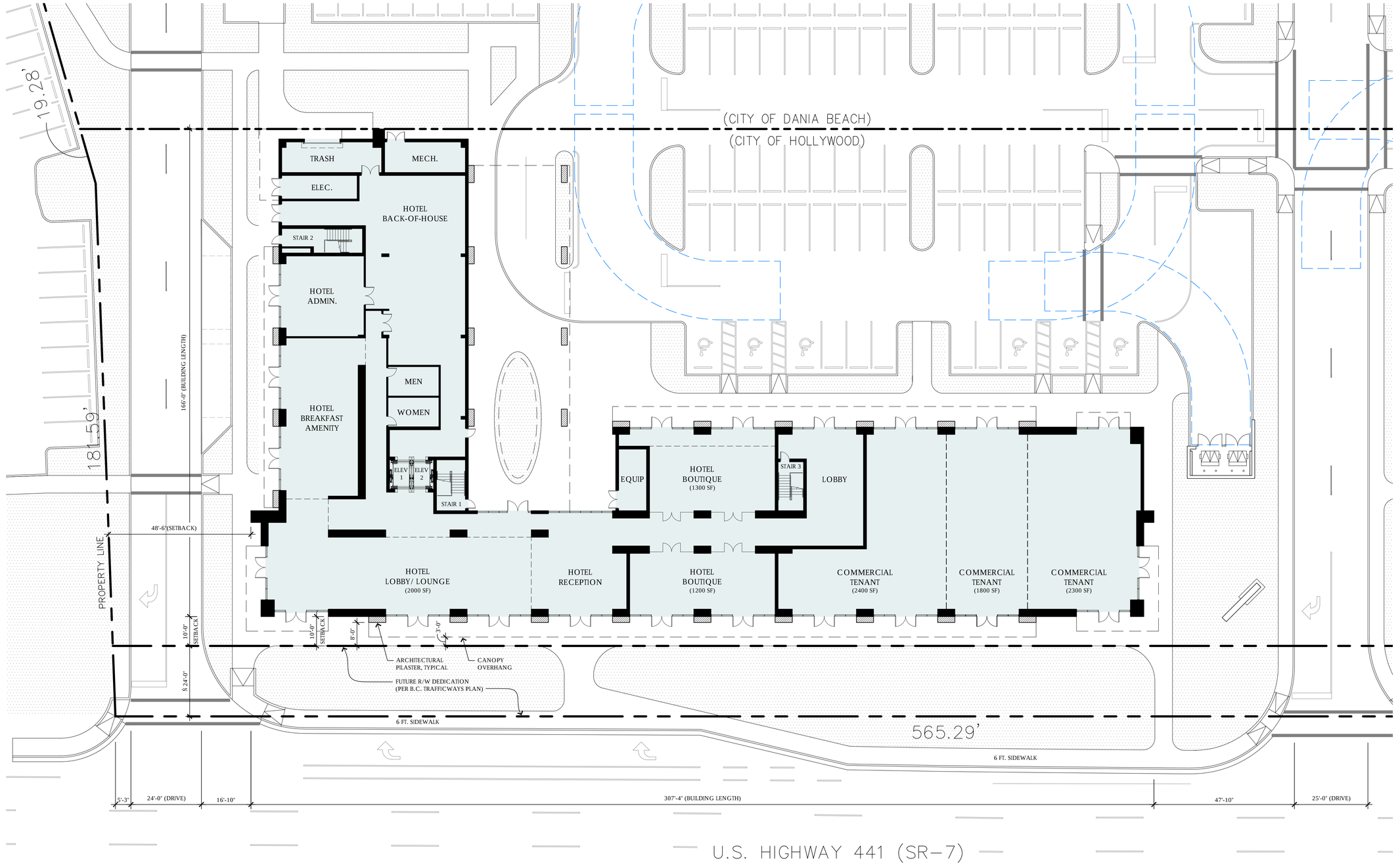
STATE OF FLORIDA
JIRO YATES
AR 91406
REGISTERED ARCHITECT

2020.06.30

PHASING DIAGRAM AND NARRATIVE
HOTEL - PHASE C1 ELEVATION
SITE PLAN SUBMITTAL

PRINTED ON: 06.30.20

A-5.01



FLOOR PLAN - LEVEL 01 - HOTEL MULTI-USE BUILDING (PHASE C-1)

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

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HARBOR LANDINGS

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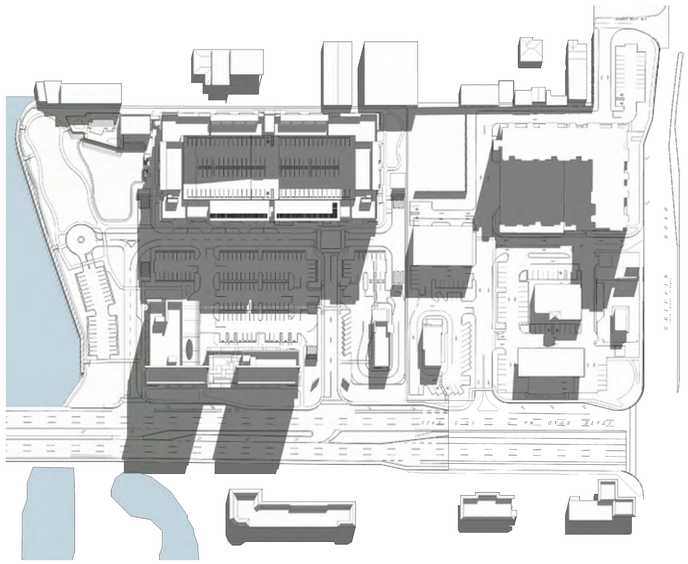
STATE OF FLORIDA
JIRO YATES
AR 91406
REGISTERED ARCHITECT

2020.06.30

FLOOR PLAN - L01 - PHASE C-1
HOTEL MULTI-USE BUILDING
SITE PLAN SUBMITTAL

PRINTED ON: 06.30.20

A-5.02



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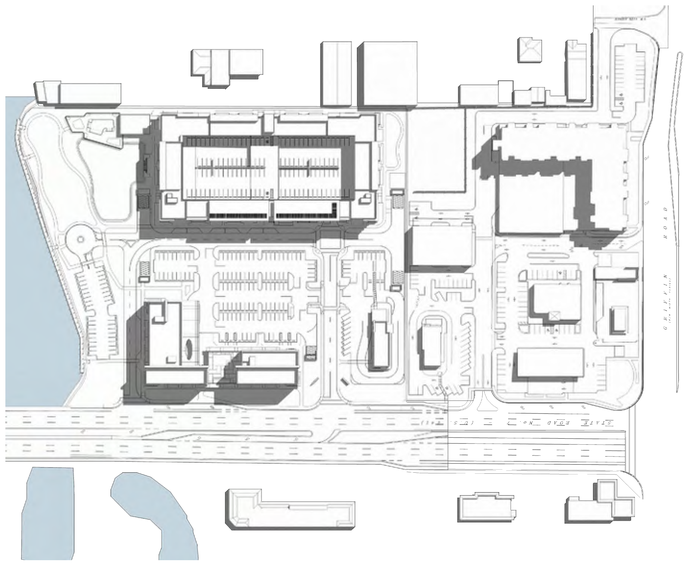

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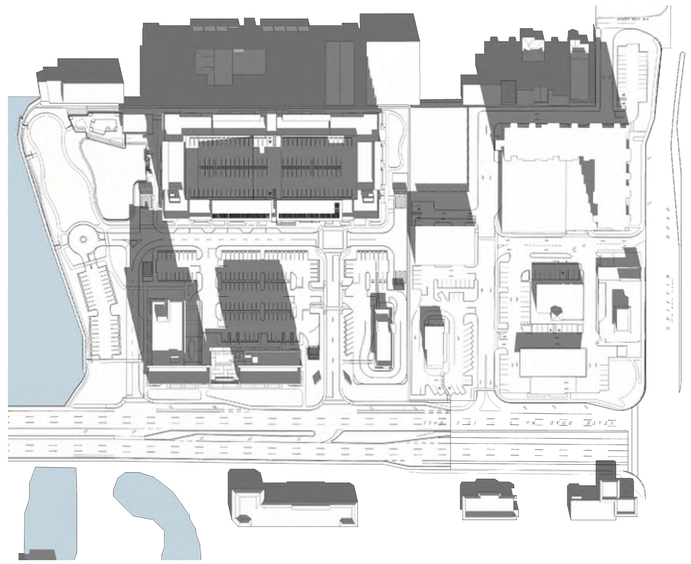

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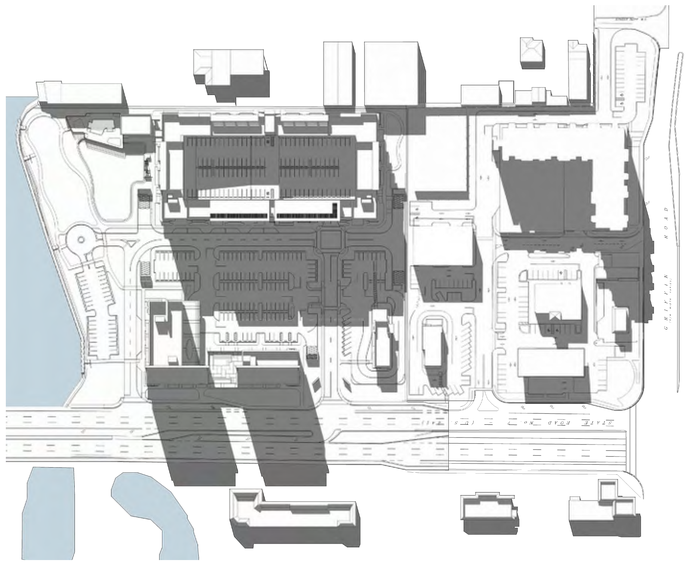

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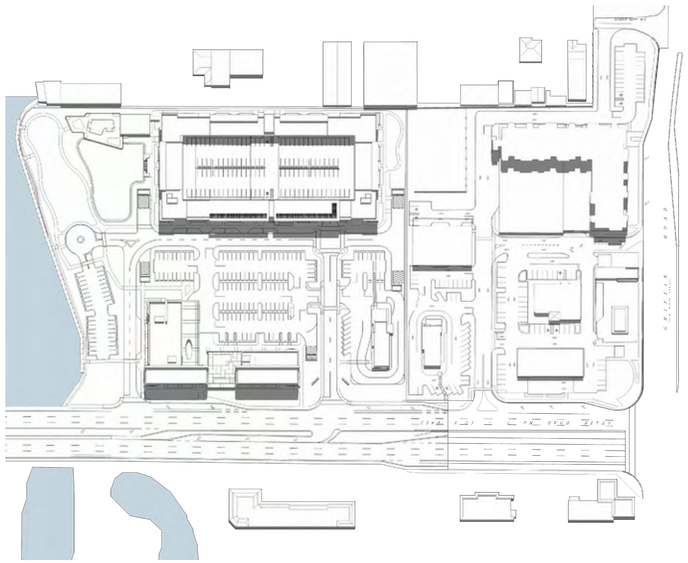

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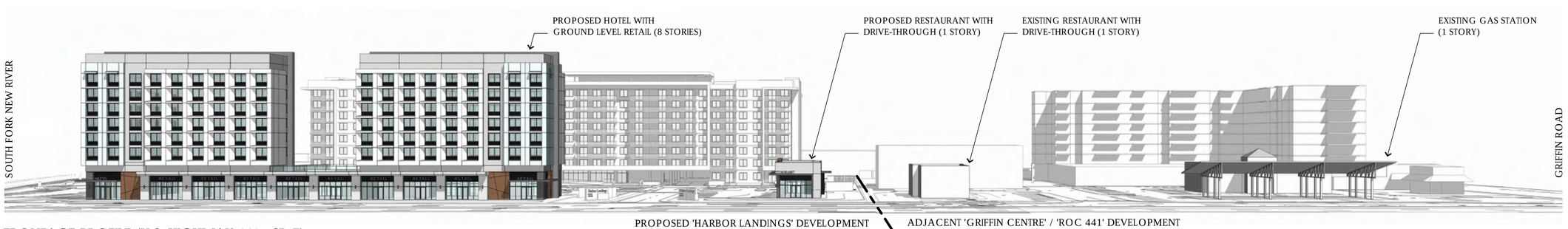

FRONTAGE PROFILE (U.S. HIGHWAY 441 - SR-7)

N.T.S.

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A MIXED-USE DEVELOPMENT IN HOLLYWOOD & DANIA BEACH, FLORIDA

4500 S. STATE ROAD NO. 7
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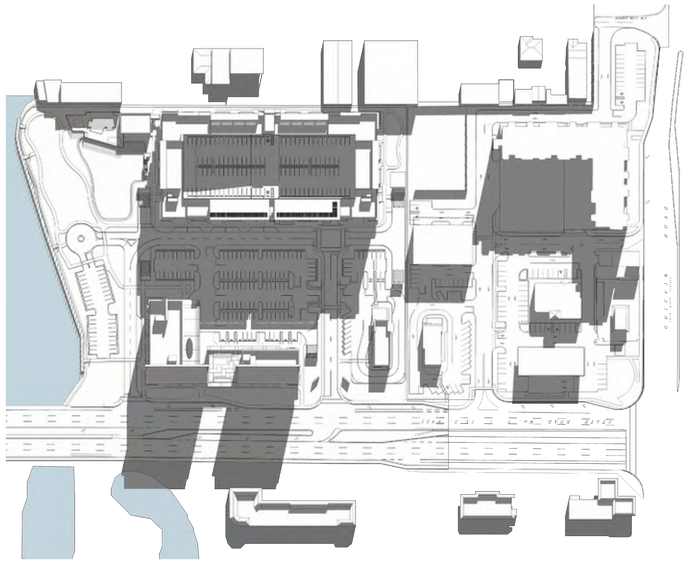
STATE OF FLORIDA
JIRO YATES
AR 91406
REGISTERED ARCHITECT

2020.06.30

PRINTED ON: 06.30.20

SHADOW ANALYSIS
FRONTAGE PROFILE
SITE PLAN SUBMITTAL

A-6.01



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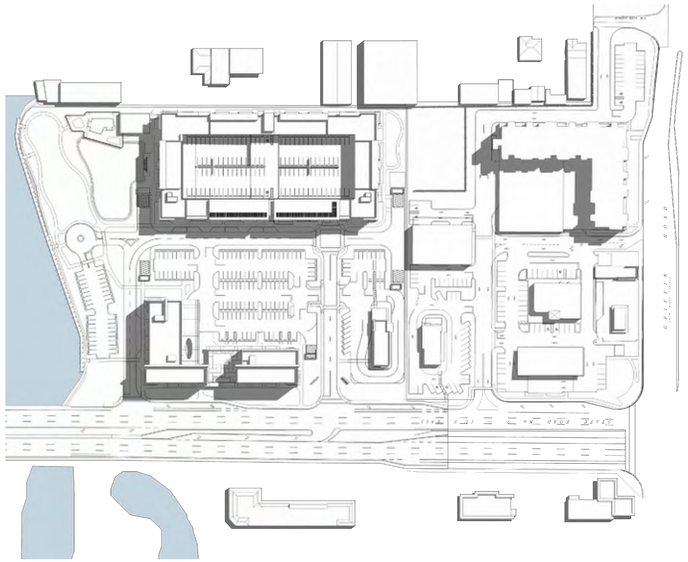

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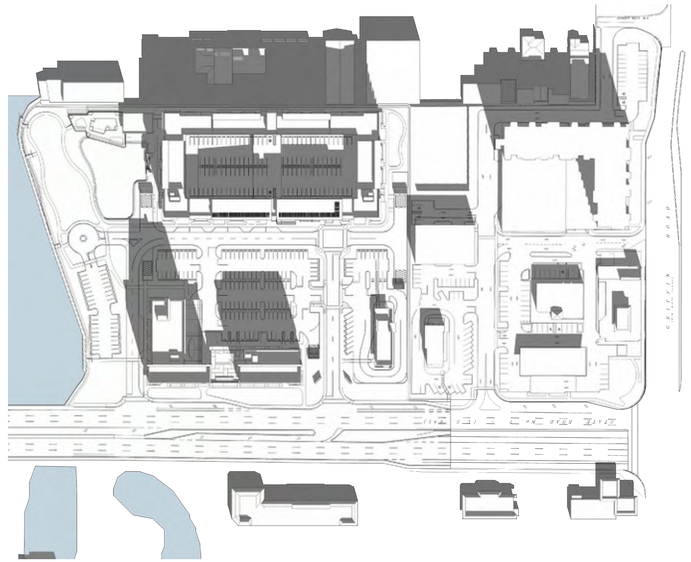

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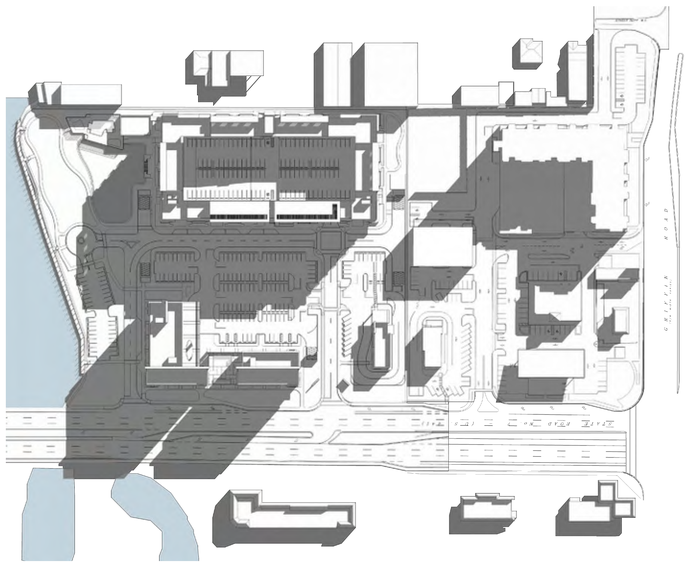

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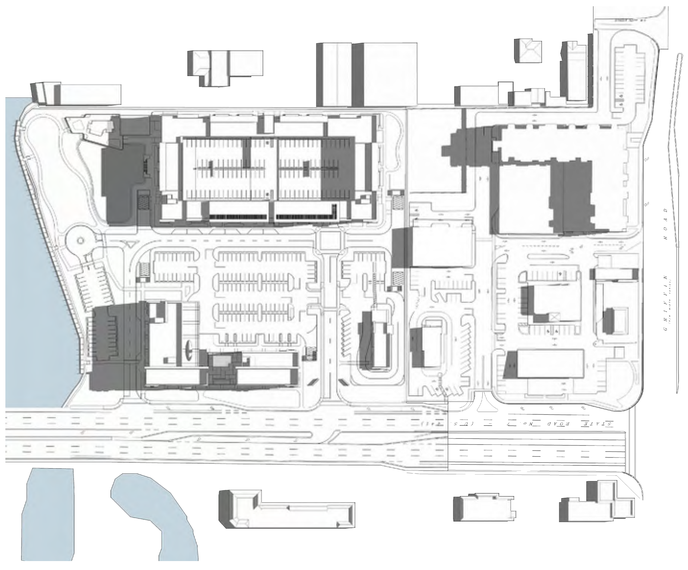

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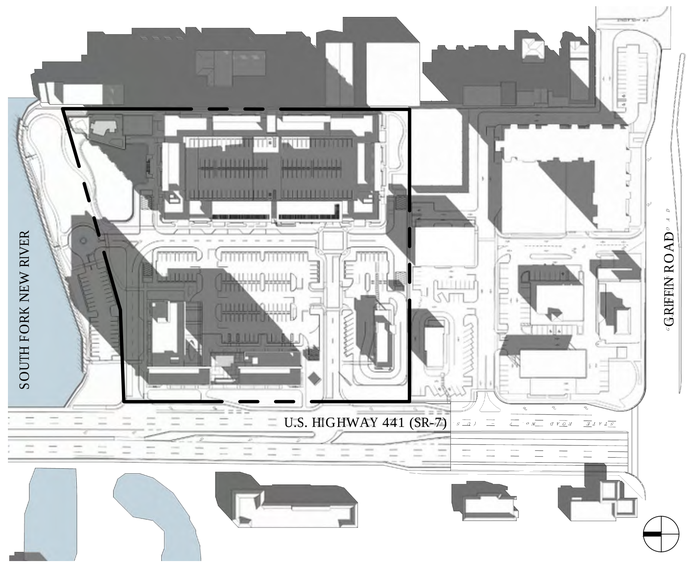

3:30 P.M. UTC-5:00

CRITERIA	month	day	sunrise	sunset	offset	study times			UTC
spring equinox	3	21	7:30	7:30	2:00	9:30	12:00	5:30	-4
summer solstice	6	21	6:30	8:15	2:00	8:30	12:00	6:15	-4
fall equinox	9	21	7:00	7:00	2:00	9:00	12:00	5:00	-4
winter solstice	12	21	7:00	5:30	2:00	9:00	12:00	3:30	-5

