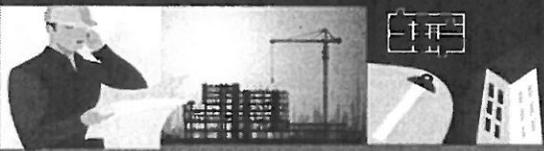


PLANNING DIVISION



File No. (internal use only): _____

2600 Hollywood Boulevard Room 315
Hollywood, FL 33022

GENERAL APPLICATION



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: 7/17/17

Location Address: 1400 N 46 Ave, Hollywood 33021
 Lot(s): Tract A Block(s): _____ Subdivision: Hollywood Hills 1965
 Folio Number(s): 5142 0713 3100

Zoning Classification: _____ Land Use Classification: _____

Existing Property Use: _____ Sq Ft/Number of Units: _____

Is the request the result of a violation notice? () Yes No If yes, attach a copy of violation.

Has this property been presented to the City before? If yes, check all that apply and provide File Number(s) and Resolution(s): R-2013-321 13-P-25a

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

Explanation of Request: Removal of condition in R-2013-321 requiring a left turn lane on 46th Avenue at Arthur Street

Number of units/rooms: N/A Sq Ft: N/A

Value of Improvement: _____ Estimated Date of Completion: _____

Will Project be Phased? () Yes () No If Phased, Estimated Completion of Each Phase _____

Name of Current Property Owner: Temple Sinai of Hollywood
 Address of Property Owner: 1400 N 46 Avenue, Hollywood FL 33021
 Telephone: 954 987-0026 Fax: _____ Email Address: Desanne@SinaiHollywood.org

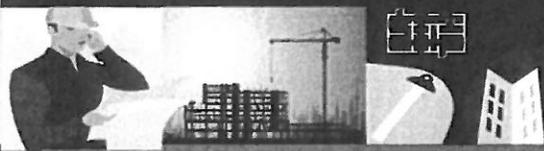
Name of Consultant/Representative/Tenant (circle one): Jared Anton
 Address: 4912 Garfield St, Hollywood Telephone: 954 562 9140
 Fax: _____ Email Address: theantons@att.net

Date of Purchase: N/A Is there an option to purchase the Property? Yes () No ()
If Yes, Attach Copy of the Contract.

List Anyone Else Who Should Receive Notice of the Hearing: _____

Address: _____
Email Address: _____

PLANNING DIVISION



File No. (internal use only): _____

2600 Hollywood Boulevard Room 315
Hollywood, FL 33022

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: Rosanne Mendelowitz Date: 7/17/17

PRINT NAME: ROSANNE MENDELOWITZ, Exec. Dir. Date: _____

Signature of Consultant/Representative: Jared Anton Date: 7/17/17

PRINT NAME: JARED ANTON 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 removal of condition in R-2013-321 to my property, which is hereby made by me or I am hereby authorizing JARED ANTON to be my legal representative before the CITY COMMISSION (Board and/or Committee) relative to all matters concerning this application.

Sworn to and subscribed before me
this 17th day of JULY, 2017
Donna Lee Anton
Notary Public

State of Florida

Rosanne Mendelowitz
Signature of Current Owner

ROSANNE MENDELOWITZ
Print Name

My Commission Expires: _____ (Check One) Personally known to me; OR Produced Identification _____





SYNALOVSKI ROMANIKSAYE
Architecture • Planning • Interior Design

1800 Eller Drive, Suite 500
Fort Lauderdale, FL 33316
T 954.961.6806
F 954.961.6807
www.synalovski.com

Manuel Synalovski, AIA
AR 0011628
SEAL

LICENSE NO. AA26001863

TEMPLE SINAI

1400 NORTH 46TH AVENUE
HOLLYWOOD FLORIDA, 33021

CLIENT: TEMPLE SINAI

REV	DATE	DESCRIPTION
1	9-4-14	ISS NO. 39
2	2-24-14	LOG DEPT COMMENTS
3	3-20-14	LOG DEPT COMMENTS
4	5-17-14	SITE COORDINATION
5	7-2-14	COORDINATION
6	10-24-14	OWNER CHANGES
7	1-6-15	SITE MODIFICATIONS

DESIGN DELIVERABLE: CONSTRUCTION DOCUMENTS
ISSUE DATE: 10/14/13

PROJECT NUMBER: 1155-120531
DRAWN BY: SH
CHECKED BY: MS

Copyright (c) by MANUEL SYNALOVSKI ASSOCIATES, LLC
All Rights Reserved.

SHEET TITLE:
SITE PLAN

SHEET NUMBER:
AS-101

LEGAL DESCRIPTION:
TRACT A, HOLLYWOOD HILLS 1965, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 61 PAGE 25 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

SAID LANDS SITUATE, LYING AND BEING IN BROWARD COUNTY, FLORIDA

VARIANCE REQUESTED :
1. REQUESTED FOR FRONT SETBACK FROM THE REQUIRED 50'-0" TO 25'-0"
2. REQUESTED PARKING VARIANCE, REQUIRED PARKING 183 SPACES (CONCURRENT), PROVIDED 142 SPACES (NON CONCURRENT)
3. REQUEST FOR LANDSCAPE BUFFER FROM THE REQUIRED 10'-0" TO 5'-0" (WEST PROPERTY LINE)

NOTE:
• MAXIMUM FOOT CANDLES LEVEL AT ALL PROPERTY LINES
• MAXIMUM 0.5 TO ADJACENT RESIDENTIAL
• PARKING AREA TO BE CURBED WITH TYP 'D' CURBING. SEE ENGINEERING FOR INFO
• FIRE DEPARTMENT CONNECTION FOR FIRE SPRINKLER SYSTEM TO BE WITHIN 100' OF A FIRE HYDRANT
• FIRE LANES SHALL COMPLY WITH NAPA 1 (18.2.3.5.3), PROVIDE 12" x18" SIGNS WITH WHITE BACKGROUND AND RED LETTERS "NO PARKING FIRE LANE, BY ORDER OF THE FIRE DEPARTMENT". SIGN TO BE 7'2" HIGH FROM ROAD WAY 8'-0" APART, WITHIN SIGHT OF TRAFFIC FLOW. SEE CIVIL PLAN FOR LOCATION.

SITE INFORMATION:

SITE AREA:	233,336 S.F. GROSS 182,477 S.F. NET
ZONING CLASSIFICATION:	RS-5
PROPOSED USE:	COMMUNITY FACILITIES
MAX BUILDING ALLOWED:	35'-0" A.F.F.
PROPOSED PRE SCHOOL BUILDING HEIGHT:	18'-0" A.F.F.

