ATTACHMENT B

Traffic Studies

McMAHON ASSOCIATES, INC.
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mcmahonassociates.com

February 16, 2015

VIA E-MAIL

Mr. Eric D. Fordin, Vice President
The Related Group
315 S. Biscayne Boulevard, 4th Floor
Miami, FL 33131

RE: 4000 Ocean Traffic Analysis
McMahon Project No. L15073.01

Dear Mr. Fordin:

McMahon Associates, Inc. (McMahon) has completed a site access traffic analysis associated with additional development located generally on the northwest corner of Ocean Drive and Hallandale Beach Boulevard, in the City of Hollywood. The proposed development, Bay Tower, with an anticipated buildout year of 2017, will include a 265-room hotel and 77 condominium dwelling units. The proposed development will share access with the existing Crowne Plaza hotel, which includes 310 hotel rooms. For purposes of this study, the "site" refers to both the Crowne Plaza hotel and the proposed Bay Tower development. The site plan is attached in **Appendix A**.

Existing Conditions

Roadway Characteristics

Ocean Drive is a six-lane, divided roadway that runs north-south and is located east of the Intracoastal Waterway. The posted speed limit along Ocean Drive is 35 miles per hour. Hallandale Beach Boulevard is a six-lane, divided roadway that runs east-west, with a posted speed limit of 35 miles per hour. The current land use surrounding the Hallandale Beach Boulevard/Ocean Drive intersection is predominantly residential. The draw bridge across the Intracoastal Waterway on Hallandale Beach Boulevard, just west of Ocean Drive, opens on the ¼ and ¾ of the hour.

Existing Access

The subject site currently has one (1) existing right-in/right-out driveway connection to Ocean Drive. The existing access is unsignalized and is located approximately 280 feet north of Hallandale Beach Boulevard.

Field Observations

Field observations were performed at the existing site driveway connection to Ocean Drive. The observations were performed during the AM and PM peak periods from 7:00 to 9:00 AM and from 4:00 to 6:00 PM, respectively.

During the morning peak period, southbound vehicular queues along Ocean Drive were observed to extend almost to the existing site driveway when the traffic signal for southbound traffic at the Hallandale Beach Boulevard/Ocean Drive intersection was red. When the Intracoastal Waterway Bridge was up, the southbound vehicular queues along Ocean Drive were observed to extend beyond the existing site driveway, completely blocking access to the site.

During the afternoon peak period, southbound vehicular queues along Ocean Drive were observed to extend north of the existing site driveway approximately 70 percent of the time when the traffic signal for southbound traffic at the Hallandale Beach Boulevard/Ocean Drive intersection was red. Access to the site was completely blocked during this period. In several instances, vehicles were observed using the pedestrian sidewalk to access the site. When the Intracoastal Waterway Bridge was up, the southbound vehicular queues along Ocean Drive were observed to extend beyond the existing site driveway in all instances, completely blocking access to the site.

Trip Generation Analysis

Using trip generation information obtained from the Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 9th Edition, trip generation estimates were developed for the existing and proposed land uses. The trip generation analysis, summarized in **Table 1,** indicates that the existing plus proposed development will generate 5,641 daily trips, 428 AM peak hour trips and 452 PM peak hour trips. Excerpts from ITE are attached in **Appendix B**.

Future Site Access and Traffic Assignments

Additional access to the site is proposed via one (1) right-in only driveway connection to Ocean Drive, which is proposed to be located approximately 200 feet north of the existing site driveway connection, and one (1) full access driveway connection to Seacrest Parkway.

The Crowne Plaza hotel building is located just north of the existing access along Ocean Drive. Parking for the Crowne Plaza hotel is located both north and south of the hotel building. Given the locations of the existing and proposed access locations, as well as the site layout, the Crowne Plaza hotel traffic is expected to use the existing and proposed driveway connections to access the site. Given the vehicular queues observed along Ocean Drive during the peak periods, the main ingress to the Crown Plaza hotel during the peak periods, with approximately 60 percent of the traffic, is expected to occur at the proposed right-in only driveway connection. Approximately 10 percent of the traffic is anticipated to use the Seacrest Parkway driveway connection, and approximately 30 percent of the traffic is expected to use the existing driveway along Ocean Drive. The additional access connections along Ocean Drive and along Seacrest Parkway will create opportunities to alleviate congestion along Ocean Drive near Hallandale Beach Boulevard by removing hotel traffic from southbound traffic upstream of the traffic congestion location during the peak periods.

TABLE 1
TRIP GENERATION ANALYSIS
4000 OCEAN TRAFFIC ANALYSIS

DAILY

LAND USE	ITE CODE	INTENSITY		TRIP GENERATION RATE [1]	IN	OUT	TOTAL TRIPS		
							IN	OUT	TOTAL
EXISTING USES									
Hotel (Crowne Plaza)	310	310	OCC. RMS	T= 8.92 (X)	50%	50%	1,383	1,382	2,765
SUBTOTAL							**1,383**	**1,382**	**2,765**
PROPOSED USES									
Condo/Townhouse	230	77	DU	Ln(T) = 0.87 Ln(X)+ 2.46	50%	50%	256	256	512
Hotel	310	265	OCC. RMS	T= 8.92 (X)	50%	50%	1,182	1,182	2,364
SUBTOTAL							**1,438**	**1,438**	**2,876**
TOTAL							**2,821**	**2,820**	**5,641**

AM PEAK HOUR

LAND USE	ITE CODE	INTENSITY		TRIP GENERATION RATE [1]	IN	OUT	TOTAL TRIPS		
							IN	OUT	TOTAL
EXISTING USES									
Hotel (Crowne Plaza)	310	310	OCC. RMS	T= 0.67 (X)	58%	42%	120	88	208
SUBTOTAL							**120**	**88**	**208**
PROPOSED USES									
Condo/Townhouse	230	77	DU	Ln(T) = 0.8 Ln(X)+ 0.26	17%	83%	7	35	42
Hotel	310	265	OCC. RMS	T= 0.67 (X)	58%	42%	103	75	178
SUBTOTAL							**110**	**110**	**220**
TOTAL							**230**	**198**	**428**

PM PEAK HOUR

LAND USE	ITE CODE	INTENSITY		TRIP GENERATION RATE [1]	IN	OUT	TOTAL TRIPS		
							IN	OUT	TOTAL
EXISTING USES									
Hotel (Crowne Plaza)	310	310	OCC. RMS	T= 0.7 (X)	49%	51%	106	111	217
SUBTOTAL							**106**	**111**	**217**
PROPOSED USES									
Condo/Townhouse	230	77	DU	Ln(T) = 0.82 Ln(X)+ 0.32	67%	33%	33	16	49
Hotel	310	265	OCC. RMS	T= 0.7 (X)	49%	51%	91	95	186
SUBTOTAL							**124**	**111**	**235**
TOTAL							**230**	**222**	**452**

(1) Source: ITE Trip Generation Manual, 9th Edition.

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Given the proximity to Hallandale Beach Boulevard, approximately 70 percent of the traffic is expected to be destined south of the site and will, therefore, utilize the existing driveway connection to exit the site. Traffic destined northbound on Ocean Drive is expected to use the access to Seacrest Parkway to exit the site. This would allow that traffic to perform a southbound-to-northbound U-turn along Ocean Drive prior to the Hallandale Beach Boulevard/Ocean Drive intersection, thereby alleviating congestion along Ocean Drive and at the Ocean Drive/Hallandale Beach Boulevard intersection.

The proposed development, Bay Tower, will be located south of the existing access to Ocean Drive and south of the existing Crowne Plaza hotel. The proposed Bay Tower development traffic is anticipated to use the existing driveway connection to access the site. Therefore, 100 percent of inbound and outbound traffic from Bay Tower will use the existing driveway connection.

The driveway volumes for the site were based on the trip generation and project distribution analyses. The proposed project distribution and traffic assignment for the Crowne Plaza hotel and for Bay Tower are graphically depicted on **Figure 1** and **Figure 2**, respectively. The total driveway volumes, including the Crowne Plaza hotel and Bay Tower traffic, are graphically shown on **Figure 3**.

Conclusion and Recommendations

Based on the field observations and anticipated driveway volumes at the proposed access connections, the additional driveway connections will improve access to the site and alleviate congestion along Ocean Drive and at the Ocean Drive/Hallandale Beach Boulevard intersection. Therefore, McMahon recommends approval of the additional right-in only access to Ocean Drive and the full access driveway connection to Seacrest Parkway.

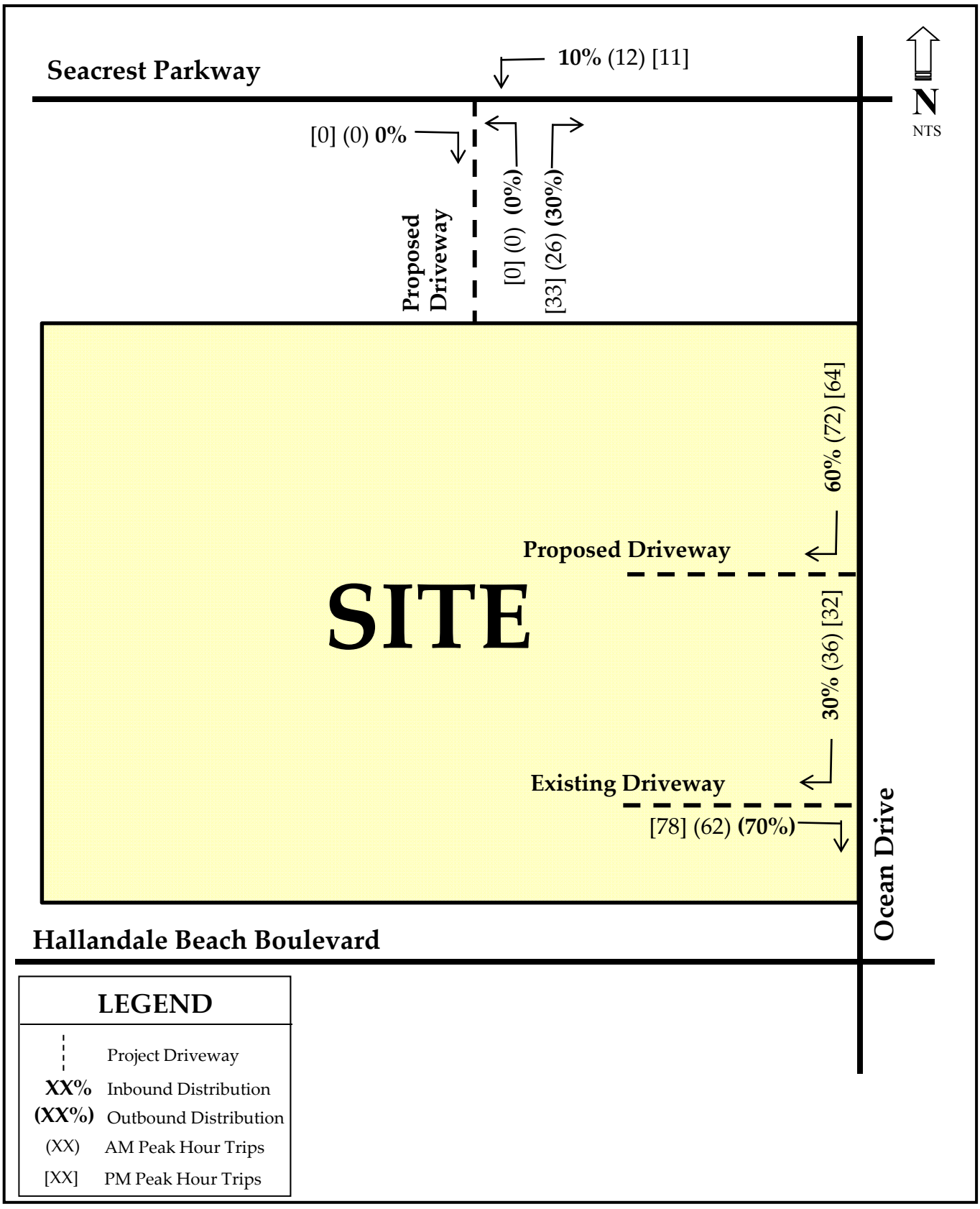

Figure 1
Proposed Driveway Distribution and Traffic Volumes – Crowne Plaza
4000 Ocean Traffic Analysis
Hollywood, Florida

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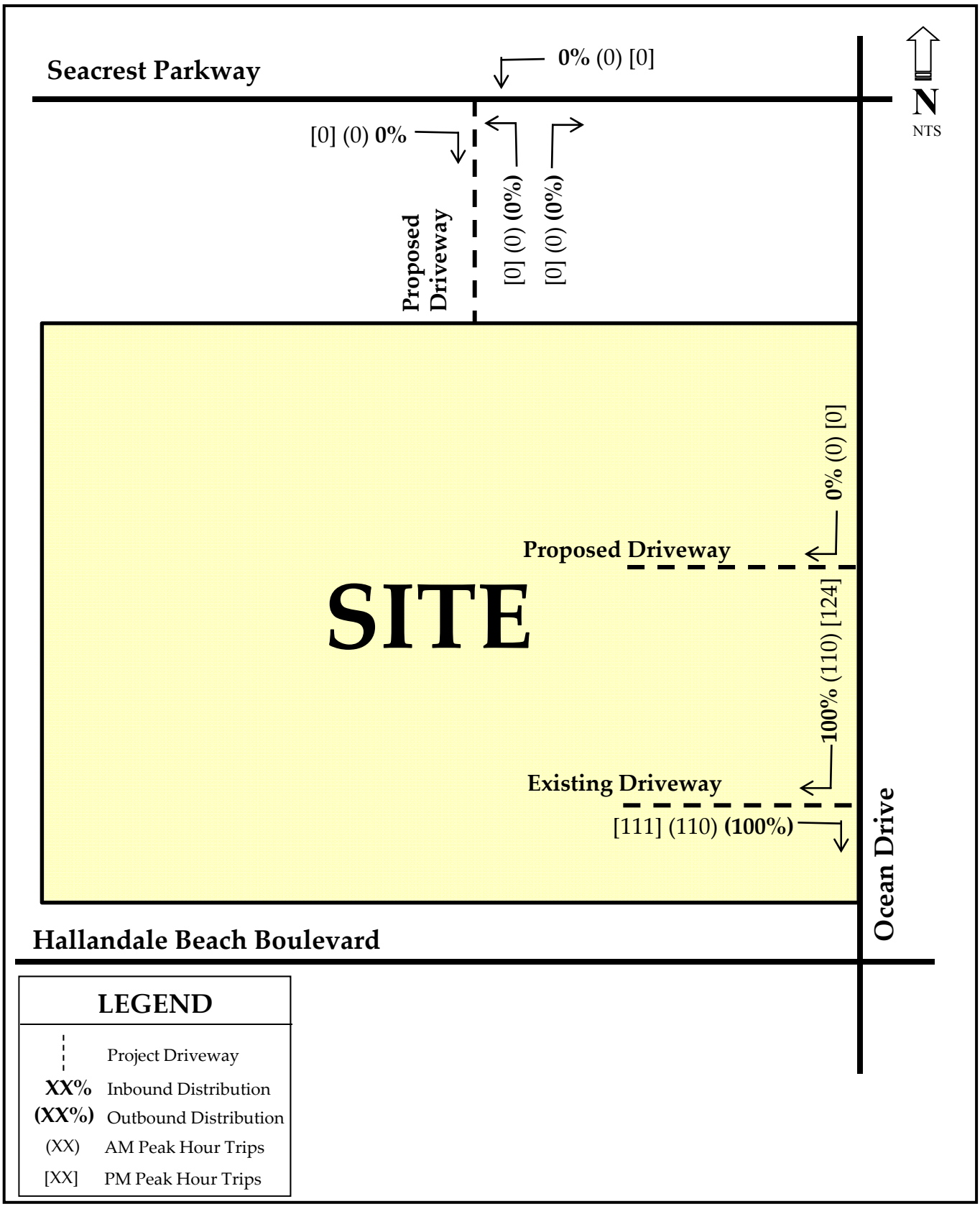


Figure 2
Proposed Driveway Distribution and Traffic Volumes – Bay Tower
4000 Ocean Traffic Analysis
Hollywood, Florida

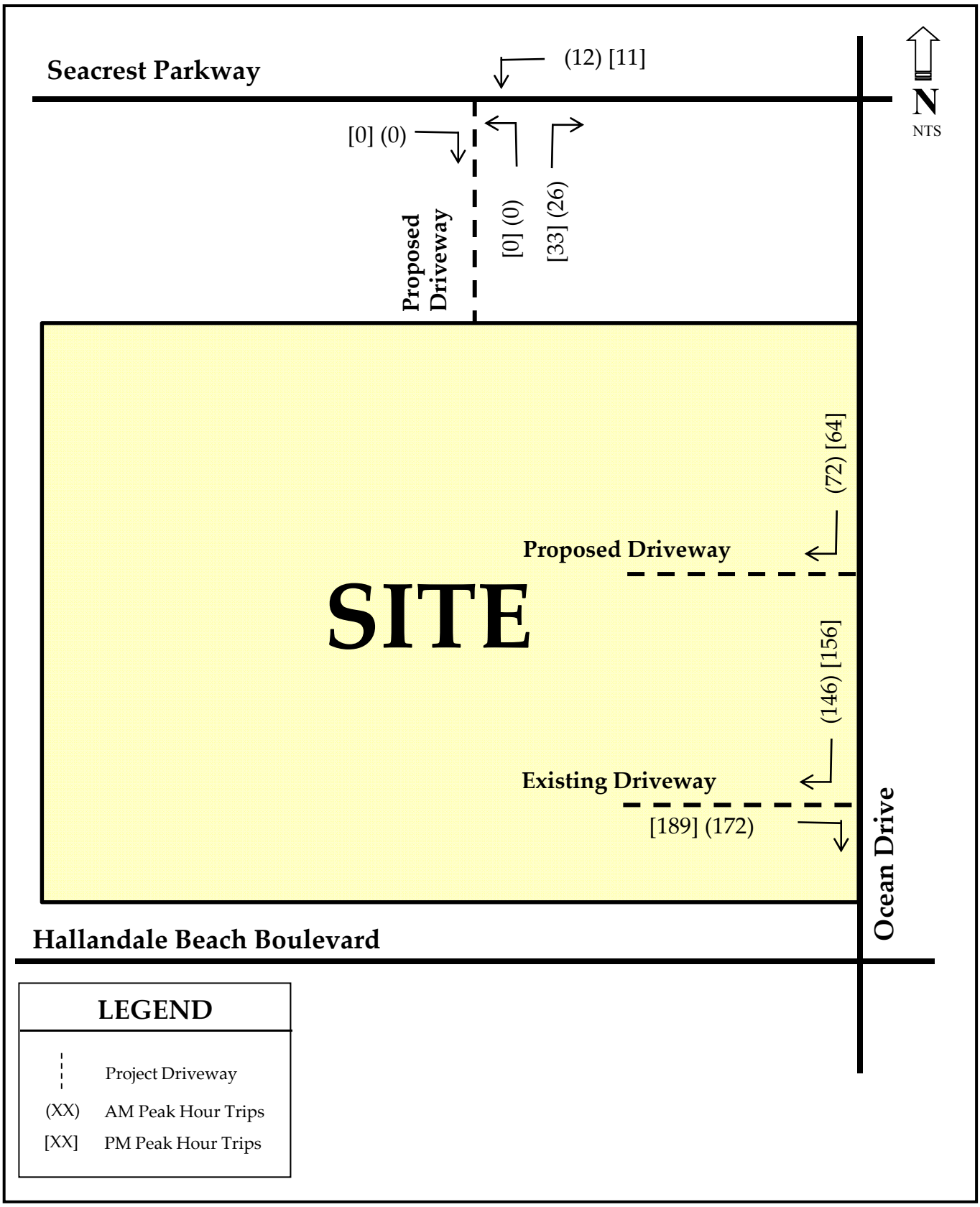


Figure 3
Total Driveway Traffic Volumes – Crowne Plaza and Bay Tower
4000 Ocean Traffic Analysis
Hollywood, Florida

McMAHON TRANSPORTATION ENGINEERS & PLANNERS

Should you have any questions or comments regarding these findings, please do not hesitate to call me.