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STATE OF FLORIDA
JIRO YATES
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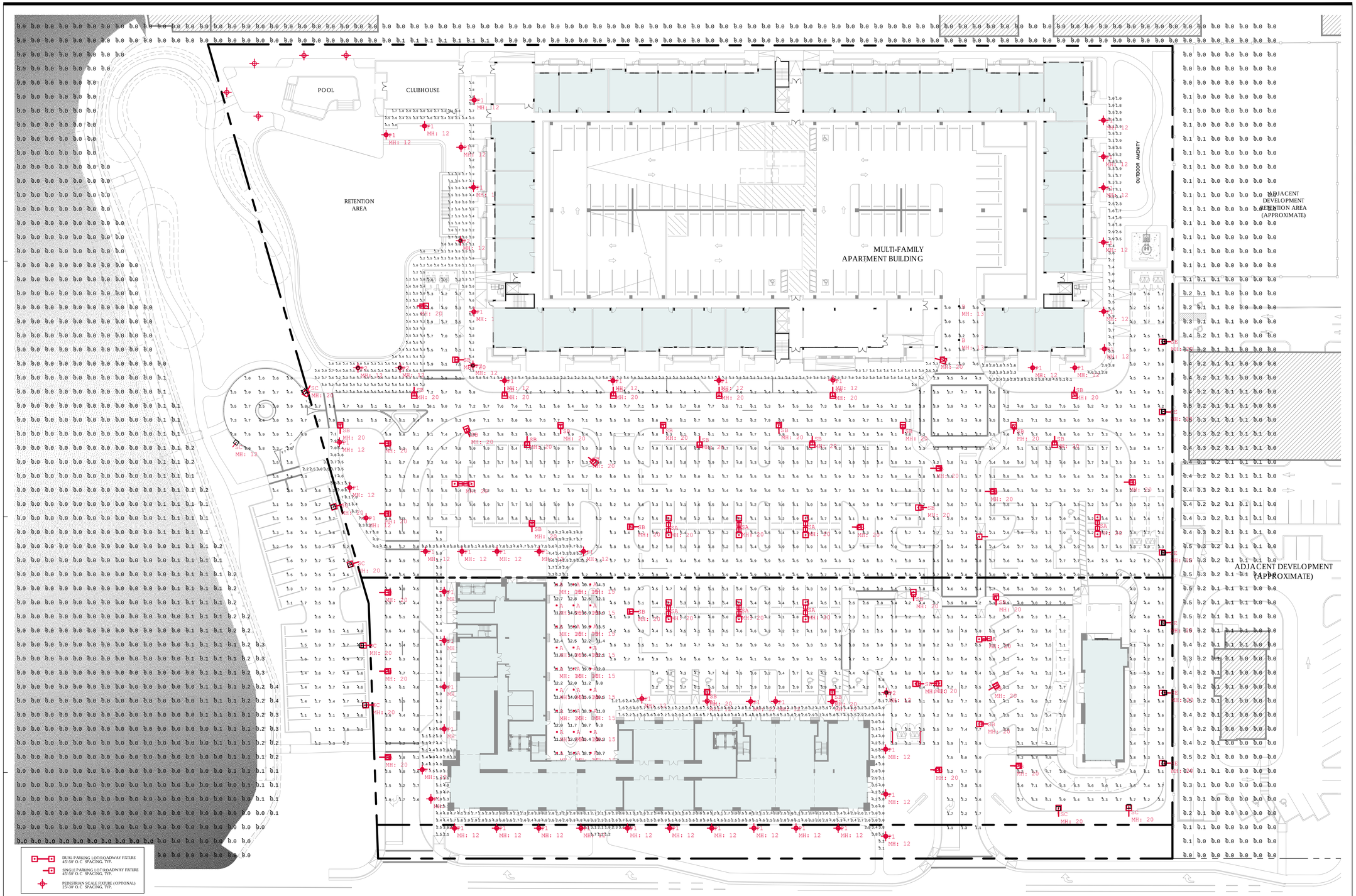
2020.06.30

PRINTED ON: 06.30.20

SHADOW ANALYSIS

SITE PLAN SUBMITTAL

A-6.02



Luminaire Schedule

Symbol	Qty	Label	Arrangement	LLF	Description
	27	A	SINGLE	0.900	Atlantic Lighting LED6-SYL30-40K-U / 6LEDPR-CL
	2	B	SINGLE	0.900	Cree Lighting CPY250-B-D-F-C-UL-40K
	50	P1	SINGLE	0.900	Ragni Lighting Melanthia-12L-700mA-4000K
	5	P2	SINGLE	0.900	Ragni Lighting Melanthia-24L-350mA-4000K
	9	SA	BACK-BACK	0.900	Cree Lighting OSQ-A-NM-5ME-B-40K-UL-XX, 2@180°
	44	SB	SINGLE	0.900	Cree Lighting OSQ-A-NM-3ME-B-40K-UL-XX, Single Head
	8	SC	SINGLE	0.900	Cree Lighting OSQ-A-NM-4ME-B-40K-UL-XX, Single Head
	6	SE	SINGLE	0.900	Cree Lighting OSQ-A-NM-3ME-B-40K-UL-XX / OSQ-BLSMF, Single Head

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Building Walkway	Illuminance	Fc	3.42	6.5	1.0	3.42	6.50
Garage Entrance	Illuminance	Fc	4.89	9.3	3.0	1.63	3.10
Hotel Canopy	Illuminance	Fc	13.33	20.1	9.3	1.43	2.16
Parking and Drive Lanes	Illuminance	Fc	4.50	10.1	1.0	4.50	10.10
Parking Lot Walkway	Illuminance	Fc	4.17	9.5	1.2	3.48	7.92
Pool Walkway	Illuminance	Fc	3.40	8.9	1.0	3.40	8.90
Properly Line and Beyond	Illuminance	Fc	0.03	0.5	0.0	N.A.	N.A.

PHOTOMETRIC SITE PLAN

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

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JIRO YATES
AR 91406
REGISTERED ARCHITECT

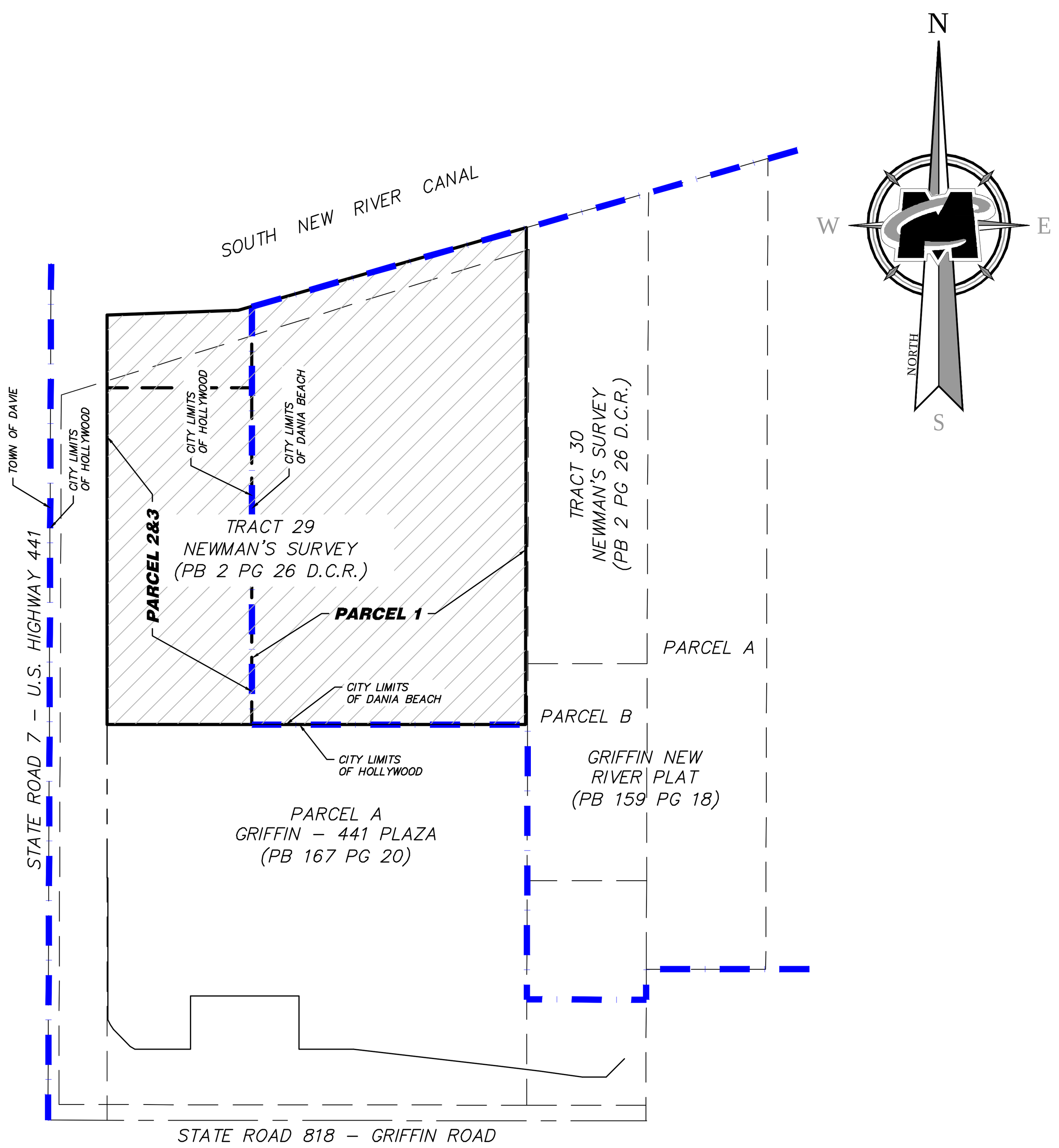
2020.06.30

PRINTED ON: 06.30.20

PHOTOMETRIC SITE PLAN

SITE PLAN SUBMITTAL

A-7.00



LOCATION MAP
Not to Scale

LEGAL DESCRIPTION:

PARCEL 1

A PORTION OF TRACT 29, SECTION 25, TOWNSHIP 50 SOUTH, RANGE 41 EAST, NEWMAN'S SURVEY, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 2, PAGE 26 OF THE PUBLIC RECORDS OF MIAMI–DADE COUNTY, FLORIDA MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE EAST RIGHT–OF–WAY LINE OF STATE ROAD NO. 7 WITH THE SOUTH LINE OF SAID SECTION 25; THENCE NORTHERLY ALONG THE SAID EAST RIGHT–OF–WAY, NORTH 02°06"55" EAST, 1111.80 FEET TO THE INTERSECTION OF THE EAST RIGHT–OF–WAY LINE OF STATE ROAD NO. 7 AND THE SOUTH RIGHT–OF–WAY LINE OF THE SOUTH NEW RIVER CANAL EASEMENT; THENCE EASTERLY ALONG SAID SOUTH RIGHT–OF–WAY, NORTH 90°00'00" EAST, 181.59 FEET; THENCE NORTH 76°04'42" EAST, 19.28 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 76°04'42" EAST, 394.91 FEET; THENCE SOUTH 02°12'46" WEST 686.55 FEET; THENCE NORTH 87°51'58" WEST, 378.37 FEET; THENCE NORTH 02°06'55" EAST, 577.47 FEET TO THE POINT OF BEGINNING. SAID LANDS SITUATE, LYING AND BEING IN BROWARD COUNTY, FLORIDA. SAID PARCEL CONTAINING 239,463 S.F. (5.5 ACRES ±)

PARCEL IDENTIFICATION NUMBER: 504125010520

TOGETHER WITH

PARCEL 2 AND 3

A PORTION OF TRACT 29, SECTION 25, TOWNSHIP 50 SOUTH, RANGE 41 EAST, NEWMAN'S SURVEY, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 2, PAGE 26, OF THE PUBLIC RECORDS OF MIAMI-DADE COUNTY, FLORIDA, MORE FULLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE EAST RIGHT–OF–WAY LINE OF STATE ROAD NO. 7 WITH THE SOUTH LINE OF SAID SECTION 25; THENCE NORTHERLY ALONG THE SAID EAST RIGHT–OF–WAY NORTH 02° 06' 55" EAST A DISTANCE OF 546.50 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTHERLY, NORTH 02° 06' 55" EAST 565.30 FEET THE INTERSECTION OF THE EAST RIGHT–OF–WAY LINE OF STATE ROAD NO.7 AND THE SOUTH RIGHT–OF–WAY LINE OF THE SOUTH NEW RIVER CANAL EASEMENT; THENCE EASTERLY ALONG SAID SOUTH RIGHT–OF–WAY NORTH 90° 00' 00" EAST, 181.59 FEET; THENCE NORTH 76° 04' 42" EAST, 19.28 FEET; THENCE SOUTH 02° 06' 55" WEST 577.33 FEET; THENCE WESTERLY, NORTH 87° 53' 04" WEST, 200.00 FEET TO THE POINT OF BEGINNING. SAID LANDS SITUATE, LYING AND BEING IN BROWARD COUNTY, FLORIDA. SAID PARCEL CONTAINING 113,840 S.F. (2.6 ACRES ±)

PARCEL IDENTIFICATION NUMBER: 504125010524 & 504125010528

RESTRICTIONS / EASEMENTS:

THE EASEMENTS, ENCUMBRANCES AND RESTRICTIONS EVIDENCED BY RECORDED DOCUMENTS AND/OR OTHER TITLE SEARCH REPORT PROVIDED TO THE SURVEYOR AS NOTED IN RESTRICTIONS/EASEMENTS, OF THE ATTORNEYS' TITLE FUND SERVICES, LLC, PROVIDE FOR: CLARK & MUNEY, PLLC, FUND FILE NUMBER: 861926 DATED MARCH 18, 2020, AS TO THE EXTENT THEY CAN BE LOCATED ARE SHOWN HEREON OR OTHERWISE NOTED AS TO THEIR EFFECT ON THE PROPERTY AS FOLLOWS:

ITEM 2) ALL MATTERS CONTAINED ON THE PLAT OF NEWMAN'S SURVEY, AS RECORDED IN PLAT BOOK 2, PAGE 26, PUBLIC RECORDS OF MIAMI–DADE COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). THERE IS NOT RESTRICTIONS AND/OR EASEMENTS AS SHOWN ON THE FACE OF THE PLAT, HOWEVER THERE ARE RIGHT OF WAY DEDICATION AS SHOWN ON SAID PLAT THAT AFFECTS THE SUBJECT PROPERTY AND IT IS SHOWN HEREON.

ITEM 3) RESERVATIONS AS SET FORTH IN THE DEED FROM THE TRUSTEES OF THE INTERNAL IMPROVEMENT FUND OF THE STATE OF FLORIDA RECORDED IN DEED BOOK 7, PAGE 576, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA; HOWEVER, THE RIGHT OF ENTRY AND EXPLORATION ASSOCIATED WITH THE OIL AND MINERAL RESERVATION HAS BEEN RELEASED PURSUANT TO SEC. 270.11, F.S. (PARCELS 1, 2 AND 3). DOCUMENT PROVIDED TO THE SURVEYOR IS NOT READABLE.

ITEM 4) RESERVATIONS AS SET FORTH IN THE DEED FROM THE TRUSTEES OF THE INTERNAL IMPROVEMENT FUND OF THE STATE OF FLORIDA RECORDED IN DEED BOOK 12, PAGE 508, WHICH WERE PARTIALLY RELEASED BY DEED BOOK 802, PAGE 467, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA; HOWEVER, THE RIGHT OF ENTRY AND EXPLORATION ASSOCIATED WITH THE OIL AND MINERAL RESERVATION HAS BEEN RELEASED PURSUANT TO SEC. 270.11, F.S. (PARCELS 1, 2 AND 3). DOCUMENT PROVIDED TO THE SURVEYOR IS NOT READABLE.

ITEM 5) CANAL EASEMENT CONTAINED IN WARRANTY DEED RECORDED IN O.R. BOOK 2930, PAGE 28, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS THE SUBJECT PARCEL AND IT IS PLOTTED HEREON.

ITEM 6) EASEMENT IN FAVOR OF CENTRAL AND SOUTHERN FLORIDA FLOOD CONTROL DISTRICT RECORDED IN O.R. BOOK 2986, PAGE 809, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS THE SUBJECT PARCEL AND IT IS PLOTTED HEREON.

ITEM 7) EASEMENT IN FAVOR OF CENTRAL AND SOUTHERN FLORIDA FLOOD CONTROL DISTRICT RECORDED IN O.R. BOOK 2986, PAGE 811, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS THE SUBJECT PARCEL AND IT IS PLOTTED HEREON.

ITEM 8) RESOLUTION OF THE CENTRAL BROWARD DRAINAGE DISTRICT RECORDED IN O.R. BOOK 3438, PAGE 60, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS THE SUBJECT PARCEL, HOWEVER IS NOT PLOTABLE.

ITEM 9) LICENSE AGREEMENT WITH BROWARD COUNTY RECORDED IN O.R. BOOK 4492, PAGE 777, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS THE SUBJECT PARCEL, HOWEVER IS BLANKET IN NATURE AND NOT PLOTABLE.

ITEM 10) BROWARD COUNTY ORDINANCE NO. 84–16 (Z) RECORDED IN O.R. BOOK 11676, PAGE 400, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). THE ZONING DISTRICT WITHIN BROWARD COUNTY, BE AND HEREBY ARE CHANGED BY REZONING THE SUBJECT PARCEL FROM T–1 MOBILE HOME PARK TO B–3 GENERAL BUSINESS, SAID DOCUMENT AFFECTS THE SUBJECT PARCEL, HOWEVER IS BLANKET IN NATURE AND NOT PLOTABLE.

ITEM 11) TOWN OF DAVIE ORDINANCE NO. 85–97 RECORDED IN O.R. BOOK 13068, PAGE 486, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). DO NOT AFFECT THE SUBJECT PARCEL.

ITEM 12) EASEMENT IN FAVOR OF FLORIDA POWER & LIGHT COMPANY RECORDED IN O.R. BOOK 17127, PAGE 165, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS THE SUBJECT PARCEL, HOWEVER THE SKETCH AS SHOWN ON EXHIBIT A DOES NOT SHOW ENOUGH DIMENSIONS TO PLOT THE EASEMENT.

ITEM 13) CABLE TELEVISION INSTALLATION AND WIRING AGREEMENT WITH CABLE TV FUND 14–A/B VENTURE RECORDED IN O.R. BOOK 17453, PAGE 243, TOGETHER WITH AND AS AFFECTED BY RELEASE OF EASEMENT RECORDED IN O.R. BOOK 20804, PAGE 660, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS THE SUBJECT PARCEL, HOWEVER IS BLANKET IN NATURE AND NOT PLOTABLE.

ITEM 14) EASEMENT AGREEMENT BY AND BETWEEN SAM B. NEVEL, TRUSTEE, AND RAMGOH SALES COMPANY, INC. RECORDED IN O.R. BOOK 28676, PAGE 655, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS PARCEL A "GRIFFIN – 441 PLAZA", AS SHOWN ON PLAT BOOK 167 AT PAGE 20 FOR THE BENEFIT OF THE SUBJECT PARCEL, AND IT IS PLOTTED HEREON.

ITEM 15) MEMORANDUM OF LEASE FROM RAMGOH SALES, INC., LESSOR, TO NATIONAL ADVERTISING COMPANY, LESSEE, RECORDED IN O.R. BOOK 30829, PAGE 930, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS THE SUBJECT PARCEL, HOWEVER IS NOT A SURVEY MATTER.

ITEM 16) TERMS AND CONDITIONS OF THE NOTICE OF PERMIT FROM THE SOUTH FLORIDA WATER MANAGEMENT DISTRICT RECORDED IN O.R. BOOK 32471, PAGE 1098, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS THE SUBJECT PARCEL, HOWEVER IS NOT A SURVEY MATTER.

ITEM 17) ORDINANCE NO. 2005–53 RECORDED IN O.R. BOOK 41179, PAGE 1696, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. DOES NOT AFFECTS THE SUBJECT PARCEL, HOWEVER IS NOT A SURVEY MATTER.

ITEM 18) COURTESY NOTICE OF SUPER PRIORITY STATUS OF CITY OF DANIA BEACH CODE ENFORCEMENT LIENS RECORDED IN O.R. BOOK 47083, PAGE 1671, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS THE SUBJECT PARCEL, HOWEVER IS BLANKET IN NATURE AND NOT PLOTTABLE.

ITEM 19) UTILITY EASEMENT AND LIFT STATION AGREEMENT RECORDED IN O.R. BOOK 47569, PAGE 1538, ASSIGNMENT OF UTILITY EASEMENT AND LIFT STATION AGREEMENT RECORDED IN INSTRUMENT NUMBER 116276435 AND 116276436, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS THE SUBJECT PARCEL, HOWEVER IS BLANKET IN NATURE AND NOT PLOTTABLE.