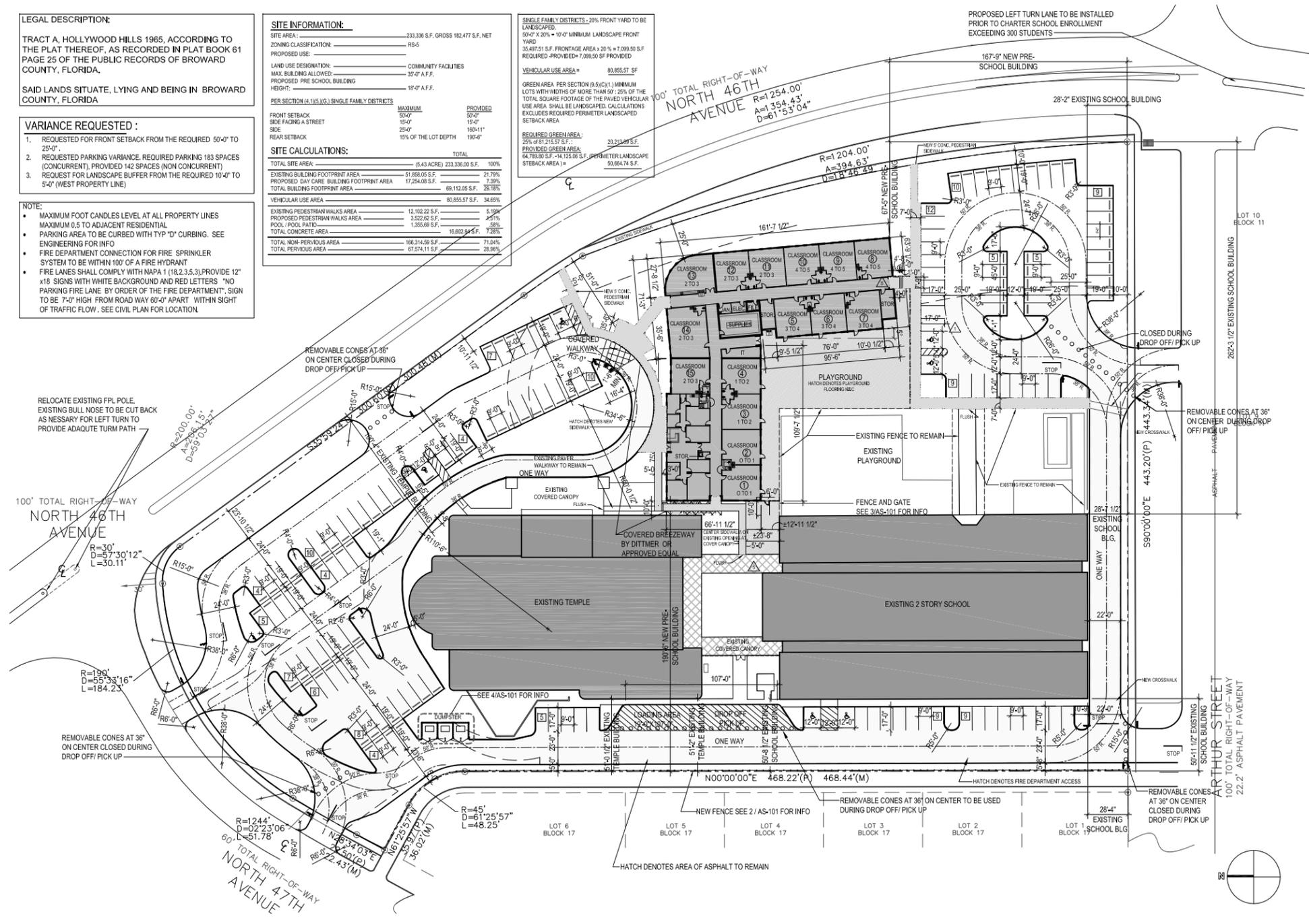
PER SECTION 4.1.1.1 (S) SINGLE FAMILY DISTRICTS

FRONT SETBACK	MAXIMUM 50'-0"	PROVIDED 25'-0"
SIDE FACING A STREET	15'-0"	15'-0"
SIDE	25'-0"	180'-11"
REAR SETBACK	10% OF THE LOT DEPTH	190'-4"

SITE CALCULATIONS:

TOTAL SITE AREA	(5.43 ACRE) 233,336.00 S.F.	100%
EXISTING BUILDING FOOTPRINT AREA	51,898.05 S.F.	21.79%
PROPOSED DAY CARE BUILDING FOOTPRINT AREA	17,264.58 S.F.	7.39%
TOTAL BUILDING FOOTPRINT AREA	69,162.63 S.F.	29.18%
VEHICULAR USE AREA	80,855.57 S.F.	34.65%
EXISTING PEDESTRIAN WALKS AREA	12,102.22 S.F.	5.19%
PROPOSED PEDESTRIAN WALKS AREA	3,522.82 S.F.	1.51%
POOL, POOL PATH	1,305.89 S.F.	0.56%
TOTAL CONCRETE AREA	16,602.94 S.F.	7.28%
TOTAL NON-PERVIOUS AREA	166,314.59 S.F.	71.64%
TOTAL PERVIOUS AREA	67,574.11 S.F.	28.96%

SINGLE FAMILY DISTRICTS - 20% FRONT YARD TO BE LANDSCAPED.
50'-0" X 20% = 10'-0" MINIMUM LANDSCAPE FRONT YARD
35,497.51 S.F. FRONTAGE AREA X 20% = 7,099.50 S.F. REQUIRED - PROVIDED = 7,099.50 S.F. PROVIDED
VEHICULAR USE AREA = 80,855.57 S.F.
GREEN AREA PER SECTION 9.5(C)(1) MINIMUM LOTS WITH WIDTHS OF MORE THAN 50' - 25% OF THE TOTAL SQUARE FOOTAGE OF THE PAVED VEHICULAR USE AREA SHALL BE LANDSCAPED. CALCULATIONS EXCLUDES REQUIRED PERMETER LANDSCAPED SETBACK AREA
REQUIRED GREEN AREA: 20,213.89 S.F.
25% OF 81,215.57 S.F. = 20,303.89 S.F.
PROVIDED GREEN AREA: 64,789.50 S.F. - 14,125.06 S.F. (PERMETER LANDSCAPE SETBACK AREA) = 50,664.44 S.F.