Sincerely,

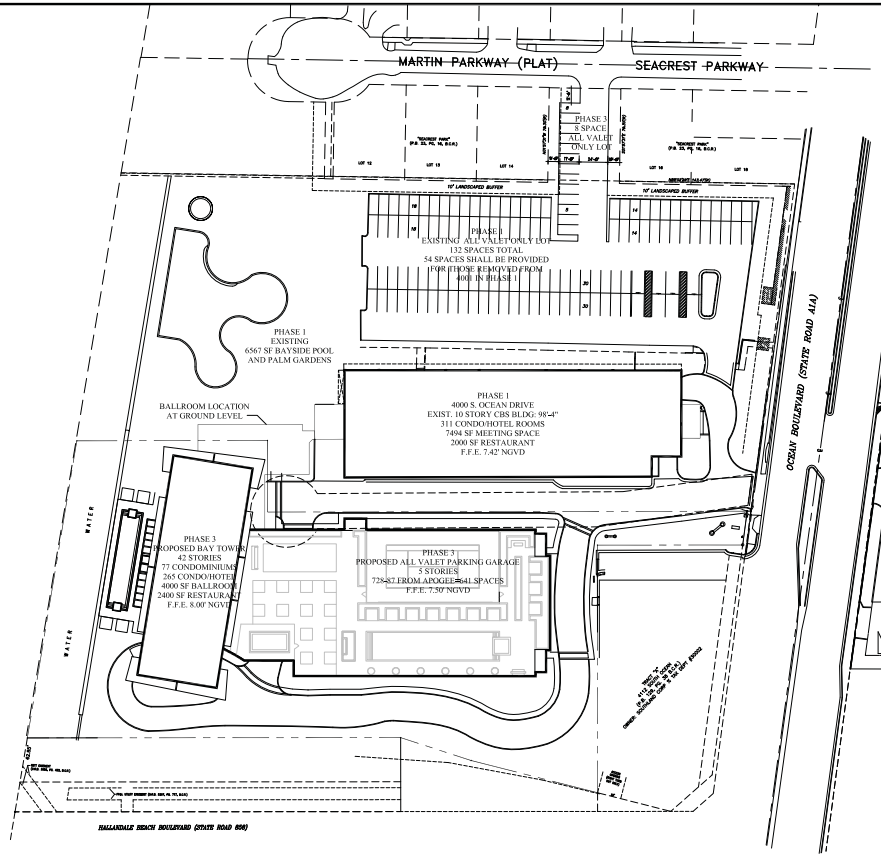
_____

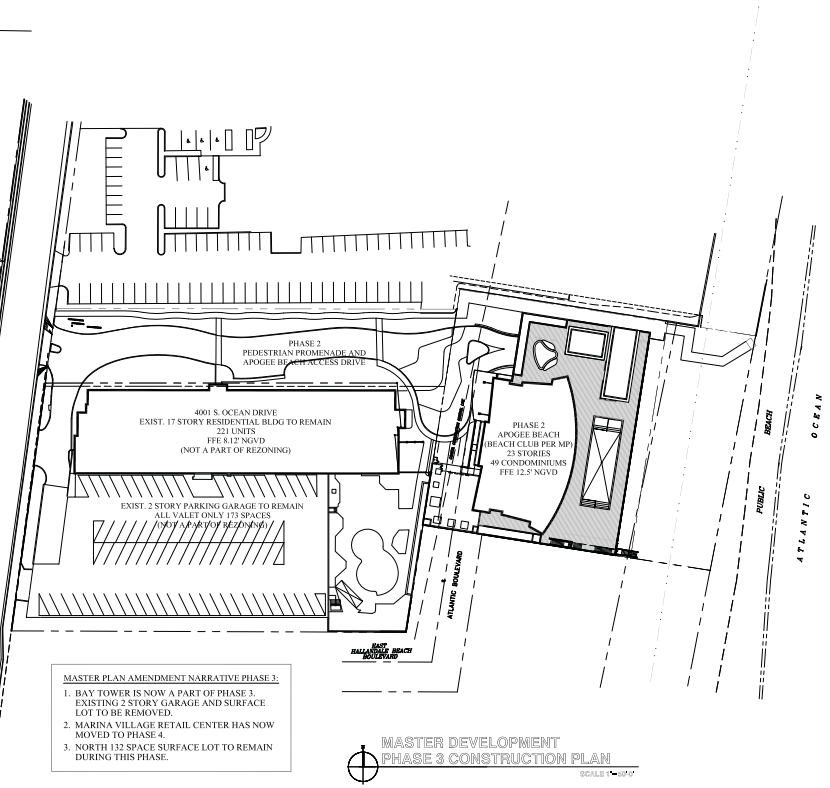
Natalia Thais Lercari, P.E.
Professional Engineer
License No. 68205
State of Florida, Board of Professional Engineers
Certificate of Authorization No. 4908

NTL/hsv
Enclosure

APPENDIX A

SITE PLAN





MASTER PLAN AMENDMENT NARRATIVE PHASE 3:

1. BAY TOWER IS NOW A PART OF PHASE 3. EXISTING 2 STORY GARAGE AND SURFACE LOT TO BE REMOVED.
2. MARINA VILLAGE RETAIL CENTER HAS NOW MOVED TO PHASE 4.
3. NORTH 132 SPACE SURFACE LOT TO REMAIN DURING THIS PHASE.

MASTER DEVELOPMENT
PHASE 3 CONSTRUCTION PLAN
SCALE 1" = 60'-0"

MASTER DEVELOPMENT PHASING CHART

	AMBASS- DOR 1 PHASE	BEACH CLUB 2 PHASE	BAY TOWER 3 PHASE	REVISIONS TO PHASE 3 PER THIS SUBMISSION	PHASE 4	TOTAL/ OVERALL	4001 BLDG. NOT A PART OF PD REZONING
LAND USE DESIGNATION:	GEN BUSINESS	MEDIUM/HIGH RESID & GB	GEN BUSINESS	GEN BUSINESS	GEN BUSINESS	GEN BUSINESS,MED/HIGH RESID	GEN BUSINESS
ZONING DESIGNATION:	RM-25 C-1/PROPOSED PD	RM-25 C-1/PROPOSED PD	C-1/PROPOSED PD	C-1/PROPOSED PD	C-1/PROPOSED PD	PD	C-1/ TO REMAIN
LOT SIZE (I.E. SQUARE FOOTAGE):	270,995 SF NET (6.22 ACRES) 339,168 SF GROSS (7.78 ACRES)	38,479 SF NET (0.88 ACRES) 53,008 SF GROSS (1.22 ACRES)	270,995 SF NET (6.22 ACRES) 339,168 SF GROSS (7.78 ACRES)	270,995 SF NET (6.22 ACRES) 339,168 SF GROSS (7.78 ACRES)	270,995 SF NET (6.22 ACRES) 339,168 SF GROSS (7.78 ACRES)	331,252 SF NET (7.60 ACRES) 417,223 SF GROSS (9.58 ACRES)	90,173 SF NET (2.07 ACRES) -21,778 SF EASEMENT TO PD 110,828 SF GROSS (2.54 ACRES) -25,047 SF EASEMENT TO PD
AVERAGE RESID. UNIT OR CONDO HOTEL ROOM SIZE	452 SF (COMM)	2,020 SF (RESID)	550 SF (COMM)	1,170 SF	N/A	VARIES	N/A
# OF RESID. UNITS OR CONDO HOTEL ROOMS PER BLDG:	311 CONDO/HOTEL ROOMS	49 CONDO UNITS	349 CONDO/HOTEL ROOMS	77 CONDO & 265 CONDO/HOTEL	0	709	221
PERCENTAGE OF TOTAL SITE OCCUPIED: (FOOTPRINT)	78NET (24,835SF) AMBASS	55NET (18,275F)	11NET (35,530SF) 7NET (23,755SF) GARAGE	7SNET (18,835 SF) 11NET (32,040 SF) GARAGE	35NET (10,270SF)	34NET (112,657 SF)	52SNET (46,840SF)
DENSITY PER ACRE:	SEE DENSITY EXHIBIT	SEE DENSITY EXHIBIT	SEE DENSITY EXHIBIT	SEE DENSITY CALC SHEET A2.0	SEE DENSITY EXHIBIT	SEE DENSITY EXHIBIT	9 UNITS/ ACRE
TOTAL SQ. FOOTAGE PER BLDG: (GROSS AREA)	193,381 GSF AMBASS	125,000 GSF	608,957 GSF 142,500 GSF GARAGE	512,580 GSF 167,925 GSF GARAGE	34,660 GSF	1,104,498 GSF	N/A
RESIDENTIAL UNIT OR CONDO/HOTEL ROOM MIX: ** ALL CABANAS ARE NON DWELLING ROOMS **	308 CONDO/HOTEL ROOMS 3 CONDO/HOTEL SUITES	42 CONDO UNITS 7 CONDO PENTHOUSE UNITS 24 CABANAS(NON DWELLING)	2: 2/2,5 UNITS CONDO/HOTEL 50: 1/1 UNITS CONDO/HOTEL 297: STUDIOS CONDO/HOTEL	77: 2/2 CONDO 265: 2/2 CONDO/HOTEL	N/A	660 CONDO/HOTEL ROOMS 49 CONDO UNITS 24 CABANAS(NON DWELLING)	221 CONDO
RESIDENTIAL UNIT CONDO/HOTEL MIX CHANGE PER MP		-6 CABANAS (NONDWELLING)					
MAXIMUM BUILDING HEIGHT ALLOWED:	NONE	NONE	NONE	NONE	NONE	NONE	NONE
BUILDING HEIGHT PROVIDED:	98'-4" (EXISTING) 10 STORIES	240'-0" 22 STORIES	252'-0" 26 STORIES	448'-0" 42 STORIES	20'-0" 1 STORY	VARIES	182'-0" (EXISTING) 17 STORIES
ACCESORY USES: CHANGE PER MP AMENDMENT		-816 SF RESTAURANT				6,000 SF RETAIL 21,436 SF MTG. SPACE	
ACCESORY USES: (REVISED)	7494 SF MTG. SPACE 2000 SF RESTAURANT	NONE	8024 SF MTG. SPACE 7617 SF RESTAURANT	4000 SF MTG. SPACE 2400 SF RESTAURANT	5920 SF MTG. SPACE 6000 SF RETAIL	10,433 SF RESTAURANT	
REQUIRED PARKING SPACES (INCL. HANDICAPPED):	311+81+13+54: 459	74+10: 84	349+87+50: 486	116+265+16+43+308+54: 802	64+24: 88	1,068+54: 1,122	-54 (7HC) TO 4000 PROP. 376 (8HC)
PROVIDED PARKING SPACES CHANGE PER MP AMENDMENT:			+8 NEW NORTH SURFACE LOT	+8 NEW NORTH SURFACE LOT			
PROVIDED PARKING SPACES (INCL. HP) (REVISED) ** ALL VALET ONLY **	440 DURING PHASE 1 SEE DATA A-201	8 SEE DATA A-202	728 (2HC) SEE DATA A-202	728-87 FROM APOGEE= 641 SPACES SEE DATA A.2.0	34 (1HC) SEE DATA A-203	762 (3HC)	173
METHOD OF CALC. CHANGE PER MP AMENDMENT:		816 SF REST.=5 (N/A) (816X.60/60X.65=5 (N/A)					1.5/ UNIT = 332 1/5 UNITS VISITOR = 44
METHOD OF CALCULATION (REVISED)	1/ ROOM = 311 7494 SF MTG.RM/60x.65=81 2000 SF REST.=13 (2000x.60)/60x.65=13	1.5/ UNIT = 73.5 =74 49/5 UNITS VISITOR = 10	1/ ROOM = 349 8024 SF MTG.RM/60x.65=87 7617 SF REST.=50 (7617x.60)/60x.65=50	77x1.5= 116 265 x 1 = 265 4000 SF MTG.RM/60x.65=43 2400 SF REST.=16 PARKING/PHASE 1 = 308 SUN PARKING = 54	5920 SF MTG.RM/60x.65=64 6000 SF RETAIL=24 (1 /250 SF)		
REQUIRED LOADING ZONES:	3	1	4	4	1	9	2
PROVIDED LOADING ZONES:	0	1	4	4	2	7	1
OPEN SPACE (GROUND ONLY)	SEE DATA A-201	SEE DATA A-202	SEE DATA A-202	SEE DATA THIS SHEET	SEE DATA A-203	219,698 SF 66% NET	43,333 SF

ZONING DATA PHASE 3:

	AMENDED MASTER PLAN	PROPOSED
1. ZONING AUTHORITY:	CITY OF HOLLYWOOD, FLORIDA	CITY OF HOLLYWOOD, FLORIDA
2. PRESENT ZONING DESIGNATION:	C-1 - Commercial and RM-25	PD - Planned Development Designation
FUTURE LAND USE DESIGNATION:	General Business and Medium/ High Residential 17-25 Units/ Acre	COMMERCIAL
PROPOSED LAND USE DESIGNATION:	PD - Planned Development Designation	
3. SITE AREA:	Net: 331,252 SF (7.60 ACRES) Gross: 417,223 SF (9.58 ACRES)	Net: 331,252 SF (7.60 ACRES) Gross: 417,223 SF (9.58 ACRES)
4. DENSITY ALLOWED	150 ROOMS/ ACRE & 25 UNITS/ ACRE	349 CONDO/HOTEL ROOMS
5. PROPOSED TOTAL NUMBER OF UNITS:	349 CONDO/HOTEL ROOMS, 8024 SF MEETING SPACE, & 7617 SF RESTAURANT	77 CONDOMINIUMS & 265 CONDO/HOTEL ROOMS, 4000 SF MEETING SPACE, & 2400 SF RESTAURANT
6. TOTAL PARKING REQUIRED:	489 SPACES + 486 BAY TOWER + 54 SPACES REMOVED FROM 4001 S. OCEAN = 1029	443 SPACES + 308 PHASE 1 + 54 SPACES REMOVED FROM 4001 S. OCEAN = 802
7. TOTAL PARKING PROVIDED:	868 SPACES (8 HC) - ALL VALET ONLY	728-87 FROM APOGEE=641 SPACES - ALL VALET ONLY
8. BUILDING HEIGHTS:	4000 S. OCEAN YACHT CLUB BAY TOWER @ 26 STORIES / 252'-0"	4000 S. OCEAN @ 42 STORIES / 448'-0"
9. SETBACKS:	25'-0" LANDSCAPE BUFFER REQUIRED @ EXTERNAL STREETS	25'-0" LANDSCAPE BUFFER REQUIRED @ EXTERNAL STREETS
10. OPEN SPACE:	62% NET (206,294 SF / 4.73 ACRES)	63% NET (210,995 SF / 4.84 ACRES)
11. % OF TOTAL SITE AREA OCCUPIED: (BLDG FOOTPRINTS)	38% NET (124,958 SF / 2.87 ACRES)	37% NET (120,257 SF / 2.76 ACRES)
12. LANDSCAPED GREEN AREA:	37% NET (124,617 SF / 2.86 ACRES)	38% NET (125,875 SF / 2.88 ACRES)
13. PERVIOUS AREA:	32% NET (107,326 SF / 2.46 ACRES)	33% NET (109,313 SF / 2.50 ACRES)
14. IMPERVIOUS AREA:	63% NET (223,926 SF / 5.14 ACRES)	62% NET (221,939 SF / 5.08 ACRES)
15. VEHICULAR USE AREA:	35% NET (114,679 SF / 2.63 ACRES)	34% NET (112,625 SF / 2.58 ACRES)

COHEN · FREEDMAN · ENCINOSA & ASSOC.
Architects, PA
8085 N.W. 155th Street Miami Lakes, Florida 33016 305 826 3999

PRELIMINARY DESIGN FOR:
4000 Ocean
4000 SOUTH OCEAN DRIVE, HOLLYWOOD, FL 33019

revisions	
design by	LF/SP/PD
date	11/11/2014
sheet no.	A1.1
project	3215

APPENDIX B

TRIP GENERATION INFORMATION

Hotel
(310)

Average Vehicle Trip Ends vs: Occupied Rooms
On a: Weekday

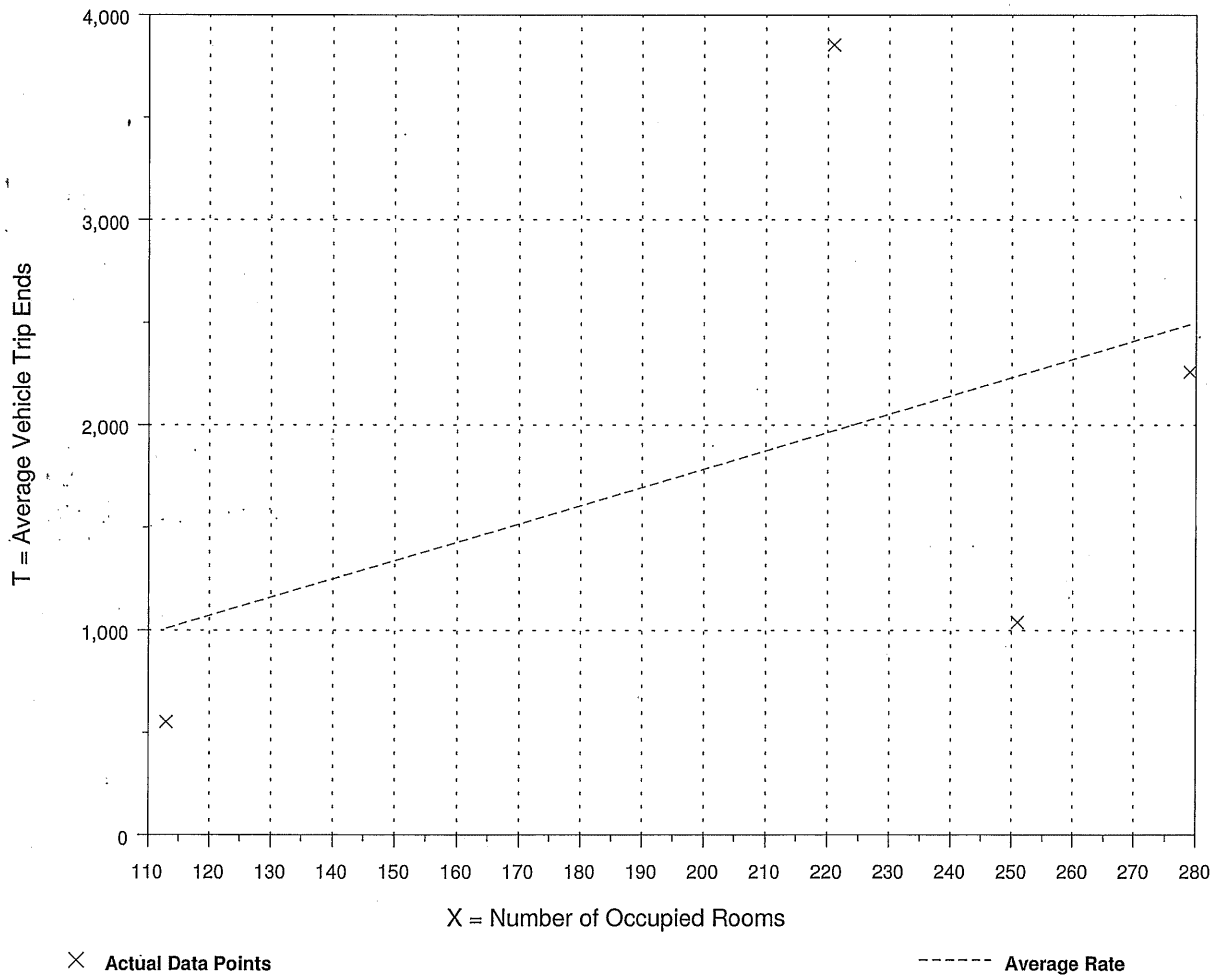
Number of Studies: 4
Average Number of Occupied Rooms: 216
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Occupied Room

Average Rate	Range of Rates	Standard Deviation
8.92	4.14 - 17.44	6.04

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Hotel
(310)