ITEM 20) NON–EXCLUSIVE ASSIGNMENT OF EASEMENT AGREEMENT RECORDED IN O.R. BOOK 47569, PAGE 1545, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS THE SUBJECT PARCEL, HOWEVER IS BLANKET IN NATURE AND NOT PLOTTABLE.

ITEM 21) ACCESS EASEMENT AND AGREEMENT RECORDED IN O.R. BOOK 47569, PAGE 1551, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS PARCEL 2 AND 3 FOR THE BENEFIT OF PARCEL 1, AND IT IS PLOTTED HEREON.

ITEM 22) RIGHT OF WAY OCCUPANCY NOTICE OF PERMIT RECORDED IN INSTRUMENT NUMBER 113594665, PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA. (PARCELS 1, 2 AND 3). AFFECTS THE SUBJECT PARCEL, HOWEVER IS BLANKET IN NATURE NAD NOT PLOTTABLE.

SURVEYOR'S NOTES:

1. THE LEGAL DESCRIPTION OF THE SUBJECT PROPERTY IS THE SAME AS THE TITLE SEARCH REPORT AS PROVIDED ON FUND FILE NUMBER: 861926.
2. BEARING ARE BASED ON THE EAST RIGHT OF S.R.7 U.S. HIGHWAY 441 AS BEARS NORTH 01°51'43" WEST.
3. THIS SKETCH OF BOUNDARY SURVEY DOES NOT REPRESENT A MEAN HIGH WATER LINE SURVEY AS DEFINED UNDER CHAPTER 5J–17.050(G) FLORIDA ADMINISTRATIVE CODE OR DOES THIS SURVEY SUPPORT TO DETERMINE THE NATURE AND/OR LIMIT OF OWNERSHIP INTERESTS TO THE SUBMERGED LANDS ADJACENT TO THE SUBJECT PROPERTY. THE APPROXIMATELY SHORE LINE AS SHOWN HEREON REPRESENTS THE TOP OF BANK OF THE EXISTING WATERWAY AND NOT NECESSARILY THE SAFE UPLAND LINE AS DEFINED IN SAID CODE. THE MEAN HIGH WATER LINE AS SHOWN HEREON IS BASED ON ELEVATIONS TAKEN IN THE FIELD ON 02–19–2020, ELEVATION 0.37' NAVD88 BASED ON A TIDAL WATER SURVEY PROCEDURAL APPROVAL LETTER FROM THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION DATED 02–12–2020. THERE MAY BE ADDITIONAL SURVEY REQUIREMENTS NECESSARY TO ADDRESS THOSE SPECIFIC PERMIT PROCESSES IN ADDITION TO THE MEAN HIGH WATER LINE SURVEY.
4. ELEVATIONS ARE REFERRED TO THE NORTH AMERICAN VERTICAL DATUM, 1988 (NAVD 88). ELEVATIONS ARE BASED ON FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 4 BRIDGE MONUMENTATION (BRIDGE NO. 860627) BENCHMARK NO. 860627B THE SAME BEING AN ALUMINUM DISK LOCATED 32' EAST OF EAST EDGE OF PAVEMENT OF SR 7 AND 522' NORTH OF NORTH LINE SAID BRIDGE, ELEVATION 5.05' AND BENCHMARK NO. 8696 X 182 RESET THE SAME BEING AN ALUMINUM DISK LOCATED 111' WEST OF EAST EDGE OF PAVEMENT OF SR 7 AND ALIGN WITH THE NORTH LINE OF SAID BRIDGE ELEVATION 8.65'.
5. THE ACCURACY OBTAINED FOR ALL HORIZONTAL CONTROL MEASUREMENTS AND OFFICE CALCULATIONS OF CLOSED GEOMETRIC FIGURES, MEETS OR EXCEEDS THE STANDARDS OF PRACTICE AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS AS CONTAINED IN CHAPTER 5J–17.051 OF 1 FOOT IN 7,500 FEET FOR SUBURBAN AREAS.
6. THERE ARE NO DELINEATION OF THE PARKING SPACES WITHIN THE SURVEY AREA.
7. ALL UTILITIES SERVING THE PROPERTY ENTER THROUGH ADJOINING PUBLIC STREETS AND/OR EASEMENTS OF RECORD.
7. THERE ARE NO ENCROACHMENTS ONTO ADJOINING PREMISES, STREETS OR ALLEYS BY ANY BUILDINGS, STRUCTURES OR OTHER IMPROVEMENTS LOCATED ON THE PROPERTY, AND NO ENCROACHMENTS ONTO THE PROPERTY BY BUILDINGS, STRUCTURES OR OTHER IMPROVEMENTS SITUATED ON ADJOINING PREMISES OTHER THAN SHOWN HEREON.
8. TOTAL GROSS LAND AREA IS 353,303 SQUARE FEET, 8.1 ACRES ±.
9. RIGHT OF WAY AS SHOWN HEREON IS BASED ON THE RECORDED PLAT AND RIGHT OF WAY MAP FOR STATE ROAD No. 7 SECTION No. 8610 (108–202). ANY NOTORIOUS EVIDENCE OF OCCUPATION AND/OR USE OF THE DESCRIBED PARCEL FOR RIGHT–OF–WAY, INGRESS OR EGRESS ARE SHOWN ON THIS SURVEY DRAWING. HOWEVER, THIS SURVEY DOES NOT PURPORT TO REFLECT ANY RECORDED INSTRUMENTS OR RIGHT–OF–WAY OTHER THAN AS SHOWN ON THE UNDERLYING RECORD PLAT OR AS STATED IN THE LEGAL DESCRIPTION OR AS NOTED IN THE RECORDED DOCUMENTS PROVIDED TO THE SURVEYOR.
10. A COMPARISON BETWEEN MEASURED (M), PLAT (P), DEED (D) AND CALCULATED (C) DIMENSIONS IS DELINEATED HEREON. MEASURED DIMENSIONS (M) ARE BASED DIRECTLY ON THE RECOVERED MONUMENTATION. DEED DIMENSIONS IS BASED ON THE LEGAL DESCRIPTION. PLATTED DIMENSIONS ARE BASED ON RECORDED PLAT 167 AT PAGE 20 OF THE PUBLIC RECORDS OF BROWARD COUNTY.
11. THE SUBJECT PROPERTY LIES WITHIN TWO FLOOD AREAS. THAT PORTION OF THE SUBJECT PROPERTY, LYING WITHIN THE WATERWAY, LIES WITHIN A SPECIAL FLOOD HAZARD AREA (SFHA) AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY. THE NATIONAL FLOOD INSURANCE RATE MAP FOR CITY OF DANIA BEACH, AND CITY OF HOLLYWOOD, FLORIDA PANEL No. 12011C554H, COMMUNITY No. 120034 AND 125113, BEARING AN EFFECTIVE AND REVISED DATE OF AUGUST 18, 2014, DELINEATES THAT PORTION OF THE HEREIN DESCRIBED LAND LYING WITHIN THE SFHA TO BE SITUATED WITHIN ZONE AE, BASE FLOOD ELEVATION 4 FEET THE AREA WEST AND SOUTH OF THE WATERWAY LIES WITHIN THE SFHA TO BE SITUATED WITHIN ZONE AH, BASE FLOOD ELEVATION 5, THE BALANCE OF THE HEREIN DESCRIBED LANDS LIES WITHIN TWO ZONE X, AN AREA OUTSIDE OF THE 2% ANNUAL CHANCE FLOODPLAIN AND AN AREA OF THE 0.2% ANNUAL CHANGE FLOOD.
12. THIS MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1/30 & 1/40 OR SMALLER.
13. NO FIELD DELINEATION OF WETLANDS WAS CONDUCTED.
14. THERE IS NO VISIBLE EVIDENCE OF EARTH MOVING WORK AND BUILDING CONSTRUCTION WITHIN THE SITE.
15. THE PROPERTY HAS DIRECT VEHICULAR AND PEDESTRIAN ACCESS TO SR7 U.S. HIGHWAY 441.
16. THE INFORMATION ON THE EXISTING TREES IDENTIFIED ON THIS SURVEY WAS PROVIDED TO MASER CONSULTING ON MAY 7TH, 2020 BY ERIN SANTIAGO, A CERTIFIED ARBORIST, LICENSE NO. FL–5705A, LIAF INSPECTOR # 2018–0214.

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State of F.L. C.O.A.: 30301 / LB7388

REV	DATE	DRAWN BY	DESCRIPTION
1	03/23/20	ALR	REVISED PER TITLE SEARCH REPORT FILE NUMBER: 861926.
2	05/05/20	JP	UPDATE TO SHOW TREE AND STRUCTURES INFORMATION.

AIMARA DIAZ LA ROSA
FLORIDA PROFESSIONAL
SURVEYOR & MAPPER - LICENSE NUMBER: LS6796

PORTION OF TRACT 29

FOR

CORPORATE COACHES INC & CCI PROPERTIES 1 LLC

NEWMAN'S SURVEY
(PLAT BOOK 2 PAGE 26)
DANIA BEACH/HOLLYWOOD
BROWARD COUNTY
FLORIDA

MIAMI OFFICE
8290 NW 64th Street
Miami, FL 33166
Phone: 305.597.9701
Fax: 305.597.9702

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	02/18/2020	ALR	ALR

PROJECT NUMBER: 19003639A
DRAWING NAME: 19003639A-ALTA SURVEY-R1-SHEET 1-V-SURV

SHEET TITLE:
ALTA/NSPS LAND TITLE SURVEY

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

N

W E

NORTH

S

40 0 40

SCALE : 1" = 40'

POB PARCEL 2 and 3
Found 5/8" Rebar
MCLAUGHLIN

South R/W Line of SOUTH NEW RIVER CANAL

POB PARCEL I

N 72°06'04" E(M) N 76°04'42" E(D) 414.22'(C)
394.94'(M) 394.91'(D)

77.83'

N 86°01'22" E(M) N 90°00'00" E(D)

181.59'(M)(D)

19.28'(M)(D)

ITEM 7
35' Easement for Ingress & Egress purposes only
(ORB 2986 PG 811)

ITEM 6
35' Easement for Ingress & Egress purposes only
(ORB 2986 PG 809)

ITEM 5
Canal Easement
(ORB 2930 PG 28)

ITEM 4
Easement for Construction and Maintenance
(ORB 2986 PG 805)

ZONE AE
(EL 4)

15.00'

PARCEL 2 AND 3
(113,840 S.F. (2.6 ACRES))

ZONE X

ZONE X

S.R.7 U.S. HIGHWAY 441
ITEM 2 (30' R/W PER (PB 2 PG 26))

East R/W Line S.R. No. 7

565.29'(M)
565.30'(D)

S 02°06'55" W 577.33'(P) PARCEL II
N 01°51'43" W 577.32'(M)

N 02°06'55" E 577.47'(D) PARCEL I

PARCEL 1.
(239,463 S.F. (5.5 ACRES))

ZONE AH
(EL 5)

S 01° 45' 52" E(M) S 02°12'46" W(D) 686.55'(D)(M)

TRACT 30
NEWMAN'S SURVEY
(PB 2 PG 26 D.C.R.)

N 01°51'43" W(M) N02°06'55"E(D) 1111.80' (C)(D)

SW 46th COURT
ITEM 21
Access Easement

15.00'

79.86'(C)(P)
S 88°08'17" W

POB PARCEL II
Found PRM
PLS 4711

N 87°53'04" W(D)
200.00'(D)(M)

North Line of South 525' Tract 29

N 87°51'58" W(D)
378.40'(M) 378.37'(D)

S 88°08'59" W 578.40'(C) 581.04'(M) 581.06'(P)

15' Utility Easement
(PB 167 PG 20)

Found Brass disc
stamped PRM
PLS 4711

PARCEL B
GRIFFIN NEW
RIVER PLAT
(PB 159 PG 18)

PARCEL A
GRIFFIN – 441 PLAZA
(PB 167 PG 20)

ITEM 14 (12' Utility Easement)
(ORB 28876 PG 465)

S.R.7 U.S. HIGHWAY 441
N 01°39'23" W

West Line E 1/2
Section 25-50-41

West Line Tract 29
(PB 2 PG 26 D.C.R.)

15.00'

546.51'(M)
546.50'(D)

South Line TRACT 29
(PB 2 PG 26 D.C.R.)

POC
Intersection of the East R/W line of S.R. No.7 with the South line of Section 25

98.00'

21.50'

N 88°13'35" E
81.82'

Found Rebar in Cut Out
S 1/4 Corner
Section 25

S.R.818 GRIFFIN ROAD

LEGEND:

POC	Point of Commencement
POB	Point of Beginning
PB	Plat Book
PG	Page
D.C.R.	Dade County Records
S.R.	State Road
PRM	Permanent Reference Monument
PLS	Professional Land Surveyor
(C)	Calculated Dimension
(M)	Measure Dimension
(D)	Deed Dimension
(P)	Platted Dimension
℄	Section Line
℄	Centerline
ORB	Official Records Book
EL	Elevation
S.F.	SQUARE FEET

REV	DATE	DRAWN BY	DESCRIPTION
1	03/23/20	AJR	REVISED PER TITLE SEARCH REPORT FILE NUMBER: 8615856.
2	07/05/20	JP	UPDATE TO SHOW TREE AND STRUCTURES INFORMATION.

PORTION OF TRACT 29

FOR

CORPORATE COACHES INC & CCI PROPERTIES 1 LLC

NEWMAN'S SURVEY
(PLAT BOOK 2 PAGE 26)
DANIA
BEACH/HOLLYWOOD
BROWARD COUNTY
FLORIDA

MIAMI OFFICE
8290 NW 64th Street
Miami, FL 33166

Phone: 305.597.9701
Fax: 305.597.9702

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	02/18/2020	AJR	ALR

PROJECT NUMBER: 19003639A

DRAWING NAME: 19003639A-ALTA SURVEY-R1-SHEET 1 OF 4.DWG

SHEET TITLE:
ALTA/NSPS
LAND TITLE SURVEY

SHEET NUMBER:
2 of 4

3638A - Dania-Hollywood - Maxi Real Estate Group\Survey\Dwg\19003639A-ALTA SURVEY-R1-SHEET 1 OF 4.DWG By: JPINO

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

30 0 30 60

SCALE : 1" = 30'

LEGEND:

PB	Plat Book
PG	Page
D.C.R.	Dade County Records
S.R.	State Road
PRM	Permanent Reference Monument
PLS	Professional Land Surveyor
(C)	Calculated Dimension
(M)	Measure Dimension
(D)	Deed Dimension
(P)	Platted Dimension
℄	Section Line
℄	Centerline
MB	Mailbox
CABX	Cable Box
A/C	Air Conditioner
WV	Water Valve
MHS	Sanitary Manhole
COMM	Communication Box
MHE	Electric Manhole
GA	Guy Anchor
ICV	Irrigation Control Valve
WM	Water Meter
EM	Electric Meter
CONC.	Concrete
SWK.	Sidewalk
EB	Electric Box
(E)	Electric Manhole
(S)	Sewer Manhole
	Electric Pole
	Sign
	Light Pole
OHW	Overhead Electric Line
	Guy Anchor
	Tree
	Palm

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FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

REV	DATE	DRAWN BY	DESCRIPTION
1	05/04/20	JP	UPDATE TO SHOW FRD. AND STRUCTURES INFORMATION.

PORTION OF TRACT 29

FOR

CORPORATE COACHES INC & CCI PROPERTIES 1 LLC

NEWMAN'S SURVEY (PLAT BOOK 2 PAGE 26) DIANA BEACH

HOLLYWOOD BROWARD COUNTY FLORIDA

MIAMI OFFICE
8290 NW 64th Street
Miami, FL 33166
Phone: 305.597.9701
Fax: 305.597.9702