June 2, 2017
Revised June 16, 2017

Ms. Rosanne Mendelowitz
Temple Sinai, The Jewish Community Center of Hollywood. Inc.
1400 N 46th Avenue
Hollywood, FL 33021

**RE: *Temple Sinai / Bridge Prep Academy
Intersection Operational Evaluation Report: North 46th Avenue & Arthur Street
Kimley-Horn #14473001***

Dear Ms. Mendelowitz:

Kimley-Horn and Associates, Inc. was retained to provide an operational evaluation at the intersection of North 46th Avenue & Arthur Street in Hollywood, Florida on behalf of the Temple Sinai facility and Bridge Prep Academy. As a part of the approval for the charter school on this site in 2013, the City of Hollywood included a condition of approval that would require the charter school to construct a separate northbound left turn lane at this intersection once charter school enrollment exceeded 300 students. The following evaluation has been undertaken to revisit this condition and reassess the need for this improvement, following is a summary of the data collection, analyses and conclusions of this evaluation. Temple Sinai is a religious facility that contains both a pre-school and charter school (K-8) educational programs.

PROJECT BACKGROUND

The school component of the site has approval for a maximum of 288 pre-school students and 488 charter school students in grades K-8. For the purposes of this analysis, the pre-school component of the site is not expected to add any further impact on the northbound left-turn operations on North 46th Avenue at Arthur Street because the pre-school entry/exit occurs on North 47th Avenue and the pre-school is close to maximum enrollment.

For the purposes of this analysis, project distribution and trip generation characteristics have been maintained as consistent with the original traffic impact analysis dated August 9, 2013.

DATA COLLECTION

Turning movement count data was collected at the intersection of Arthur Street & North 46th Avenue on Thursday, May 18, 2017 from 7-9 AM and 2-4 PM. Peak 15-minute queue observations were also observed during these times to quantify the impacts of vehicles making northbound and southbound left-turn movements along North 46th Avenue. As summarized in the queue observation data, the maximum observed vehicle queue caused by northbound left turning vehicles was 6 vehicles in the AM peak hour and the 3 vehicles in the PM peak hour. It was noted that the queues dissipated quickly and did not cause any significant congestion. There were no southbound left-turn queues observed during the observation period. Observation data and turning movement count data has been attached for reference.

TRIP GENERATION

The trip generation potential of the remaining charter school enrollment to be added in the future (increasing from the current enrollment to the maximum approved enrollment of 488 students) was calculated using trip generation rates and equations published for charter school K-8 by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 9th Edition*. Table 1 summarizes the trip generation potential of the maximum charter school enrollment when compared to the existing student enrollment.

TABLE 1 TEMPLE SENAI - PROPOSED EXPANSION TRIP GENERATION							
Land Use	Intensity	AM Peak Hour			PM Peak Hour of Generator (Afternoon)		
		Total	In	Out	Total	In	Out
<u>Existing Site Traffic</u>							
Charter School (K-8)	350 STU	318	175	143	209	98	111
<u>Proposed Site Traffic</u>							
Charter School (K-8)	488 STU	442	243	199	293	138	155
Net New External Trips		124	68	56	84	40	44
Notes: Trip generation was calculated using the following data: <i>AM Peak Hour</i> Charter School (K-8) [ITE 534] = $T = 0.90(X) + 3.01$; (55% in / 45% out) <i>PM Peak Hour of Generator (Afternoon)</i> Charter School (K-8) [ITE 534] = $T = 0.61(X) - 4.70$; (47% in / 53% out)							

As indicated in Table 1, the proposed school at full enrollment is expected to generate 124 additional AM peak hour trips (68 in, 56 out), and 84 additional afternoon peak hour trips (40 in, 44 out).

TRIP DISTRIBUTION AND ASSIGNMENT

The distribution and assignment of project traffic was taken from the traffic impact analysis dated August 9, 2013. The project distribution figure from the traffic impact analysis has been attached for reference.

INTERSECTION ANALYSIS

Existing and future operations at the intersection were analyzed during the AM and PM peak hours. The future analysis utilizes existing traffic, background traffic and future student traffic. Background traffic was calculated assuming full enrollment would be reached by year 2020; therefore, a 1.0% growth rate was compounded annually to determine background traffic. Future student traffic was calculated using the net new trips generated by the maximum enrollment.

As illustrated in *Tables 2 & 3*, the northbound left turn at the intersection of Arthur Street & North 46th Avenue operates at LOS A or B during all scenarios. It is noted that, during the AM peak hours, Arthur Street & North 46th Avenue operates at a level of service E in the westbound direction during existing and future conditions. It is important to note that the charter school has proposed to adopt a staggered dismissal and arrival schedule upon reaching maximizing student enrollment. Staggering dismissal and arrival shifts would reduce the peak hour left-turns at the intersection of Arthur Street & North 46th Avenue. If each shift had an enrollment lower than the current enrollment arriving during the existing single shift, it is likely that the westbound delay would be less than 35 seconds and therefore would operate at LOS D or better.

Table 2 Existing Conditions Arthur Street & North 46th Avenue				
Direction	AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS
Northbound left	9.6	A	8.8	A
Southbound left	8.7	A	8.3	A
Westbound	36.0	E	18.1	C
Eastbound	21.9	C	20.4	C

Table 3 Future Conditions (without staggered shifts) Arthur Street & North 46th Avenue				
Direction	AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS
Northbound left	10.1	B	9	A
Southbound left	8.7	A	8.4	A
Westbound	49.9	E	18.1	C
Eastbound	22.1	C	20.4	C



CONCLUSION

This analysis is intended to address the impacts on Arthur Street & North 46th Avenue upon maximizing student enrollment for the charter school portion of the Temple Sinai facility. The foregoing analysis demonstrates that the intersection operates at an acceptable level of service today with relatively minimal queueing without a northbound left turn lane in place. Furthermore, if the school adopts a staggered arrival/dismissal schedule at full enrollment with a lower enrollment assigned to each shift than is currently enrolled in the existing single shift, the level of service will be improved further and queues will be further reduced. Therefore, the evaluation indicated that construction of a dedicated northbound left turn lane is not needed at this intersection and it is requested that this condition of approval be eliminated.

Please contact me via telephone at (561) 840-0248 or via e-mail at chris.heggen@kimley-horn.com should you have any questions regarding this analysis.