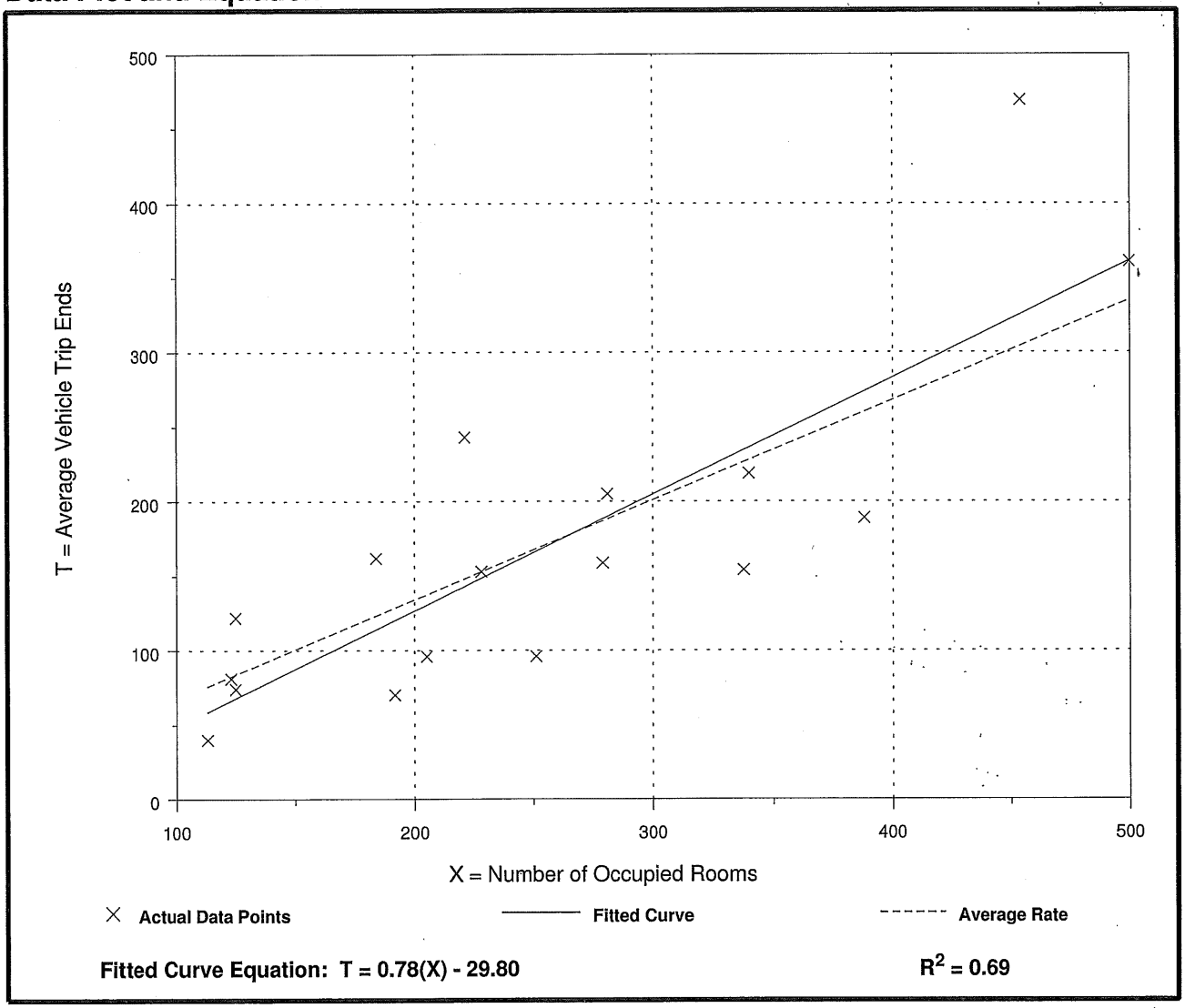
Average Vehicle Trip Ends vs: **Occupied Rooms**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 17
Average Number of Occupied Rooms: 256
Directional Distribution: 58% entering, 42% exiting

Trip Generation per Occupied Room

Average Rate	Range of Rates	Standard Deviation
0.67	0.35 - 1.10	0.84

Data Plot and Equation



Fitted Curve Equation: T = 0.78(X) - 29.80

R^2 = 0.69

Hotel
(310)

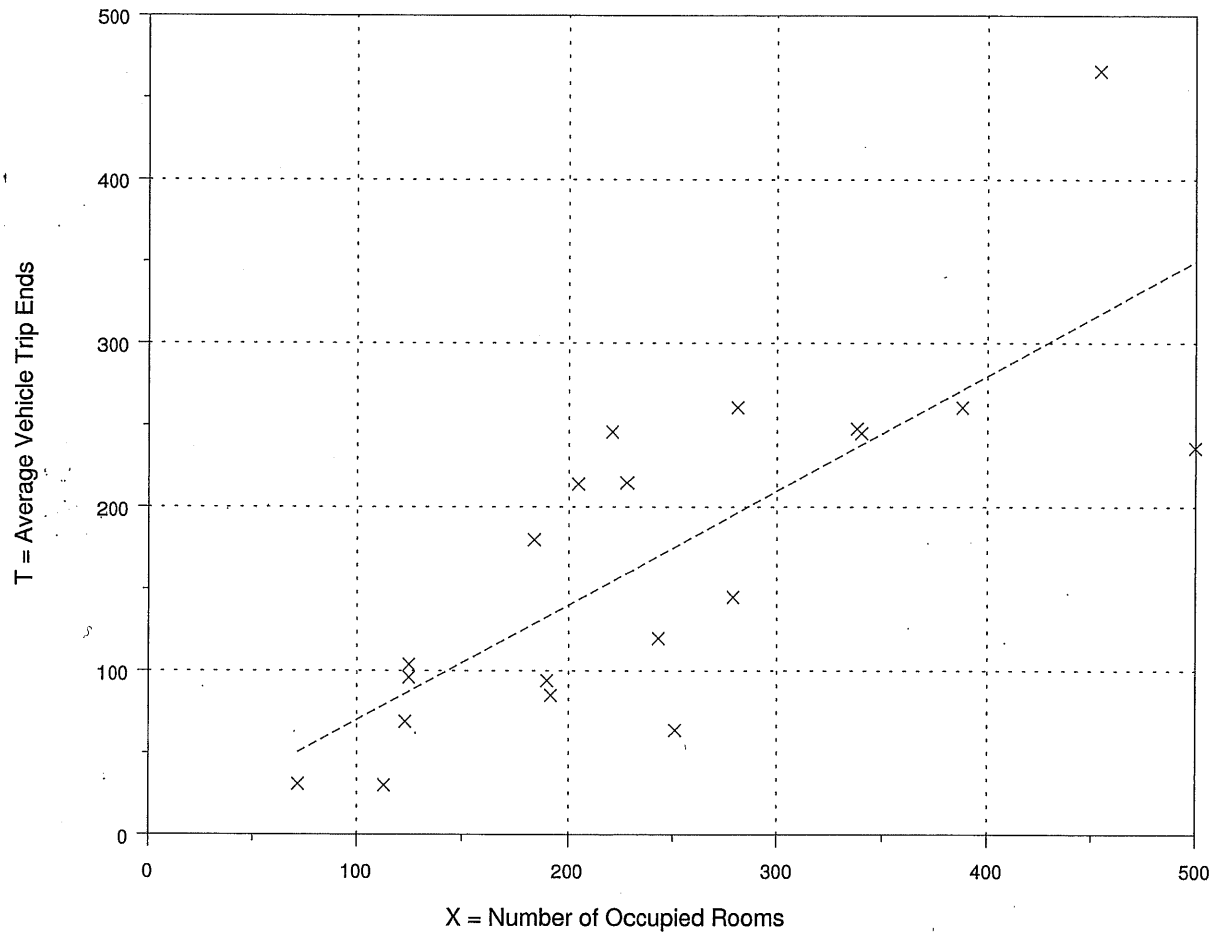
Average Vehicle Trip Ends vs: Occupied Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 20
Average Number of Occupied Rooms: 243
Directional Distribution: 49% entering, 51% exiting

Trip Generation per Occupied Room

Average Rate	Range of Rates	Standard Deviation
0.70	0.25 - 1.11	0.87

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2 = ****

Residential Condominium/Townhouse
(230)

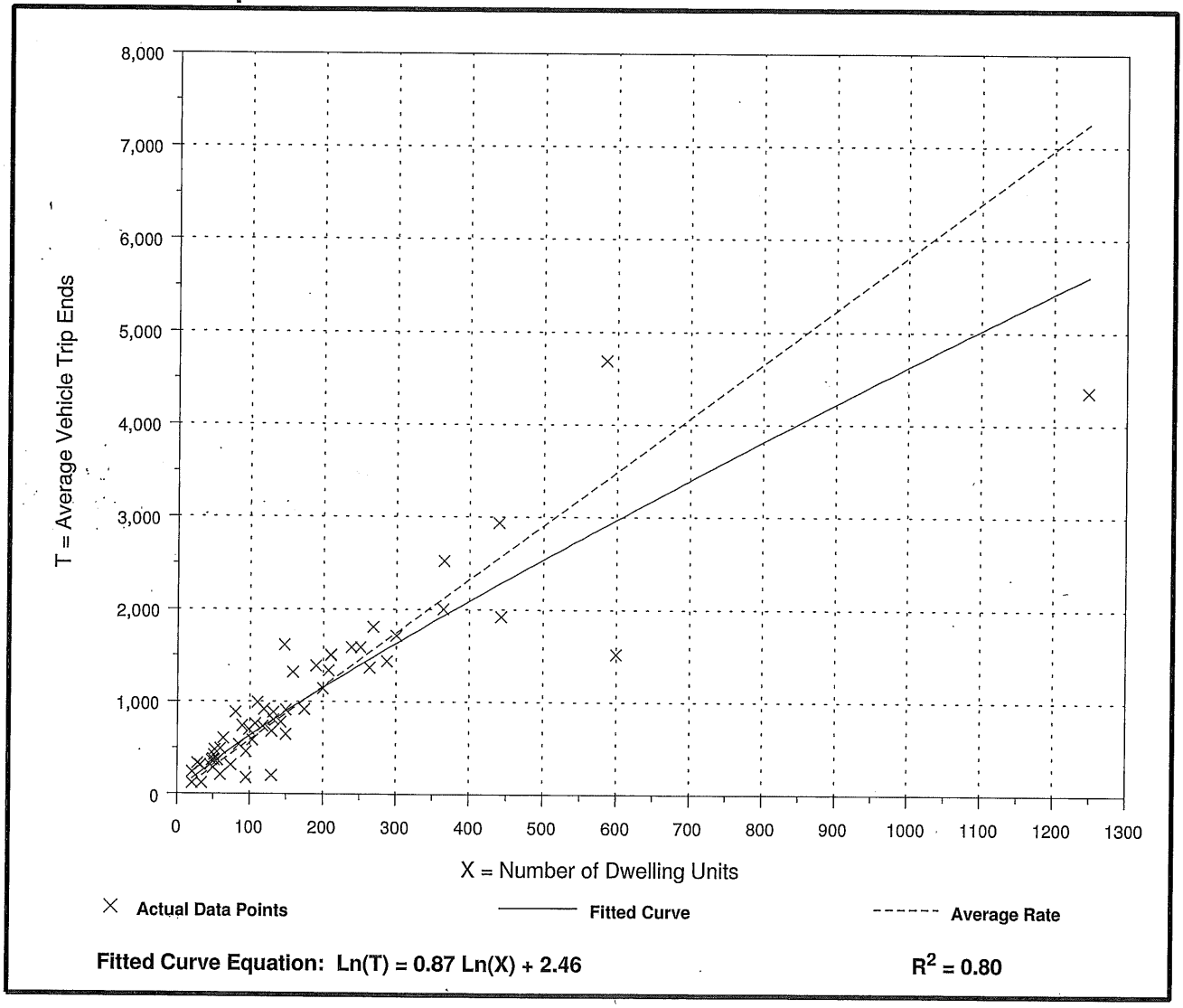
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Number of Studies: 56
Avg. Number of Dwelling Units: 179
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.81	1.53 - 11.79	3.11

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.87 Ln(X) + 2.46

R^2 = 0.80

Residential Condominium/Townhouse
(230)

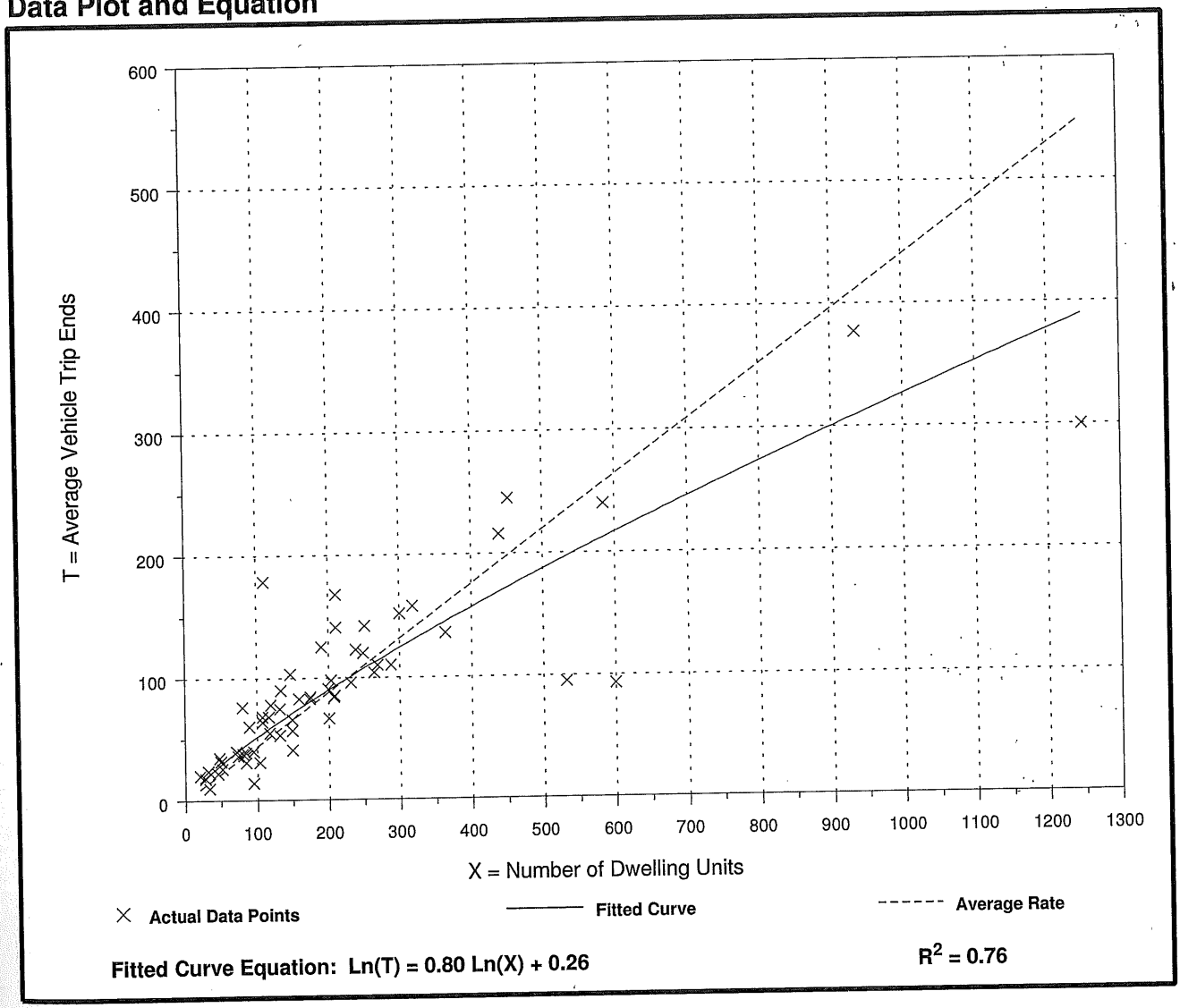
Average Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 59
Avg. Number of Dwelling Units: 213
Directional Distribution: 17% entering, 83% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.61	0.69

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.80 Ln(X) + 0.26

R^2 = 0.76

Residential Condominium/Townhouse
(230)

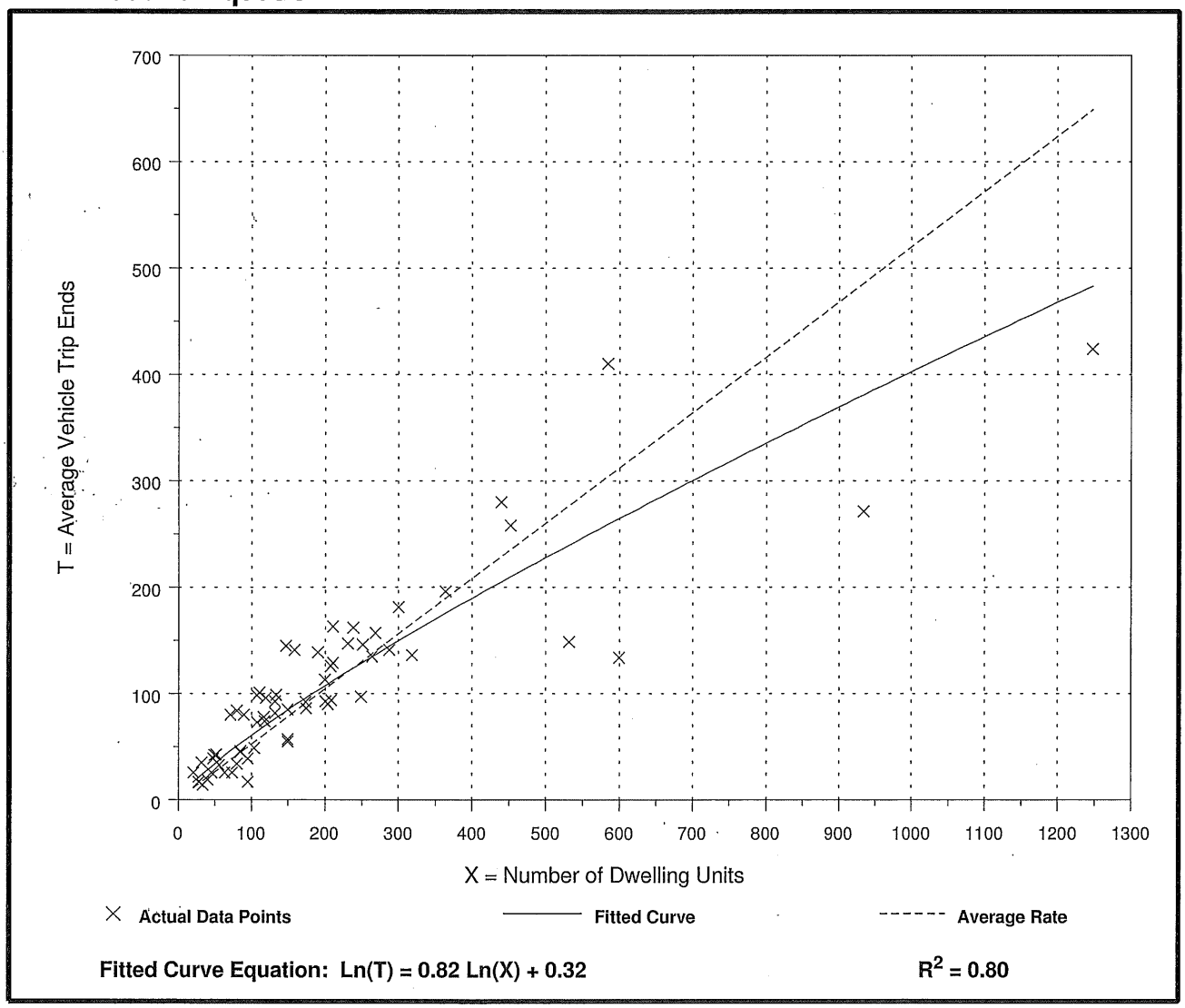
Average Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 62
Avg. Number of Dwelling Units: 205
Directional Distribution: 67% entering, 33% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.52	0.18 - 1.24	0.75

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.82 Ln(X) + 0.32 **R^2 = 0.80**

Traffic Impact Analysis
Submittal to the City of Hollywood

Sian Residential Condominium
Broward County, Florida

Prepared for:

MCZ Development Corporation
Hollywood, Florida

Prepared by:

Kimley-Horn and Associates, Inc.
Fort Lauderdale, Florida

Kimley-Horn
and Associates, Inc.

August 2005
042537000

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Submittal to the City of Hollywood

Sian Residential Condominium
Broward County, Florida

Prepared for:

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Fort Lauderdale, Florida

8-21-06

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5100 NW 33rd Avenue, Suite 157
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CA # 00000696

August 2005
042537000

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INTRODUCTION

It is proposed to build 962 high-rise residential condominium/townhouse units and 70 luxury condominium/townhouse units in Hollywood, Florida. The project site is located on east and west sides of S.R. A1A (Ocean Drive) north of the intersection of S.R. A1A and S.R. 858 (Hallandale Beach Boulevard). Two hotels currently exist on the site – one on either side of S.R. A1A. A surface parking lot serves the hotel on the west side of S.R. A1A and a two-story parking garage serves the hotel on the east side of S.R. A1A. A site location map is shown in Figure 1.