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	02/13/20	JP	ADR

PROJECT NUMBER: 19003639A
DRAWING NAME: 19003639A-ALTA SURVEY-R1-SHEET 2

SHEET TITLE: ALTA/NSPS LAND TITLE SURVEY

SHEET NUMBER: 3 of 4

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

Tree #	Common Name	Botanical Name	DBH (inches)	Height (feet)	SPR
100	Calophyllum Beauty Leaf	*Calophyllum antillanum*	22	18	20
101	Calophyllum Beauty Leaf	*Calophyllum antillanum*	13	25	30
102	Calophyllum Beauty Leaf	*Calophyllum antillanum*	13	23	25
103	Calophyllum Beauty Leaf	*Calophyllum antillanum*	12	20	25
104	Calophyllum Beauty Leaf	*Calophyllum antillanum*	8	8	10
105	Calophyllum Beauty Leaf	*Calophyllum antillanum*	7	8	10
106	Calophyllum Beauty Leaf	*Calophyllum antillanum*	6	8	10
107	Sabal Palm	*Sabal palmetto*	11	20CT 27OA	12
108	Sabal Palm	*Sabal palmetto*	12	21CT 28OA	14
109	Calophyllum Beauty Leaf	*Calophyllum antillanum*	6	8	10
110	Sabal Palm	*Sabal palmetto*	13	20CT 27OA	12
111	Sabal Palm	*Sabal palmetto*	12	21CT 28OA	12
112	Calophyllum Beauty Leaf	*Calophyllum antillanum*	7	7	10
113	Sabal Palm	*Sabal palmetto*	10	23CT 29OA	11
114	Sabal Palm	*Sabal palmetto*	12	21CT 27OA	12
115	Calophyllum Beauty Leaf	*Calophyllum antillanum*	7	8	8
116	Sabal Palm	*Sabal palmetto*	12	20CT 27OA	12
117	Calophyllum Beauty Leaf	*Calophyllum antillanum*	5	6	6
118	Sabal Palm	*Sabal palmetto*	12	23CT 30OA	12
119	Sabal Palm	*Sabal palmetto*	12	20CT 27OA	12
120	Sabal Palm	*Sabal palmetto*	12	21CT 27OA	11
121	Sabal Palm	*Sabal palmetto*	11	12CT 18OA	9
122	Coconut Palm	*Cocos nucifera*	9	6CT 20OA	18
123	Coconut Palm	*Cocos nucifera*	na	3CT 20OA	18
124	Foxtail Palm	*Wodetia bifurcata*	10	20CT 28OA	14
125	Foxtail Palm	*Wodetia bifurcata*	8	16CT 21OA	15
126	Sabal Palm	*Sabal palmetto*	10	5CT 9OA	10
127	Sabal Palm	*Sabal palmetto*	10	7CT 15OA	12
128	Sabal Palm	*Sabal palmetto*	10	5CT 11OA	10
129	Foxtail Palm	*Wodetia bifurcata*	5	10CT 15OA	10
130	Sabal Palm	*Sabal palmetto*	na	1CT 10OA	10
131	Bischofia	*Bischofia javanica*	19	20	16
132	Umbrella Tree	*Schefflera actinophylla*	28	19	15
133	Melaleuca	*Melaleuca quinquenervia*	40	30	35
134	Strangler Fig	*Ficus aurea*	20	23	25
135	Adonidia Palm	*Veitchia merrillii*	4	10CT 14OA	9
136	Adonidia Palm	*Veitchia merrillii*	5	6CT 9OA	9
137	Umbrella Tree	*Schefflera actinophylla*	22	18	18
138	Pond Apple	*Annona glabra*	65	25	35
139	Umbrella Tree	*Schefflera actinophylla*	14	20	18
140	Strangler Fig	*Ficus aurea*	14	24	20
141	Gumbo Limbo	*Bursera simaruba*	10	21	23
142	Orchid Tree	*Bauhinia spp*	6	11	12
143	Orchid Tree	*Bauhinia spp*	13	15	17
144	Adonidia Palm	*Veitchia merrillii*	4	9CT 12OA	5
145	Adonidia Palm	*Veitchia merrillii*	5	7CT 9OA	6
146	Weeping Fig	*Ficus benjamina*	10	17	14
147	Coconut Palm	*Cocos nucifera*	na	1CT 11OA	9
148	Date Palm	*Phoenix spp.*	9	14CT 23OA	12
149	Robellini	*Phoenix roebelenii*	4	6CT 9OA	8
150	Norfolk Island Pine	*Araucaria heterophylla*	23	38	22
151	Adonidia Palm (Double)	*Veitchia merrillii*	8	13CT 16OA	10
152	Umbrella Tree	*Schefflera actinophylla*	16	12	14
153	Adonidia Palm	*Veitchia merrillii*	6	12CT 15OA	8
154	Norfolk Island Pine	*Araucaria heterophylla*	20	37	17
155	Bischofia	*Bischofia javanica*	45	42	60
156	Adonidia Palm	*Veitchia merrillii*	3	6CT 9OA	6
157	Norfolk Island Pine	*Araucaria heterophylla*	8	26	11
158	Norfolk Island Pine	*Araucaria heterophylla*	20	45	18
159	Solitaire Palm	*Ptychosperma elegans*	3	19CT 21OA	6
160	ornamental	*n/a*			
161	Norfolk Island Pine	*Araucaria heterophylla*	20	40	20
162	Coconut Palm	*Cocos nucifera*	10	25CT 35OA	24
163	Areca Palm	*Dypsis lutescens*	8	14OA	10
164	Areca Palm	*Dypsis lutescens*	12	14OA	8
165	Areca Palm	*Dypsis lutescens*	12	14OA	10
166	Umbrella Tree	*Schefflera actinophylla*	32	26	20
167	Umbrella Tree	*Schefflera actinophylla*	10	13	14
168	Norfolk Island Pine	*Araucaria heterophylla*	17	35	16
169	Sabal Palm	*Sabal palmetto*	12	18CT 25OA	12
170	Strangler Fig	*Ficus aurea*	39	30	35
171	Seagrape	*Coccoloba uvifera*	3	16	6
172	Brazilian Pepper	*Schinus terebinthifolia*	37	20	35
173	Brazilian Pepper	*Schinus terebinthifolia*	15	11	18
174	Pond Apple	*Annona glabra*	36	26	20
175	White Mangrove	*Laguncularia racemosa*	4	10	12
176	Umbrella Tree	*Schefflera actinophylla*	21	26	20
177	Strangler Fig	*Ficus aurea*	12	18	16
178	Pond Apple	*Annona glabra*	4	8	10
179	Pond Apple	*Annona glabra*	7	9	10
180	Bald Cypress	*Taxodium distichum*	25	26	25
181	Pond Apple	*Annona glabra*	60	25	20
182	Pond Apple	*Annona glabra*	50	20	17
183	Weeping Fig	*Ficus benjamina*	60	27	95
184	Pond Apple	*Annona glabra*	5	11	12
185	Pond Apple	*Annona glabra*	5	11	12
186	Brazilian Pepper	*Schinus terebinthifolia*	17	17	20
187	Pond Apple	*Annona glabra*	35	16	20
188	Pond Apple	*Annona glabra*	6	12	9
189	Pond Apple	*Annona glabra*	15	17	10
190	Pond Apple	*Annona glabra*	15	16	12
191	Pond Apple	*Annona glabra*	8	10	10
192	Pond Apple	*Annona glabra*	19	23	18
193	Adonidia Palm (Double)	*Veitchia merrillii*	9	13CT 16OA	10
194	Adonidia Palm	*Veitchia merrillii*	4	10CT 14OA	8
195	Adonidia Palm	*Veitchia merrillii*	6	14CT 17OA	8
196	Adonidia Palm	*Veitchia merrillii*	5	14CT 17OA	8
197	Norfolk Island Pine	*Araucaria heterophylla*	15	26	10
198	Queen Palm	*Syagrus romanzoffiana*	4	9CT 14OA	10
199	Adonidia Palm	*Veitchia merrillii*	6	11CT 14OA	6
200	Umbrella Tree	*Schefflera actinophylla*	15	22	8
201	Adonidia Palm	*Veitchia merrillii*	6	16CT 19OA	7
202	Adonidia Palm	*Veitchia merrillii*	6	14CT 17OA	7
203	Adonidia Palm	*Veitchia merrillii*	6	13CT 16OA	6
204	Adonidia Palm	*Veitchia merrillii*	4	10CT 14OA	6
205	Areca Palm	*Dypsis lutescens*	18	17OA	16
206	Pond Apple	*Annona glabra*	14	15	15
207	Coconut Palm	*Cocos nucifera*	14	20CT 30OA	20
208	Coconut Palm	*Cocos nucifera*	9	18CT 25OA	20
209	Coconut Palm	*Cocos nucifera*	13	18CT 25OA	20
210	Pond Apple	*Annona glabra*	14	18	10
211	Pond Apple	*Annona glabra*	14	14	15
212	Strangler Fig	*Ficus aurea*	45	28	25
213	Umbrella Tree	*Schefflera actinophylla*	13	17	12
214	Mahoe	*Taliparíti tiliaceum*	30	20	15
215	Mahoe	*Taliparíti tiliaceum*	44	20	17
216	Mahoe	*Taliparíti tiliaceum*	32	27	30
217	Pond Apple	*Annona glabra*	17	16	15
218	Norfolk Island Pine	*Araucaria heterophylla*	6	14	8
219	Norfolk Island Pine	*Araucaria heterophylla*	19	30	8
220	Norfolk Island Pine	*Araucaria heterophylla*	35	38	15
221	Norfolk Island Pine	*Araucaria heterophylla*	49	40	20
222	Adonidia Palm	*Veitchia merrillii*	4	13CT 17OA	7
223	Adonidia Palm (Double)	*Veitchia merrillii*	7	11CT 14OA	7
224	Adonidia Palm (triple)	*Veitchia merrillii*	12	16CT 19OA	10
225	Royal Poinciana	*Delonix regia*	6	20	17
226	Bischofia	*Bischofia javanica*	20	25	27
227	Umbrella Tree	*Schefflera actinophylla*	29	28	20
228	Areca Palm	*Dypsis lutescens*	25	17OA	10
229	Norfolk Island Pine	*Araucaria heterophylla*	18	35	17
230	Umbrella Tree	*Schefflera actinophylla*	34	26	20
231	Pitch Apple	*Clusia rosea*	20	23	15
232	Pond Apple	*Annona glabra*	10	10	12
233	Spindle Palm	*Hyophorbe verschaffeltii*	9	7CT 11OA	8
234	Spindle Palm	*Hyophorbe verschaffeltii*	10	7CT 11OA	8
235	Melaleuca	*Melaleuca quinquenervia*	18	26	20
236	dead	*n/a*	12		
237	dead	*n/a*	36		
238	dead	*n/a*	18		
239	dead	*n/a*	18		
240	dead	*n/a*	8		
241	dead	*n/a*	40		
242	dead	*n/a*	22		
243	dead	*n/a*	10		
244	Melaleuca	*Melaleuca quinquenervia*	36	36	22
245	Melaleuca	*Melaleuca quinquenervia*	9	32	15
246	Melaleuca	*Melaleuca quinquenervia*	15	30	10
247	Melaleuca	*Melaleuca quinquenervia*	24	35	20
248	Melaleuca	*Melaleuca quinquenervia*	14	37	9
249	Melaleuca	*Melaleuca quinquenervia*	48	43	40
250	Melaleuca	*Melaleuca quinquenervia*	22	36	30
251	Mahogany	*Swietenia mahagoni*	?	35	30
252	Lebbeck Tree	*Albizia lebbeck*	4	20	16
253	Melaleuca	*Melaleuca quinquenervia*	31	30	18
254	Melaleuca	*Melaleuca quinquenervia*	20	45	18
255	Melaleuca	*Melaleuca quinquenervia*	30	30	10
256	Melaleuca	*Melaleuca quinquenervia*	27	40	17
257	Melaleuca	*Melaleuca quinquenervia*	26	40	25
258	Melaleuca	*Melaleuca quinquenervia*	20	30	18
261	Umbrella Tree	*Schefflera actinophylla*	?	17	9
259	Melaleuca	*Melaleuca quinquenervia*	15	30	18
260	Melaleuca	*Melaleuca quinquenervia*	13	35	20
262	Melaleuca	*Melaleuca quinquenervia*	16	35	7
263	Melaleuca	*Melaleuca quinquenervia*	20	40	25
264	Melaleuca	*Melaleuca quinquenervia*	11	30	4
265	Melaleuca	*Melaleuca quinquenervia*	16	34	18
266	Melaleuca	*Melaleuca quinquenervia*	49	35	30
267	Melaleuca	*Melaleuca quinquenervia*	22	30	17
268	Strangler Fig	*Ficus aurea*	60	35	60
269	Melaleuca	*Melaleuca quinquenervia*	15	35	15
270	Melaleuca	*Melaleuca quinquenervia*	21	40	15
271	Melaleuca	*Melaleuca quinquenervia*	25	40	20
272	Brazilian Pepper	*Schinus terebinthifolia*	8	18	15
273	Paper Mulberry	*Broussonetia papyrifera*	?	18	10
274	Lebbeck Tree	*Albizia lebbeck*	5	18	12
275	Melaleuca	*Melaleuca quinquenervia*	19	23	15
276	Melaleuca	*Melaleuca quinquenervia*	19	40	20
277	Melaleuca	*Melaleuca quinquenervia*	19	40	18
278	Melaleuca	*Melaleuca quinquenervia*	19	40	16
279	Melaleuca	*Melaleuca quinquenervia*	32	35	24
280	Cuban Laurel	*Ficus nitida*	52	55	30
281	Umbrella Tree	*Schefflera actinophylla*	4	14	8
282	Paper Mulberry	*Broussonetia papyrifera*	8	17	10
283	Lead Tree	*Leucaena leucocephala*	8	20	20
284	Melaleuca	*Melaleuca quinquenervia*	14	35	18
285	Coconut Palm	*Cocos nucifera*	12	25CT 35OA	24
286	Melaleuca	*Melaleuca quinquenervia*	17	28	20
287	Melaleuca	*Melaleuca quinquenervia*	9	22	10
288	Melaleuca	*Melaleuca quinquenervia*	5	15	8
289	Melaleuca	*Melaleuca quinquenervia*	11	12	7
290	Melaleuca	*Melaleuca quinquenervia*	30	16	11
291	Melaleuca	*Melaleuca quinquenervia*	9	15	7
292	dead	*n/a*	15	11	1
293	Sabal Palm	*Sabal palmetto*	11	19CT 26OA	14
294	Melaleuca	*Melaleuca quinquenervia*	56	35	25
295	Melaleuca	*Melaleuca quinquenervia*	6	18	7
296	Melaleuca	*Melaleuca quinquenervia*	18	28	15
297	Umbrella Tree	*Schefflera actinophylla*	6	12	3
298	Melaleuca	*Melaleuca quinquenervia*	20	27	20
299	Melaleuca	*Melaleuca quinquenervia*	16	35	15
300	Melaleuca	*Melaleuca quinquenervia*	25	40	16
301	Melaleuca	*Melaleuca quinquenervia*	17	40	25
302	Solitaire Palm	*Ptychosperma elegans*	4	18CT 24OA	8
303	dead	*n/a*	24	20	2
304	Melaleuca	*Melaleuca quinquenervia*	35	40	35
305	Coconut Palm	*Cocos nucifera*	na	1CT 15OA	15
306	Coconut Palm	*Cocos nucifera*	na	1CT 12OA	10
307	Adonidia Palm	*Veitchia merrillii*	6	18CT 22OA	7
308	Pond Apple	*Annona glabra*	17	18	16
309	Areca Palm	*Dypsis lutescens*	4	8OA	5
310	Norfolk Island Pine	*Araucaria heterophylla*	18	35	10
311	Bischofia	*Bischofia javanica*	33	40	45
312	Areca Palm	*Dypsis lutescens*	20	18OA	17

SEE PAGE 3 OF 4
FOR LOCATION OF THE TREES.

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Know what's below. Call before you dig.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

REV	DATE	DRAWN BY	DESCRIPTION
1	05/04/20	JP	UPDATE TO SHOW TREE AND STRUCTURES INFORMATION.

PORTION OF
TRACT 29

FOR

CORPORATE COACHES INC & CCI PROPERTIES 1 LLC

NEWMAN'S SURVEY
(PLAT BOOK 2 PAGE 26)
DIANA BEACH

HOLLYWOOD
BROWARD COUNTY
FLORIDA

MIAMI OFFICE
8290 NW 64th Street
Miami, FL 33166
Phone: 305.597.9701
Fax: 305.597.9702

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	02/13/20	JP	ADR

PROJECT NUMBER: 19003639A
DRAWING NAME: 19003639A-ALTA SURVEY-B1-SHEET 2

SHEET TITLE:
ALTA/NSPS
LAND TITLE SURVEY

SHEET NUMBER:
4 of 4

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

HARBOR LANDINGS

A MIXED-USED DEVELOPMENT IN HOLLYWOOD AND DANIA BEACH, FLORIDA

PROPOSED DEVELOPMENT:
274 UNIT APARTMENT BUILDING (CITY OF DANIA BEACH), 230 ROOM HOTEL WITH 8500 SF COMMERCIAL STOREFRONT (CITY OF HOLLYWOOD), & 2500 SF RESTAURANT WITH DRIVE-THRU (CITY OF HOLLYWOOD)

OWNER	ARCHITECT	CIVIL ENGINEER	LANDSCAPE ARCHITECT
CORPORATE COACHES, INC.	FSMY ARCHITECTS + PLANNERS	BOTEK THURLOW ENGINEERING, INC.	EDSA
4500 S. STATE ROAD 7	888 S. ANDREWS AVENUE, STE 300	3409 NW 9 AVENUE, STE 1102	1512 E. BROWARD BLVD., STE. 110
HOLLYWOOD, FL 33314	FORT LAUDERDALE, FL 33316	FORT LAUDERDALE, FL 33309	FORT LAUDERDALE, FL 33301
	TELEPHONE 954.764.6575	TELEPHONE 954.568.0888	TELEPHONE 954.524.3330

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HARBOR LANDINGS
A MIXED-USE
DEVELOPMENT IN
HOLLYWOOD &
DANIA BEACH, FLORIDA

4500 S. STATE ROAD NO. 7
HOLLYWOOD, FL 33314

STATE OF FLORIDA
JIRO YATES
AR 91406
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COVER SHEET

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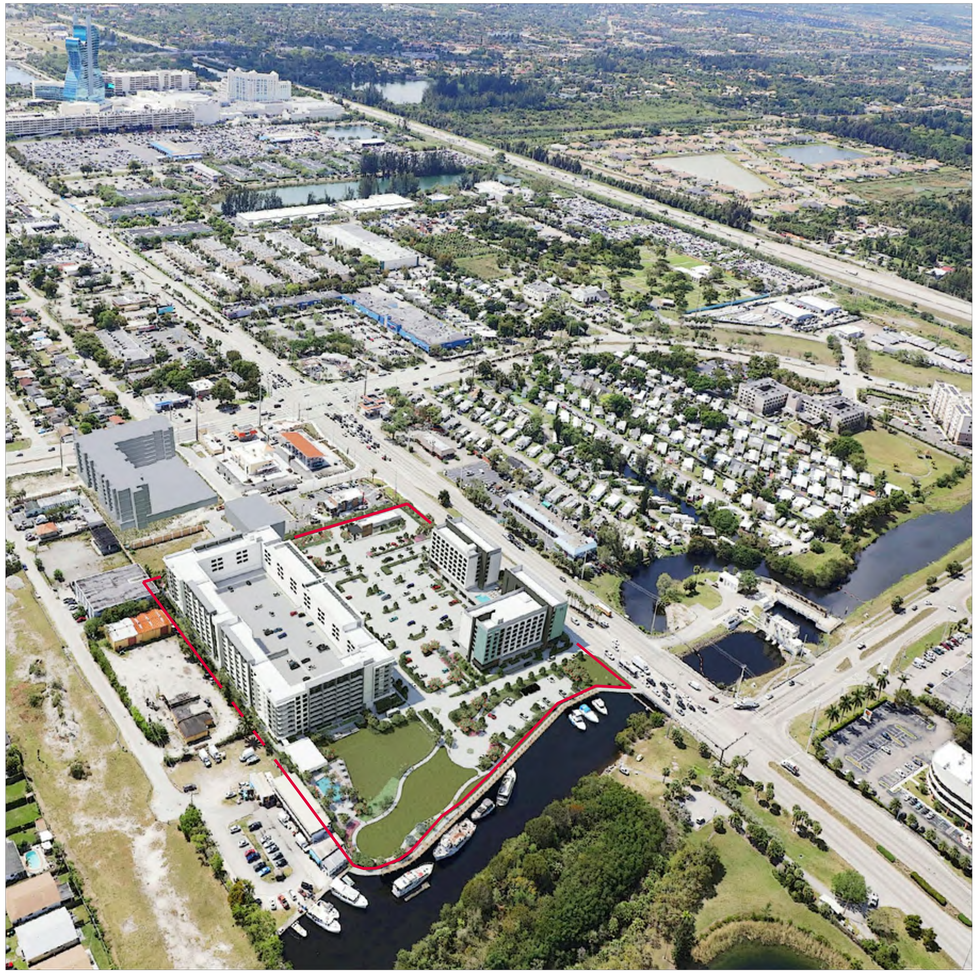

PROPOSED DEVELOPMENT:
274 UNIT APARTMENT BUILDING (CITY OF DANIA BEACH)
230 ROOM HOTEL WITH 8500 SF COMMERCIAL STOREFRONT (CITY OF HOLLYWOOD)
2500 SF RESTAURANT WITH DRIVE-THRU (CITY OF HOLLYWOOD)

SITE LOCATION AERIAL
NTS

SHEET INDEX

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HARBOR LANDINGS

A MIXED-USE DEVELOPMENT IN HOLLYWOOD & DANIA BEACH, FLORIDA

4500 S. STATE ROAD NO. 7
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SHEET INDEX

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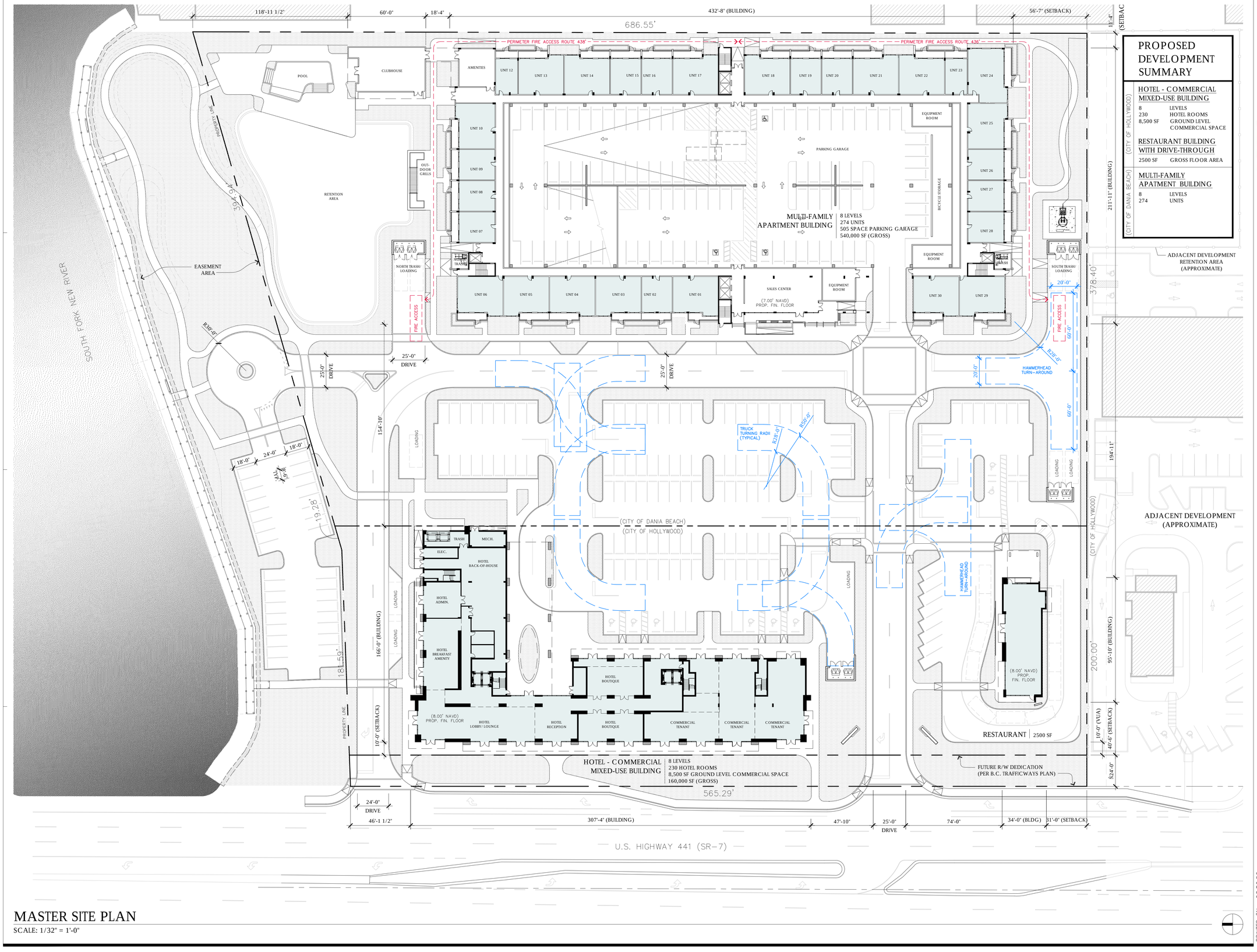

MASTER SITE PLAN

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

PROPOSED DEVELOPMENT SUMMARY

HOTEL - COMMERCIAL MIXED-USE BUILDING (CITY OF HOLLYWOOD)

8	LEVELS
230	HOTEL ROOMS
8,500 SF	GROUND LEVEL COMMERCIAL SPACE

RESTAURANT BUILDING WITH DRIVE-THROUGH (CITY OF DANIA BEACH)

2500 SF	GROSS FLOOR AREA

MULTI-FAMILY APARTMENT BUILDING (CITY OF DANIA BEACH)