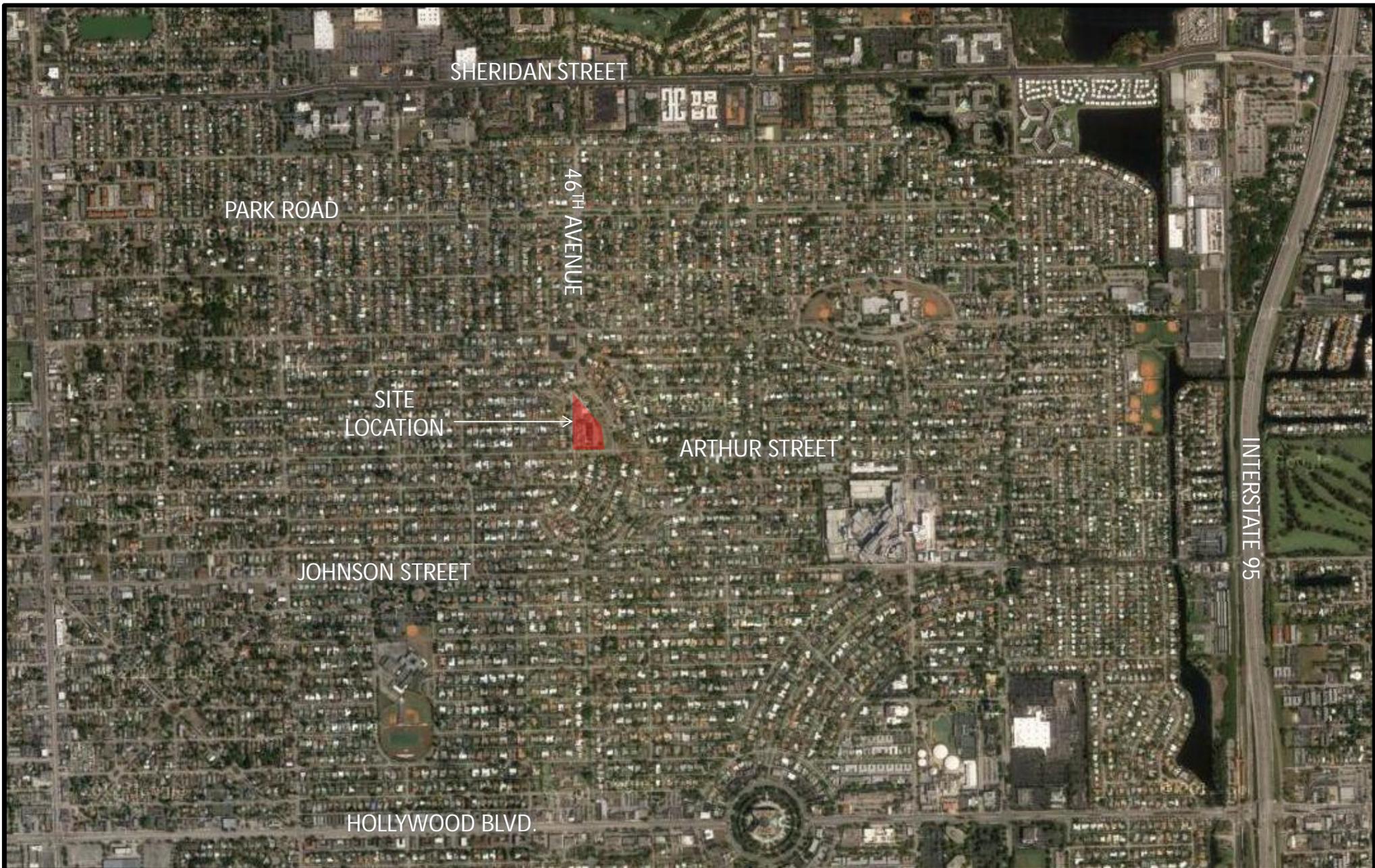
Sincerely,
KIMLEY-HORN AND ASSOCIATES, INC.

Christopher W. Heggen, P.E.
Transportation Engineer

Florida Registration
Number 58636
Certificate of Authorization Number CA00000696

Attachments

k:\wpb_tpto\1447\144773001 - temple sinai condition\2017-05-31 temple sinai intersection analysis.docx