S.R. A1A, within the study area, is a six-lane divided roadway. The intersection of S.R. A1A and S.R. 858 is signalized. A signalized pedestrian crossing exists on S.R. A1A approximately 280 feet north of S.R. 858. In addition, this signal controls a southbound directional median opening on S.R. A1A. Access to the site and parking facilities is proposed through four (4) driveways on S.R. A1A: three driveways will serve the site on the east side of S.R. A1A and one driveway will serve the site on the west side of S.R. A1A. The project is planned to be completed for occupancy in the year 2009.

Kimley-Horn and Associates, Inc. performed a traffic impact analysis for the proposed residential development. This report has been prepared to evaluate traffic impacts of the project's driveway connections to the adjacent roadway network. This report summarizes the data collection, analysis of traffic impacts and proposed access, and conclusions from the analysis.

FIGURE 1

SITE LOCATION MAP

Kimley-Horn and Associates, Inc.

PROJECT TRAFFIC

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

Existing and Proposed Land Uses

The project site is located on east and west sides of S.R. A1A (Ocean Drive) north of the intersection of S.R. A1A and S.R. 858 (Hallandale Beach Boulevard) in Hollywood, Florida. Currently, two hotels exist on the site. The 4001 hotel (east side of S.R. A1A) is currently being renovated into 221 condominium units. An additional 30 luxury condominium units (cabanas) are also proposed on the east side of S.R. A1A. The 4000 hotel (west side of S.R. A1A) is currently being renovated into 309 condominium units. An additional 432 condominium units (Bay Tower) and 40 luxury condominium units (Villas) are proposed on the west side of S.R. A1A. The proposed site plan is shown in Figure 2.

Project Access

Access to the site and parking facilities is proposed through four (4) driveways on S.R. A1A. The functionalities of the project driveways are as follows:

- A right-in/right-out driveway (south driveway) on the east side of S.R. A1A, which currently provides access to the ground floor of the existing parking garage.
- A right-in driveway (central driveway) is proposed on the east side of S.R. A1A.
- A right-in/right-out driveway (north driveway) is proposed on the east side of S.R. A1A.
- A right-in/right-out driveway on the west side of S.R. A1A, which currently provides access to the surface parking lot.

The project driveways will be stop-controlled. The existing directional median opening for southbound S.R. A1A approximately 300 feet north of S.R. 858 is proposed to be closed. Please refer to the site plan shown in Figure 2 for driveway locations and configurations.

Trip Generation

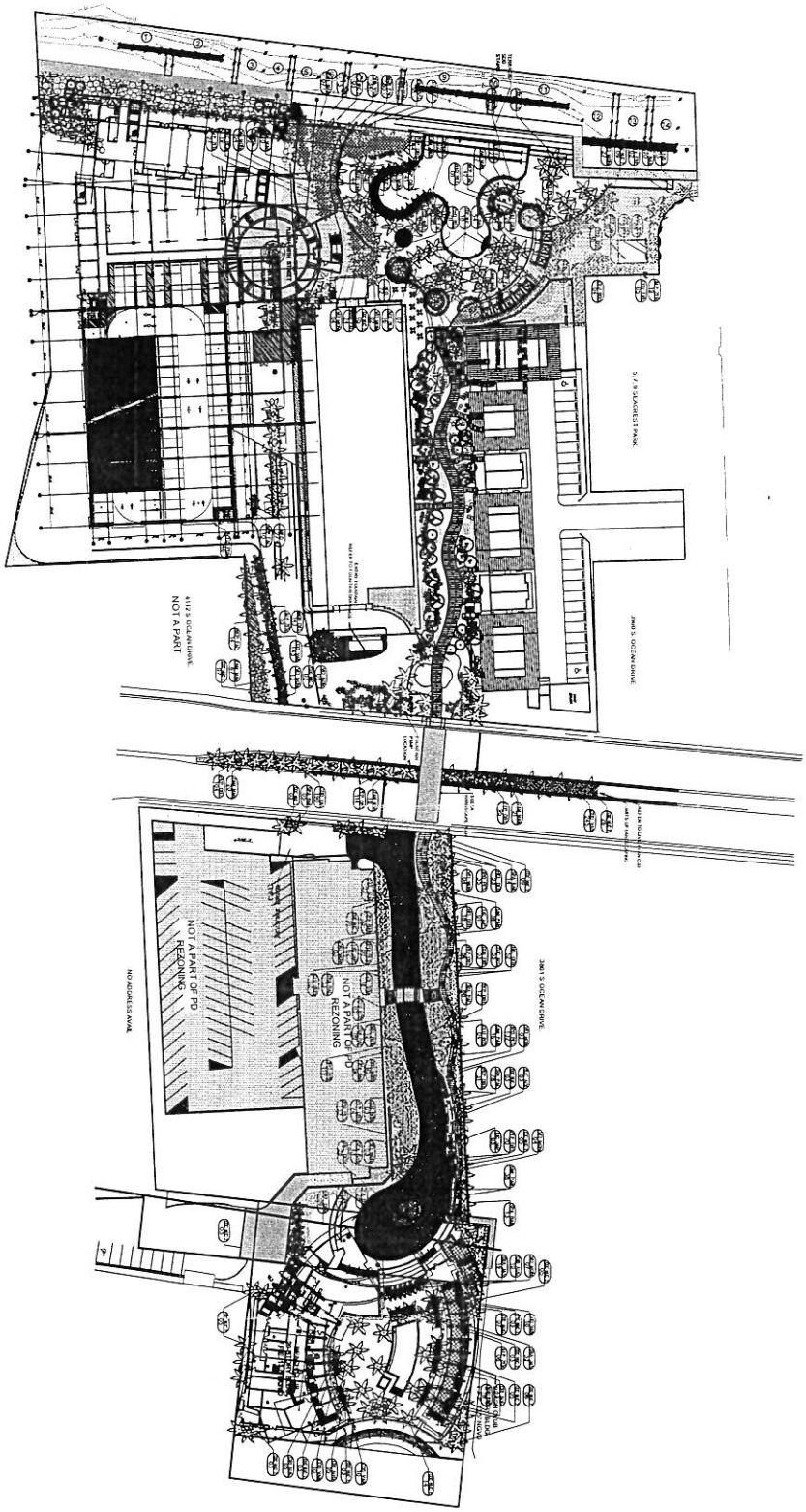
Trip Generation for the project was calculated using equations and rates contained in the Institute of Transportation Engineers' (ITE) *Trip Generation*, Seventh Edition, 2003, for the following land use categories:

- Land Use 232: High-Rise Residential Condominium/Townhouse
- Land Use 233: Luxury Condominium/Townhouse

The trip generation calculated for the project is presented in Table 1. As Table 1 indicates, the proposed development is expected to generate 416 trips during the A.M. peak hour and 413 trips during the P.M. peak hour.

Table 1. Peak Hour Project Trip Generation

Land Use	ITE Code	Scale	Project Trips		
			Enter	Exit	Total
A.M. Peak Hour (East of S.R. A1A)					
High-Rise Residential Condominium/Townhouse	232	221 D.U.	18	75	93
Luxury Condominium/Townhouse	233	30 O.D.U.	5	18	23
Development Total (East of S.R. A1A)			**23**	**93**	**116**
A.M. Peak Hour (West of S.R. A1A)					
High-Rise Residential Condominium/Townhouse	232	309 D.U.	22	96	118
High-Rise Residential Condominium/Townhouse	232	432 D.U.	29	125	154
Luxury Condominium/Townhouse	233	40 O.D.U.	6	22	28
Development Total (West of S.R. A1A)			**57**	**243**	**300**
P.M. Peak Hour (East of S.R. A1A)					
High-Rise Residential Condominium/Townhouse	232	221 D.U.	56	35	91
Luxury Condominium/Townhouse	233	30 O.D.U.	11	6	17
Development Total (East of S.R. A1A)			**67**	**41**	**108**
P.M. Peak Hour (West of S.R. A1A)					
High-Rise Residential Condominium/Townhouse	232	309 D.U.	75	46	121
High-Rise Residential Condominium/Townhouse	232	432 D.U.	100	62	162
Luxury Condominium/Townhouse	233	40 O.D.U.	14	8	22
Development Total (West of S.R. A1A)			**189**	**116**	**305**



SHEET NUMBER	DATE: JULY 2006 PROJECT NO: 042537000	MCZ DEVELOPMENT CORP. FLORIDA	SIAN MASTER PLAN	SCALE: AS NOTED DESIGNED BY DRAWN BY CHECKED BY	DESIGN ENGINEER: FLORIDA REGISTRATION NUMBER: SEAL	Kimley-Horn and Associates, Inc. © 2005 KIMLEY-HORN AND ASSOCIATES, INC. 1691 Michigan Avenue, Suite 400, Miami Beach, FL 33139 Phone: (305) 673-2025 Fax: (305) 673-4882 WWW.KIMLEY-HORN.COM CA 00000696	No. / REVISIONS / DATE / BY

Trip Distribution and Assignment

The distribution of project traffic was forecast for the trips expected to be generated by the project. The trip distribution was based on a select zone analysis for the project utilizing the *Florida Standard Urban Transportation Model Structure (FSUTMS)* travel forecasting model. The general trip distribution is as follows:

- 33 percent (33%) on S.R. A1A north
- 56 percent (56%) on S.R. 858 (Hallandale Beach Boulevard) west
- 11 percent (11%) on S.R. A1A south

New project trips for the A.M. and P.M. peak hours were then assigned to the intersections and roadway segments within the study area. It should be noted that valet parking will be provided for all vehicles arriving and departing the site. A portion of the vehicles from the east developments will be valet parked in the lower level of the east parking garage. As a result, it will be necessary for valet drivers to re-enter the S.R. A1A traffic stream to enter the lower level of parking garage on the east side of S.R. A1A. Furthermore, a portion of the vehicles from the east development will be valet parked on the west parking garage. Valet drivers will re-enter the traffic stream on S.R. A1A to park these vehicles. Appendix A presents detailed traffic assignment diagrams. Figure 3 presents the final project traffic assignment.

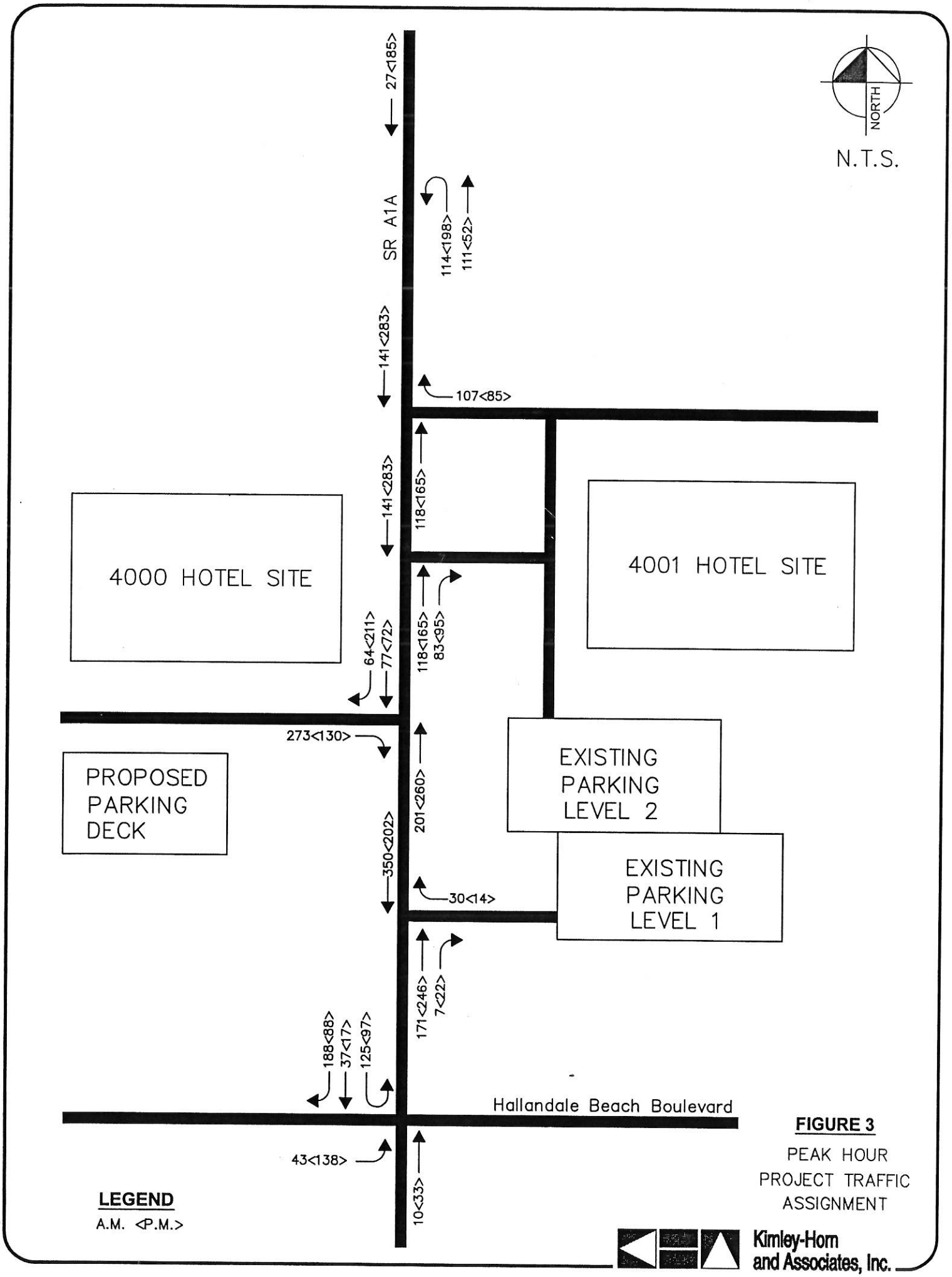


FIGURE 3

PEAK HOUR PROJECT TRAFFIC ASSIGNMENT

Kimley-Horn and Associates, Inc.

EXISTING CONDITIONS

S.R. A1A (Ocean Drive), within the study area, is a six-lane divided roadway. S.R. A1A is oriented north-south. The intersection of S.R. A1A and S.R. 858 is signalized. A signalized pedestrian crossing exists on S.R. A1A approximately 280 feet north of S.R. 858. In addition, this signal controls a southbound directional median opening on of S.R. A1A.

Data Collection

Weekday morning and afternoon peak period turning movement counts were performed at the intersection of S.R. A1A and S.R. 858 and at the median opening on S.R. A1A north of S.R. 858 on Tuesday, August 2, 2005. The data were collected from 7:00 A.M. to 9:00 A.M. and from 4:00 P.M. to 6:00 P.M. in 15-minute intervals in order to determine the A.M. and P.M. peak hours. The A.M. peak hour was found to occur from 8:00 A.M. to 9:00 A.M. and the P.M. peak hour was found to occur from 5:00 P.M. to 6:00 P.M. The peak hour volumes were adjusted to reflect average conditions. This adjustment was performed using the appropriate FDOT Seasonal Factor (1.09). The peak hour turning movement counts are included in Appendix B.

NON-PROJECT TRAFFIC

Non-project conditions are defined as the expected traffic conditions on the roadway network in the year 2009 without the construction of the proposed project. Non-project traffic volumes used in the analysis are the sum of the existing traffic and additional background traffic to account for potential growth in the study area. Refer to Figure 4 for the 2009 A.M. and P.M. peak hour non-project (background) traffic.

Background Area Growth

Future traffic growth on the transportation network was determined based upon historical growth trends in annual average daily traffic volumes. The nearest FDOT count stations referenced for this analysis are located on S.R. A1A north of S.R. 858 and on S.R. A1A south of S.R. 858. Historical count data obtained for the most recent years indicated that traffic volumes have been declining. Growth rates ranged from -3.0 percent (-3.0%) to -2.7 percent (-2.7%). However, to provide for a conservative analysis, a 0.5 percent (0.5%) growth rate was applied to existing traffic counts. The annual background growth worksheets are included in Appendix C. Turning movement volume worksheets are included in Appendix D.

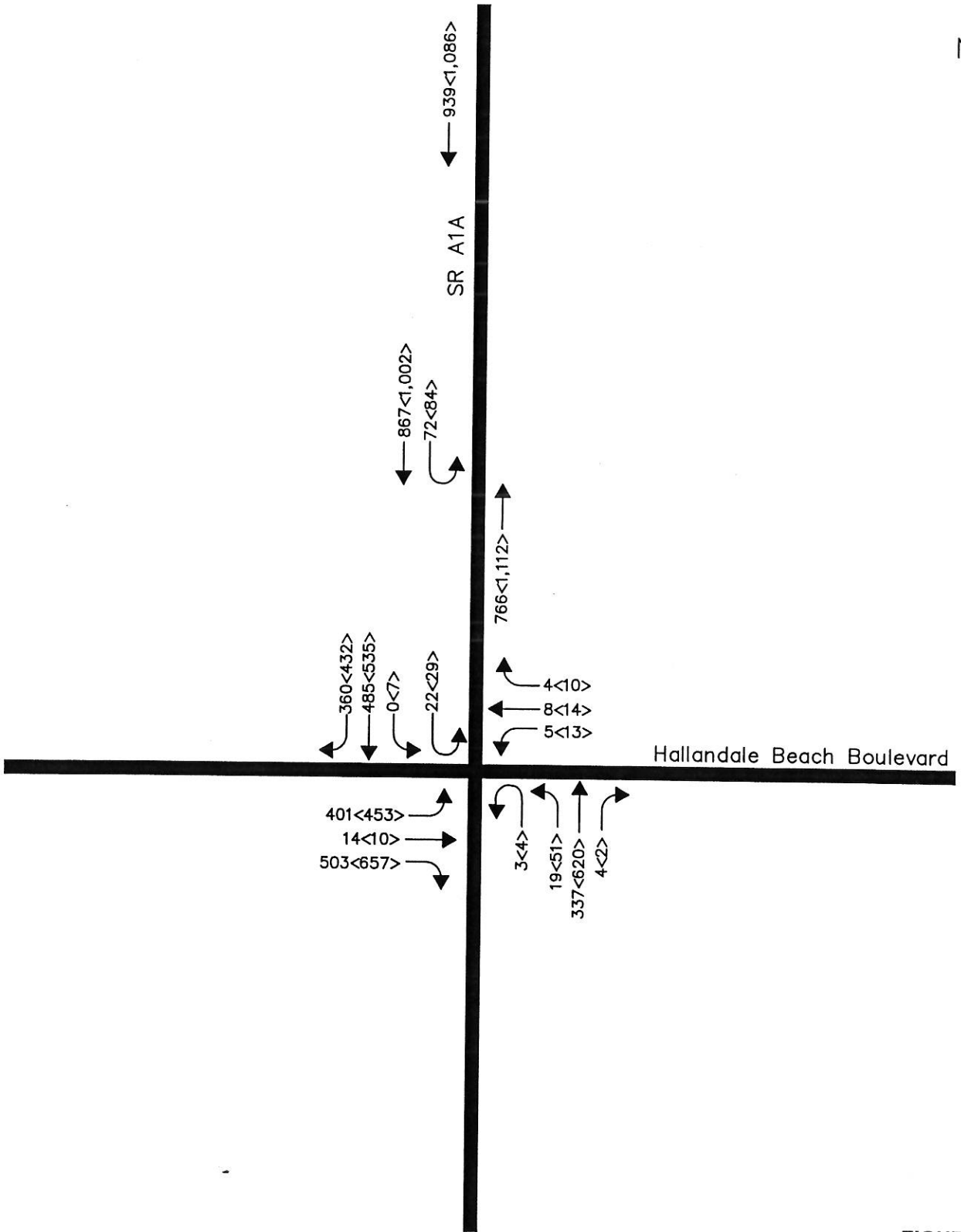


FIGURE 4

2009 BACKGROUND TRAFFIC

LEGEND

A.M. <P.M.>

Kimley-Horn and Associates, Inc.

FUTURE TRAFFIC

Future traffic conditions are defined as the expected traffic conditions in the year 2009 with the addition of the project. Total traffic volumes used in the analysis are the sum of non-project (background) traffic volumes and the expected project traffic volumes. The median opening for U-turns on the southbound approach of S.R. A1A north of S.R. 858 is proposed to be closed. For the future (2009) total traffic condition analysis, the existing U-turns at the above median opening were assumed to occur at the intersection of S.R. A1A and S.R. 858. The A.M and P.M. peak hour total traffic volumes expected at project build out (year 2009) are shown in Figure 5.