8	LEVELS
274	UNITS

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HARBOR LANDINGS

A MIXED-USE DEVELOPMENT IN HOLLYWOOD & DANIA BEACH, FLORIDA

4500 S. STATE ROAD NO. 7
HOLLYWOOD, FL 33314

STATE OF FLORIDA
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AR 91406
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SITE PLAN
MASTER
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SITE AERIAL RENDERING

SCALE: NTS

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HARBOR LANDINGS

A MIXED-USE DEVELOPMENT IN HOLLYWOOD & DANIA BEACH, FLORIDA

4500 S. STATE ROAD NO. 7
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SITE RENDERINGS

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AERIAL PERSPECTIVE FROM NORTH-WEST

SCALE: NTS

AERIAL PERSPECTIVE FROM SOUTH-WEST

SCALE: NTS

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HARBOR LANDINGS

A MIXED-USE DEVELOPMENT IN HOLLYWOOD & DANIA BEACH, FLORIDA

4500 S. STATE ROAD NO. 7
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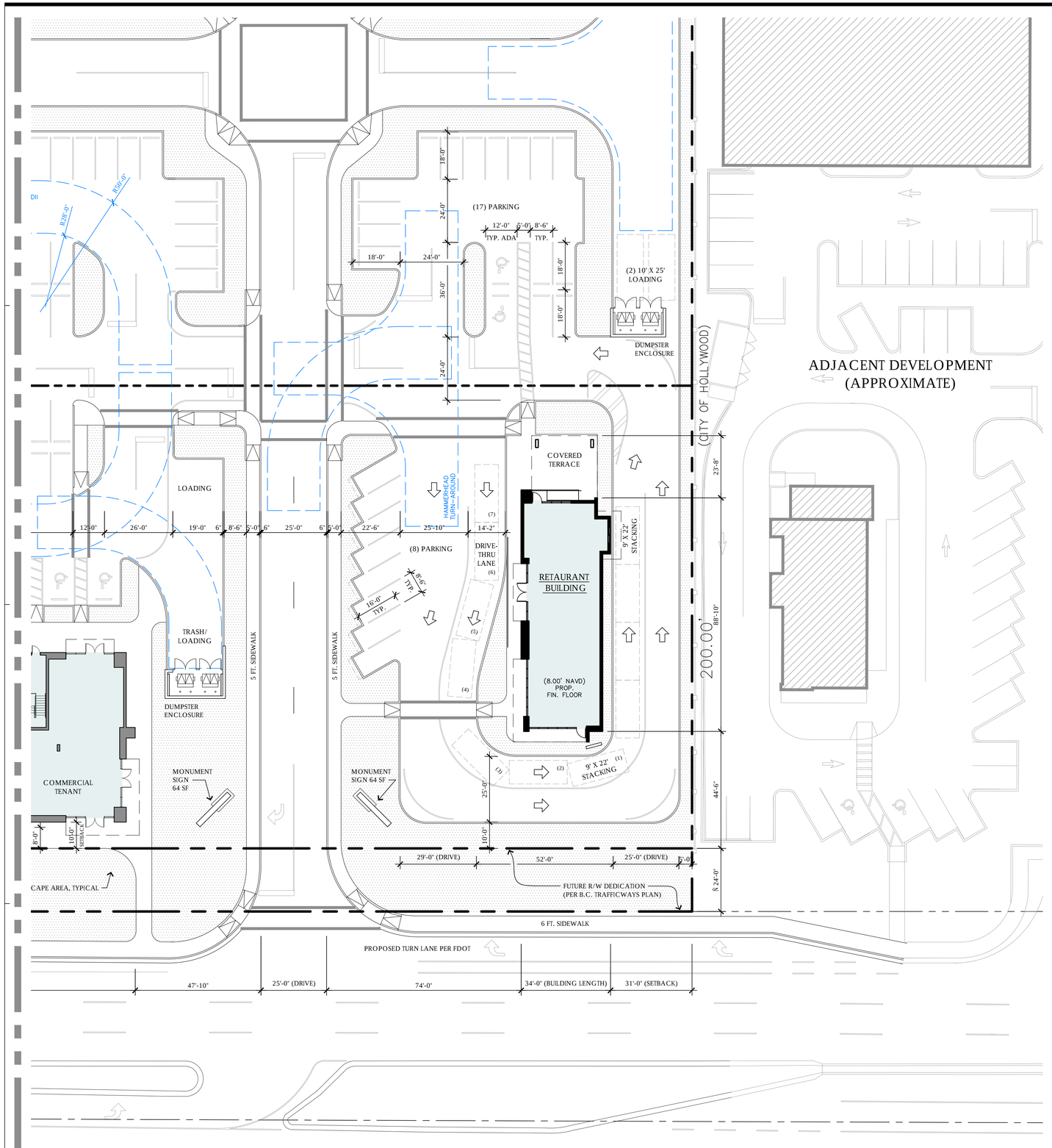

SITE PLAN - CITY OF HOLLYWOOD (PART 1 OF 2)

SCALE: 1" = 20'-0"

SITE PLAN DATA - CITY OF HOLLYWOOD

LEGAL DESCRIPTION

504125010524 NEWMANS SURVEY 2-26 D 25-50-41 THAT PART OF TRACT 29 AS DESC IN OR 2930/28

504125010528 NEWMANS SURVEY 2-26 D 25-50-41 TRACT 29 LYING E OF ST RD LESS S 525 & LESS THAT PART AS DESC IN OR 2930/28 ALSO LESS PORTION LYING OUTSIDE LIMITS OF CITY OF HOLLYWOOD

CURRENT ZONING DISTRICT DESIGNATION:	"N-MU" - NORTH MIXED USE DISTRICT
FUTURE LAND USE DESIGNATION:	"TOC" - TRANSIENT ORIENTED CORRIDOR
PROPERTY AREA (GROSS):	2.613 ACRES (113,840 SF)
PROPERTY AREA (NET):	APPROX. PENDING R/W DEDICATION - 2.302 ACRES (100,262 SF)
REQUESTED VARIANCES:	NONE
MAX. FOOTCANDLE LEVEL AT PROPERTY LINES	0.5 FC
PROPOSED PRINCIPAL USE(S): (TABLE 4.6.D.2.a.i)	HOTEL PERSONAL SERVICE RESTAURANT/ BAR RETAIL (INDOOR)
NUMBER OF HOTEL UNITS ALLOWED:	100 ROOMS/ ACRE X 2.302 ACRES = 230 ROOMS
NUMBER OF HOTEL UNITS PROPOSED:	230

PROPOSED BUILDING PROGRAM

1. HOTEL/ RETAIL MIXED-USE BUILDING:

# FLOORS:	8
BUILDING HEIGHT:	87'-0" (ESTABLISHED GRADE TO FINISHED ROOF)
NO. UNITS:	230
UNIT/ ROOM TYPE:	MIX OF KING, DBL QUEEN AND KING SUITE EACH KEY WITH (1) BATHROOM
NET UNIT/ ROOM AREA:	350 - 375 SF (KING AND DBL QUEEN ROOMS) 525 - 550 SF (KING SUITE ROOMS)
INTERIOR CEILING HEIGHT:	9'-0" (EXCLUDING BATHROOM AREAS)
GROSS FLOOR AREA:	151,000 SF
HOTEL AREA:	142,500 SF
GROUND LEVEL RETAIL AREA:	8500 SF

2. RESTAURANT (WITH DRIVE-THRU):

# FLOORS:	1
BUILDING HEIGHT:	25'-0"
GROSS FLOOR AREA:	2500 SF

SETBACKS

	REQUIRED	PROVIDED
NORTH (SIDE)	0'-0"	48'-6"
SOUTH (SIDE)	0'-0"	31'-0"
EAST (CITY BOUNDARY)	N/A (*)	0'-0"
WEST (SR-7 FRONTAGE)	10'-0" MIN. / 30'-0" MAX.	10'-0"

(*) YARDS/ SETBACKS SHALL NOT BE REQUIRED BETWEEN CONTIGUOUS PARCELS WITHIN PROPOSED DEVELOPMENT.

PERVIOUS/IMPERVIOUS AREA

REFER TO LANDSCAPE PLANS

REQUIRED PARKING

230 HOTEL ROOMS
(1) SPACE PER ROOM FOR FIRST TEN ROOMS
+ (0.25) SPACE PER ROOM FOR EACH ADDITIONAL
10 + 220 (0.25) = 65.00 — 65.00 SPACES

2000 SF HOTEL ACCESSORY USE SPACE (BAR/ LOUNGE)
65% OF (1) SPACE PER 60 SF OF (NET) SEATING AREA
1500 SF / 60 SF (0.65)= 16.25 — 16.25 SPACES

2500 SF HOTEL ACCESSORY USE SPACE (RETAIL/ PERSONAL SERVICE)
65% OF (1) SPACE PER 250 SF
2500 SF / 250 SF (0.65)= 6.50 — 6.50 SPACES

6000 SF COMMERCIAL SPACE
(3) SPACES PER 1000 SF
6000 SF / 1000 SF (3) = 18.00 — 18.00 SPACES

2500 SF RESTAURANT
(1) SPACE PER 60 SF OF 60% GROSS AREA
2500 SF (0.60) / 60 SF = 25.00 — 25.00 SPACES

TOTAL REQUIRED PARKING — 130.75 SPACES â 131 SPACES

REQUIRED LOADING

230 HOTEL ROOMS
1 SPACE PER FIRST 100 ROOMS + 1 PER EACH ADDITIONAL 100 ROOMS OR MAJOR FRACTION
1 + 130/100 = 2.30 â 2 SPACES

6000 SF COMMERCIAL SPACE
LESS THAN 10,000 SF NOT REQUIRED
NONE REQUIRED

2500 SF RESTAURANT
LESS THAN 10,000 SF NOT REQUIRED
NONE REQUIRED

TOTAL REQUIRED LOADING — 2 SPACES

PROPOSED PARKING

ON-SITE (CITY BOUNDARY - HOLLYWOOD):	49 SPACES
OFFSITE (CITY BOUNDARY - DANIA BEACH):	89 SPACES
TOTAL PROPOSED PARKING	138 SPACES

PROPOSED LOADING

2 SPACES

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HARBOR LANDINGS

A MIXED-USE DEVELOPMENT IN HOLLYWOOD & DANIA BEACH, FLORIDA

4500 S. STATE ROAD NO. 7
HOLLYWOOD, FL 33314

STATE OF FLORIDA
JIRO YATES
AR 91406
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SITE PLAN (PART 1 OF 2)
CITY OF HOLLYWOOD
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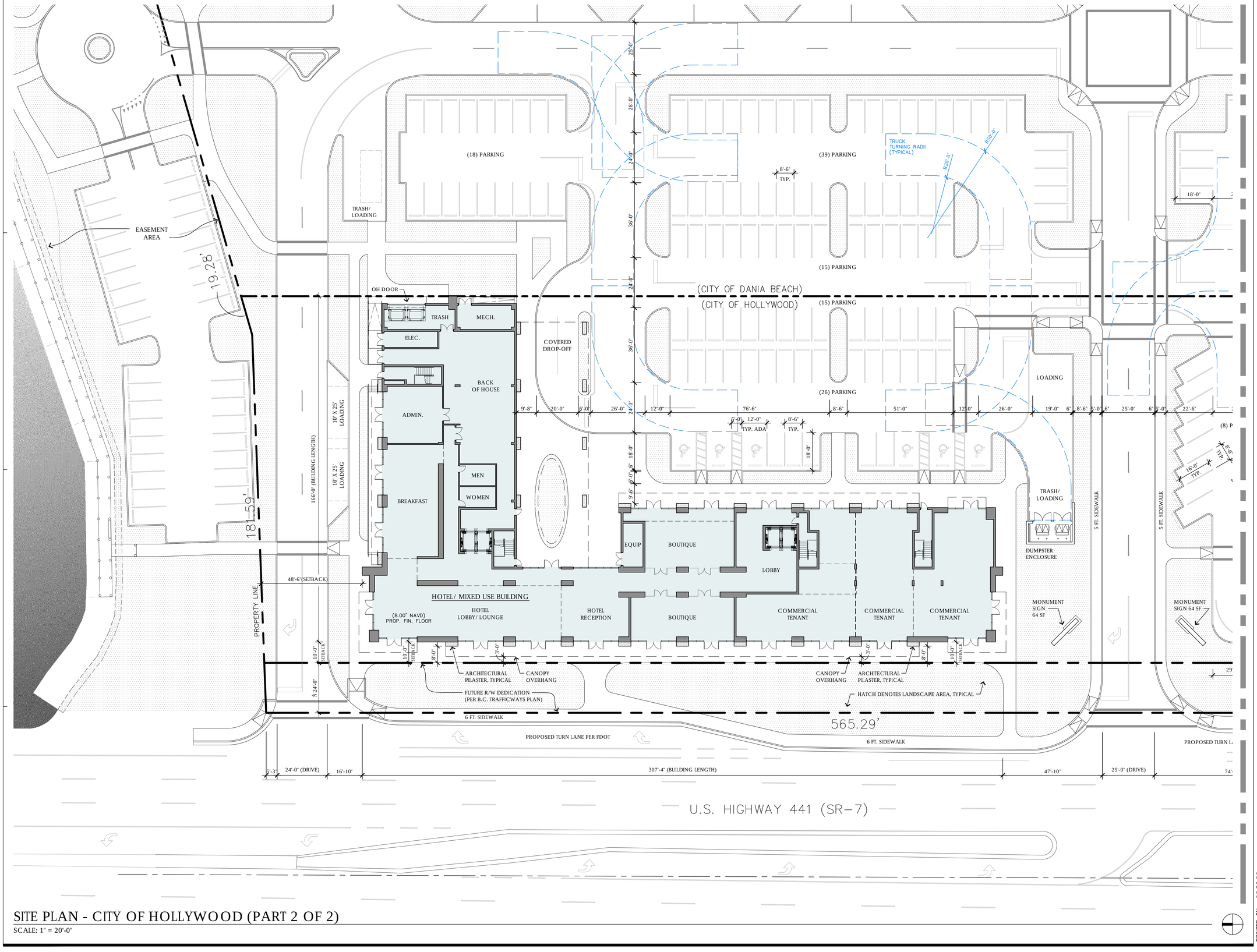

SITE PLAN - CITY OF HOLLYWOOD (PART 2 OF 2)

SCALE: 1" = 20'-0"

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HARBOR LANDINGS

A MIXED-USE DEVELOPMENT IN HOLLYWOOD & DANIA BEACH, FLORIDA

4500 S. STATE ROAD NO. 7
HOLLYWOOD, FL 33314

STATE OF FLORIDA
JIRO YATES
AR 91406
REGISTERED ARCHITECT

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SITE PLAN (PART 2 OF 2)
CITY OF HOLLYWOOD
SITE PLAN SUBMITTAL

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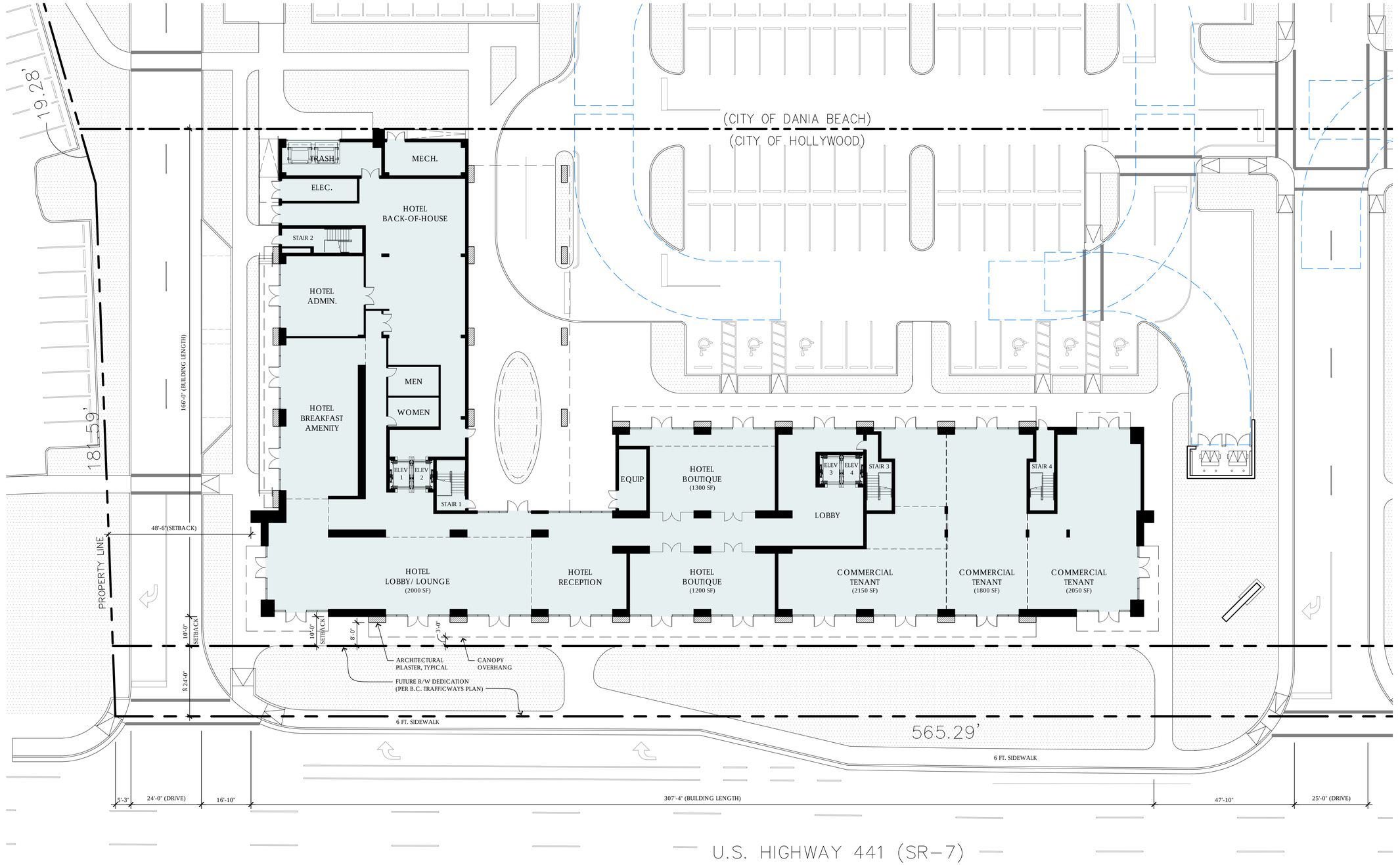

FLOOR PLAN - LEVEL 01 - HOTEL MULTI-USE BUILDING

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

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HARBOR LANDINGS

A MIXED-USE DEVELOPMENT IN HOLLYWOOD & DANIA BEACH, FLORIDA

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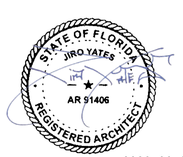

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FLOOR PLAN - LEVEL 1
HOTEL MULTI-USE BUILDING
SITE PLAN SUBMITTAL

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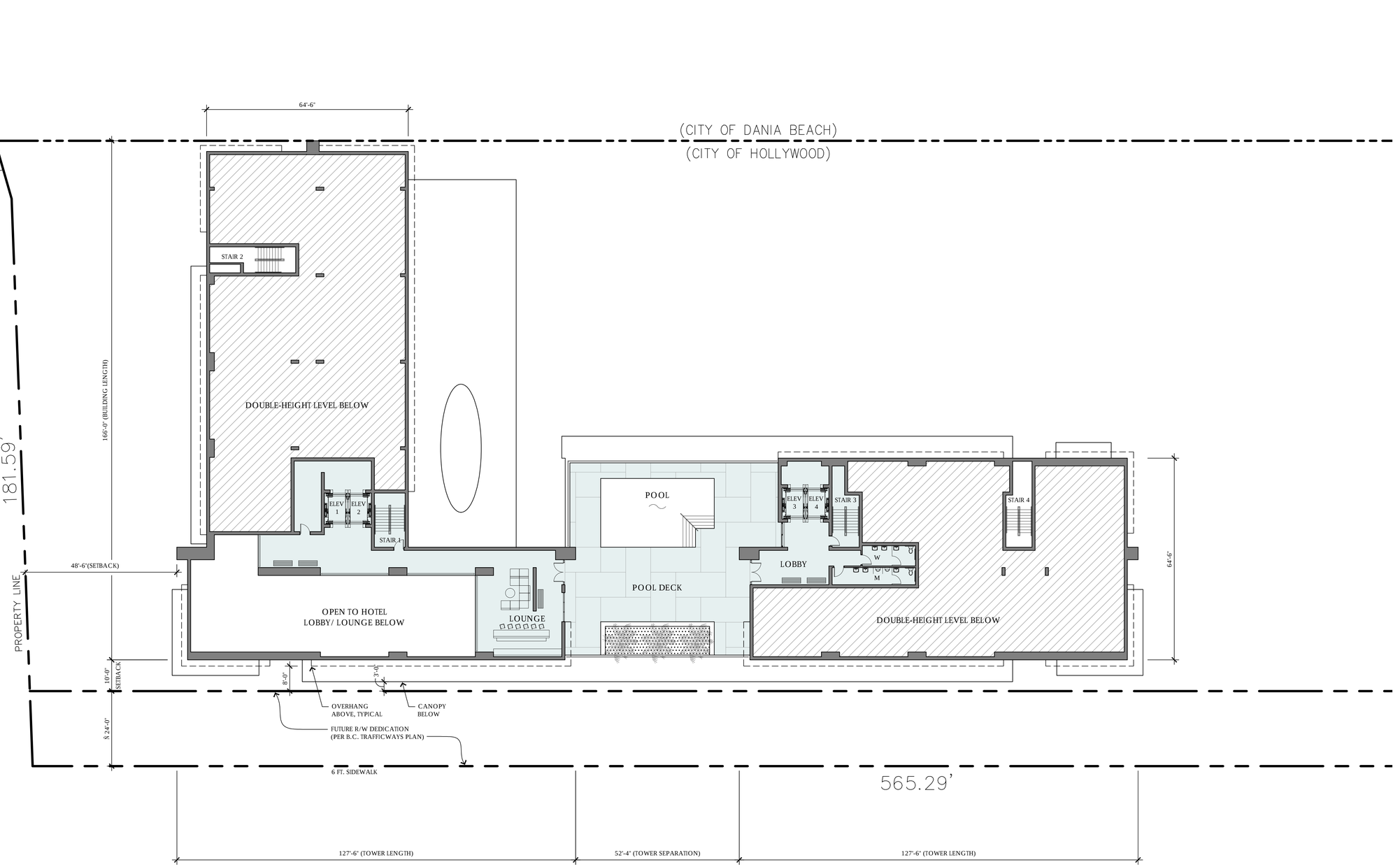