Not to Scale

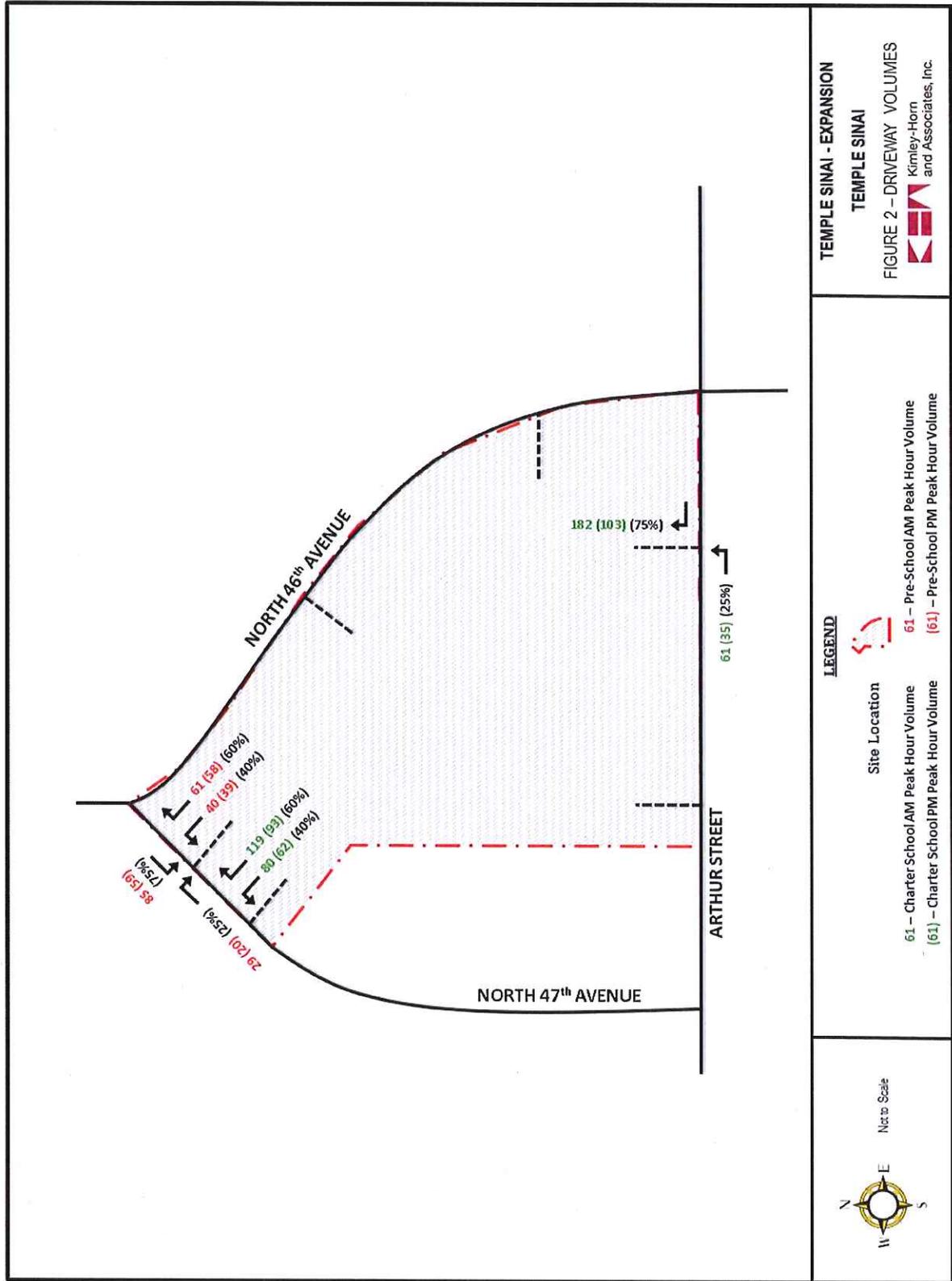
LEGEND

Site Location



TEMPLE SINAI
FIGURE 1 – SITE LOCATION
#144773001

Kimley»Horn



Temple Sinai
Volume Development
Arthur Street & North 46th Avenue

Growth Rate = 1.00%
 Peak Season = 1 1
 Buildout Year = 2020 2020
 Years = 3 3

<u>AM Peak Hour</u>												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (05/18/17)	120	564	2	5	575	92	10	6	35	3	9	4
Peak Season Volume	120	564	2	5	575	92	10	6	35	3	9	4
1.00% Traffic Volume Growth	4	17	0	0	17	3	0	0	1	0	0	0
Background Traffic Volumes	124	581	2	5	592	95	10	6	36	3	9	4
Charter School												
Inbound Traffic Assignment	75.0%											
Inbound Traffic Volumes	51											
Outbound Traffic Assignment									75.0%			
Outbound Traffic Volumes									42			
Project Traffic	51								42			
TOTAL TRAFFIC	175	581	2	5	592	95	10	6	78	3	9	4
<u>PM Peak Hour</u>												
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume (05/18/17)	40	450	5	8	515	45	20	7	14	0	7	6
Peak Season Volume	40	450	5	8	515	45	20	7	14	0	7	6
1.00% Traffic Volume Growth	1	14	0	0	16	1	1	0	0	0	0	0
Background Traffic Volumes	41	464	5	8	531	46	21	7	14	0	7	6
Charter School												
Inbound Traffic Assignment	75.0%											
Inbound Traffic Volumes	30											
Outbound Traffic Assignment	0.0%								75.0%			
Outbound Traffic Volumes									33			
Project Traffic	30								33			
TOTAL TRAFFIC	71	464	5	8	531	46	21	7	47	0	7	6

TWO-WAY STOP CONTROL SUMMARY								
General Information					Site Information			
Analyst:	KHA				Intersection:			
Agency/Co.:					Jurisdiction:			
Date Performed:	5/30/2017				Analysis Year:			
Analysis Time Period:	AM peak hour Existing				Peak Hour Factor:			
Project Description: 144773001								
East/West Street: Arthur Street					North/South Street: North 46th Avenue			
Intersection Orientation: North-South					Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments								
Major Street	Northbound				Southbound			
Movement	1U	1	2	3	4U	4	5	6
	U	L	T	R	U	L	T	R
Volume (veh/h)		120	564	2		5	575	92
Percent Heavy Vehicles		0	0	0		0	0	0
Median Type	Undivided							
Storage	1							
RT Channelized				0				0
Lanes	0	2	0	0	0	2	0	0
Configuration	LT			TR	LT			TR
Proportion Time Blocked								
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	10	6	35	3	9	4		
Percent Heavy Vehicles	0			0	0	0		
Left-Turn Lane Storage								
Percent Grade (%)	0			0				
Flared Approach			N			N		
Storage			0			0		
Lanes	0	1	0	0	1	0		
Configuration		LTR			LTR			
Proportion Time Blocked								
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LT		LTR			LTR	
v (veh/h)	126	5		16			52	
C (m) (veh/h)	905	991		132			265	
v/c Ratio	0.14	0.01		0.12			0.20	
95% Queue Length	0.48	0.02		0.40			0.71	
Control Delay (s/veh)	9.6	8.7		36.0			21.9	
Movement LOS	A	A		E			C	
Approach Delay (s/veh)				36.0			21.9	
Approach LOS				E			C	

TWO-WAY STOP CONTROL SUMMARY								
General Information					Site Information			
Analyst:	KHA				Intersection:			
Agency/Co.:					Jurisdiction:			
Date Performed:	5/30/2017				Analysis Year:			
Analysis Time Period:	PM peak hour Existing				Peak Hour Factor:			
Project Description: 144773001								
East/West Street: Arthur Street					North/South Street: North 46th Avenue			
Intersection Orientation: North-South					Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments								
Major Street	Northbound				Southbound			
Movement	1U	1	2	3	4U	4	5	6
	U	L	T	R	U	L	T	R
Volume (veh/h)		40	450	5		8	515	45
Percent Heavy Vehicles		0	0	0		0	0	0
Median Type	Undivided							
Storage	1							
RT Channelized				0				0
Lanes	0	2	0	0	0	2	0	0
Configuration	LT			TR	LT			TR
Proportion Time Blocked								
Minor Street	Eastbound				Westbound			
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	20	7	14	0	7	6		
Percent Heavy Vehicles	0			0	0	0		
Left-Turn Lane Storage								
Percent Grade (%)	0				0			
Flared Approach			N					N
Storage			0					0
Lanes	0	1	0	0	1	0		0
Configuration		LTR			LTR			
Proportion Time Blocked								
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LT		LTR			LTR	
v (veh/h)	42	8		13			42	
C (m) (veh/h)	996	1095		288			276	
v/c Ratio	0.04	0.01		0.05			0.15	
95% Queue Length	0.13	0.02		0.14			0.53	
Control Delay (s/veh)	8.8	8.3		18.1			20.4	
Movement LOS	A	A		C			C	
Approach Delay (s/veh)				18.1			20.4	
Approach LOS				C			C	

TWO-WAY STOP CONTROL SUMMARY								
General Information					Site Information			
Analyst:	KHA				Intersection:			
Agency/Co.:					Jurisdiction:			
Date Performed:	5/30/2017				Analysis Year:			
Analysis Time Period:	AM Future Total				Peak Hour Factor:			
Project Description: 144773001								
East/West Street: Arthur Street					North/South Street: North 46th Avenue			
Intersection Orientation: North-South					Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments								
Major Street	Northbound				Southbound			
Movement	1U	1	2	3	4U	4	5	6
	U	L	T	R	U	L	T	R
Volume (veh/h)		175	581	2		5	592	95
Percent Heavy Vehicles		0	0	0		0	0	0
Median Type	Undivided							
Storage	1							
RT Channelized				0				0
Lanes		0	2	0		0	2	0
Configuration		LT		TR		LT		TR
Proportion Time Blocked								
Minor Street	Eastbound				Westbound			
Movement	7	8	9		10	11	12	
	L	T	R		L	T	R	
Volume (veh/h)	10	6	78		3	9	4	
Percent Heavy Vehicles	0				0	0	0	
Left-Turn Lane Storage								
Percent Grade (%)	0				0			
Flared Approach				N				N
Storage				0				0
Lanes	0	1	0		0	1	0	
Configuration		LTR				LTR		
Proportion Time Blocked								
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LT		LTR			LTR	
v (veh/h)	184	5		16			98	
C (m) (veh/h)	889	976		96			307	
v/c Ratio	0.21	0.01		0.17			0.32	
95% Queue Length	0.78	0.02		0.57			1.34	
Control Delay (s/veh)	10.1	8.7		49.9			22.1	
Movement LOS	B	A		E			C	
Approach Delay (s/veh)				49.9			22.1	
Approach LOS				E			C	