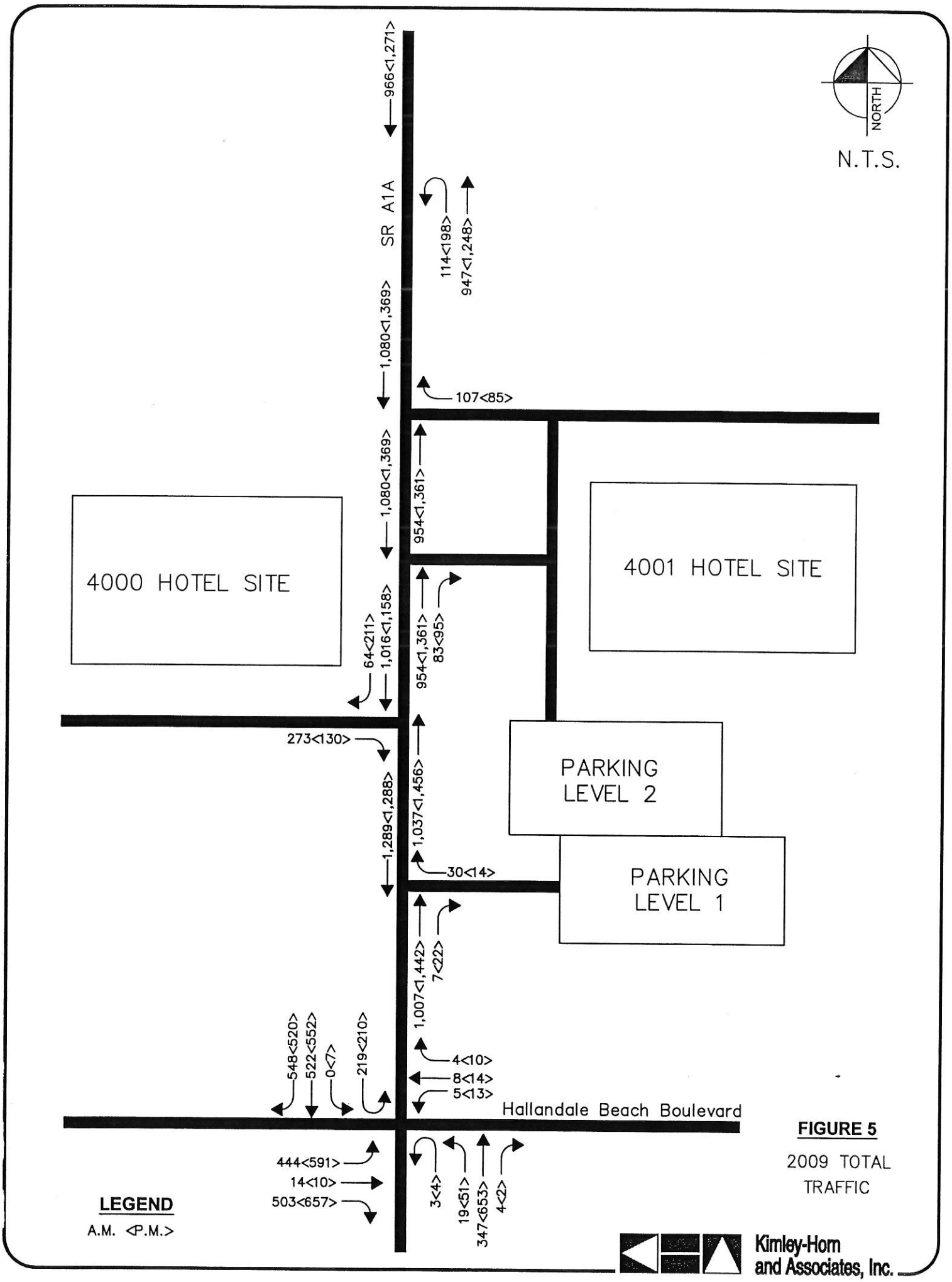


FIGURE 5

2009 TOTAL TRAFFIC

Kimley-Horn and Associates, Inc.

CAPACITY ANALYSIS

Intersection capacity analyses were conducted for the following three traffic conditions:

- Existing Conditions
- Future (2009) No-build Conditions (without project traffic)
- Future (2009) Total Traffic Conditions (with project traffic)

The analyses were performed for the A.M. and P.M. peak hours using *Trafficware's SYNCHRO 6.0 Software*, which applies methodologies outlined in the *Highway Capacity Manual, 2000 Edition.*

Existing Conditions

The existing conditions analysis examined the intersection of S.R. A1A and S.R. 858 (Hallandale Beach Boulevard) and the directional median opening southbound S.R. A1A north of S.R. 858. The existing peak hour signal timings were used for the analysis of the intersection of S.R. A1A and S.R. 858. It should be noted that the southbound directional median opening on S.R. A1A north of S.R. 858 is under permissive/protected signal control. A "green ball" indication appears at all times unless a significant southbound left-turn delay is experienced. To provide for a conservative analysis, unsignalized "permissive" operation was assumed. Analysis worksheets and signal timings are included in Appendix E. A summary of the intersection analysis is shown in Table 2. As indicated in Table 2, the signalized intersection currently operates at LOS B during the A.M. and P.M. peak hours.

TABLE 2
Peak Hour Intersection Analysis
Existing Traffic Conditions

Intersection	Traffic Operation	Intersection LOS	Approach LOS			
			NB	SB	EB	WB
A.M. Peak Hour						
S.R. A1A and S.R. 858	Signal	B	B	A	B	D
Southbound U-turn & S.R. A1A	(1)	(2)	(4)	A[3]	N/A	N/A
P.M. Peak Hour						
S.R. A1A and S.R. 858	Signal	B	B	B	B	D
Southbound U-turn & S.R. A1A	(1)	(2)	(4)	B[3]	N/A	N/A

Notes: (1) To provide for a conservative analysis, it was assumed that southbound U-turns were performed under unsignalized conditions.
(2) Intersection LOS is not defined at unsignalized median openings.
(3) Approach LOS reflects the U-turn movement only.
(4) Approach operates under free-flow conditions.

Future (2009) No–build Conditions

The future no-build analysis also examined the intersection of S.R. A1A and S.R. 858 (Hallandale Beach Boulevard) and the directional median opening for southbound S.R. A1A north of S.R. 858. The existing peak hour signal timings were used for the analysis of the intersection of S.R. A1A and S.R. 858. Analysis worksheets and signal timings are included in Appendix F. A summary of the intersection analysis is shown in Table 3. As indicated in Table 3, the signalized intersection is expected to continue to operate at LOS B during the A.M. and P.M. peak hours.

TABLE 3
Peak Hour Intersection Analysis
Future (2009) No-build Traffic Conditions

Intersection	Traffic Operation	Intersection LOS	Approach LOS			
			NB	SB	EB	WB
A.M. Peak Hour						
S.R. A1A and S.R. 858	Signal	B	B	A	B	D
Southbound U-turn & S.R. A1A	(1)	(2)	(4)	A(3)	N/A	N/A
P.M. Peak Hour						
S.R. A1A and S.R. 858	Signal	B	B	B	B	D
Southbound U-turn & S.R. A1A	(1)	(2)	(4)	B(3)	N/A	N/A

Notes: (1) To provide for a conservative analysis, it was assumed that southbound U-turns were performed under unsignalized conditions.
(2) Intersection LOS is not defined at unsignalized median openings.
(3) Approach LOS reflects the U-turn movement only.
(4) Approach operates under free-flow conditions.

Future (2009) Total Traffic Conditions

The future total traffic conditions analysis examined the intersection of S.R. A1A and S.R. 858 (Hallandale Beach Boulevard). Please note that the existing median opening for the southbound approach of S.R. A1A north of S.R. 858 is proposed to be closed. The existing U-turns at the above median opening were assumed to occur at the intersection of S.R. A1A and S.R. 858. The existing peak hour signal timings were used for the analysis. Analysis worksheets and signal timings are included in Appendix G. A summary of the intersection analysis is shown in Table 4. As indicated in Table 4, the signalized intersection is expected to operate at LOS C or better during the A.M. and P.M. peak hours. The project driveways are expected to operate at LOS C or better during the A.M. and P.M. peak hours.

TABLE 3
Peak Hour Intersection Analysis
Future (2009) Total Traffic Conditions

Intersection	Traffic Operation	Intersection LOS	Approach LOS			
			NB	SB	EB	WB
A.M. Peak Hour						
S.R. A1A and S.R. 858	Signal	B	C	B	C	D
S.R. A1A and South driveway (east side)	Stop	(1)	(2)	(2)	N/A	B
S.R. A1A and North driveway (east side)	Stop	(1)	(2)	(2)	N/A	B
S.R. A1A and West driveway	Stop	(1)	(2)	(2)	C	N/A
P.M. Peak Hour						
S.R. A1A and S.R. 858	Signal	C	C	B	C	D
S.R. A1A and South driveway (east side)	Stop	(1)	(2)	(2)	N/A	B
S.R. A1A and North driveway (east side)	Stop	(1)	(2)	(2)	N/A	B
S.R. A1A and West driveway	Stop	(1)	(2)	(2)	C	N/A

Notes: (1) Intersection LOS is not defined at side street stop-controlled intersections.
(2) Approach operates under free-flow conditions.

CONCLUSIONS

It is proposed to build 962 high-rise residential condominium/townhouse units and 70 luxury condominium/townhouse units in Hollywood, Florida. The project site is located on east and west sides of S.R. A1A (Ocean Drive) north of the intersection of S.R. A1A and S.R. 858 (Hallandale Beach Boulevard). Two hotels currently exist on the site – one on either side of S.R. A1A. A surface parking lot serves the hotel on the west side of S.R. A1A and a two-story parking garage serves the hotel on the east side of S.R. A1A. The project is planned to be completed for occupancy in the year 2009.

Access to the site and parking facilities is proposed through four (4) driveways on S.R. A1A. The functionalities of the project driveways are as follows:

- A right-in/right-out driveway (south driveway) on the east side of S.R. A1A, which currently provides access to the ground floor of the existing parking garage.
- A right-in driveway (central driveway) is proposed on the east side of S.R. A1A.
- A right-in/right-out driveway (north driveway) is proposed on the east side of S.R. A1A.
- A right-in/right-out driveway on the west side of S.R. A1A, which currently provides access to the surface parking lot.

The project driveways will be stop-controlled. The existing directional median opening for the southbound approach of S.R. A1A north of S.R. 858 is proposed to be closed.

Intersection capacity analyses were performed for the A.M. and P.M. peak hours using *Trafficware's SYNCHRO 6.0 Software*, which applies methodologies outlined in the *Highway Capacity Manual, 2000 Edition.* The intersection of S.R. A1A and S.R. 858 is expected to operate at LOS C or better under future (2009) total (with project) traffic conditions during the A.M. and P.M. peak hours.

APPENDIX A:
Detailed Project Traffic Assignment Worksheets

Kimley-Horn and Associates, Inc.

Sheet No. 1 of 7

Job 042537000 Subject Indigo Job No.

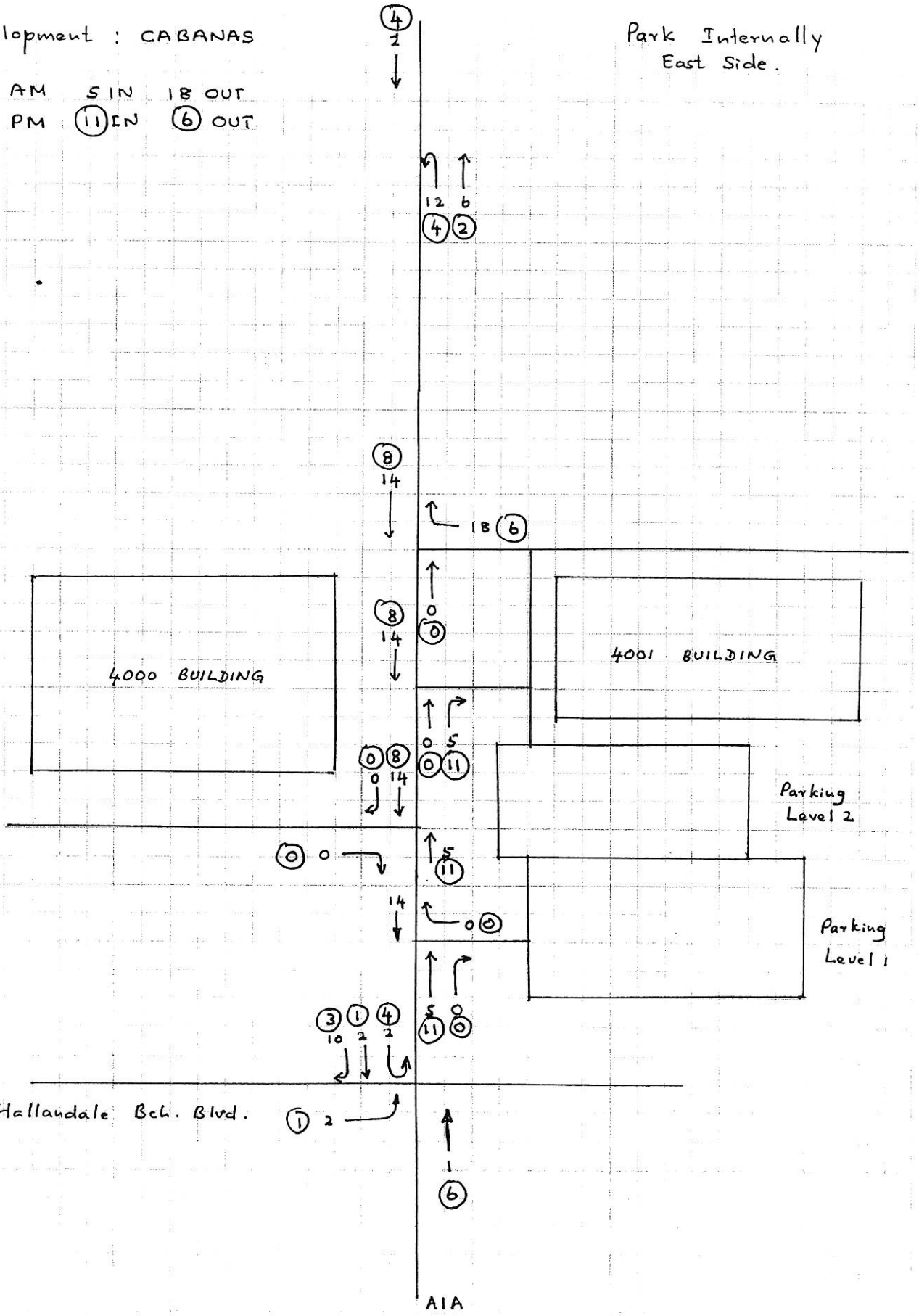
Designed by Date Checked by Date

Development : CABANAS

— AM 5 IN 18 OUT

— PM (11) IN (6) OUT

Park Internally East Side.



Kimley-Horn and Associates, Inc.

Sheet No. 2 of 7

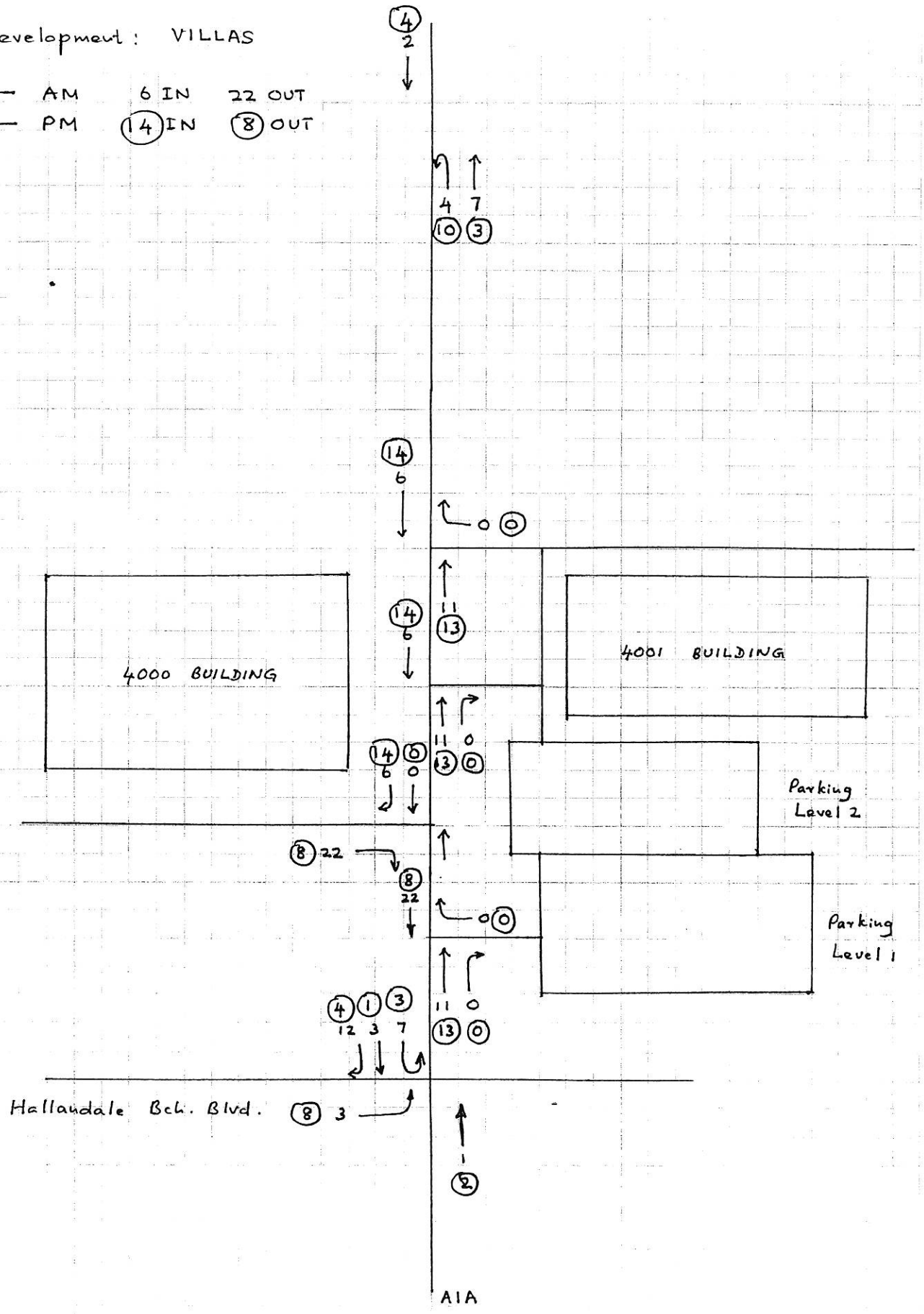
Job 042537000 Subject Indigo Job No.