FLOOR PLAN - LEVEL 02 (POOL TERRACE) - HOTEL MULTI-USE BUILDING

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

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HARBOR LANDINGS
A MIXED-USE DEVELOPMENT IN HOLLYWOOD & DANIA BEACH, FLORIDA

4500 S. STATE ROAD NO. 7
HOLLYWOOD, FL 33314

STATE OF FLORIDA
JIRO YATES
AR 91406
REGISTERED ARCHITECT

2020.06.30

FLOOR PLAN - LEVEL 2
HOTEL MULTI-USE BUILDING
SITE PLAN SUBMITTAL

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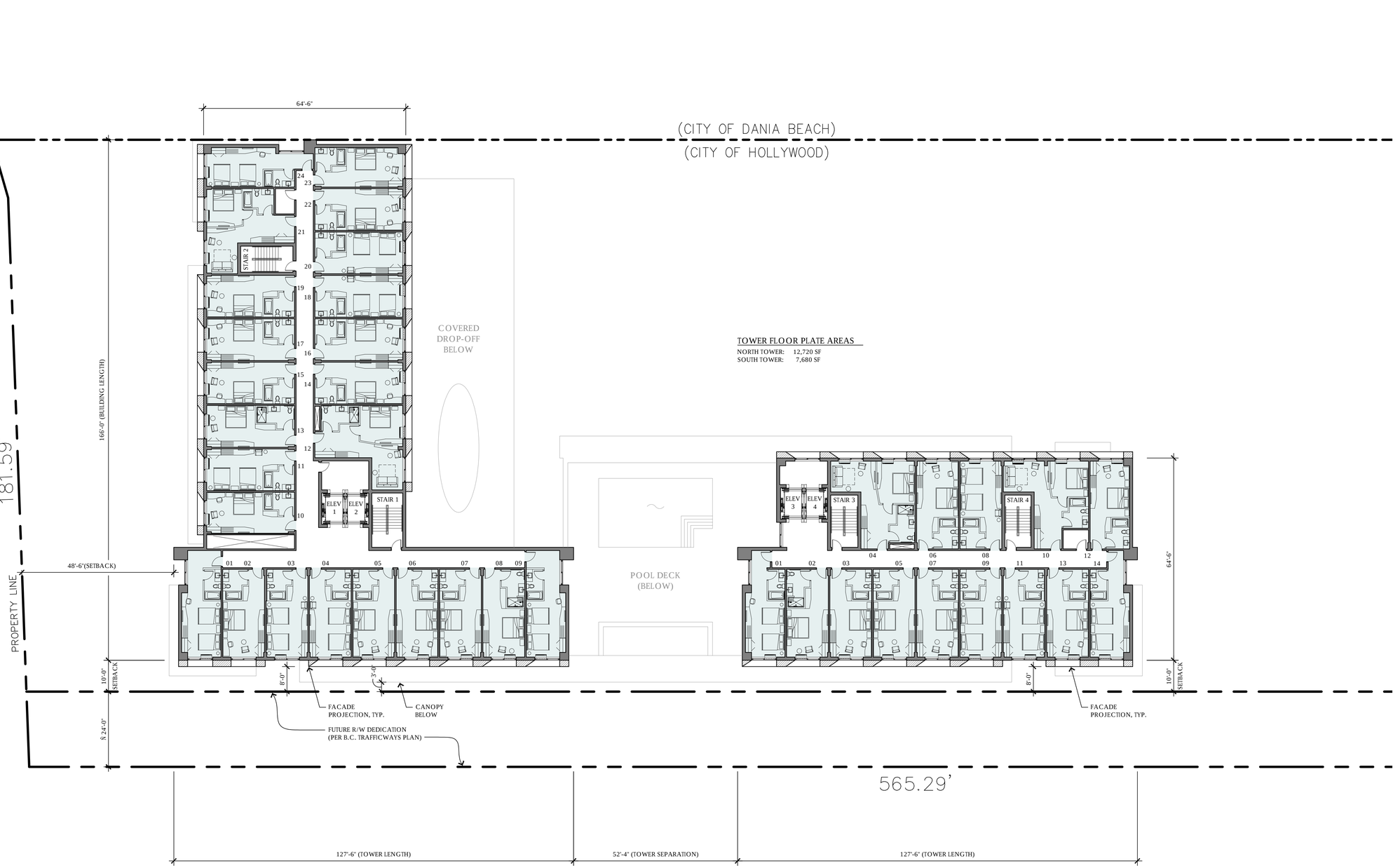
A-2.02



TOWER FLOOR PLATE AREAS

NORTH TOWER: 12,720 SF
SOUTH TOWER: 7,680 SF

FLOOR PLAN - TYPICAL

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

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FLOOR PLAN - TYPICAL
HOTEL MULTI-USE BUILDING
SITE PLAN SUBMITTAL

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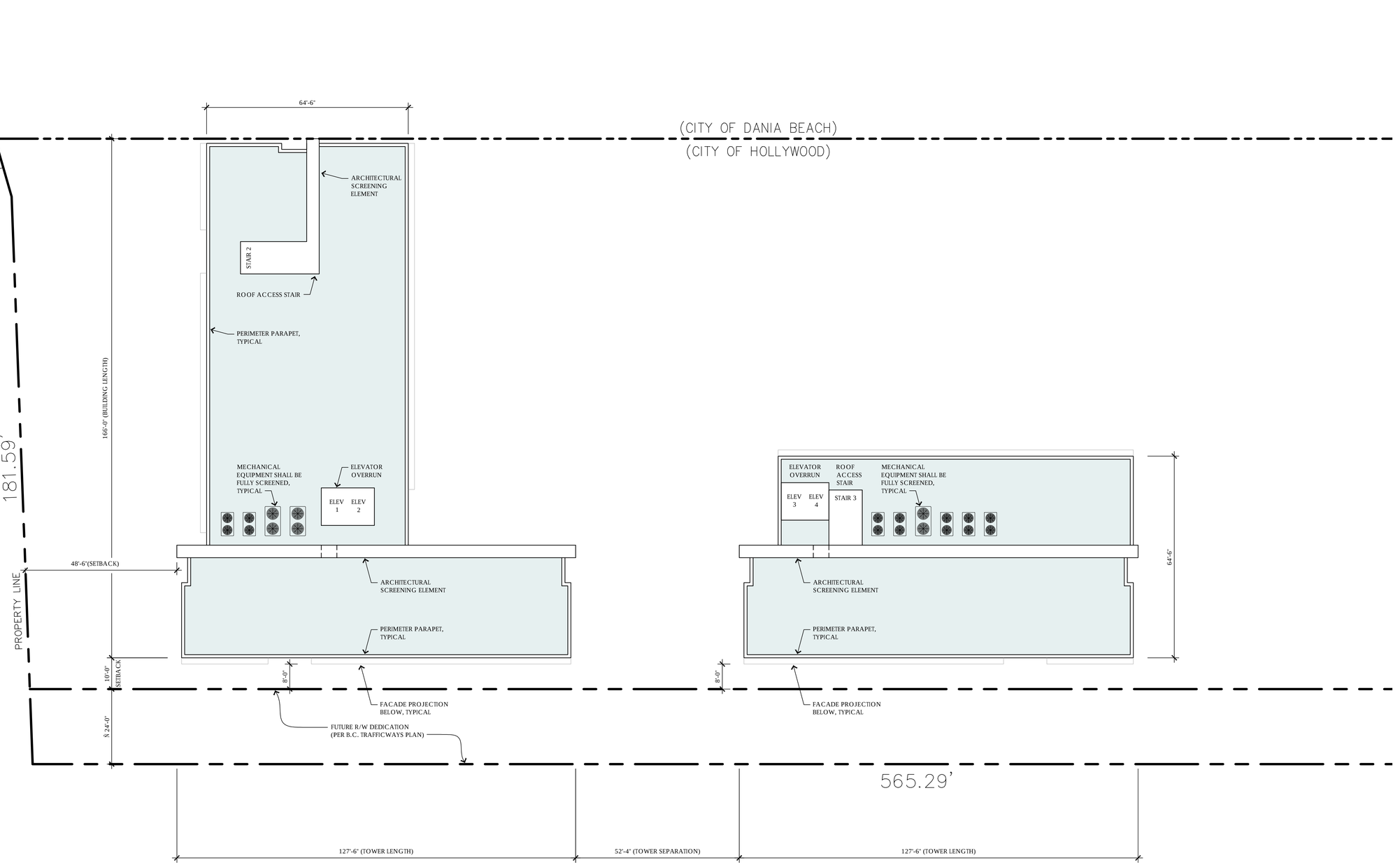

ROOF PLAN - HOTEL MULTI-USE BUILDING

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

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ROOF PLAN
HOTEL MULTI-USE BUILDING
SITE PLAN SUBMITTAL

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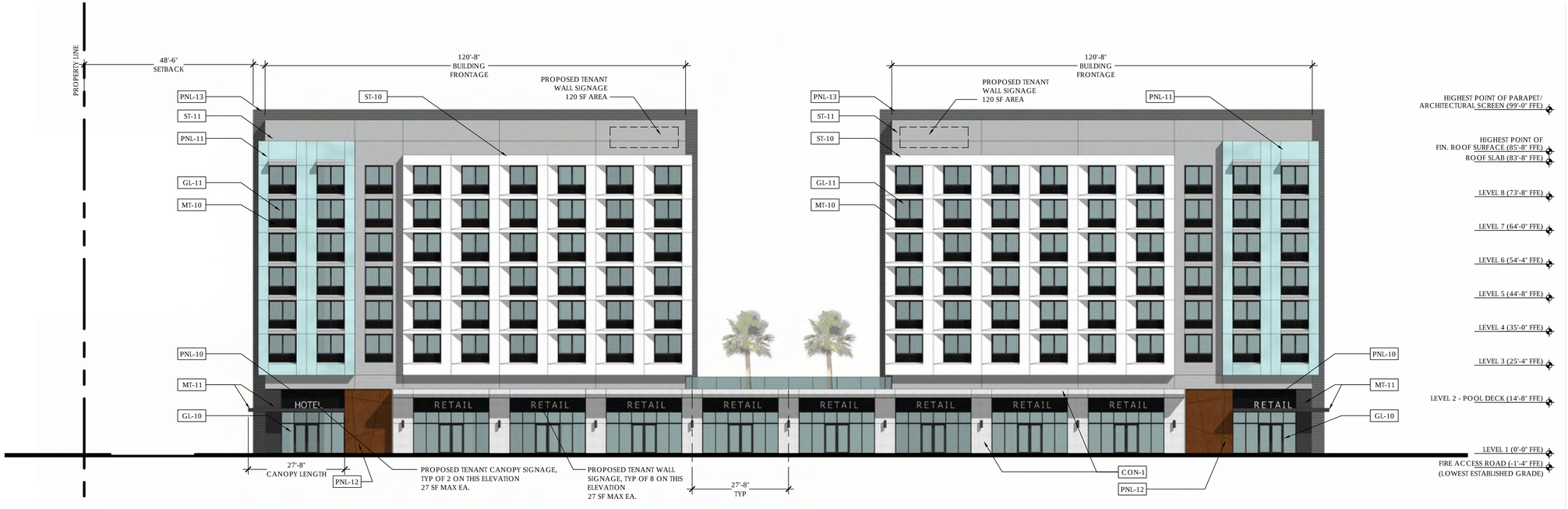
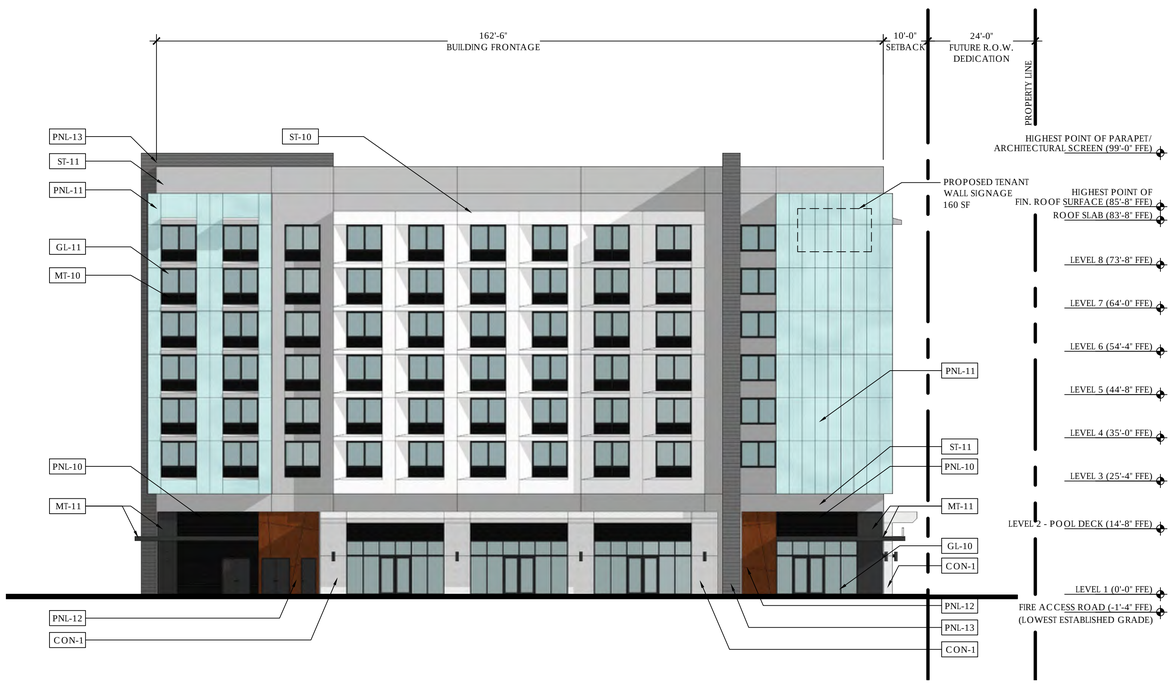


WEST ELEVATION

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



NORTH ELEVATION

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

MATERIAL & FINISH LEGEND

SYMBOL	DESCRIPTION	COLOR
ST-10	SMOOTH STUCCO FINISH SYSTEM, PAINTED	BRIGHT WHITE
ST-11	FINE SAND STUCCO, PAINTED	MEDIUM GRAY
GL-10	STOREFRONT GLAZING SYSTEM DARK BRONZE FRAMES WITH CLEAR LAMINATED GLASS	DARK BRONZE & CLEAR
GL-11	HOTEL ROOM GLAZING DARK BRONZE FRAMES WITH CLEAR LAMINATED GLASS	DARK BRONZE & CLEAR
MT-10	METAL LOUVERS AT AC UNITS	DARK BRONZE
MT-11	BREAK METAL	DARK BRONZE
PNL-10	HORIZONTAL RIBBED METAL PANEL CLADDING SYSTEM	DARK BRONZE
PNL-11	COMPOSITE PANEL CLADDING SYSTEM	TBD (BASED ON HOTEL BRAND STANDARDS)
PNL-12	WOOD-LOOK WALL PANEL SYSTEM	BROWN
PNL-13	HORIZONTAL RIBBED METAL PANEL CLADDING SYSTEM	DARK GRAY
CON-1	SMOOTH-FINISHED ARCHITECTURAL CONCRETE LOOK (MONOLITHIC OR FINISH PANELS)	GRAY

SIGNAGE INFORMATION

SIGN TYPE	ILLUMINATION TYPE	MAX SIZE ALLOWED	SIZE PROPOSED	QTY ALLOWED	QTY PROPOSED	NOTES
MONUMENT SIGN	INTERNALLY LIT	AREA: 64sf HEIGHT: 16'	64 SF HEIGHT: MAX 16'	SEE NOTES	2	TOTAL SITE FRONTAGE FACING DAVIE BLVD = 565' THREE TOTAL BUILDINGS ON SITE (HOTEL, RESIDENTIAL BUILDING, AND RESTAURANT
CANOPY SIGN	INTERNALLY LIT	**SEE NOTES	MAX 1.5 SQUARE FEET PER LINEAR FOOT OF CANOPY FRONTAGE	*SEE NOTES	3	*EACH GROUND FLOOR TENANT WITH RECOGNIZABLE ENTRANCE IS PERMITTED TWO TOTAL SIGNS, WITH THE OPTION OF AWNING SIGN, CANOPY SIGN, PROJECTING SIGN, OR WALL SIGN. **CANOPY SIGN IS PERMITTED TO BE 1.5 SQUARE FEET PER LINEAR FOOT OF CANOPY FRONTAGE W/ 7.5' VERTICAL CLEARANCE TO THE GROUND. ***WALL SIGN SIZE IS LIMITED TO 1 SQUARE FOOT PER LINEAR FOOT OF BUILDING FRONTAGE WHERE THE SIGN IS TO BE LOCATED. SIGNS MAY BE A MINIMUM OF 25 SQUARE FEET.
WALL SIGN	INTERNALLY LIT	***SEE NOTES	MAX 1 SQUARE FOOT PER LINEAR FOOT OF BUILDING FRONTAGE	*SEE NOTES	18	