TWO-WAY STOP CONTROL SUMMARY								
General Information					Site Information			
Analyst:	KHA				Intersection:			
Agency/Co.:					Jurisdiction:			
Date Performed:	5/30/2017				Analysis Year:			
Analysis Time Period:					Peak Hour Factor:			
Project Description: 144773001								
East/West Street: Arthur Street					North/South Street: North 46th Avenue			
Intersection Orientation: North-South					Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments								
Major Street	Northbound				Southbound			
Movement	1U	1	2	3	4U	4	5	6
	U	L	T	R	U	L	T	R
Volume (veh/h)		71	464	5		8	531	46
Percent Heavy Vehicles		0	0	0		0	0	0
Median Type	Undivided							
Storage	1							
RT Channelized				0				0
Lanes		0	2	0		0	2	0
Configuration		LT		TR		LT		TR
Proportion Time Blocked								
Minor Street	Eastbound				Westbound			
Movement	7	8	9		10	11	12	
	L	T	R		L	T	R	
Volume (veh/h)	21	7	47		0	7	6	
Percent Heavy Vehicles	0				0	0	0	
Left-Turn Lane Storage								
Percent Grade (%)	0				0			
Flared Approach				N				N
Storage				0				0
Lanes	0	1	0		0	1	0	
Configuration		LTR				LTR		
Proportion Time Blocked								
Delay, Queue Length, and Level of Service								
Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT	LT		LTR			LTR	
v (veh/h)	74	8		13			78	
C (m) (veh/h)	982	1081		251			339	
v/c Ratio	0.08	0.01		0.05			0.23	
95% Queue Length	0.24	0.02		0.16			0.87	
Control Delay (s/veh)	9.0	8.4		20.1			18.8	
Movement LOS	A	A		C			C	
Approach Delay (s/veh)				20.1			18.8	
Approach LOS				C			C	

TRAFFIC SURVEY SPECIALISTS, INC.

ARTHUR STREET & N 46TH AVENUE
 HOLLYWOOD, FLORIDA
 COUNTED BY: RALPH MARTINEZ
 NOT SIGNALIZED

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

Site Code : 00170100
 Start Date: 05/18/17
 File I.D. : ARTH46ST
 Page : 1

ALL VEHICLES

Date	N 46TH AVENUE From North				ARTHUR STREET From East				N 46TH AVENUE From South				ARTHUR STREET From West				Total
	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	
05/18/17																	
07:00	0	0	51	2	0	1	2	1	0	8	56	0	0	4	1	2	128
07:15	0	1	116	6	0	1	4	1	0	14	91	0	0	1	1	3	239
07:30	0	0	140	23	0	1	2	2	1	16	142	0	0	1	1	7	336
07:45	0	2	172	38	0	1	2	1	1	46	184	2	0	4	1	9	463
Hr Total	0	3	479	69	0	4	10	5	2	84	473	2	0	10	4	21	1166
08:00	1	1	147	25	0	0	1	0	0	42	147	0	0	4	3	16	387
08:15	0	2	106	2	0	2	1	1	1	9	100	0	0	2	4	6	236
08:30	0	1	92	6	0	1	3	2	0	3	88	2	0	4	0	8	210
08:45	1	0	107	7	0	3	2	0	1	1	104	0	0	2	1	4	233
Hr Total	2	4	452	40	0	6	7	3	2	55	439	2	0	12	8	34	1066
* BREAK *																	
14:00	0	2	85	8	0	0	2	2	1	10	98	3	0	1	5	4	221
14:15	0	0	100	11	0	0	0	0	0	7	101	3	0	2	1	5	230
14:30	1	1	130	11	0	0	3	2	0	10	95	4	0	7	0	2	266
14:45	2	0	140	11	0	0	2	2	0	6	96	0	0	4	4	2	269
Hr Total	3	3	455	41	0	0	7	6	1	33	390	10	0	14	10	13	986
15:00	0	3	133	19	0	0	0	1	0	17	144	0	0	3	1	7	328
15:15	1	0	112	4	0	0	2	1	0	7	115	1	0	6	2	3	254
15:30	1	1	103	3	0	1	1	0	0	8	84	2	0	2	2	5	213
15:45	1	1	114	7	0	0	1	4	0	0	117	1	0	6	1	6	259
Hr Total	3	5	462	33	0	1	4	6	0	32	460	4	0	17	6	21	1054
TOTAL	8	15	1848	183	0	11	28	20	5	204	1762	18	0	53	28	89	4272