Designed by Date Checked by Date

Development : VILLAS

— AM 6 IN 22 OUT

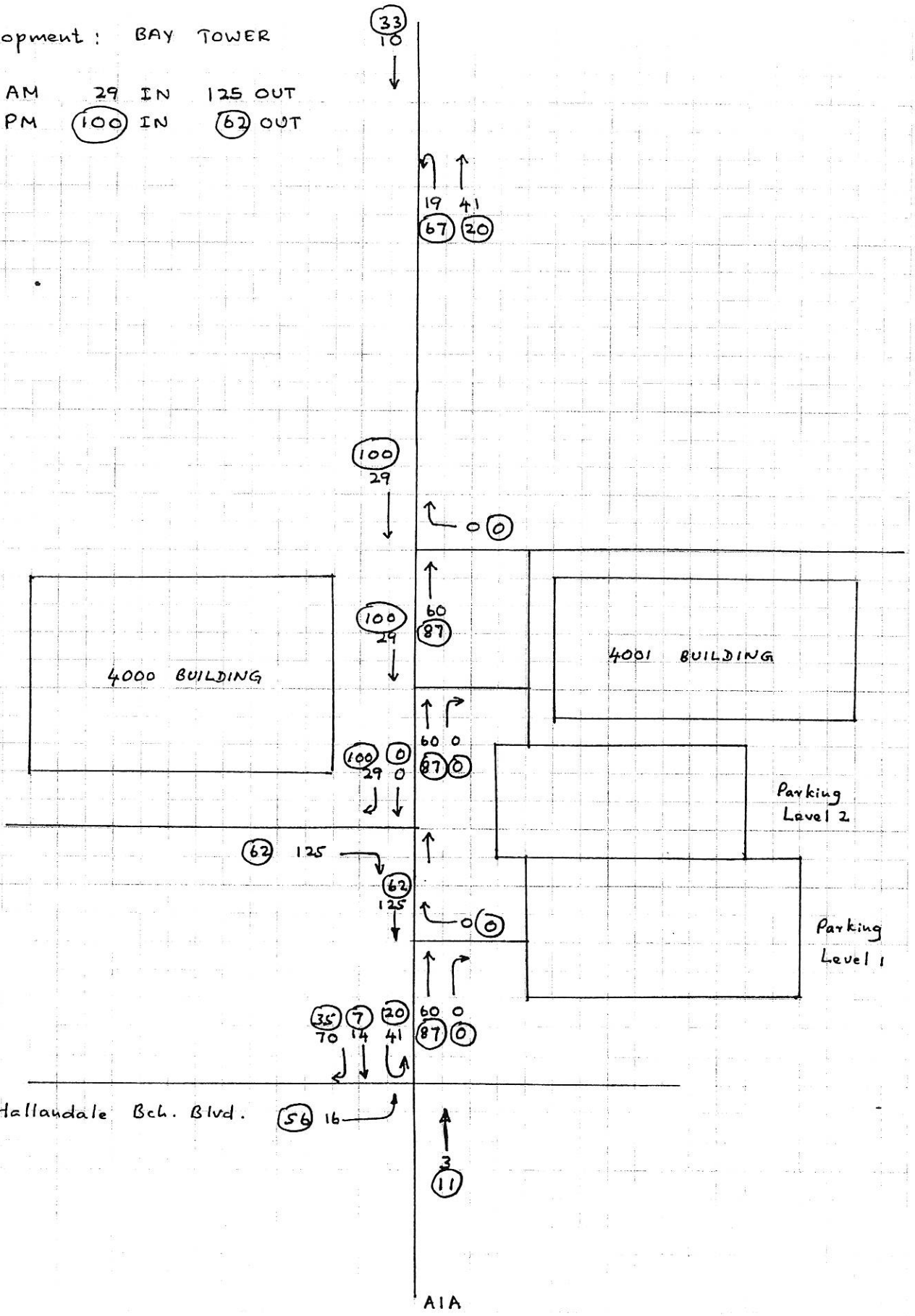
— PM (14) IN (8) OUT



Development : BAY TOWER

— AM 29 IN 125 OUT

— PM (100) IN (62) OUT



Kimley-Horn and Associates, Inc.

Sheet No. 4 of 7

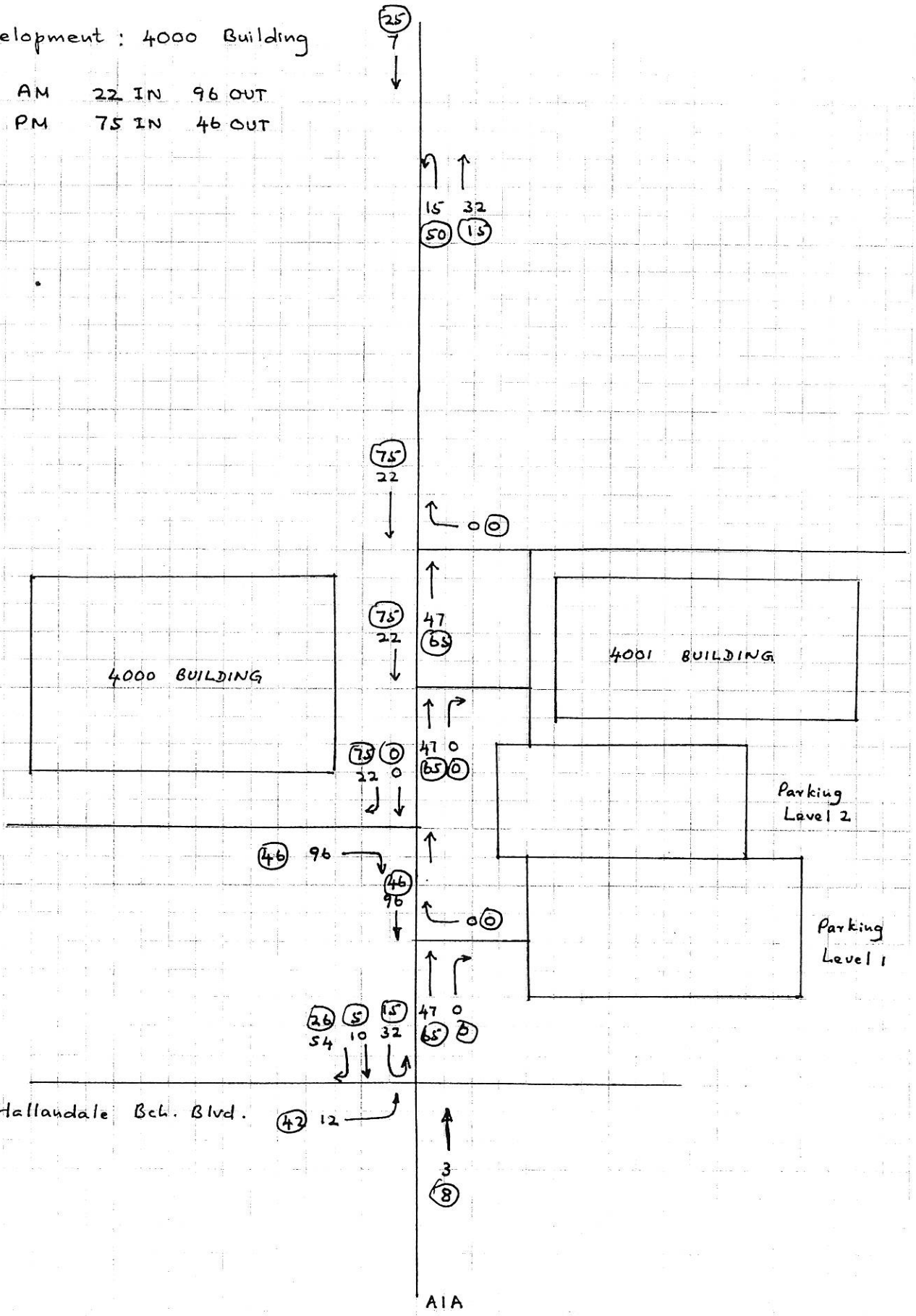
Job 042537000 Subject Indigo Job No.

Designed by Date Checked by Date

Development : 4000 Building

— AM 22 IN 96 OUT

— PM 75 IN 46 OUT



Kimley-Horn and Associates, Inc.

Sheet No. 5 of 7

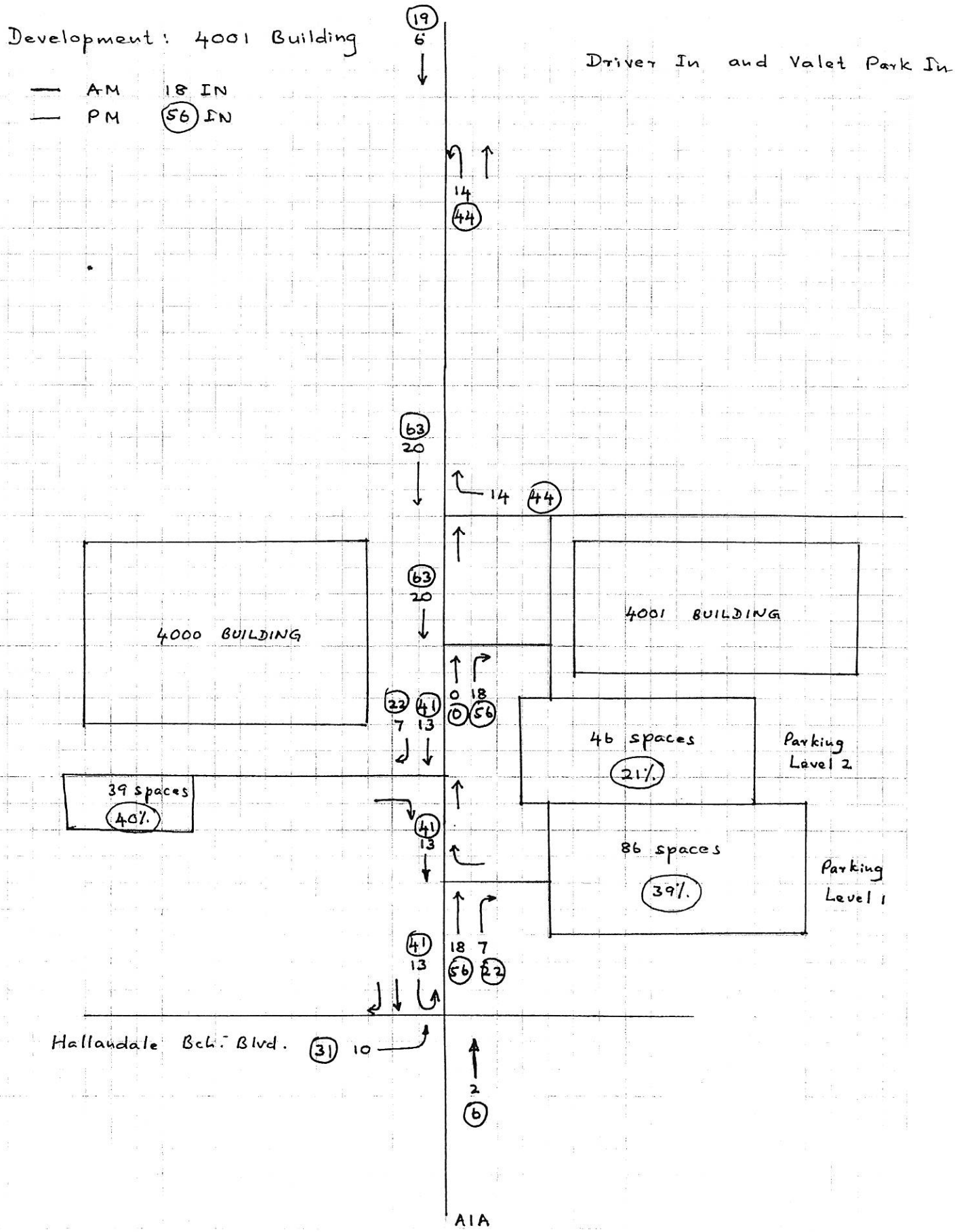
Job 042537000 Subject Indigo Job No.

Designed by Date Checked by Date

Development: 4001 Building

— AM 18 IN

— PM (56) IN



Kimley-Horn and Associates, Inc.

Sheet No. 6 of 7

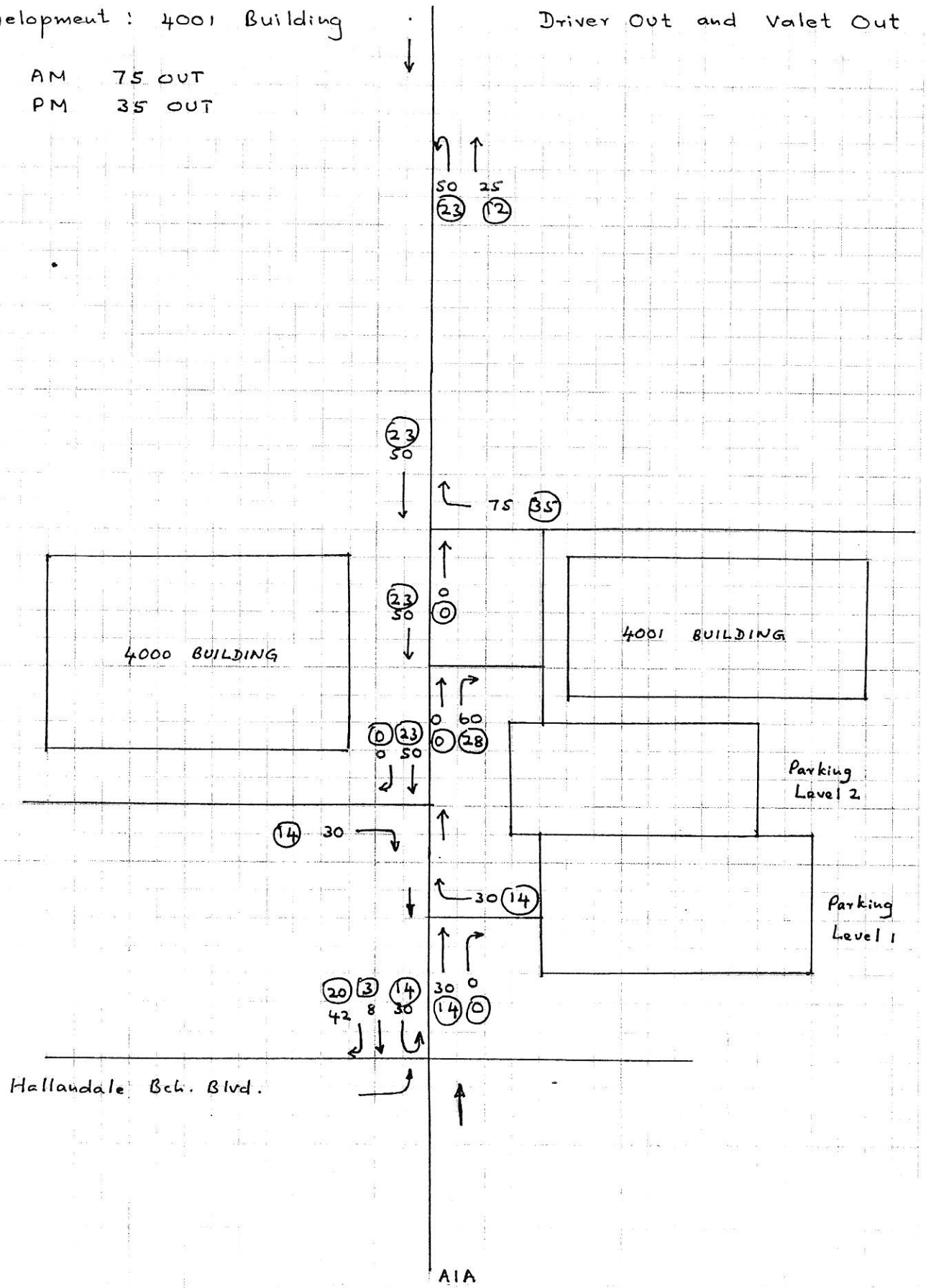
Job 042537000 Subject Indigo Job No.

Designed by Date Checked by Date

Development : 4001 Building

— AM 75 OUT

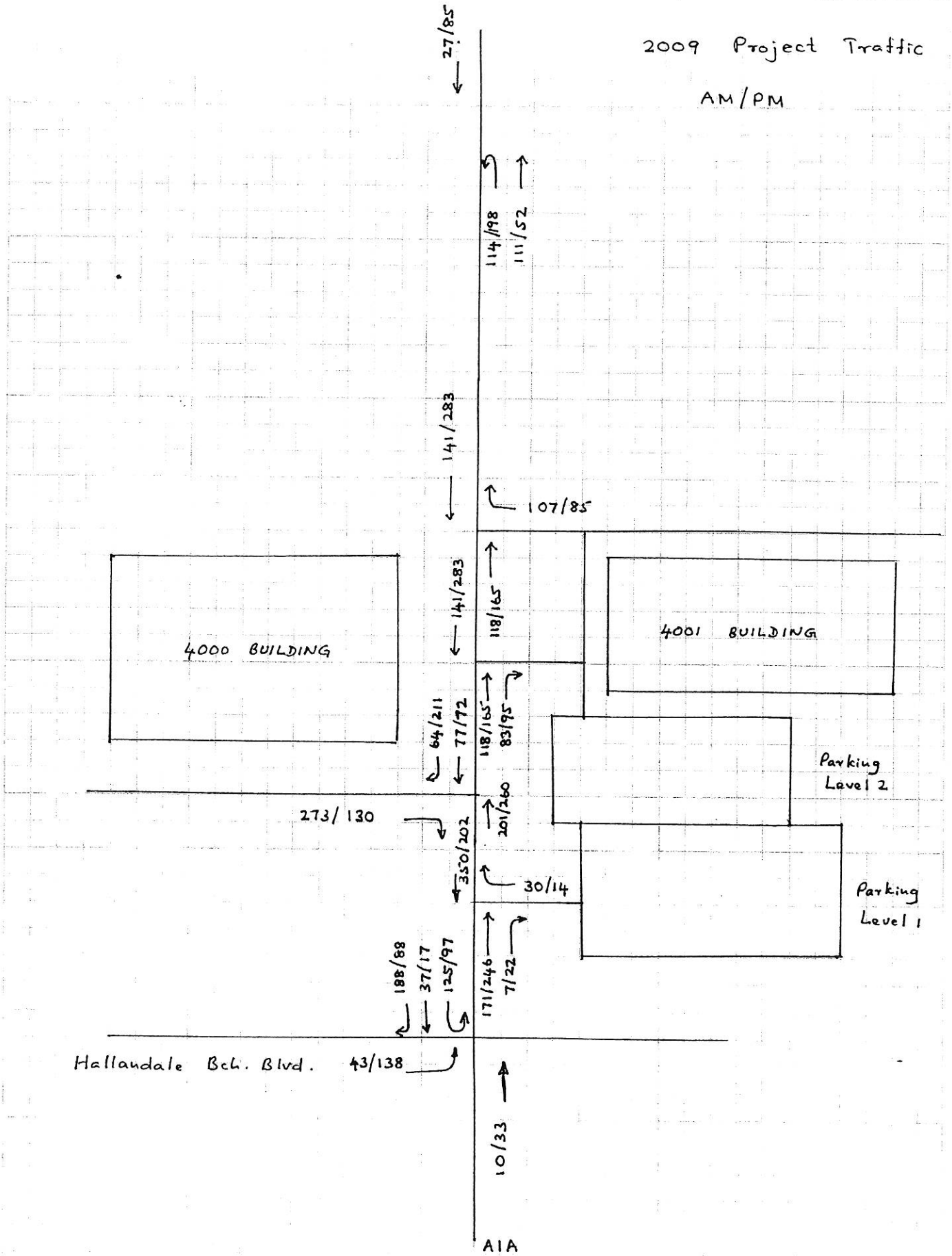
— PM 35 OUT

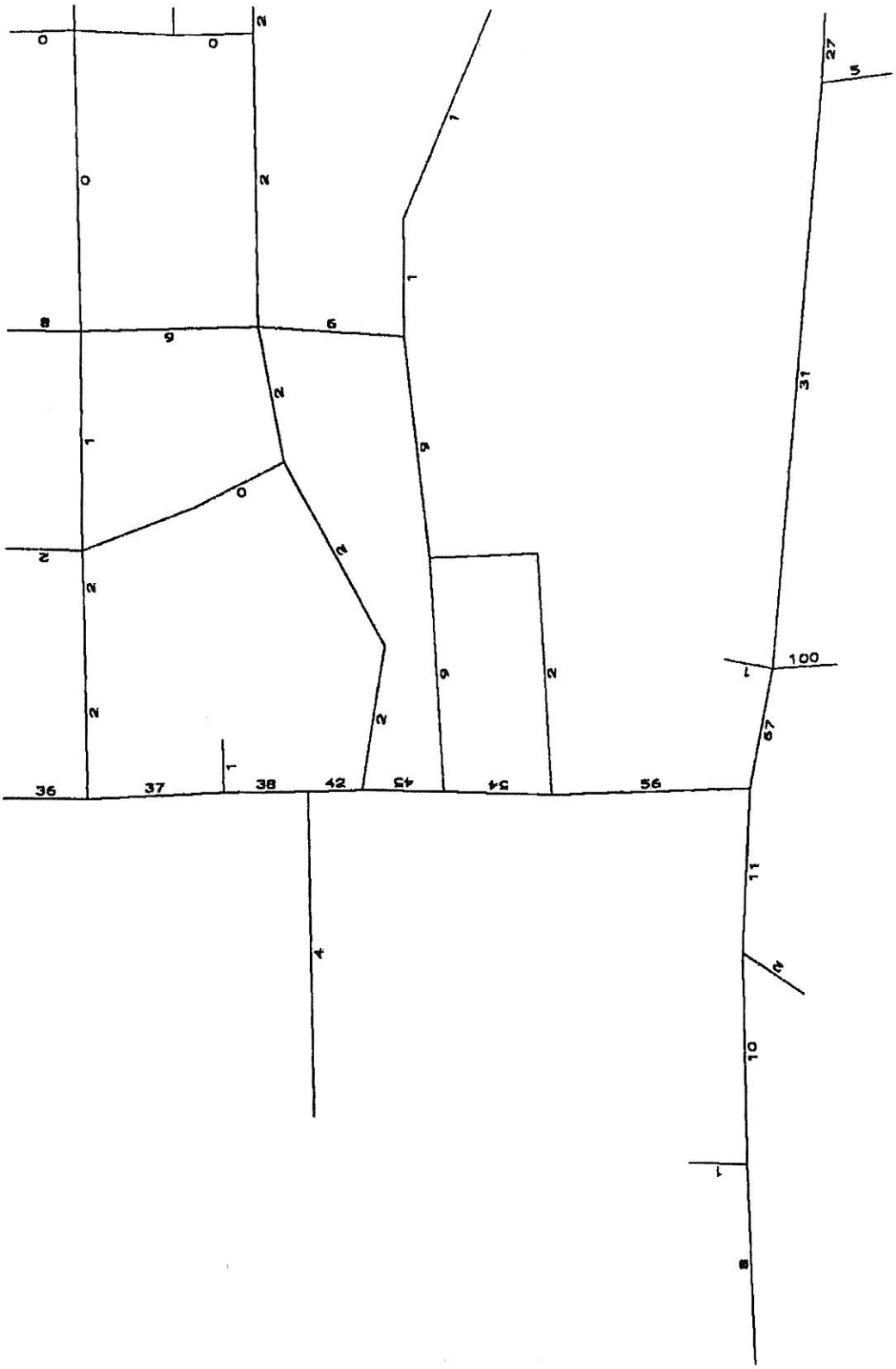


Kimley-Horn and Associates, Inc.