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ELEVATIONS
HOTEL MULTI-USE BUILDING
SITE PLAN SUBMITTAL

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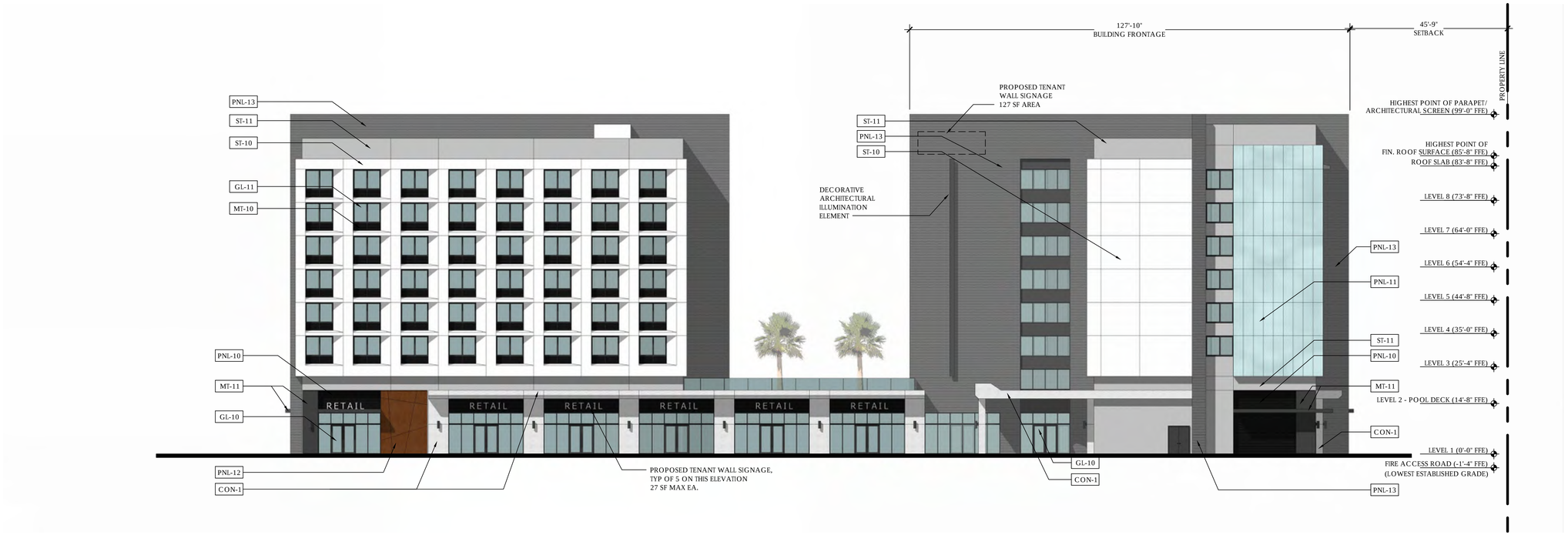
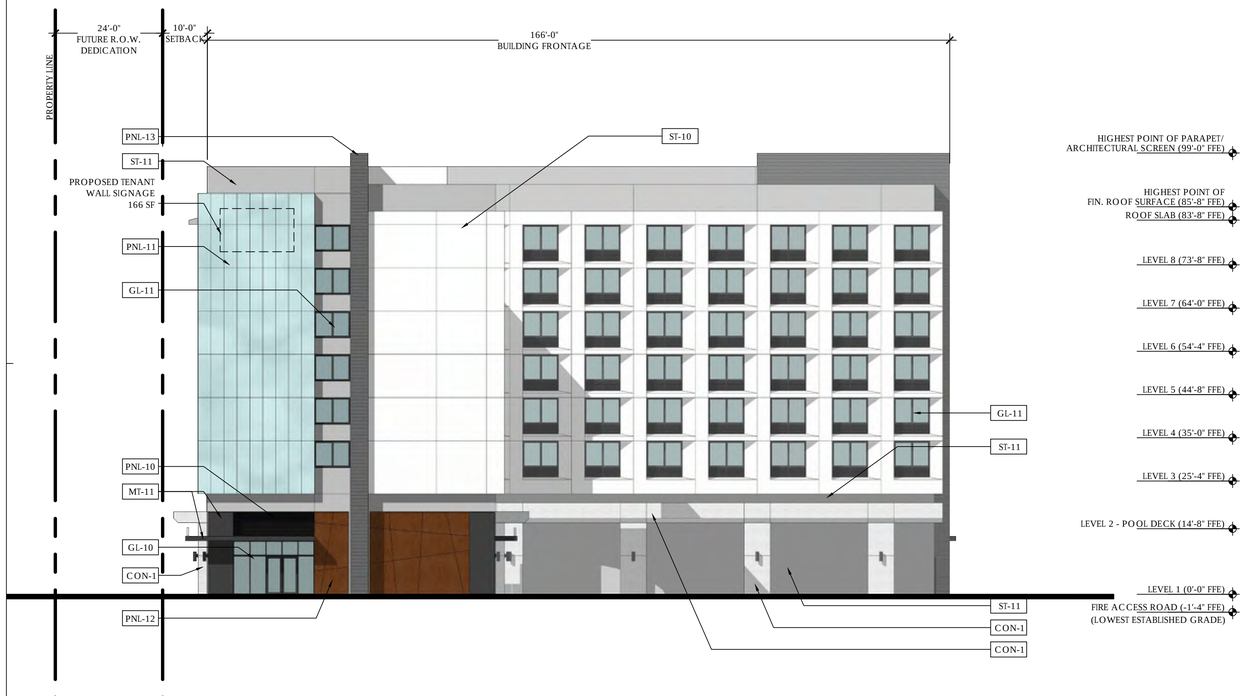


EAST ELEVATION

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



SOUTH ELEVATION

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

MATERIAL & FINISH LEGEND

SYMBOL	DESCRIPTION	COLOR
ST-10	SMOOTH STUCCO FINISH SYSTEM, PAINTED	BRIGHT WHITE
ST-11	FINE SAND STUCCO, PAINTED	MEDIUM GRAY
GL-10	STOREFRONT GLAZING SYSTEM DARK BRONZE FRAMES WITH CLEAR LAMINATED GLASS	DARK BRONZE & CLEAR
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MT-10	METAL LOUVERS AT AC UNITS	DARK BRONZE
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SITE PLAN SUBMITTAL

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A-2.12

PERSPECTIVE AT SOUTH ENTRANCE

SCALE: NTS

PERSPECTIVE AT SOUTH-EAST CORNER OF HOTEL/ RETAIL STOREFRONT

SCALE: NTS

PERSPECTIVE OF HOTEL/ RETAIL FROM CENTRAL INTERSECTION

SCALE: NTS

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PERSPECTIVE AT WEST FACADE/ STREET FRONTAGE

SCALE: NTS

PERSPECTIVE AT EAST FACADE/ PARKING AND DROP-OFF AREA

SCALE: NTS

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PERSPECTIVES
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PERSPECTIVE FROM SOUTH FORK NEW RIVER

SCALE: NTS

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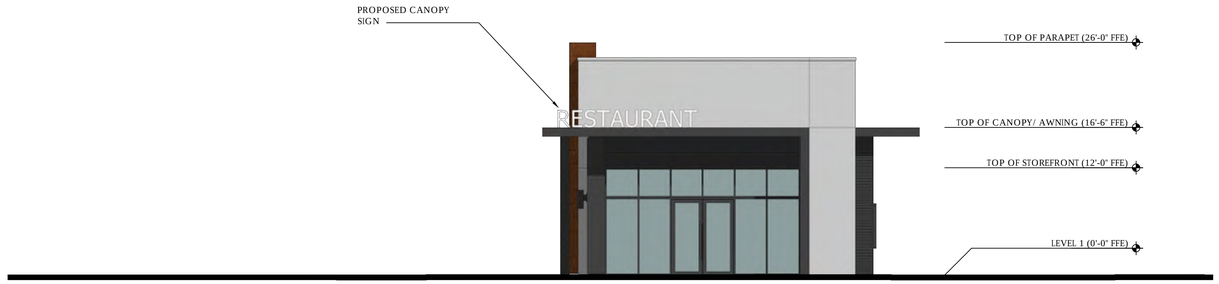
EAST ELEVATION

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



EAST ELEVATION

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

EAST ELEVATION

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

EAST ELEVATION

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

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RESTAURANT
SITE PLAN SUBMITTAL

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A-3.11

PERSPECTIVE AT NORTH-WEST FACADE/ STREET FRONTAGE

SCALE: NTS

PERSPECTIVE AT NORTH-EAST FACADE/ PARKING AND DRIVE-THROUGH ENTRANCE

SCALE: NTS

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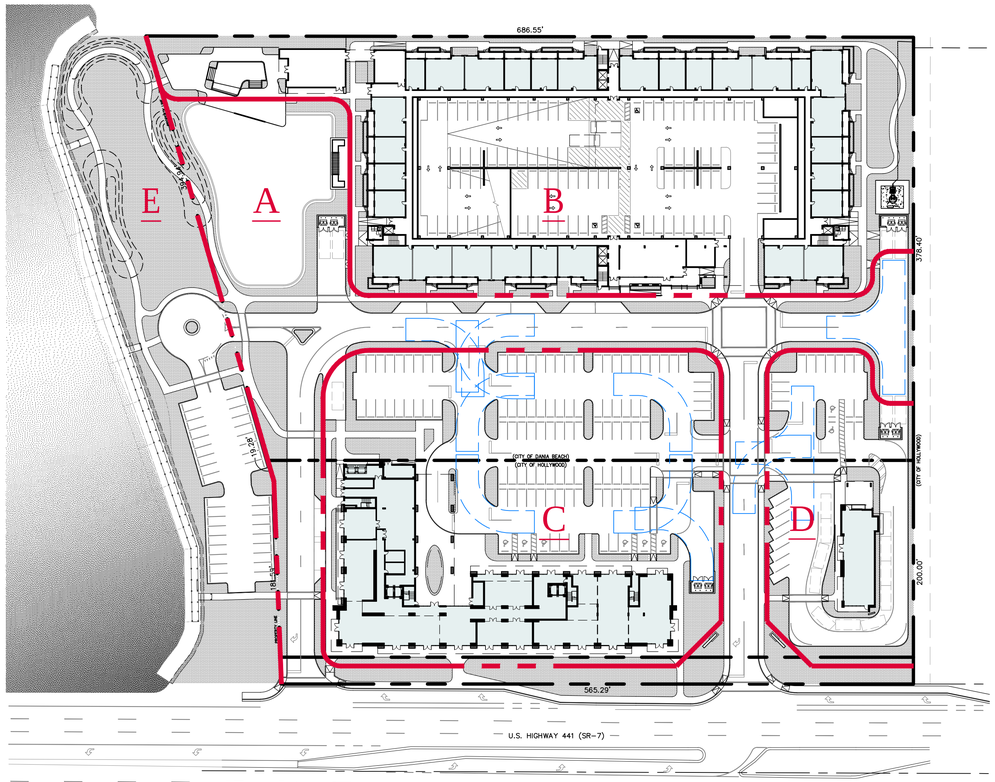
WEST ELEVATION - HOTEL MIXED-USE BUILDING (PHASE C-1)

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



MASTER SITE PLAN - PHASING DIAGRAM

SCALE: 1/64" = 1'-0"

PHASED DEVELOPMENT NARRATIVE

THE PROPOSED DEVELOPMENT IS COMPOSED OF SEPARATE PROGRAM COMPONENTS INTENDED TO ACCOMMODATE PHASED CONSTRUCTION. GENERALLY, ACCESS AND INFRASTRUCTURE ARE PROPOSED TO BE PLACED FIRST, TO SUPPORT SUBSEQUENT PHASES. FLEXIBILITY AMONG SEQUENCING THEREAFTER IS ALSO PROPOSED AS A PRIORITY. PROPOSED PHASES, DELINEATED IN THE MASTER SITE PLAN - PHASING DIAGRAM, ARE OUTLINED BELOW.

A

1. STATE ROAD 7 ACCESS PER FDOT, INCLUDING PROPOSED NORTH AND SOUTH DRIVEWAY ACCESS POINTS
2. ON-SITE MAJOR VEHICULAR CIRCULATION LOOP
3. MAJOR UTILITY INFRASTRUCTURE
4. ON-SITE DRAINAGE/ RETENTION
5. FIRE LINE LOOP

B

1. MULTI-FAMILY BUILDING (INCLUDING STRUCTURED PARKING)
2. AMENITIES BUILDING AND POOL DECK
3. SANITARY PUMP STATION/ TIE-IN TO MAIN SEWER

C

1. HOTEL MIXED-USE BUILDING (NORTH AND SOUTH TOWER WITH GROUND LEVEL RETAIL STOREFRONT)
2. 230 HOTEL ROOMS
3. 6000 SF GROUND LEVEL RETAIL STOREFRONT
4. SURFACE PARKING LOT (113 SPACES)

(OR) PHASED AS C-1 AND C-2:

PHASE C-1

1. HOTEL MIXED-USE BUILDING (NORTH TOWER AND GROUND LEVEL RETAIL FRONTAGE)
2. 144 HOTEL ROOMS
3. 6500 SF GROUND LEVEL RETAIL STOREFRONT
4. SURFACE PARKING LOT (113 SPACES)

PHASE C-2

1. REMOVE GROUND LEVEL RETAIL STOREFRONT
2. ADD SOUTH HOTEL TOWER
3. 84 HOTEL ROOMS
4. 6000 SF GROUND LEVEL RETAIL STOREFRONT

PHASE C NOTES:

PHASE C-1 AND C-2 ARE PROPOSED TO BE AN ALTERNATE OPTION TO CONSTRUCTING THE FULL SCOPE OF THE PROPOSED HOTEL MULIT-USE BUILDING (TWO TOWERS) AT THE SAME TIME. REFERENCE PHASE C-1 BUILDING WEST (FRONTAGE) - ELEVATION, THIS SHEET, PHASE C-1 DEVELOPMENT DATA, THIS SHEET, AND PHASE C-1 FLOOR PLAN, SHEET A-2.32.

D

1. RESTAURANT WITH DRIVE-THRU
2. 2500 SQUARE FEET RESTAURANT
3. SURFACE PARKING LOT (25 SPACES)

E

1. EASEMENT AREA (SUBJECT TO SFWM APPROVAL)
2. ROUND-ABOUT DROP-OFF
3. SURFACE PARKING LOT (36 SPACES)
4. LANDSCAPED LAWN WITH PAVED WALKING PATH
5. RIP-RAP CANAL SHORELINE REVETMENT
6. 6 FOOT WIDE MARGINAL DOCK

PHASE C-1 DATA - CITY OF HOLLYWOOD

PROPOSED BUILDING PROGRAM

1. HOTEL/ RETAIL MIXED-USE BUILDING:

# FLOORS:	8
BUILDING HEIGHT:	90'-0"
NO. UNITS:	144
UNIT/ ROOM TYPE:	MIX OF KING, DBL QUEEN AND KING SUITE EACH KEY WITH (1) BATHROOM
NET UNIT/ ROOM AREA:	350 - 375 SF (KING AND DBL QUEEN ROOMS) 525 - 550 SF (KING SUITE ROOMS)
INTERIOR CEILING HEIGHT:	9'-0" (EXCLUDING BATHROOM AREAS)
GROSS FLOOR AREA:	105,000 SF
HOTEL AREA:	96,000 SF
GROUND LEVEL RETAIL AREA:	9000 SF

REQUIRED PARKING

144 HOTEL ROOMS
(1) SPACE PER ROOM FOR FIRST TEN ROOMS
+ (0.25) SPACE PER ROOM FOR EACH ADDITIONAL
10 + 134 (0.25) = 43.50 — 43.50 SPACES

2000 SF HOTEL ACCESSORY USE SPACE (BAR/ LOUNGE)
65% OF (1) SPACE PER 60 SF OF (NET) SEATING AREA
1500 SF / 60 SF (0.65)= 16.25 — 16.25 SPACES

2500 SF HOTEL ACCESSORY USE SPACE (RETAIL/ PERSONAL SERVICE)
65% OF (1) SPACE PER 250 SF
2500 SF / 250 SF (0.65)= 6.50 — 6.50 SPACES

6500 SF COMMERCIAL SPACE
(3) SPACES PER 1000 SF
6000 SF / 1000 SF (3) = 18.00 — 19.50 SPACES

TOTAL REQUIRED PARKING — 85.75 SPACES â 86 SPACES

PROPOSED PARKING

ON-SITE (CITY BOUNDARY): — 41 SPACES
OFFSITE (CITY BOUNDARY): — 72 SPACES
TOTAL PROPOSED PARKING — 113 SPACES

REQUIRED LOADING

144 HOTEL ROOMS
1 SPACE PER FIRST 100 ROOM + 1 PER EACH 100 OR MAJOR FRACTION THERE OF
1 + 44/100 = 1.44 â 1 SPACE

6500 SF COMMERCIAL SPACE
LESS THAN 10,000 SF NOT REQUIRED
NONE REQUIRED

TOTAL REQUIRED LOADING — 1 SPACES

PROPOSED LOADING

2 SPACES

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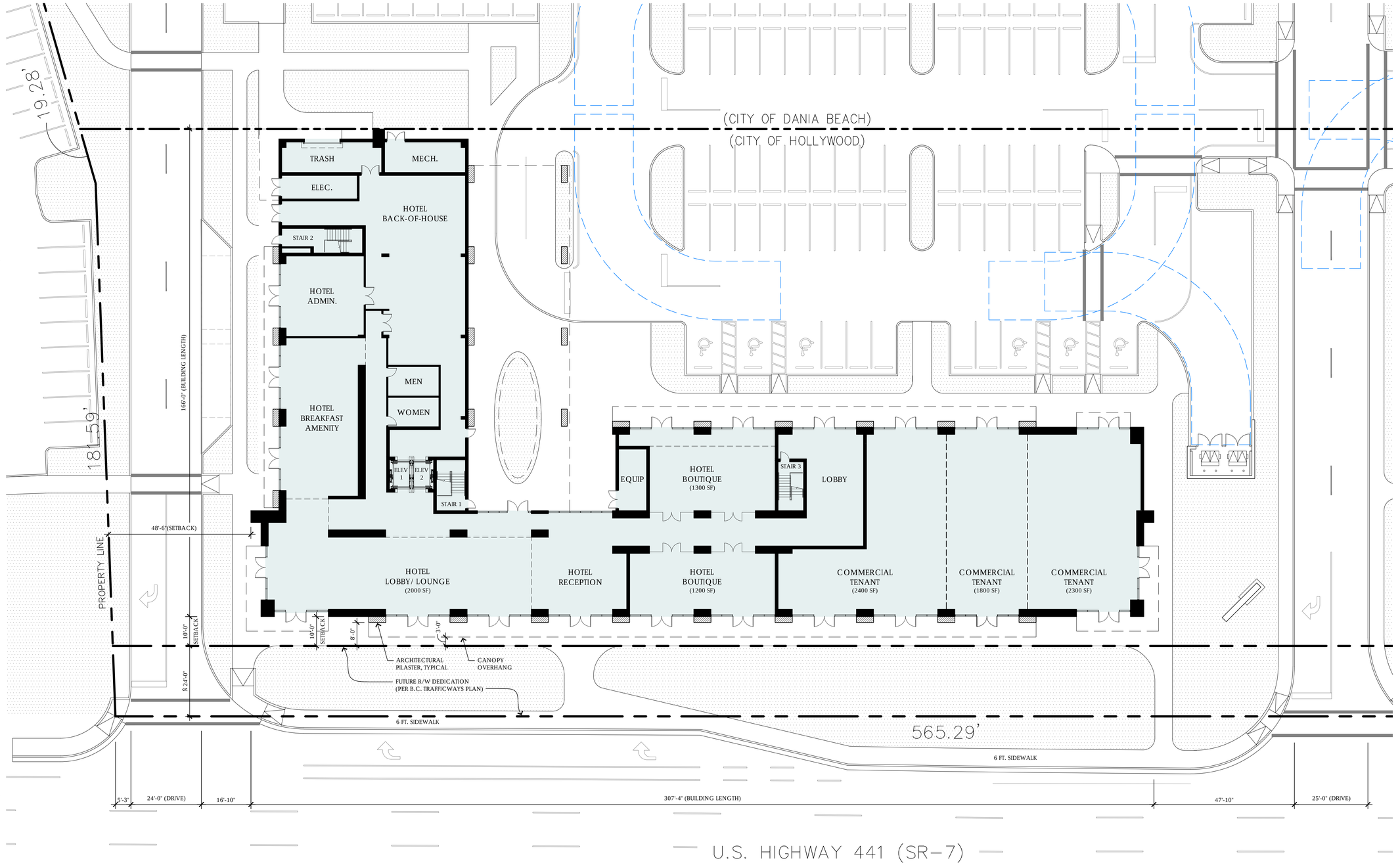
PHASING DIAGRAM AND NARRATIVE
HOTEL - PHASE C1 ELEVATION
SITE PLAN SUBMITTAL

PRINTED ON: 06.30.20

A-5.01



FLOOR PLAN - LEVEL 01 - HOTEL MULTI-USE BUILDING (PHASE C-1)

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

FSMY
ARCHITECTS ▪ PLANNERS
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LARRY MARTINEAU, JIRO YATES

CA # AAC000447

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LANDSCAPE ARCHITECTURE
URBAN DESIGN

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DESIGNED	DRAWN	CHECKED
RO	RO	JY