ARTHUR STREET & N 46TH AVENUE
 HOLLYWOOD, FLORIDA
 COUNTED BY: RALPH MARTINEZ
 NOT SIGNALIZED

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

Site Code : 00170100
 Start Date: 05/18/17
 File I.D. : ARTH46ST
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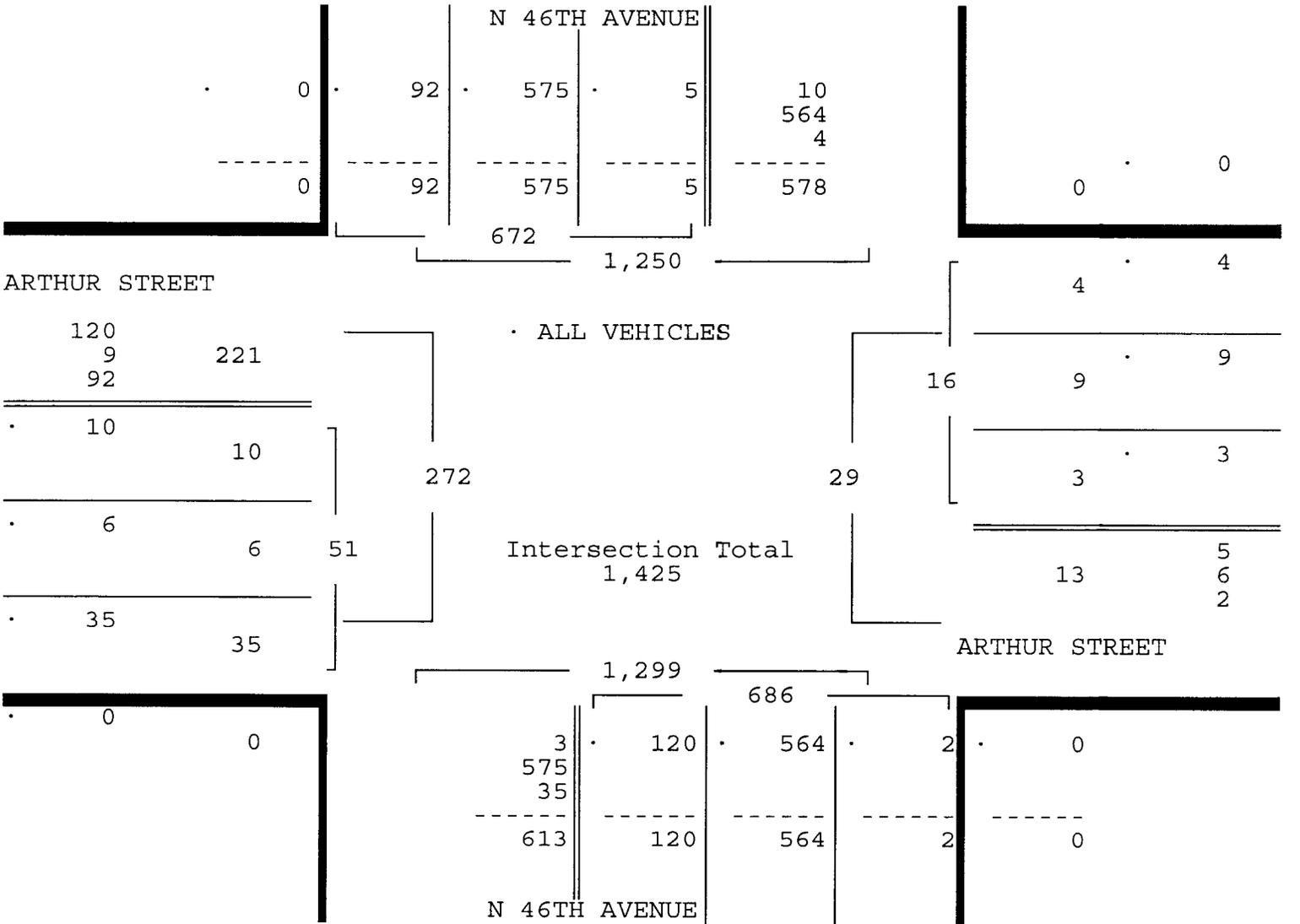
ALL VEHICLES

N 46TH AVENUE From North				ARTHUR STREET From East				N 46TH AVENUE From South				ARTHUR STREET From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 05/18/17

Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 05/18/17

Peak start 07:15				07:15				07:15				07:15				
Volume	1	4	575	92	0	3	9	4	2	118	564	2	0	10	6	35
Percent	0%	1%	86%	14%	0%	19%	56%	25%	0%	17%	82%	0%	0%	20%	12%	69%
Pk total	672			16	686			51								
Highest	07:45			07:15	07:45			08:00								
Volume	0	2	172	38	0	1	4	1	1	46	184	2	0	4	3	16
Hi total	212			6	233			23								
PHF	.79			.67	.74			.55								



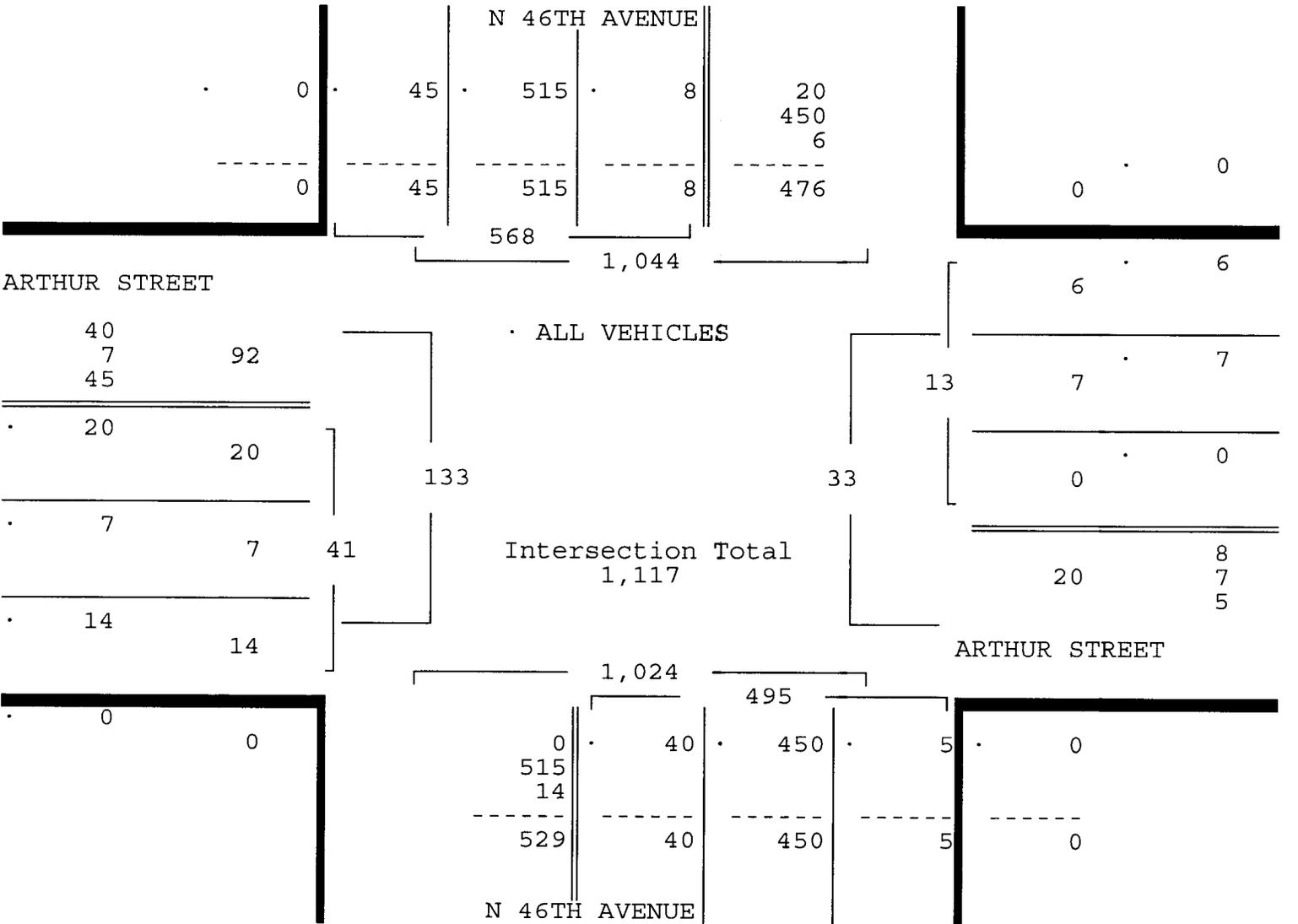
ALL VEHICLES

N 46TH AVENUE From North				ARTHUR STREET From East				N 46TH AVENUE From South				ARTHUR STREET From West				Total
UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	