Job 042537000 Subject Indigo Sheet No. 7 of 7

Designed by _____ Date _____ Checked by _____ Date _____ Job No. _____





2015 HALLANDALE BEACH CONDOMINIUMS - SELECT ZONE ASSIGNMENT
PERCENT OF PROJECT TRAFFIC

01AUG05 16:47:23

APPENDIX B:
Peak Hour Turning Movement Counts

HALLANDALE BEACH BOULEVARD & A1A
HALLANDALE BEACH, FLORIDA
COUNTED BY: MIKE & SUSAN MALONE
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00050208
Start Date: 08/02/05
File I.D. : HALA_A1A
Page : 1

ALL VEHICLES

	A1A/SOUTH OCEAN DRIVE From North				HALLANDALE BEACH BOULEVARD From East				A1A/SOUTH OCEAN DRIVE From South				HALLANDALE BEACH BOULEVARD From West				
Date 08/02/05	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
07:00	66	68	5	3	1	0	0	0	1	57	0	6	69	8	0	71	355
07:15	57	73	1	0	0	4	0	1	0	66	1	4	89	10	0	64	370
07:30	66	102	5	4	3	2	0	0	1	83	1	2	121	4	0	73	467
07:45	60	97	6	0	2	1	0	0	1	107	1	6	121	4	1	88	495
Hr Total	249	340	17	7	6	7	0	1	3	313	3	18	400	26	1	296	1687
08:00	78	104	4	0	1	1	0	1	2	69	0	4	94	5	0	87	450
08:15	72	101	6	0	2	5	0	2	1	90	0	6	102	4	0	108	499
08:30	84	109	4	0	1	0	0	2	1	75	3	6	116	3	0	78	482
08:45	90	122	6	0	0	1	0	0	0	69	0	1	140	1	1	87	518 *
Hr Total	324	436	20	0	4	7	0	5	4	303	3	17	452	13	1	360	1949
---------- * BREAK * ----------																	PHF = 0.94
16:00	100	85	3	2	0	3	0	0	0	140	3	14	150	2	3	108	613
16:15	110	117	4	0	2	0	0	1	1	146	0	12	138	2	0	93	626
16:30	82	73	3	1	0	4	0	1	1	174	0	5	151	2	0	99	596
16:45	85	115	7	1	0	3	0	0	3	118	0	8	133	2	0	103	578
Hr Total	377	390	17	4	2	10	0	2	5	578	3	39	572	8	3	403	2413
17:00	101	109	4	2	1	3	0	5	0	150	1	14	167	1	1	97	656
17:15	96	108	3	1	2	1	0	1	1	123	3	12	143	2	1	114	611
17:30	84	120	6	3	2	5	0	3	0	134	0	10	134	1	1	97	600
17:45	107	144	13	0	4	4	0	3	1	151	0	10	147	5	0	96	685 *
Hr Total	388	481	26	6	9	13	0	12	2	558	4	46	591	9	3	404	2552
																	PHF = 0.93
TOTAL	1338	1647	80	17	21	37	0	20	14	1752	13	120	2015	56	8	1463	8601

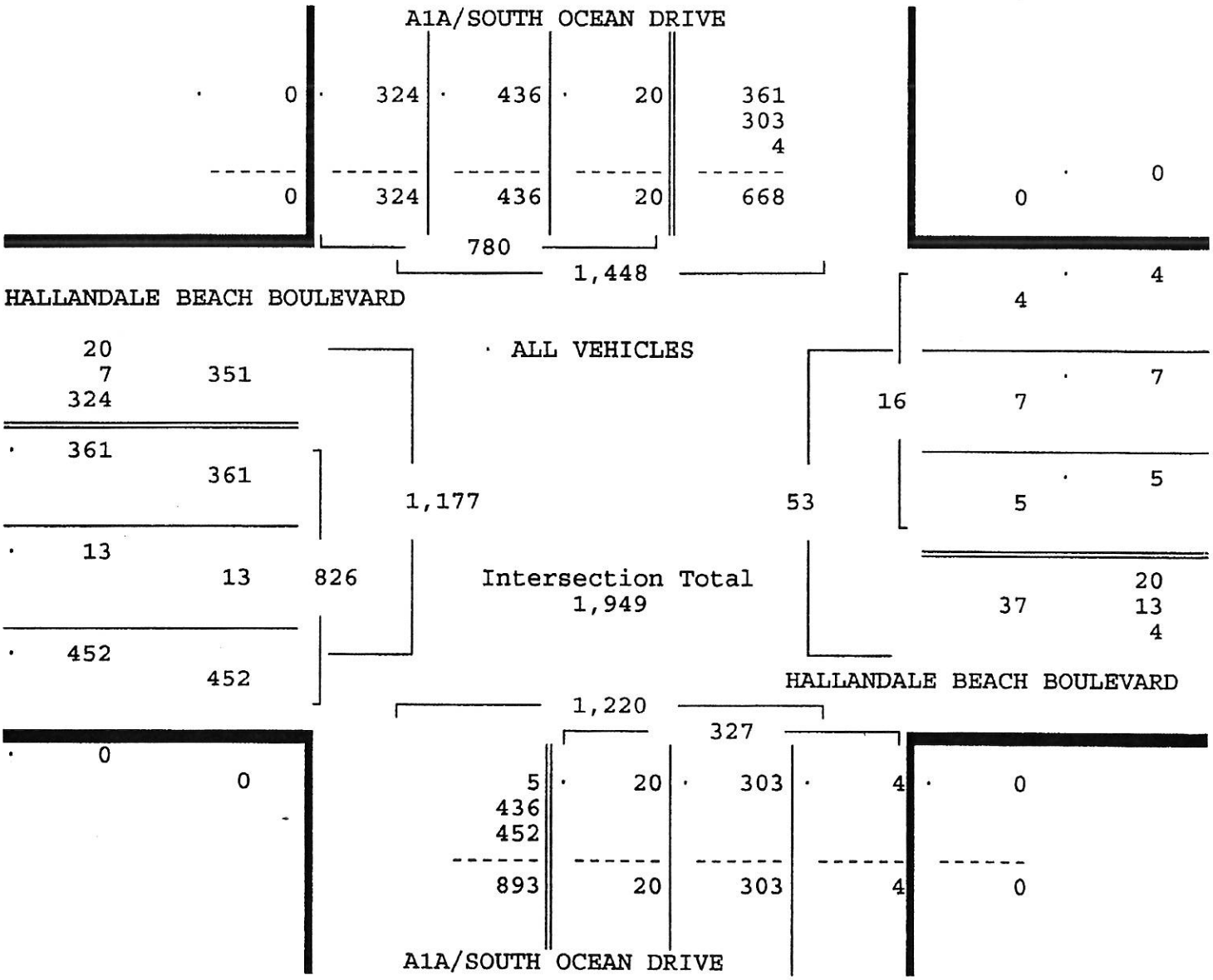
HALLANDALE BEACH BOULEVARD & A1A
HALLANDALE BEACH, FLORIDA
COUNTED BY: MIKE & SUSAN MALONE
SIGNALIZED

TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00050208
Start Date: 08/02/05
File I.D. : HALA_A1A

ALL VEHICLES

	A1A/SOUTH OCEAN DRIVE From North				HALLANDALE BEACH BOULEVARD From East				A1A/SOUTH OCEAN DRIVE From South				HALLANDALE BEACH BOULEVARD From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 08/02/05																	
Peak Hour Analysis By Entire Intersection for the Period: 07:00 to 09:00 on 08/02/05																	
Peak start	08:00				08:00				08:00				08:00				
Volume	324	436	20	0	4	7	0	5	4	303	3	17	452	13	1	360	
Percent	42%	56%	3%	0%	25%	44%	0%	31%	1%	93%	1%	5%	55%	2%	0%	44%	
Pk total	780				16				327				826				
Highest	08:45				08:15				08:15				08:45				
Volume	90	122	6	0	2	5	0	2	1	90	0	6	140	1	1	87	
Hi total	218				9				97				229				
PHF	.89				.44				.84				.90				



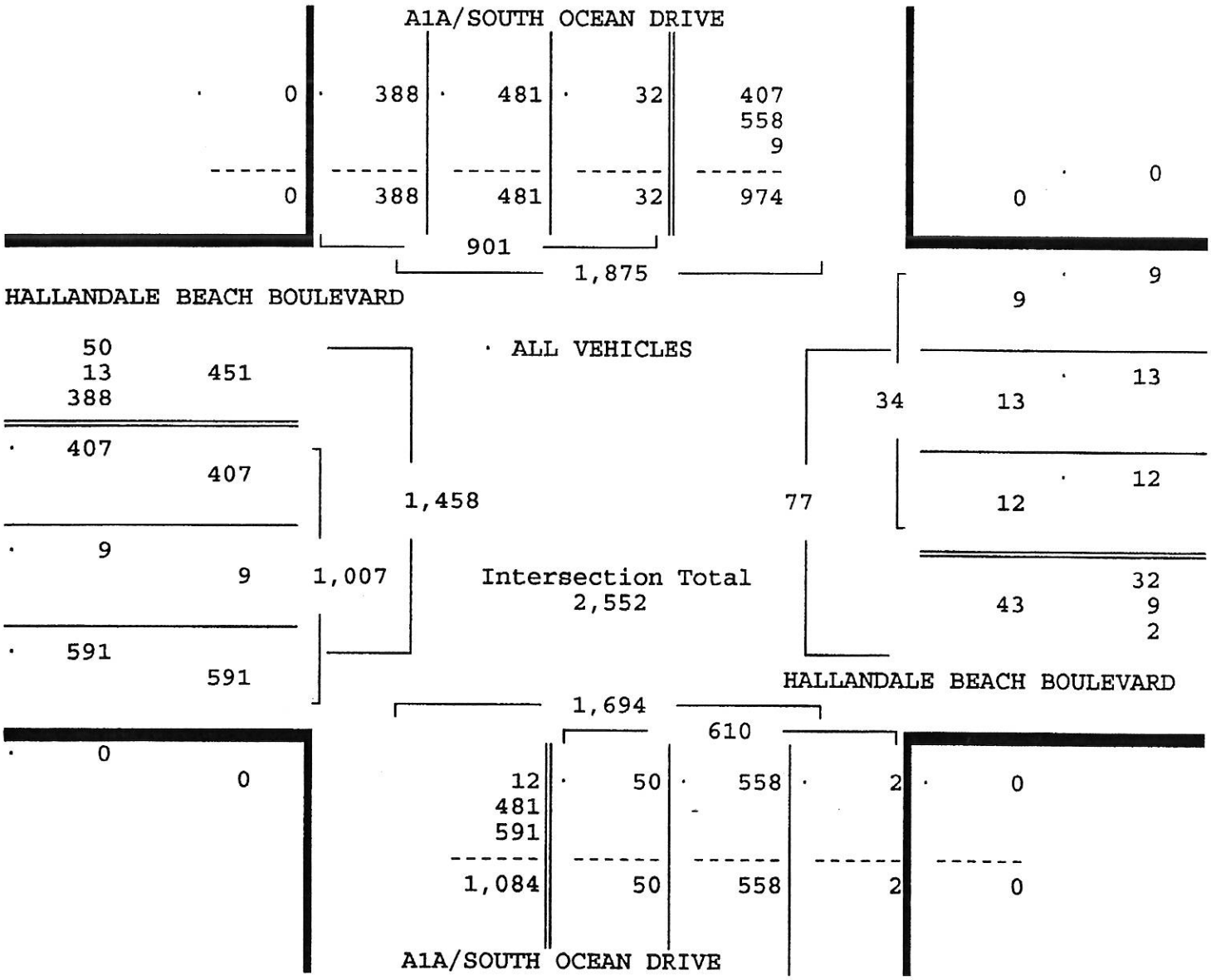
HALLANDALE BEACH BOULEVARD & A1A
HALLANDALE BEACH, FLORIDA
COUNTED BY: MIKE & SUSAN MALONE
SIGNALIZED

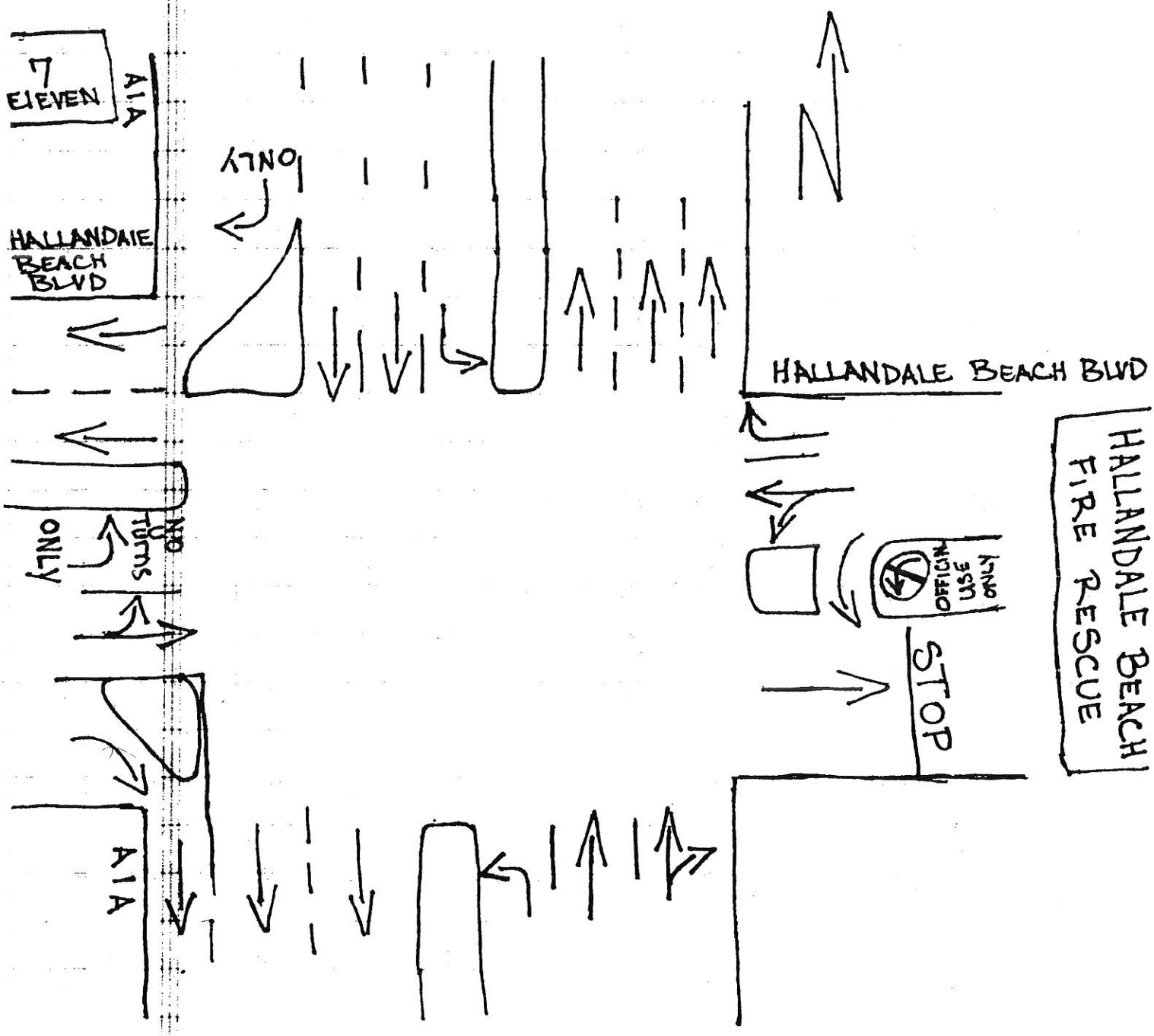
TRAFFIC SURVEY SPECIALISTS, INC.
624 GARDENIA TERRACE
DELRAY BEACH, FLORIDA 33444
(561) 272-3255 FAX (561) 272-4381

Site Code : 00050208
Start Date: 08/02/05
File I.D. : HALA_A1A

ALL VEHICLES

	A1A/SOUTH OCEAN DRIVE From North				HALLANDALE BEACH BOULEVARD From East				A1A/SOUTH OCEAN DRIVE From South				HALLANDALE BEACH BOULEVARD From West				
	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Right	Thru	UTurn	Left	Total
Date 08/02/05																	
Peak Hour Analysis By Entire Intersection for the Period: 16:00 to 18:00 on 08/02/05																	
Peak start	17:00				17:00				17:00				17:00				
Volume	388	481	26	6	9	13	0	12	2	558	4	46	591	9	3	404	
Percent	43%	53%	3%	1%	26%	38%	0%	35%	0%	91%	1%	8%	59%	1%	0%	40%	
Pk total	901				34				610				1007				
Highest	17:45				17:45				17:00				17:00				
Volume	107	144	13	0	4	4	0	3	0	150	1	14	167	1	1	97	
Hi total	264				11				165				266				
PHF	.85				.77				.92				.95				





SIGNALIZED

HALLANDALE BEACH, FL

AUGUST 2, 2005

DRAWN BY: MIKE MALONE

(KG)