REVISIONS

DATE:	COMM:
06.29.2020	19033

HARBOR LANDINGS

A MIXED-USE DEVELOPMENT IN HOLLYWOOD & DANIA BEACH, FLORIDA

4500 S. STATE ROAD NO. 7
HOLLYWOOD, FL 33314

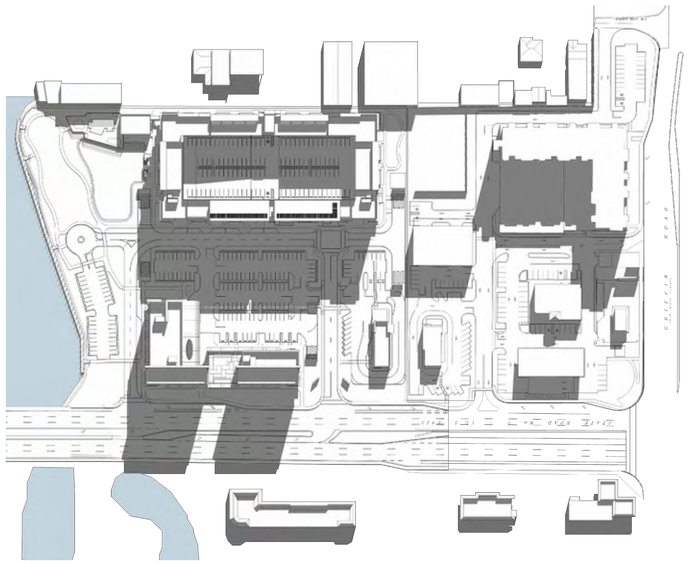
STATE OF FLORIDA
JIRO YATES
AR 91406
REGISTERED ARCHITECT

2020.06.30

FLOOR PLAN - L01 - PHASE C-1
HOTEL MULTI-USE BUILDING
SITE PLAN SUBMITTAL

PRINTED ON: 06.30.20

A-5.02



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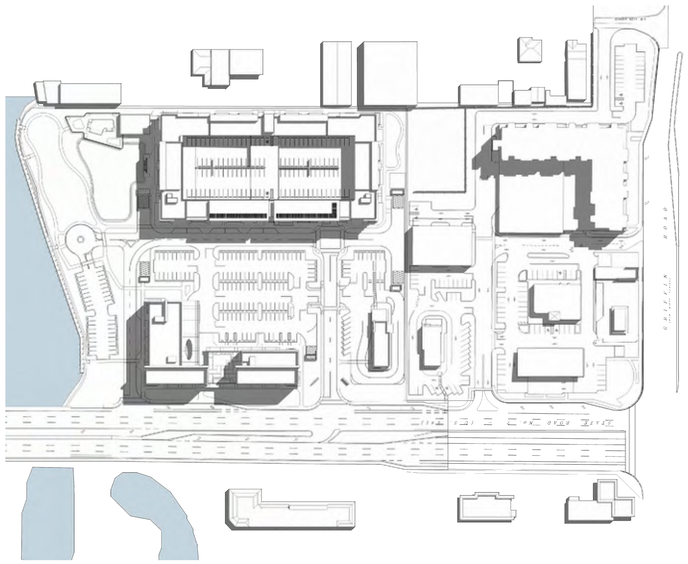

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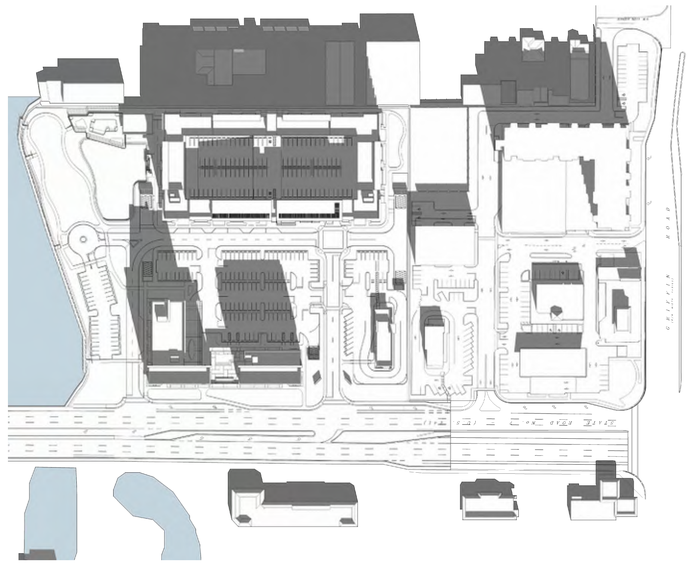

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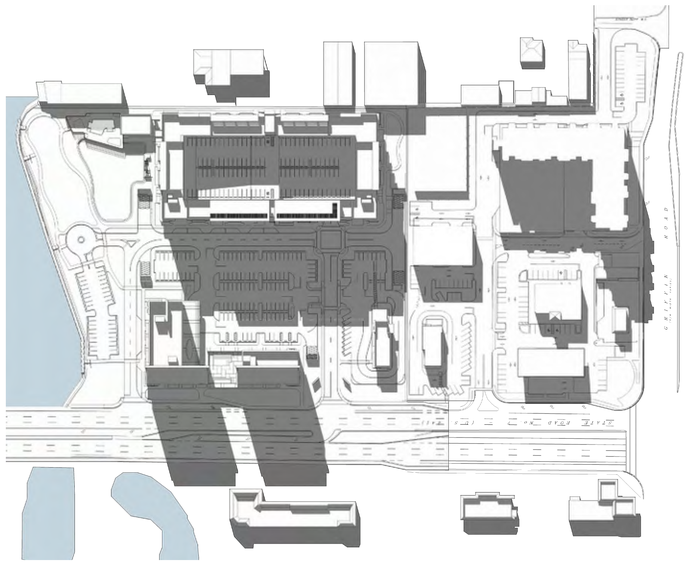

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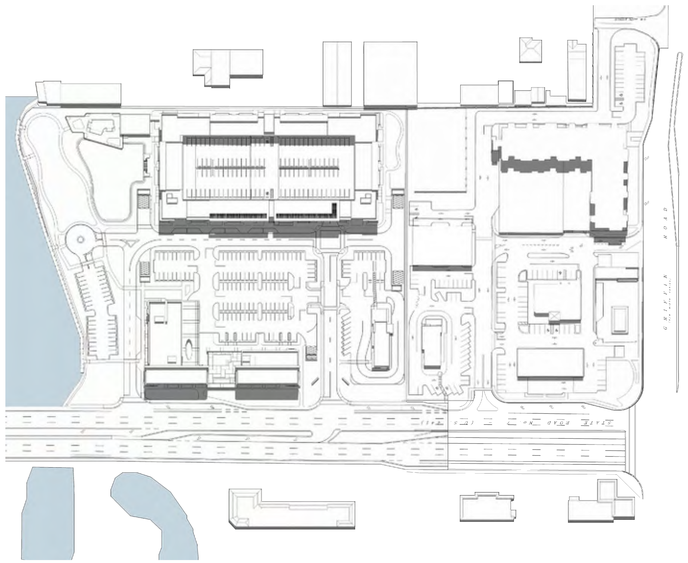

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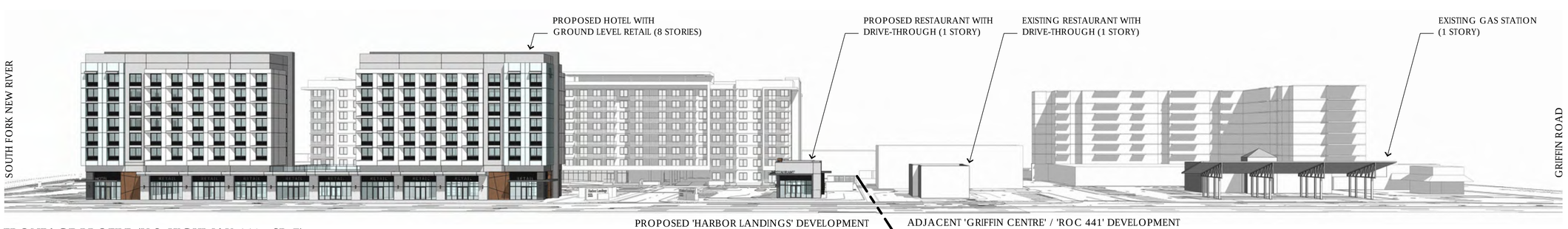
6:15 P.M. UTC-4:00



FRONTAGE PROFILE (U.S. HIGHWAY 441 - SR-7)

N.T.S.

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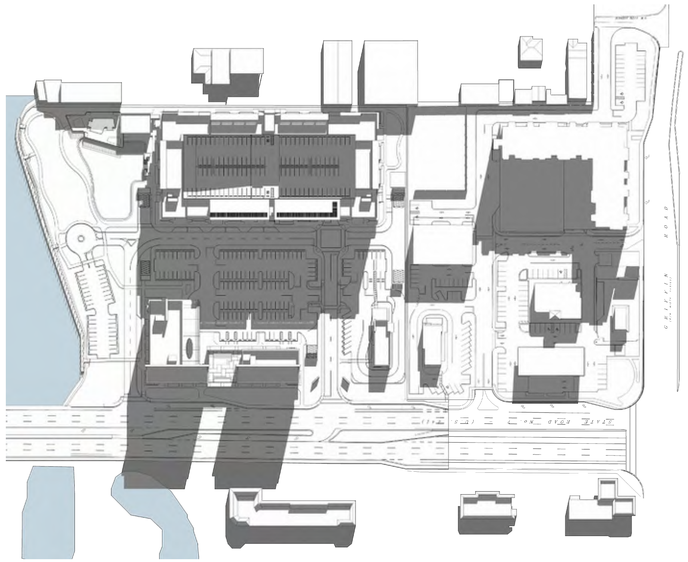
SHADOW ANALYSIS
FRONTAGE PROFILE
SITE PLAN SUBMITTAL

A-6.01



SEPTEMBER 21 9:00 A.M. UTC-4:00

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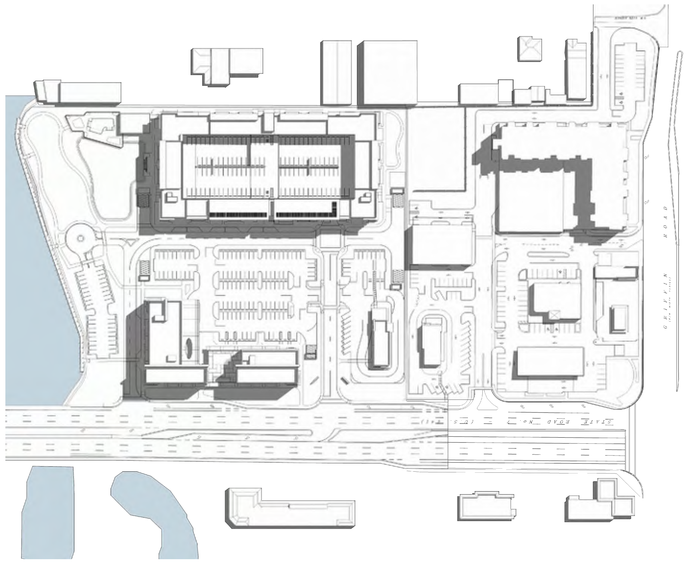

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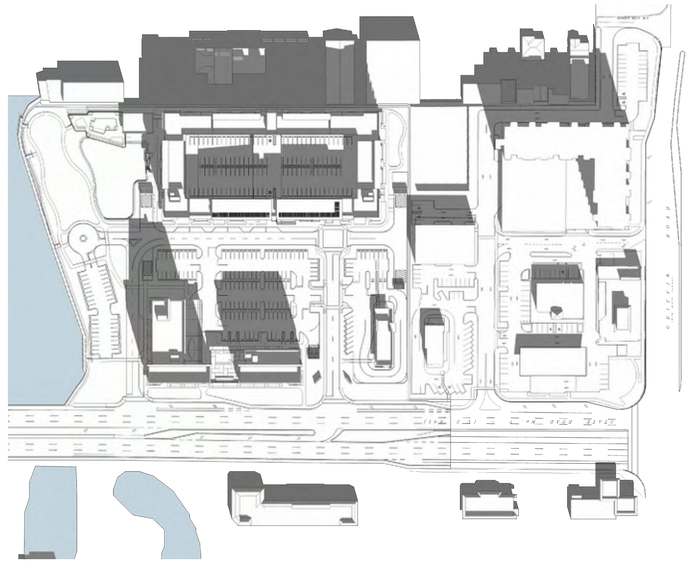

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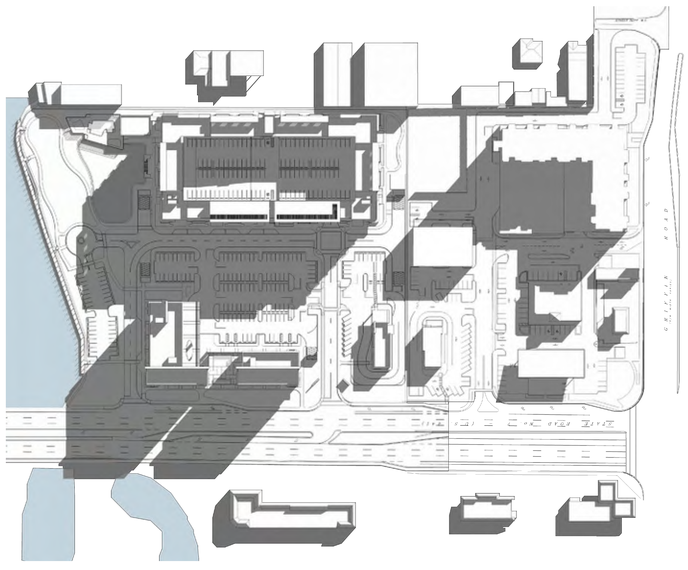

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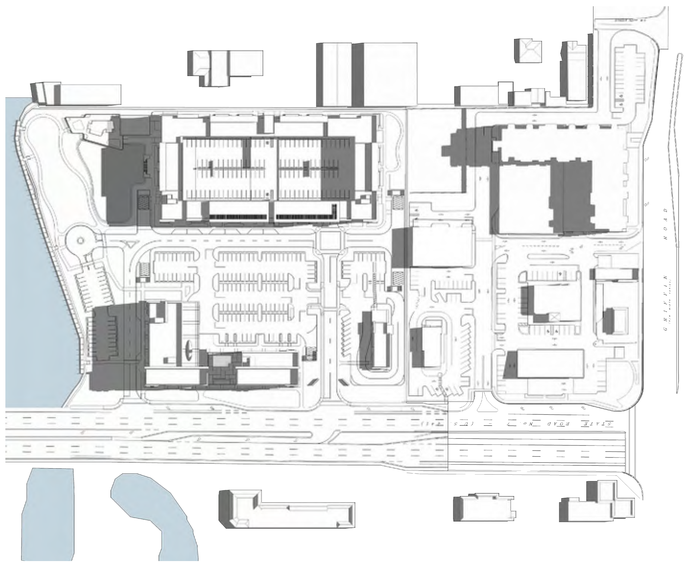

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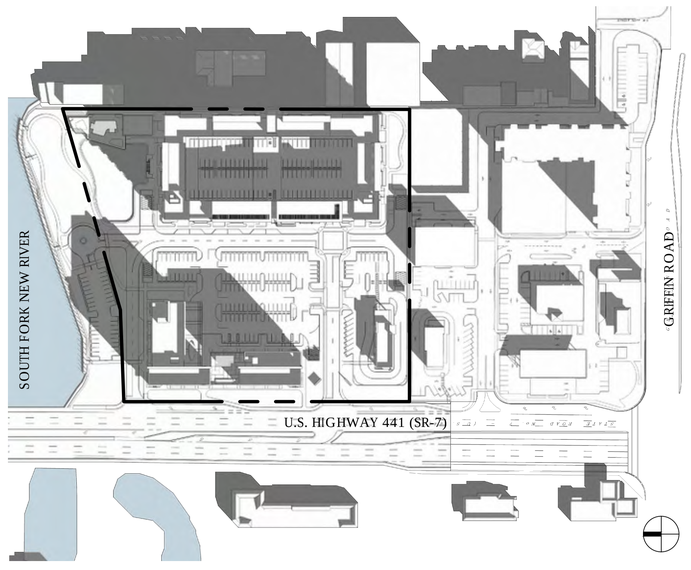

3:30 P.M. UTC-5:00

CRITERIA	month	day	sunrise	sunset	offset	study times			UTC
spring equinox	3	21	7:30	7:30	2:00	9:30	12:00	5:30	-4
summer solstice	6	21	6:30	8:15	2:00	8:30	12:00	6:15	-4
fall equinox	9	21	7:00	7:00	2:00	9:00	12:00	5:00	-4
winter solstice	12	21	7:00	5:30	2:00	9:00	12:00	3:30	-5

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SHADOW ANALYSIS

SITE PLAN SUBMITTAL

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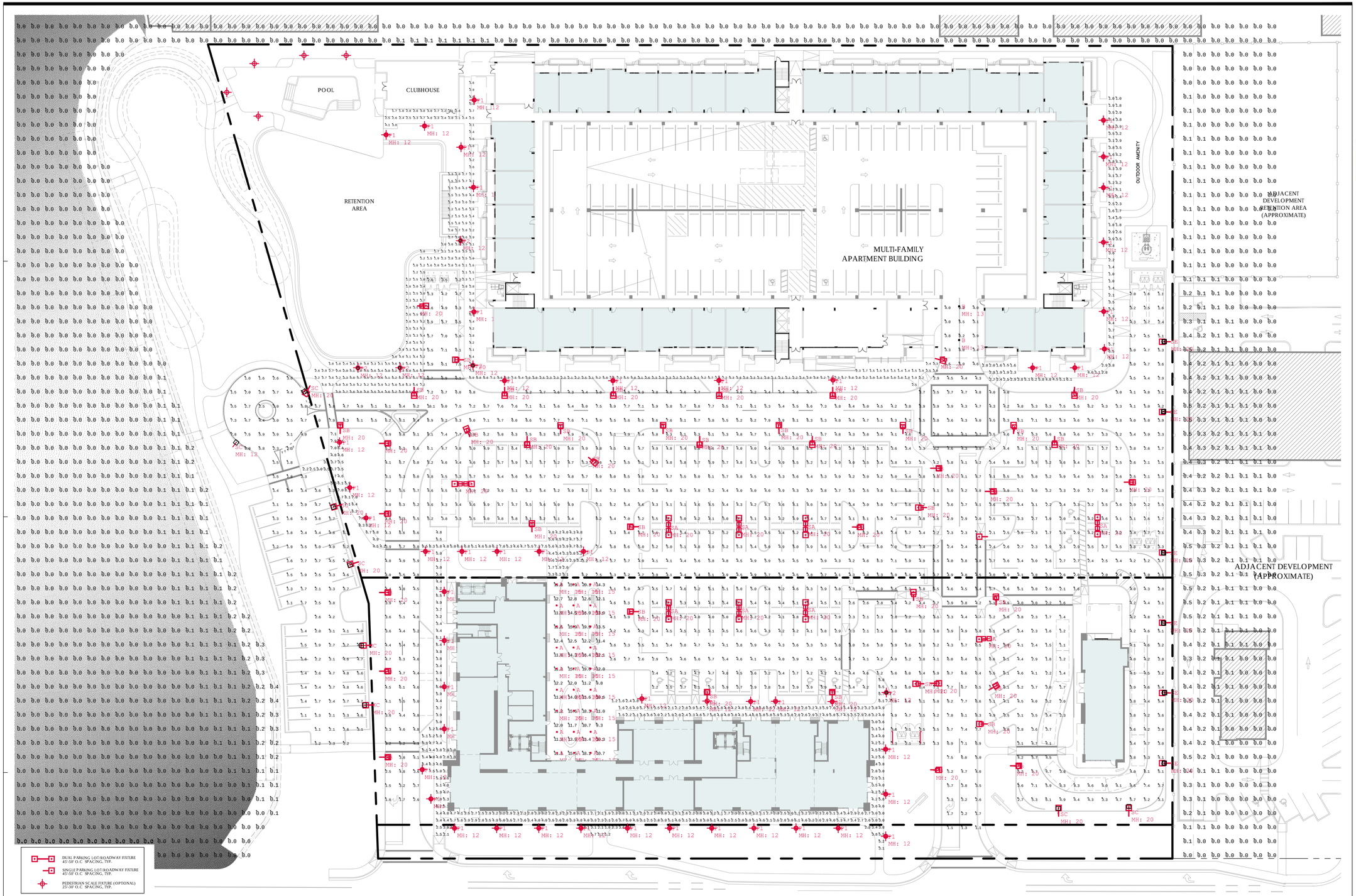

Luminaire Schedule

Symbol	Qty	Label	Arrangement	LLF	Description
	27	A	SINGLE	0.900	Atlantic Lighting LED6-SYL30-40K-U / 6LEDPR-CL
	2	B	SINGLE	0.900	Cree Lighting CPY250-B-D-F-C-UL-40K
	50	P1	SINGLE	0.900	Ragni Lighting Melanthia-12L-700mA-4000K
	5	P2	SINGLE	0.900	Ragni Lighting Melanthia-24L-350mA-4000K
	9	SA	BACK-BACK	0.900	Cree Lighting OSQ-A-NM-5ME-B-40K-UL-XX, 2@180°
	44	SB	SINGLE	0.900	Cree Lighting OSQ-A-NM-3ME-B-40K-UL-XX, Single Head
	8	SC	SINGLE	0.900	Cree Lighting OSQ-A-NM-4ME-B-40K-UL-XX, Single Head
	6	SE	SINGLE	0.900	Cree Lighting OSQ-A-NM-3ME-B-40K-UL-XX / OSQ-BLSMF, Single Head

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
Building Walkway	Illuminance	Fc	3.42	6.5	1.0	3.42	6.50
Garage Entrance	Illuminance	Fc	4.89	9.3	3.0	1.63	3.10
Hotel Canopy	Illuminance	Fc	13.33	20.1	9.3	1.43	2.16
Parking and Drive Lanes	Illuminance	Fc	4.50	10.1	1.0	4.50	10.10
Parking Lot Walkway	Illuminance	Fc	4.17	9.5	1.2	3.48	7.92
Pool Walkway	Illuminance	Fc	3.40	8.9	1.0	3.40	8.90
Properly Line and Beyond	Illuminance	Fc	0.03	0.5	0.0	N.A.	N.A.

PHOTOMETRIC SITE PLAN

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

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A-7.00