Date 05/18/17

Peak Hour Analysis By Entire Intersection for the Period: 14:00 to 16:00 on 05/18/17

Peak start 14:30				14:30				14:30				14:30				
Volume	4	4	515	45	0	0	7	6	0	40	450	5	0	20	7	14
Percent	1%	1%	91%	8%	0%	0%	54%	46%	0%	8%	91%	1%	0%	49%	17%	34%
Pk total	568			13			495			41						
Highest	15:00			14:30			15:00			15:00						
Volume	0	3	133	19	0	0	3	2	0	17	144	0	0	3	1	7
Hi total	155			5			161			11						
PHF	.92			.65			.77			.93						



TRAFFIC SURVEY SPECIALISTS, INC.

ARTHUR STREET & N 46TH AVENUE
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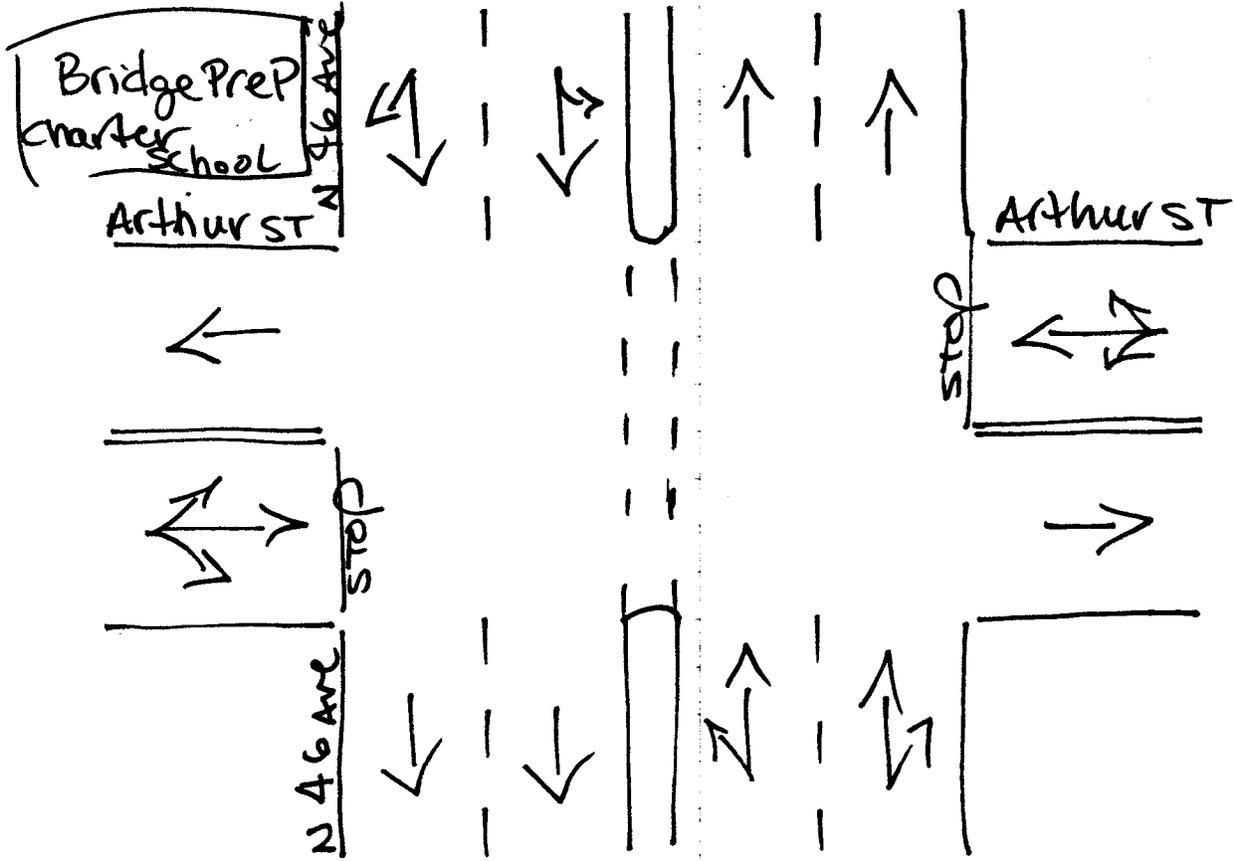
Site Code : 00170100
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PEDESTRIANS & BIKES

Date	N 46TH AVENUE From North				ARTHUR STREET From East				N 46TH AVENUE From South				ARTHUR STREET From West				Total
	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	
05/18/17	-----																
07:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	1	0	0	0	2	0	1	0	0	0	0	4
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Hr Total	0	0	0	0	0	1	0	0	0	0	0	1	0	1	0	1	4
----- * BREAK * -----																	
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	2	0	0	0	1	0	1	0	0	4
14:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
14:45	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	3
Hr Total	0	0	0	1	0	1	0	3	0	0	0	1	0	3	0	0	9
15:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
15:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
15:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Hr Total	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	3	6

TOTAL	0	1	0	2	0	3	0	3	0	3	0	3	0	4	0	4	23

North ↑



Hollywood, Florida
May 18, 2017
drawn by: Luis Palomino
NOT Signalized

Traffic Survey Specialists, Inc. 85 SE 4th Avenue, Unit 109, Delray Beach, Florida 33444
Maximum Observed Queues By Interval
Arthur Street & N 46th Avenue, Hollywood, Florida Thursday, May 18th, 2017
Observed By: Isidro Gonzalez & Sebastian Salvo

Time	Northbound Lefts	Southbound Lefts
7:00 AM	3	0
7:15 AM	3	0
7:30 AM	4	0
7:45 AM	5	0
8:00 AM	6	0
8:15 AM	0	0
8:30 AM	0	0
8:45 AM	0	0

2:00 PM	0	0
2:15 PM	0	0
2:30 PM	0	0
2:45 PM	0	0
3:00 PM	3	0
3:15 PM	0	0
3:30 PM	0	0
3:45 PM	0	0