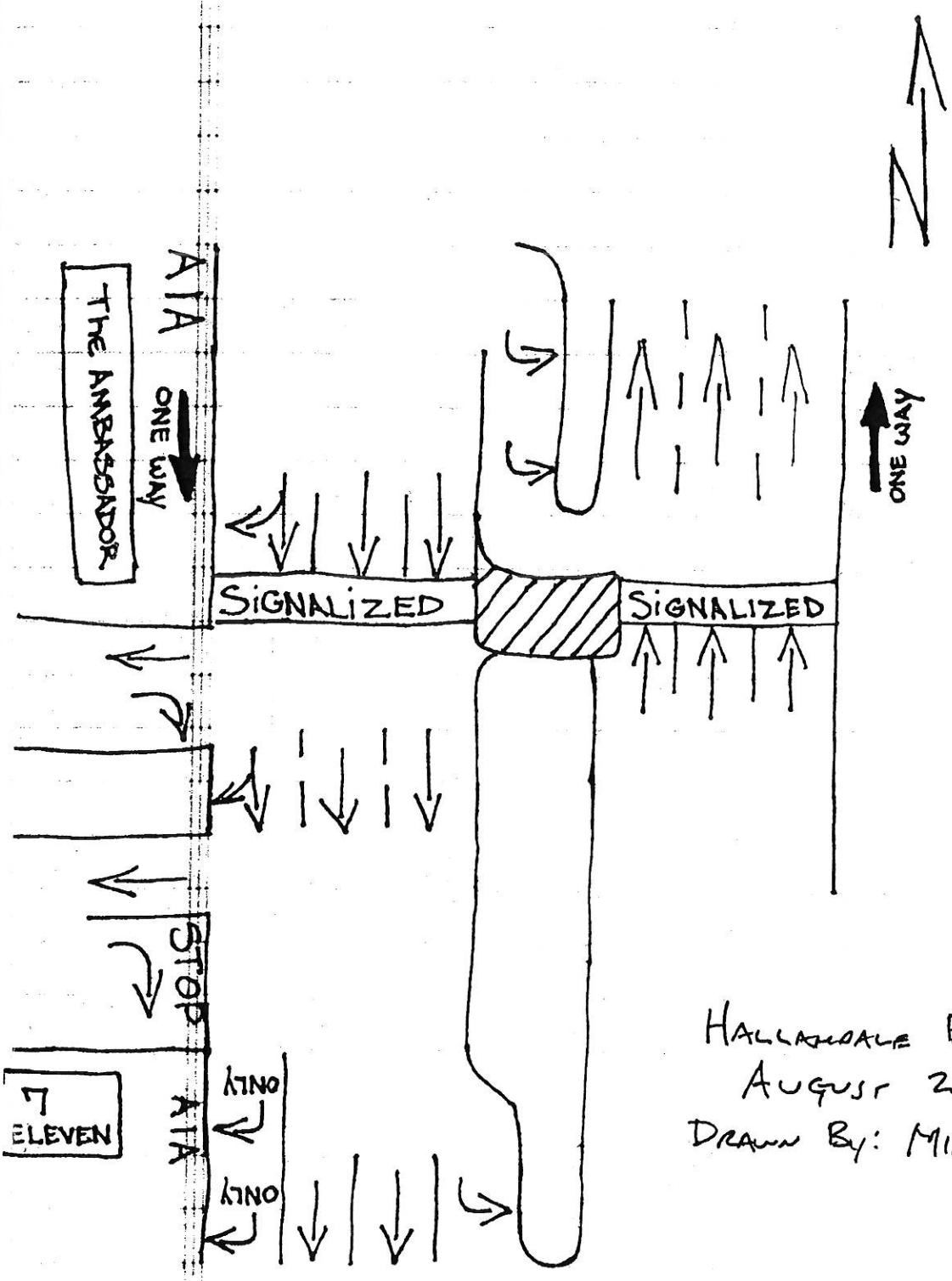
MEDIAN OPENING NORTH OF HALLANDALE BEACH
BOULEVARD & 7-11 & A1A
HALLANDALE BEACH, FLORIDA
COUNTED BY: SAMANTHA PALOMINO

Traffic Survey Specialists, Inc.
624 Gardenia Terrace
Delray Beach, Florida 33444
(561) 272-3255 Fax (561) 272-4381

Study Name: 7_11_A1A
Site Code : 00050208
Start Date: 08/02/05

7-11 & UTURNS

Start Time	A1A From North Thru	Right	UTurn	Peds	A1A From South Left	Thru	UTurn	7-ELEVEN From West Left	Right	Peds	Intrvl. Total
08/02/05											
07:00	0	8	3	0	0	0	0	0	8	0	19
07:15	0	12	9	0	0	0	2	0	3	0	26
07:30	0	8	12	0	0	0	2	0	10	0	32
07:45	0	20	8	0	0	0	2	0	10	0	40
Hour	0	48	32	0	0	0	6	0	31	0	117
08:00	0	7	14	0	0	0	0	0	7	0	28
08:15	0	9	19	0	0	0	0	0	10	0	38
08:30	0	17	16	0	0	0	0	0	6	0	39
08:45	0	9	16	0	0	0	2	0	10	0	37
Hour	0	42	65	0	0	0	2	0	33	0	142
[BREAK]	----------				----------			----------			-------
16:00	0	19	12	0	0	0	1	0	7	0	39
16:15	0	12	12	0	0	0	4	0	10	0	38
16:30	0	12	31	0	0	0	0	0	5	0	48
16:45	0	13	12	0	0	0	2	0	9	0	36
Hour	0	56	67	0	0	0	7	0	31	0	161
17:00	0	16	25	0	0	0	4	0	12	0	57
17:15	0	17	18	0	0	0	0	0	6	0	41
17:30	0	18	17	0	0	0	0	0	11	0	46
17:45	0	16	15	0	0	0	1	0	11	0	43
Hour	0	67	75	0	0	0	5	0	40	0	187
Total	0	213	239	0	0	0	20	0	135	0	607
% Apr.	-	47.1	52.8	-	-	-	100.0	-	100.0	-	-
% Int.	-	35.0	39.3	-	-	-	3.2	-	22.2	-	-



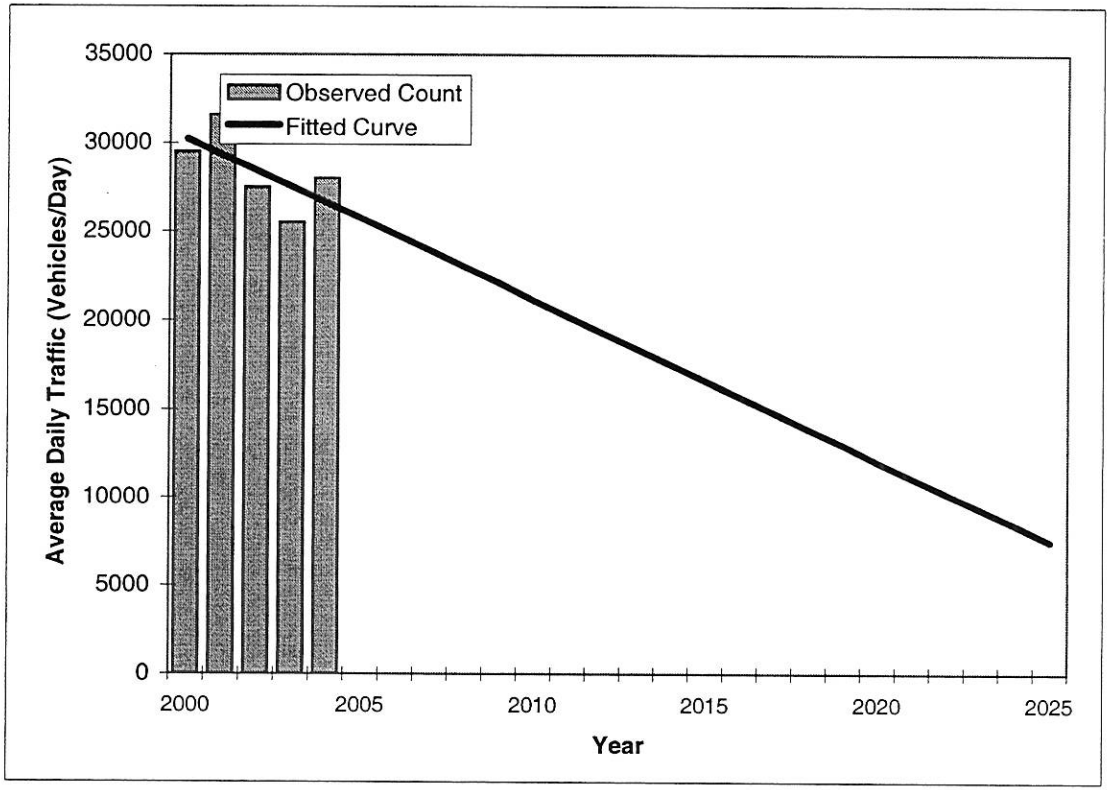
HALLANDALE BEACH, FL
AUGUST 2, 2005
DRAWN BY: MIKE MALONE

APPENDIX C:
Annual Background Growth Worksheets

TRAFFIC TRENDS

SR A1A (OCEAN DR) -- N of HALLANDALE BCH BLVD

County:	BROWARD COUNTY
Station #:	86-0418
Highway:	SR A1A (OCEAN DR)



Year	Traffic (ADT/AADT) Count*	Trend**
2000	29500	30200
2001	31600	29300
2002	27500	28400
2003	25500	27500
2004	28000	26600
2008 Opening Year Trend		
2008	N/A	23000
2009 Mid-Year Trend		
2009	N/A	22100
2010 Design Year Trend		
2010	N/A	21100
TRANPLAN Forecasts/Trends		

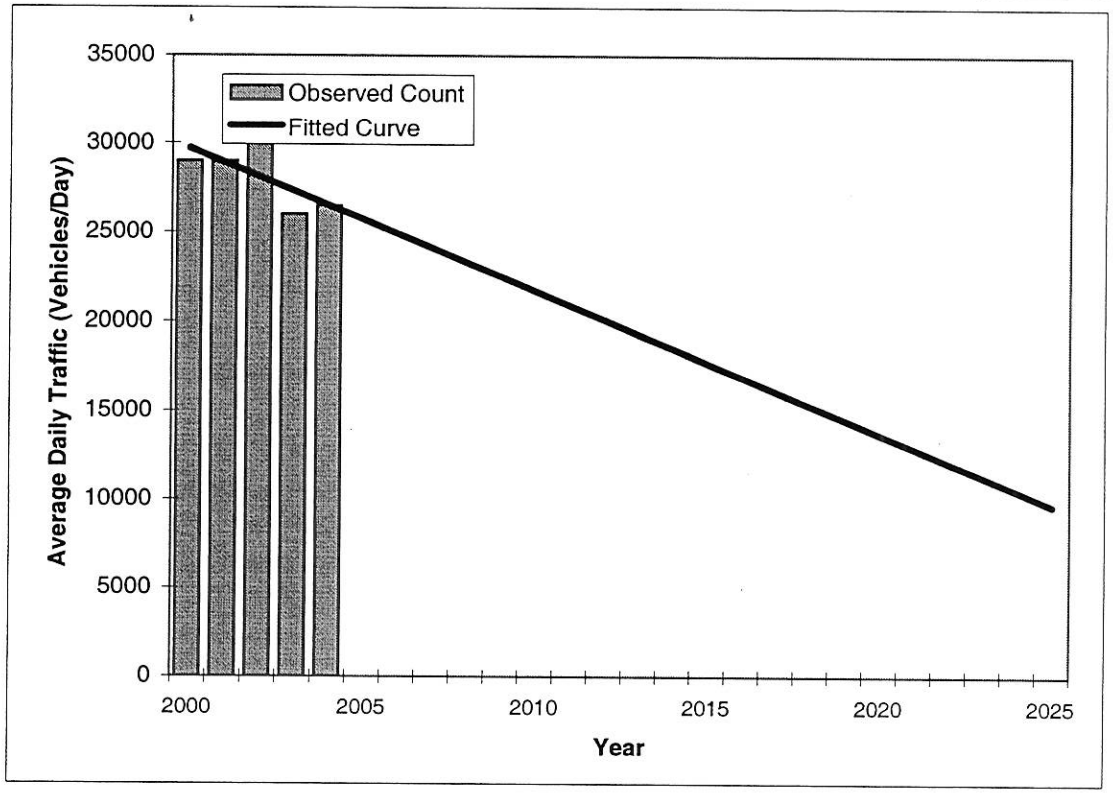
*Axle-Adjusted

**** Annual Trend Increase:**	-910
Trend R-squared:	39.8%
Trend Annual Historic Growth Rate:	-2.98%
Trend Growth Rate (2004 to Design Year):	-3.45%
Printed:	1-Aug-05
Straight Line Growth Option	

TRAFFIC TRENDS

SR A1A (OCEAN DR) -- S of HALLANDALE BCH BLVD

County:	BROWARD COUNTY
Station #:	86-5044
Highway:	SR A1A (OCEAN DR)



Year	Traffic (ADT/AADT) Count*	Trend**
2000	29000	29700
2001	29000	28900
2002	30000	28100
2003	26000	27300
2004	26500	26500
2008 Opening Year Trend		
2008	N/A	23300
2009 Mid-Year Trend		
2009	N/A	22500
2010 Design Year Trend		
2010	N/A	21700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-800
Trend R-squared:	52.5%
Trend Annual Historic Growth Rate:	-2.69%
Trend Growth Rate (2004 to Design Year):	-3.02%
Printed:	1-Aug-05
Straight Line Growth Option	

Florida Department of Transportation
Transportation Statistics Office

2004 Historical AADT Report

County: 86 - BROWARD

Site: 0418 Description: SR A1A - N OF HALLANDALE BEACH BLVD

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2004	C 28,000	N 14,500	S 13,500	0.10	0.56	2.30
2003	C 25,500	N 13,000	S 12,500	0.09	0.56	2.30
2002	C 27,500	N 14,500	S 13,000	0.10	0.55	2.50
2001	E 31,643	N 15,868	S 15,775	0.10	0.56	3.60
2000	C 29,500	N 15,000	S 14,500	0.09	0.56	2.60
1999	C 31,000	N 15,000	S 16,000	0.09	0.56	2.10
1998	C 32,000	N 16,000	S 16,000	0.10	0.54	2.20
1997	C 31,500	N 16,000	S 15,500	0.10	0.55	1.60
1996	C 30,500	N 15,500	S 15,000	0.10	0.56	4.00
1995	C 26,000	N 13,500	S 12,500	0.10	0.60	2.00
1994	C 30,000	N 15,000	S 15,000	0.10	0.60	1.50
1993	C 28,000	N 14,000	S 14,000	0.00	0.00	0.00
1992	C 26,000	N 12,500	S 13,500	0.00	0.00	0.00
1991	25,773	N 12,953	S 12,820	0.00	0.00	0.00
1990	30,189	N 16,016	S 14,173	0.00	0.00	0.00
1989	27,499	N 13,968	S 13,531	0.00	0.00	0.00
1988	27,587	N 14,389	S 13,198	0.00	0.00	0.00
1987	26,199	N 13,538	S 12,661	0.00	0.00	0.00
1986	26,389	N 13,675	S 12,714	0.00	0.00	0.00
1985	27,141	N 13,925	S 13,216	0.00	0.00	0.00
1984	19,532	N 9,668	S 9,864	0.00	0.00	0.00
1983	19,070	N 9,760	S 9,310	0.00	0.00	0.00
1982	18,631	N 9,293	S 9,338	0.00	0.00	0.00
1981	20,648	N 11,180	S 9,468	0.00	0.00	0.00
1980	22,615	N 11,605	S 11,010	0.00	0.00	0.00
1979	24,028	N 11,948	S 12,080	0.00	0.00	0.00
1978	28,770	N 14,899	S 13,871	0.00	0.00	0.00
1977	27,743	N 14,200	S 13,543	0.00	0.00	0.00
1976	20,645	N 10,383	S 10,262	0.00	0.00	0.00
1975	28,780	N 15,130	S 13,650	0.00	0.00	0.00
1974	31,142	N 15,196	S 15,946	0.00	0.00	0.00
1973	29,037	N 13,275	S 15,762	0.00	0.00	0.00
1972	23,591	N 12,121	S 11,470	0.00	0.00	0.00
1971	22,363	N 10,690	S 11,673	0.00	0.00	0.00
1970	18,749	N 8,828	S 9,921	0.00	0.00	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Est;
S = Second Year Est; T = Third Year Est; X = Unknown

Florida Department of Transportation
Transportation Statistics Office

2004 Historical AADT Report

County: 86 - BROWARD

Site: 5044 Description: SR A1A - S OF SR 858/HALLANDALE BEACH BLVD

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2004	C 26,500	N 12,500	S 14,000	0.10	0.56	2.90
2003	C 26,000	N 13,000	S 13,000	0.09	0.56	2.90
2002	F 30,000	N 14,500	S 15,500	0.10	0.55	2.50
2001	C 29,000	N 14,000	S 15,000	0.10	0.56	3.60
2000	C 29,000	N 14,000	S 15,000	0.09	0.56	2.60
1999	C 30,000	N 14,500	S 15,500	0.09	0.56	2.10
1998	C 30,500	N 15,000	S 15,500	0.10	0.54	2.20
1997	C 29,500	N 14,500	S 15,000	0.10	0.55	1.90
1996	C 25,000	N 12,500	S 12,500	0.07	0.56	6.90
1995	C 26,500	N 13,000	S 13,500	0.10	0.60	2.00
1994	C 27,500	N 14,000	S 13,500	0.10	0.60	1.30
1993	C 25,500	N 12,000	S 13,500	0.00	0.00	0.00
1992	C 26,500	N 13,000	S 13,500	0.00	0.00	0.00
1991	22,104	N 10,797	S 11,307	0.00	0.00	0.00
1990	25,879	N 12,711	S 13,168	0.00	0.00	0.00
1989	24,218	N 11,971	S 12,247	0.00	0.00	0.00
1988	27,837	N 13,768	S 14,069	0.00	0.00	0.00
1987	25,029	N 12,361	S 12,668	0.00	0.00	0.00
1986	24,329	N 11,856	S 12,473	0.00	0.00	0.00
1985	29,869	N 14,930	S 14,939	0.00	0.00	0.00
1984	18,910	N 9,620	S 9,290	0.00	0.00	0.00
1977	60,129	N 33,834	S 26,295	0.00	0.00	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Est;
S = Second Year Est; T = Third Year Est; X = Unknown

Print Date: Aug/01/2005

Florida Department of Transportation
Transportation Statistics Office

2004 Peak Season Factor Category Report

EAST-A1A TO US1
Category: 8600

MOCF = 0.85

	Week	Dates	SF	PSCF
	1	01/01/2004 - 01/03/2004	1.05	1.24
	2	01/04/2004 - 01/10/2004	0.99	1.16
	3	01/11/2004 - 01/17/2004	0.94	1.11
	4	01/18/2004 - 01/24/2004	0.91	1.07
*	5	01/25/2004 - 01/31/2004	0.89	1.05
*	6	02/01/2004 - 02/07/2004	0.87	1.02
*	7	02/08/2004 - 02/14/2004	0.84	0.99
*	8	02/15/2004 - 02/21/2004	0.82	0.96
*	9	02/22/2004 - 02/28/2004	0.82	0.96
*	10	02/29/2004 - 03/06/2004	0.82	0.96
*	11	03/07/2004 - 03/13/2004	0.82	0.96
*	12	03/14/2004 - 03/20/2004	0.81	0.95
*	13	03/21/2004 - 03/27/2004	0.83	0.98
*	14	03/28/2004 - 04/03/2004	0.85	1.00
*	15	04/04/2004 - 04/10/2004	0.86	1.01
*	16	04/11/2004 - 04/17/2004	0.88	1.04
*	17	04/18/2004 - 04/24/2004	0.91	1.07
	18	04/25/2004 - 05/01/2004	0.94	1.11
	19	05/02/2004 - 05/08/2004	0.96	1.13
	20	05/09/2004 - 05/15/2004	0.99	1.16
	21	05/16/2004 - 05/22/2004	1.00	1.18
	22	05/23/2004 - 05/29/2004	1.02	1.20
	23	05/30/2004 - 06/05/2004	1.03	1.21
	24	06/06/2004 - 06/12/2004	1.04	1.22
	25	06/13/2004 - 06/19/2004	1.06	1.25
	26	06/20/2004 - 06/26/2004	1.06	1.25
	27	06/27/2004 - 07/03/2004	1.06	1.25
	28	07/04/2004 - 07/10/2004	1.06	1.25
	29	07/11/2004 - 07/17/2004	1.06	1.25
	30	07/18/2004 - 07/24/2004	1.07	1.26
	31	07/25/2004 - 07/31/2004	1.08	1.27
	32	08/01/2004 - 08/07/2004	1.09	1.28
	33	08/08/2004 - 08/14/2004	1.10	1.29
	34	08/15/2004 - 08/21/2004	1.11	1.31
	35	08/22/2004 - 08/28/2004	1.17	1.38
	36	08/29/2004 - 09/04/2004	1.24	1.46
	37	09/05/2004 - 09/11/2004	1.30	1.53
	38	09/12/2004 - 09/18/2004	1.37	1.61
	39	09/19/2004 - 09/25/2004	1.30	1.53
	40	09/26/2004 - 10/02/2004	1.23	1.45
	41	10/03/2004 - 10/09/2004	1.16	1.36
	42	10/10/2004 - 10/16/2004	1.10	1.29
	43	10/17/2004 - 10/23/2004	1.09	1.28
	44	10/24/2004 - 10/30/2004	1.09	1.28
	45	10/31/2004 - 11/06/2004	1.09	1.28
	46	11/07/2004 - 11/13/2004	1.09	1.28
	47	11/14/2004 - 11/20/2004	1.09	1.28
	48	11/21/2004 - 11/27/2004	1.08	1.27
	49	11/28/2004 - 12/04/2004	1.07	1.26
	50	12/05/2004 - 12/11/2004	1.06	1.25
	51	12/12/2004 - 12/18/2004	1.05	1.24
	52	12/19/2004 - 12/25/2004	0.99	1.16
	53	12/26/2004 - 12/31/2004	0.94	1.11

Note: "*" indicates peak season week